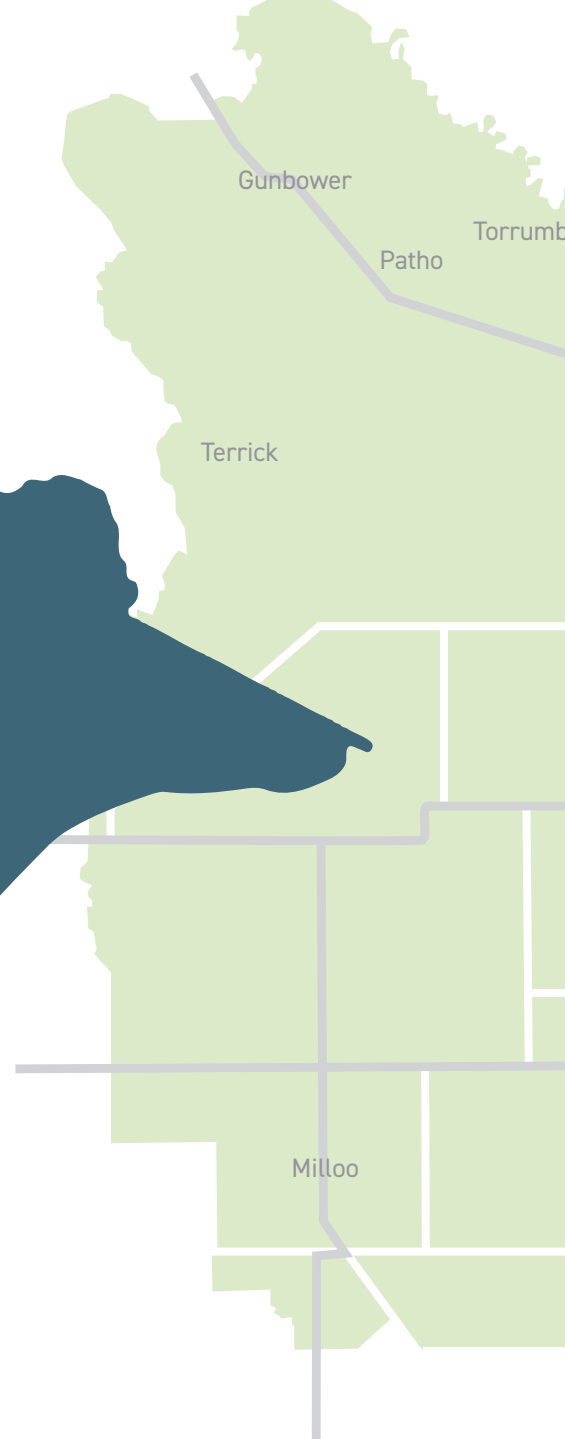
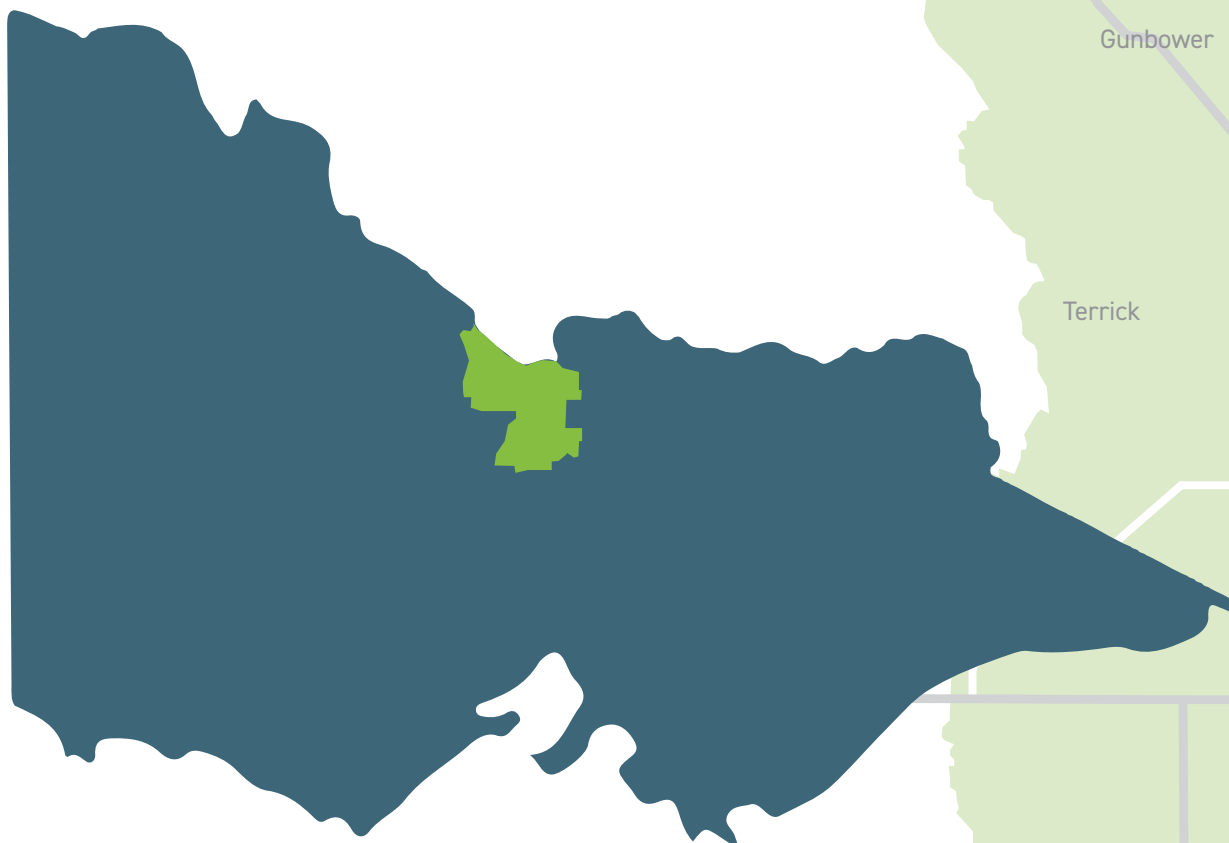


# ACTIVE TRANSPORT STRATEGY

Campaspe Shire Council

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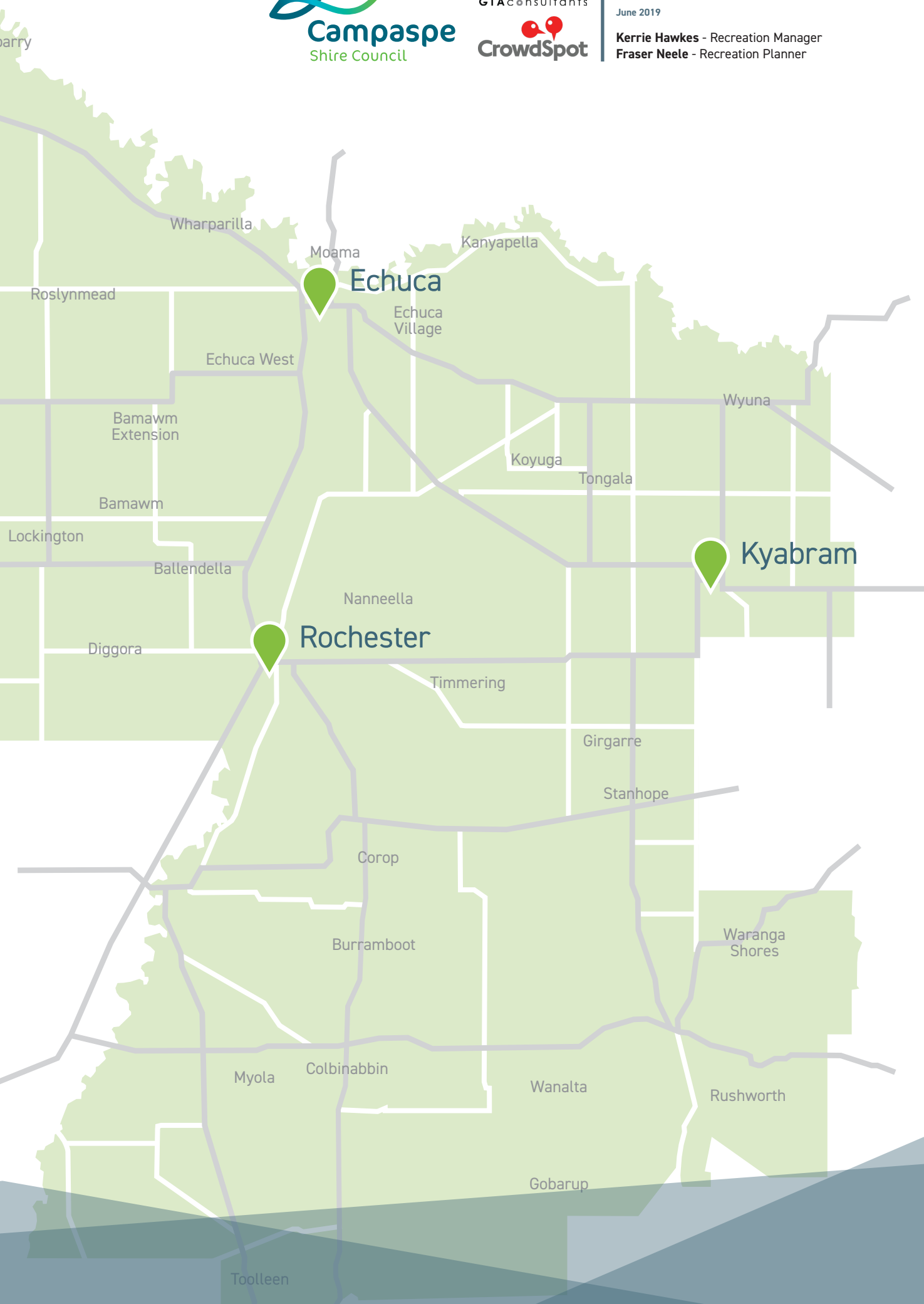
June 2019



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*Rivers are part of the lifeblood of the Campaspe region, providing life to species of flora and fauna, supplying agriculture and holding special significance as a place of importance to Indigenous Australians.<sup>1,2</sup>*

*From a recreational and economic perspective, Campaspe's waterfront regions attract both locals and tourists alike to enjoy the scenery, serenity and recreational opportunities its rivers provide.*

## Our Region

Campaspe is located in the heart of northern Victoria, idyllically located on the border with New South Wales and within reach of Melbourne and other major regional centres, including Bendigo and Shepparton.

Campaspe is one of the state's largest municipalities, with 54 townships and rural localities across a wide and diverse geography. The natural beauty, country lifestyle and relative affordability attract more than 37,000 residents and 16,000 workers to the area.<sup>3</sup>

Whilst growth has been relatively slow, forecasts suggest the region is expected to grow more quickly over the next 20 years compared to previous decades, to more than 42,000 residents forecast in 2036.<sup>4</sup>

As the gateway to the Murray River region and home to a range of attractions, the Shire has established itself as a popular tourist destination, offering a range of outdoor activities and opportunities for visitors to immerse themselves in wineries and breweries, eateries, farmgate produce, shopping, art and culture.<sup>5</sup> The region is also home to a number of major festivals, including Southern 80, Riverboats Music Festival and the Winter Blues Festival.

The region boasts a comfortable climate for outdoor activities, with just three weeks of the year over 35 degrees and three-quarters of the year without rain. The region is also generally flat in topography.<sup>6,7</sup>



# Our Challenges

Campaspe faces its share of complex challenges which have the potential to impact on liveability and constrain growth and prosperity.

## Access to Opportunities

Our settlements are spread across a vast geographic area and as a result, our towns have very different characteristics and identities – from regional cities to sparse rural localities.

The sheer size of the region places strain on Council’s service delivery and maintenance, with almost two-thirds of the capital works program for 2018/19 budgeted on transport-related projects.<sup>8</sup>

Across the municipality, townships differ significantly in terms of employment, access to education and social opportunities and availability of services and facilities. Absence of key services can mean long travel distances between townships to access daily needs.

Barriers to movement across the municipality dictate the viability of walking and cycling as realistic mode choices, including major highways between (and within) townships, rivers and absence of basic facilities (like footpaths) in some areas.

**As a result, many communities are heavily dependent on car-based transport, bringing with it health issues and an increased cost of living.**

## Health

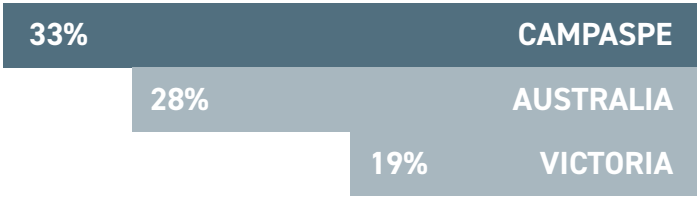
Our health is not in good shape. Campaspe is overrepresented in a range of lifestyle risk factors, including higher-than-average rates of obesity, smoking and excess alcohol consumption.<sup>9</sup>

These factors can lead to heightened risk of heart disease, cancers and a host of other health problems.<sup>10</sup> Indeed, Campaspe faces a higher prevalence of cancer compared to the state average.<sup>9</sup> Almost 1 in 5 residents report having high levels of psychological distress.<sup>17</sup>

One of the most significant contributors to poor health is insufficient physical activity - more than half (53%) of Campaspe residents do not undertake enough physical exercise. Our dependence on private cars for mobility compounds a sedentary lifestyle and exacerbates our existing health challenges.<sup>11,17</sup>

Other health priorities, including mental health and poor air quality, are also connected to the way we travel.

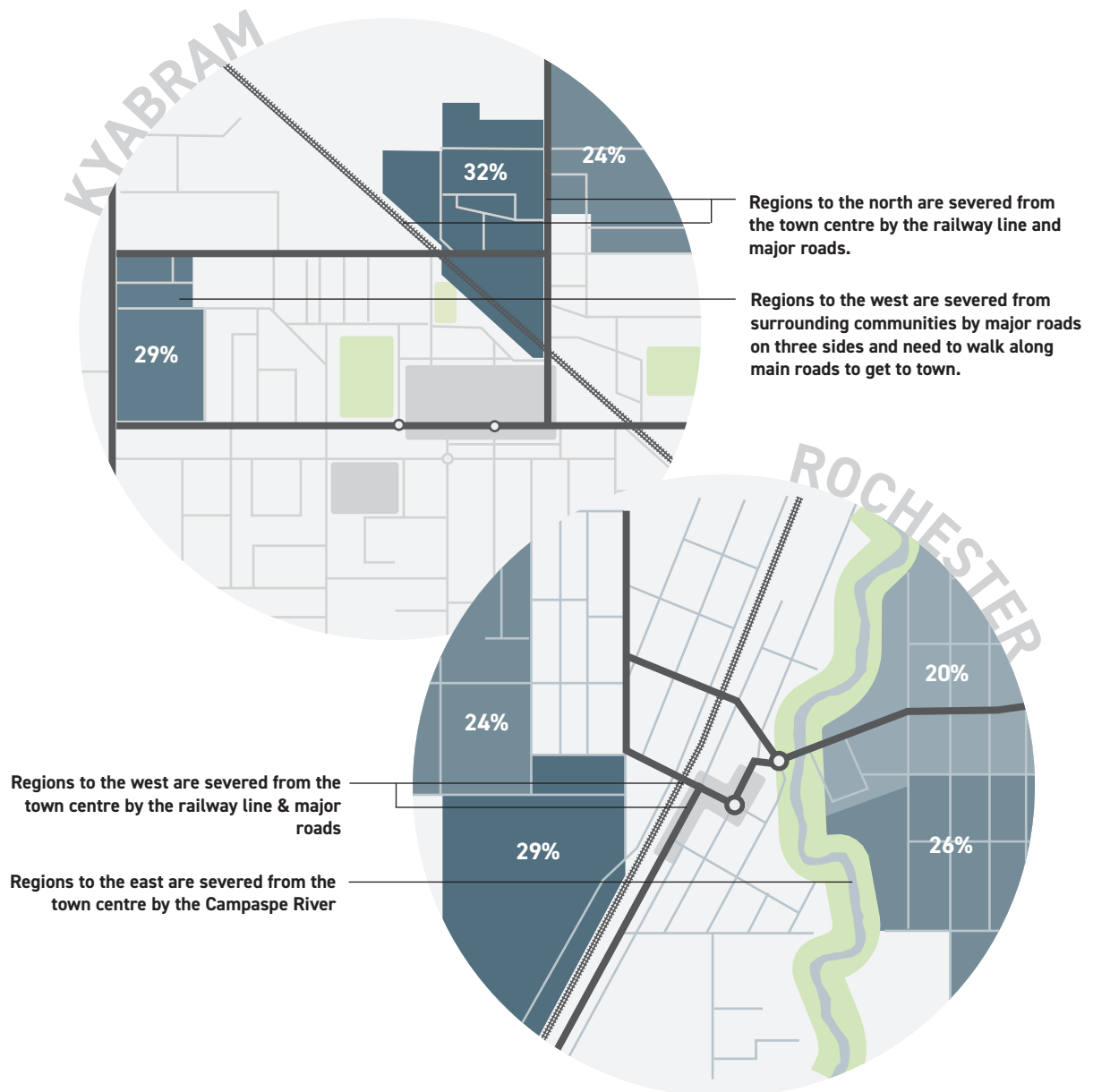
*The region faces its share of complex challenges which have the potential to impact on liveability and constrain growth and prosperity.*



**1 IN 3**  
CAMPASPE RESIDENTS ARE OBESE, HIGHER THAN STATE AND NATIONAL AVERAGES<sup>9,11</sup>

## AREAS OF THE HIGHEST YOUTH DISENGAGEMENT ARE OFTEN PHYSICALLY SEVERED FROM WORK AND EDUCATION OPPORTUNITIES.

Proportion of youths (aged 15-24) not employed or in education (%)<sup>13</sup>





## Youth Disengagement

Social issues are deeply engrained amongst Campaspe's younger population, with more than 1 in 10 youths (aged 15 to 24 years) disengaged from both work and education – higher than average for regional Victoria.<sup>13</sup>

Some areas of the region also have very high levels of youth unemployment, often in rural localities but particularly in pockets in the outskirts of larger townships including Echuca, Kyabram, Rochester and Tongala. In these areas, youth unemployment can exceed 25%.<sup>13</sup>

Physical (or perceived) disconnection can contribute to lower levels of engagement. As for broader social equity, the areas with the highest youth unemployment and disengagement in townships are often separated from town centres (and the employment, education and social opportunities they provide) by railway lines, rivers or major roads.<sup>13</sup>

## Social Equity & Disconnection

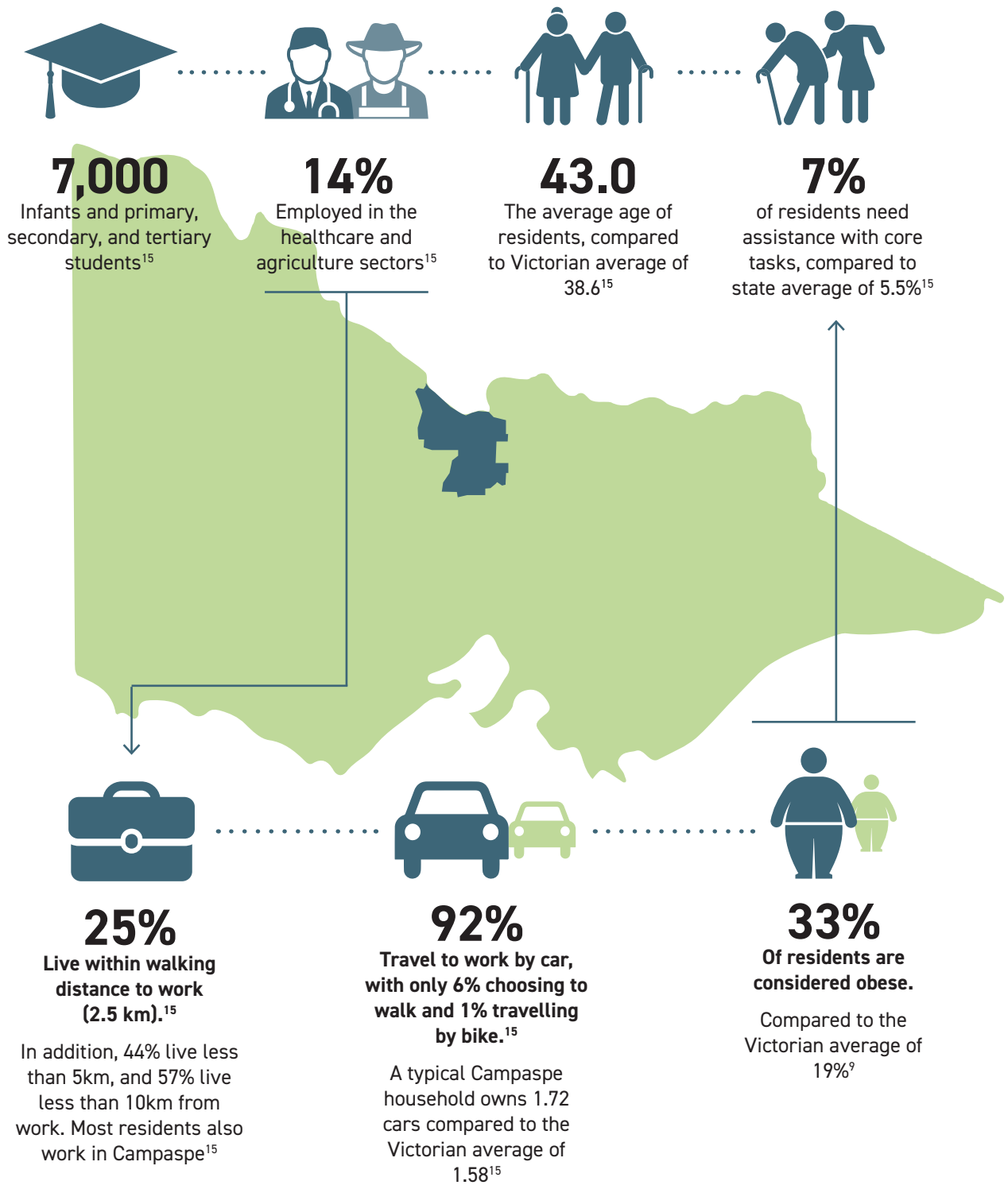
More than one-fifth of households in Campaspe are 'low-income' (earning less than \$650/week), consistent with other areas of regional Victoria. In some areas (including parts of Kyabram, Rochester and Rushworth), this increases to almost 30% of households.<sup>13</sup>

Areas with low levels of income, as well as other measures of social inequity (such as indices of disadvantage and share of residents who need assistance with core activities) are, in many cases, higher on the edges of townships or in areas which are severed from town centres.<sup>13</sup>

These areas often have poorer linkages to work and education opportunities than in the core of townships, ingraining reliance on cars for mobility, at the peril of isolation.

To make things worse, the high cost of owning and operating a car (up to \$240 per week for a large car) can engender a vicious cycle of disadvantage.<sup>14</sup>

## Snapshot of Campaspe





# Snapshot of Active Transport in Campaspe

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*In some areas, footpaths or shared paths aren't accessible for all users.*



*In other areas, pedestrian facilities simply 'disappear'.*



*As a result, people can be 'forced onto the road'.*



*Pedestrian areas create great spaces for people to linger and spend time.*



*Desire lines show where people want to travel, but are not supported by facilities.*



*Bike facilities sometimes end right where we need them the most.*



*Some new development areas are providing improved walking and cycling facilities.*



*Where there is no footpath or bike path, driving is the only choice.*



*Some growth areas have good local facilities, but lack connections into town centres.*



*Some communities on the outskirts of towns are not connected to key attractors.*



*Footpaths on one side of the road, the other blocked by plants and barriers to movement.*



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# Our Active Transport Strategy



## The Strategy

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'Active Transport' means travelling in ways which get us up and moving, and our blood pumping. It most often means walking and cycling, but it also means jogging, wheeling, skateboarding, rollerblading, e-biking or riding a penny farthing.

**The Strategy is to dramatically increase the amount of people walking and cycling in Campaspe.**

Encouraging people to travel in an active way brings a wide range of benefits to everyone in our community.

More physical activity can help us feel better physically and mentally. It can also help us overcome many of the health challenges facing our region.

Compared to other modes, active transport is cheap to take up, and is usually free to use. Walking and cycling also have a low space requirement, meaning our public space can be used for more enjoyable things.

Active modes are also good for the environment, generating zero pollution or emissions, no demand for fossil fuels during use and no noise impact.

Promoting active transport gives more people a chance to feel included, connected and engaged with their community, no matter their circumstances.

**This Active Transport Strategy means we will have a clear, cohesive approach to decision-making and investment.**

The Strategy will give Council clear and consistent direction to make the best use of our funding and resources.

It will also articulate our stance on major development and infrastructure proposals, guide us in identifying and prioritising projects and form the basis of our advocacy to other levels of government. This will make sure we can deliver the best active transport outcomes for the community.

**The Strategy also represents a united vision for us all to aspire towards, and our shared responsibility to work together to deliver it.**

*The Strategy is to dramatically increase the amount of people walking and cycling in Campaspe.*



## How did we create the Strategy?



To build an evidence base for our strategy, we sourced and collated a range of material from a variety of sources, including analysis of data and various regional characteristics. We also established a policy context to understand the challenges and opportunities to leverage.



We undertook site-specific investigations of existing walking and cycling conditions to observe local nuances, such as school peaks, network peaks and weekend visitation and special occurrences, such as houseboat loading events.



We facilitated a number of discussions, including workshops with Council officers and Councillors to 'set the tone' of the strategy, based on best-practice active travel initiatives.



We met with external stakeholders and the Youth Action Group to discuss their ideas and opportunities to collaborate. We then engaged with the community to understand their priorities at two pop-up sessions in Echuca and Kyabram, and through the CrowdSpot online platform.



Combining our lessons from the above, we developed a series of initiatives and actions specific to the local conditions and challenges, based on best-practice initiatives, evidence, community priorities and transport planning expertise.

### HOW DID WE 'SET THE TONE'?

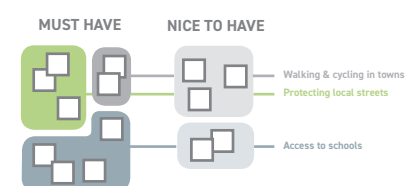
#### 1 BEFORE THE WORKSHOP, WE COMPILE A RANGE OF INITIATIVES AND ACTIONS (INCLUDING 'BEST PRACTICE').



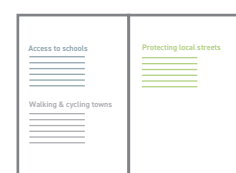
#### 2 AT THE WORKSHOP, PARTICIPANTS DISCUSS THE MERITS AND TRADE-OFFS OF EACH INITIATIVE AND DECIDE IF IT IS APPROPRIATE FOR CAMPASPE.



#### 3 WE REVIEW THE OUTCOMES TO 'SET THE TONE' AND UNDERSTAND PRIORITIES FOR THE STRATEGY.



#### 4 WE DEVELOP THE STRATEGY, BASING OUR FINDINGS ON RESEARCH, EVIDENCE, CONSULTATION & EXPERTISE.





## Where does this Strategy fit?

Our strategy seeks to dramatically increase the number of people walking and cycling in Campaspe. These aspirations align with the broader goals and objectives to establish a thriving, healthy, sustainable, prosperous and engaged region.

A brief summary of alignment with key local policies is outlined below.



### Campaspe Council Plan 2017 - 2021

The Council Plan outlines the things that Council stands for, our objectives, the main activities we will undertake over the next four years and how they will be resourced.

The Plan outlines five key objectives to guide service delivery:

- Services, programs and advocacy enable improved health, wellbeing and safety of our community.
- Diverse and growing economy with increased employment and investment opportunities, economic prosperity and community development.
- A healthier environment for current and future generations.
- Services and assets meet current and future community need.
- Strong leadership, advocacy and good governance.

.....



### Loddon Campaspe Transport Strategy (2015)

The Loddon Campaspe Integrated Transport Strategy provides the framework for developing the transport network such that it remains fit for purpose and adaptable for future needs.

Whilst many of the top ten action items revolve around vehicle movement and public transport upgrades, the Strategy identifies the need to prioritise:

- simple infrastructure upgrades to make it easier to walk, ride or catch public transport to commute or for social activities, particularly around railway stations or transport hubs. This includes improving pedestrian, bike and bus access networks and improved wayfinding.
- the development existing rail trails and recreational bike networks.
- 'connectivity plans' which ensure that people living in smaller communities continue to have access to services and health and social needs.

The document also establishes a goal to support the achievement of improved community health and environmental outcomes, including by encouraging bicycle and walking travel.



### Campaspe Advocacy Priorities 2018 - 2021

Along with delivery of a range of infrastructure and services, Council plays a key role in speaking out on issues that matter to the local community. This includes liaising with other levels of government (including state and federal governments) and other strategic partnerships.

Council's priorities for the next four years include overhauling key sport and recreation spaces, transformative public transport upgrades, service roads for business growth, regional natural trail experiences and precinct-building for events in Echuca.

In general, the advocacy seeks to:

- improve access to quality green spaces
- stimulate physical and mental health benefits
- support access to health, education and professional services
- support social engagement and increase participation in leisure activities for those without other means of getting around
- contribute positively to the local economy and local liveability
- improve the public realm, pedestrian connectivity, safety and servicing.

.....



### Campaspe: Our Future (2015)

More than 500 members of the community contributed to developing the vision for the future of Campaspe as a 'strong, supportive, vibrant and sustainable' community.

At present, the community told us that they most highly value 'friendly communities' and a sense of belonging, 'family-friendly environments' as great places to raise kids and the opportunities for a 'healthy lifestyle' that living in Campaspe offers.

Into the future, the community would like to live in a Campaspe which is safe and friendly, offers healthy and sustainable lifestyles, is environmentally progressive, offers more sporting facilities and activities for children, more bicycle paths and better transport.

## What did the community tell us?

*The community had a generally positive reception to an uptake of walking and cycling in the region.*

The community had a generally positive reception to an uptake of walking and cycling in the region.<sup>12</sup>

Some of the key challenges include:

- some disinterest in walking and cycling due to ease and expectation of car parking and relatively unrestricted vehicle access.
- safety concerns, particularly parents in allowing their children to ride to school
- low cycling uptake means there is an absence of 'safety in numbers', compounded by poor motorist attitude.

The community told us they would like to see:

- Safer walking and cycling routes to schools, including through infrastructure, traffic restrictions, activity programs and improved facilities.
- Improved amenity and infrastructure, including consideration of users with higher needs in design and maintenance.
- Infrastructure which facilitates walking and cycling and overcomes many of the 'well-known' barriers to accessing towns.
- A culture shift which fosters safety and confidence in active travel.

**We also met with our Youth Action Group to discuss how younger people perceive walking and cycling.**

They told us they walk and cycle because:

- It's sometimes quicker than public transport
- Parents aren't always available to drive them
- It's free, and they use it to get/stay fit

However they also noted that:

- Riding bikes on a main road is stressful and they don't feel safe
- There are no lights where they want to walk, so they don't feel safe
- They aren't in the habit of thinking it's an option

Specific quotes can be found at the start of each section, with more detail provided in the separate Consultation Summary.



## How do we bring the Strategy to life?

The Strategy is not made to live in isolation, nor is it made to sit on the shelf. It is our intention that the Strategy will:

- reflect, and build upon, the initiatives and actions of broader strategies
- develop finer-grain initiatives and actions specific to the aspirations for active transport, cognisant of the broader aspirations for the region
- refine the initiatives and actions by building an evidence base and engaging with the community
- bringing the actions to life through strong leadership, committed partnerships and focussed advocacy

Specifically, the Strategy can be brought to life in a number of ways:



### ADVOCACY & BUSINESS CASES

The Strategy directly informs advocacy priorities to other levels of government and clearly articulates the outcomes we seek as a community.



### SOLVING CHALLENGES

Council faces complex challenges which require careful balancing. A workshop with stakeholders (using the initiatives and actions as prompts) can help identify the 'must haves' and 'nice to haves' to help set the 'active transport' tone for the project, and what can be achieved.



### IDENTIFY & PRIORITISE PROJECTS

Applying the Strategy against our existing transport network will highlight gaps in the network, and project priorities for Council. For example, improving the walking network would be prioritised above increasing car parking around schools.



### INFORM OTHER STRATEGIES

Strategies work best when they are consistent and integrated. As this strategy has been built from other local priorities, so too should other strategies be informed by the Active Transport Strategy.



### ASSESSING PROPOSALS

Whether they are local development applications or major state infrastructure proposals, the Strategy clearly articulates the outcomes Council expects, and provides leverage to pursue these outcomes with stakeholders.





## What do we want to achieve?

We want to dramatically increase the number of people walking and cycling in Campaspe.

Achieving this will strengthen:

### Our Health

**A little more activity can have a big impact on our health & wellbeing.**

An extra 30 minutes of walking on five days of the week could cut our disease burden by more than a quarter and reduce our risk of diabetes, stroke, heart disease, cancers, kidney problems, arthritis and dementia.<sup>10,11</sup>

In many areas, this could be as simple as making the choice to walk to and from school, work or the shops - almost one quarter of Campaspe residents live less than 2.5km (a 30 minute walk) from work.<sup>15</sup>

In other areas, it might be making a conscious choice to walk when possible - for example, leaving the car in one place and walking between shops in a township, or for recreation.

A key focus of our strategy is to build upon the existing culture of health promotion by providing opportunities for people to lead active, healthy lifestyles, consistent with our Council Plan.<sup>9</sup>

This means creating environments which are attractive and safe for walking and cycling, establishing connected networks and making sure barriers to movement can be overcome.

**Ultimately, we want to build communities where everyone can be healthy, active and feel included.**



**2 IN 3**

AUSTRALIAN ADULTS ARE  
OVERWEIGHT OR OBESE<sup>11</sup>



**1 IN 4**

AUSTRALIAN CHILDREN ARE  
OVERWEIGHT OR OBESE<sup>11</sup>

## Our Young People

Our children are the next generation of active travellers. The skills, attitudes and experiences we share with our children can last a lifetime. If we teach our kids the value and enjoyment of walking and cycling at an early age, we can ingrain habits and attitudes that will build the next generation of 'active travellers'.

Teaching kids to move and be active can also unlock social connections, promote movement and outdoor activity, teach valuable road sense and navigation skills and foster healthy lifestyle choices.<sup>18,19,20</sup>

As a nation, young people are severely overrepresented in living sedentary lifestyles, with 74% of children (aged 5-12) and 92% of adolescents (aged 13-17) falling short of the recommended level of physical activity.<sup>11</sup>

VicHealth highlights that nearly a third of all children spend less than five minutes walking per day. In Victoria, four in five school children live within three kilometres of their school, yet 70% are driven to school.<sup>18</sup>

### We want to see more kids walking and cycling to school.

Given many families in towns live close to their schools, achieving uplift in active travel for the school cohort represents a 'quick win' opportunity which is relatively easy and inexpensive to implement.

Combined with sport or other activities, walking or cycling to school can be an easy way to reach daily exercise targets for both children and accompanying parents and create healthier, happier communities.<sup>19</sup>

**Ultimately, we want to create an environment where kids feel safe and confident to walk and cycle to school, and continue travelling actively for life.**

*Ultimately, we want to create an environment where kids feel safe and confident to walk and cycle to school, and continue travelling actively for life.*



**4 IN 5**  
VICTORIANS LIVE WITHIN THREE  
KILOMETRES OF THEIR SCHOOL<sup>18</sup>

**YET 70%**  
ARE DRIVEN TO SCHOOL BY CAR<sup>18</sup>







*We want to enable residents to be active and engaged in their community.*

### **Our Sense of Community**

Our residents are highly dependent on using cars to access work and education opportunities, as well as daily needs.<sup>15</sup> Liberal availability of free and convenient car parking and minimal congestion reinforce driving as the 'obvious choice'.

A growing shift to online platforms to access businesses, shopping and services<sup>9</sup> places additional strain on connectivity, engagement and social cohesion, as well as the vibrancy and prosperity of our local shops and streets.

### **We want to build stronger, more connected towns.**

A key focus of our strategy is to build strong, healthy and vibrant communities and enable residents to be active and engaged in their community, consistent with our Council Plan.<sup>9</sup>

Getting more people walking and cycling will make our towns more lively and prosperous, provides more opportunities for social engagement and puts more 'eyes on the street' to improve perceptions of safety and security for all.<sup>21</sup>

Creating well-connected townships will also link people with the goods, services and facilities they need to prosper and establish inclusive environments where everyone can feel welcome, safe and empowered to travel by foot or bike, regardless of ability.

**Ultimately, we want to reduce our dependence on cars and evolve into vibrant, connected walking and cycling townships.**

## Overcoming Barriers

---

**For many, the sheer size of our region can inherently introduce barriers to walking and cycling between townships or across long distances.**

To achieve a dramatic increase in the number of people walking and cycling, we have focussed our initiatives on townships, where population density is higher and distances between services and everyday needs are generally within reach by foot or bicycle.

**But it is not only people in townships who benefit.**

Many people who live in rural localities will need to visit towns to access services, facilities, shops or supermarkets. Improving the active transport environment means people can park their car and walk between destinations or to recreational opportunities. It also means that visitors have a real choice to explore our towns by foot or bike, which means more people walking into our shops, restaurants and services.

**We acknowledge that there are some barriers to walking and cycling in our region.**

Concerns for safety can deter people from choosing to travel by foot or bike. Swooping magpies can prevent people from using tracks and paths at times of the year. Widespread presence of bindi-eyes (or burrs) can deflate our cycling plans and we often rely on our car to carry the groceries home from the supermarket.<sup>12</sup>

**But we also have a shared responsibility to accept and overcome these barriers and make choices which allow us to travel more actively.**

This might mean buying a trolley for groceries, or bringing along a backpack for smaller shops. It might mean investing in inexpensive puncture-resistant tyres, putting magpie-deterrants on our helmets or choosing another route at some times of the year. Being another pair of eyes on the street will help others feel safe and create a culture where walking and cycling is the norm.

**Choosing to walk and cycle is not always comfortable, but the benefits are well worth it.**

*Choosing to walk and cycle is not always comfortable, but the benefits are well worth it.*



## Our Focus

---

**We want to dramatically increase the number of people walking and cycling in Campaspe.**

We will achieve this by agreeing and acting upon a range of **initiatives** which clearly establish Council's strategic direction, and **actions** which clearly articulate the steps Council will take to promote walking and cycling in the region.

Reflecting on our challenges, our initiatives have a particular focus on:

### Getting to school by walking and cycling

School-based initiatives represent a 'quick win' as they are typically simple to implement and represent a cost-effective way to catalyse change. Designing facilities for children also makes walking and cycling more accessible for all.

Importantly, our consultation with the community showed support for measures which support the behaviour change around schools, such as reduced car usage and safer walking and cycling facilities.



### Creating walking and cycling towns

We propose to establish our towns as comfortable and attractive places to walk. This will include initiatives which prioritise the convenience of walking in favour of driving and car parking.

We envision towns where people can walk from home (or park their car), then linger and spend time at the shops, a cafe and the supermarket by foot, rather than by car. In turn, this will stimulate economic activity and opportunities for social interaction.



### Connected and liveable developments

In tandem with other initiatives and actions in the Strategy, we will implement and uphold standards for good walking and cycling connections in new developments.

As our region grows, safe and connected active transport infrastructure and higher levels of permeability will be pivotal to strengthening the health and liveability of our communities.



## A Choice in Approach

**As a Council, and as a community, we have a choice to make about changing the way we travel.**

We can either take a **'step change'** approach, and roll out a series of active travel initiatives to build major momentum in walking and cycling across the region.

This might include minor infrastructure investments (such as local treatments), travel demand management measures, provision of facilities and behaviour change initiatives. It will require collaboration and partnerships with schools, organisations and the community.

**The 'next step' for this approach is for Council to catalyse and enable change in the way we travel.**

Or, we can leap frog the rest of the state and push for transformational change by evolving our townships into **'gold standard'** walking and cycling havens.

This approach will include the 'step change' initiatives, plus larger and more intensive initiatives, such as road reallocation, pedestrianisation and some serious cycling facilities. It will also require resource and funding partnerships with other levels of government, including state and federal governments.

**The 'next step' for this approach is for Council to prepare a business case which clearly articulates the case for change in Campaspe.**

**As a Council and community, we need to choose the approach we take, commit to it and deliver it with pride.**

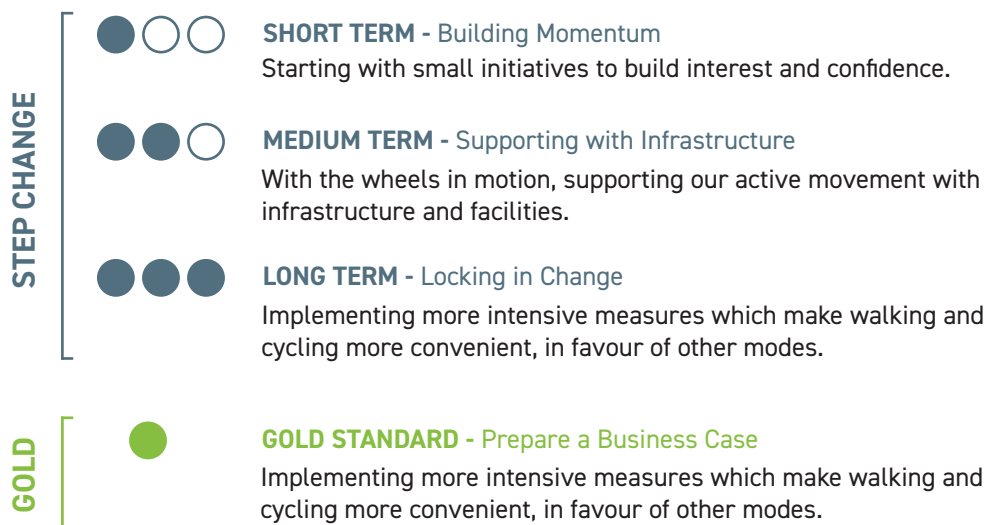


## Staging

Both options have similar objectives, they just have different resource demands and outcomes. As a result the Action Plan looks very different.

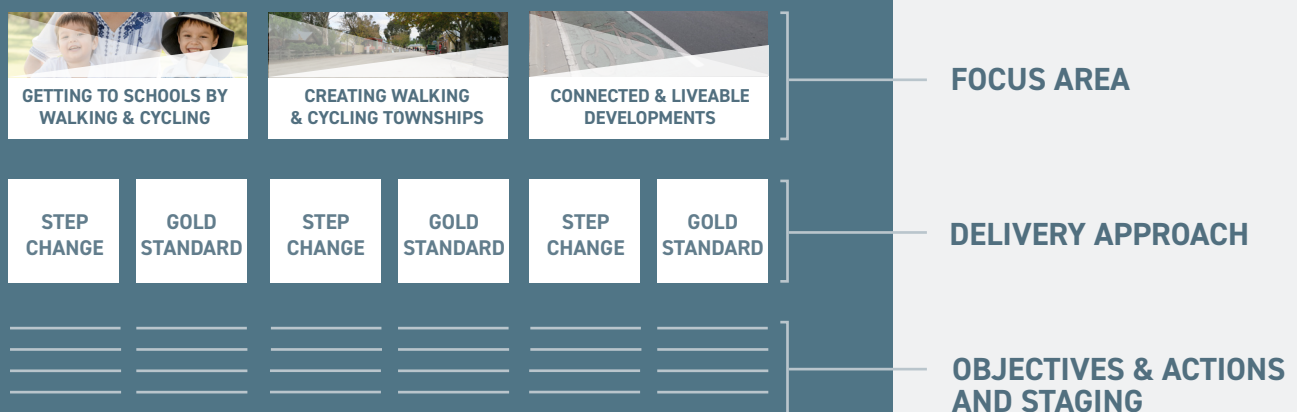
For a 'step change' approach, our strategy is staged to build momentum and capitalise on opportunities to make Campaspe a great place to walk and cycle.

For a 'gold standard' approach, the next step is to prepare a business case to make the case for change.



## Structure of the strategy

The Strategy is structured to reflect the above key focus areas, responsibility for delivery and staging.









01

---

Getting to schools  
by walking & cycling



*Building the foundations for active school travel takes time, effort and partnerships. It also takes a shared sense of responsibility and ownership between Council, schools and parents.*

*Our strategy is to start with small initiatives to build interest and confidence and work towards more ambitious infrastructure and policy outcomes which establish walking and cycling as a truly viable mode choice.*

## What did the community tell us?

---

We reached out to the community to understand the priorities and opportunities for improving active travel to schools.<sup>12</sup> These included:

*“More bike lanes to schools”*

*“Not enough protection at major roads”*

*“Improved pedestrian & cyclist links across towns”*

*“Additional footpaths to schools”*

*“Traffic lights to allow safe crossing of major roads”*





*“Restricting vehicle access and illegal parking around schools”*

*“Traffic calming, with police presence and speed restrictions”*



*“Competitions and incentive programs to promote activity levels”*

## 'Step Changes'




### INITIATIVE 1.1 - Work with schools to develop active travel programs

- |       |   |   |
|-------|---|---|
| 1.1.1 | Arrange and deliver a region-wide active travel competition between schools.  |   |
| 1.1.2 | Work with schools and provide mini-grants to leverage existing active travel programs and initiatives, such as walking/cycling school bus, a regular walking/cycling program, Park & Stride or Bicycle Network's Ride2School program. |   |











### INITIATIVE 1.2 - Guide children along the safest routes

- |       |   |   |
|-------|---|---|
| 1.2.1 | Provide clear wayfinding 'on the ground' for children along key walking and cycling routes to schools. This should also communicate with drivers. |   |
|-------|---|---|

### INITIATIVE 1.3 - Improve pedestrian and cyclist priority, especially on routes to schools

- |       |  |   |
|-------|--|---|
| 1.3.1 | Work with VicRoads to implement quick call-up and longer crossing times at all signalised crossings, prioritising key routes to schools. |    |
| 1.3.2 | Where possible, replace existing pedestrian crossing facilities with raised crossings, prioritising key routes to schools.               |   |

### INITIATIVE 1.4 - Make walking and cycling easy across 'the whole journey'

- |       |   |   |
|-------|---|---|
| 1.4.1 | Link residential estates to the existing walking/cycling network  |   |
| 1.4.2 | Seek opportunities to overcome barriers to movement (such as rivers and major roads) to minimise community severance, prioritising routes to schools. |   |
| 1.4.3 | Install treatments to reduce crossing distance across streets, including wider medians.   |   |
| 1.4.4 | Seal road shoulders in townships and provide safe cycling facilities.   |   |
| 1.4.5 | Leverage (or advocate for) opportunities to deliver active transport upgrades as part of other projects.  |   |

## INITIATIVE 1.5 - Reduce car movements around key areas

- 1.5.1 Work with schools to close streets around schools at peak times.
- 1.5.2 Close undesired thoroughfares, whilst maintaining walking and cycling permeability.
- 1.5.3 Further reduce speed limits on streets near schools.



## + 'Gold Standard'

## INITIATIVE 1.6 - Develop an exceptional cycling network

- 1.6.1 Build a high-quality, connected and separated key cycling network throughout townships, including facilities at intersections. This includes replacing existing facilities and creating new routes linking key attractors, including schools.
- 1.6.2 Install protected cycling facilities on high-speed, high-volume or high-risk cycling routes, including risks of dooring. Where adequate protection cannot be provided, relocate car parking.



### What's the difference in our approach?

#### E.g. Action 1.4.1 - Link residential estates to the existing walking/cycling network.

A **'step change'** approach would provide basic footpaths and crossing facilities to connect key attractors and residential areas to the broader network, driven by Council.

A **'gold standard'** approach would consider new high-quality, off-road shared paths from larger residential areas to townships and safe, protected facilities at intersections and crossings, in collaboration with other levels of government and stakeholders.



# 02

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## Creating walking and cycling towns



*To achieve a real uplift in active transport, we need facilities which make walking and cycling 'the obvious choice'.*

*This means making some bold changes to our townships to create walking and cycling 'havens', where pedestrians and cyclists have priority and can move safely when and where they need to go.*

*It also means seeking opportunities and making choices to travel by foot and bicycle where possible.*

*Creating change won't always be comfortable, but the health, social and economic benefits will be worth it.*

## What did the community tell us?

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We reached out to the community to understand what walking and cycling is like in their local area at present.<sup>23</sup> Some quotes include:

*"Be great to see more bike racks to encourage cycling"*

*"Unpleasant to walk as you are forced onto the road"*

*"Great spot for walking/jogging/cycling... be great if we can eliminate cars"*

*"Notoriously difficult to cross"*

*"No footpaths on certain sides of the street"*







*"Bike lanes in this area would improve safety"*

*"Love riding my bike over this bridge"*



*"Would be a lovely spot to enjoy the river, walking, picnicking, without the cars driving on top of you!"*

## 'Step Changes'








### INITIATIVE 2.1 - Complete missing sections of the pedestrian network

- |       |  |   |   |
|-------|--|---|---|
| 2.1.1 | Install pedestrian footpaths, crossings and facilities to complete the network. Prioritise routes to schools, key pedestrian areas (town centres, shops, community facilities, tourist destinations and hospitals) and streets which have no existing pedestrian facilities. |  |  |
| 2.1.2 | Seek opportunities to widen existing footpaths in town centres.  |  |  |
| 2.1.3 | Ensure all new or redeveloped paths link in to the existing network.   |  |  |



### INITIATIVE 2.2 - Make the pedestrian environment accessible for all

- |       |   |   |   |
|-------|---|---|---|
| 2.2.1 | Install facilities to enable users to access key destinations by wheelchair, scooter or foot safely and comfortably. Use raised crossings in preference to ramps. Prioritise areas with footpaths on a single side. |  |  |
|-------|---|---|---|

### INITIATIVE 2.3 - Make walking and cycling comfortable and attractive

- |       |  |   |   |
|-------|--|---|---|
| 2.3.1 | Deliver new convenient, easily accessible bicycle parking facilities at key attractors, particularly town centres. |  |  |
| 2.3.2 | Prioritise regular cleaning and maintenance of pedestrian and cyclist facilities, including bindi-eye removal.     |  |   |
| 2.3.3 | Investigate opportunities to provide additional lighting in key pedestrian areas, including car parks.             |  |  |
| 2.3.4 | Plant trees and provide shade on key walking routes.   |  |  |

### INITIATIVE 2.4 - Encourage everyone to leave their cars and move around town by foot

- |       |   |   |   |
|-------|---|---|---|
| 2.4.1 | Establish public off-street car parking areas as 'park and stride' facilities where people are encouraged to leave their cars and explore town by foot. |  |  |
|-------|---|---|---|

## INITIATIVE 2.5 - Make better use of road space

2.5.1	Seek opportunities to relocate on-street car parking to existing off-street car parks (including residential properties).	● ● ● ●
2.5.2	Relocate all long-term <u>on-street</u> car parking from town centres and replace with short-stay car parking or reallocate to active transport.	● ● ● ●
2.5.3	Seek opportunities to widen existing footpaths on key routes and in town centres.	● ● ○ ●
2.5.4	Seek opportunities to make flexible use of road space in key locations, including at different times of day or days of the week.	● ● ○ ●

## + 'Gold Standard'

## INITIATIVE 2.6 - Create exceptional pedestrian spaces

2.6.1	Reallocate road space to create new pedestrian environments and remove cars from key areas, such as town centres or the Port of Echuca.	● ● ● ●
2.6.3	Seek opportunities to reduce speed limits in key pedestrian areas.	● ● ○ ●
2.6.4	Use infrastructure treatments to enforce speed limits and discourage car use.	● ● ○ ●
2.6.5	Provide crossing facilities on pedestrian and cyclist desire lines. Where VicRoads warrants are not met, use future Movement & Place classifications to advocate for the delivery of crossing facilities at these locations.	● ● ○ ●
2.6.6	Downgrade through routes in response to new infrastructure.	● ● ● ●

### What's the difference in our approach?

**E.g. Action 2.4.1 - Establish 'park and stride' facilities where people can explore the town by foot.**

A **'step change'** approach would identify and establish particular car parks as 'park and stride' facilities and provide basic connections to the footpath network.

A **'gold standard'** approach would support the 'step change' by reallocating road space in key pedestrian areas, updating road signage on major approaches to direct vehicles to car parks and establishing high-quality pedestrian links from car parks to key attractors, including wayfinding.



03

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Connected & liveable  
developments



*For many, there is a desire to walk or cycle to work, schools or the shops, but a lack of facilities makes active travel choices very difficult.*

*Particularly in older growth areas or the outskirts of towns, an absence of footpaths, bike lanes or safe places to cross the road detract from the safety and comfort of walking and cycling.*

*In these areas, we need to make sure the basics are in place - including a walking and cycling network which is complete, connected and attractive.*

*It also means ingraining active travel habits early in new developments, with high-quality walking and cycling facilities which connect to towns and key destinations.*

## What did the community tell us?

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We reached out to the community to understand what walking and cycling is like in their local area.<sup>23</sup> Some quotes from people in areas with new developments included:

*"Need a safe way to go into town without having to fear crossing/be extremely close to the highway"*

*"There is no bike path for adults and children to ride safely"*

*"I am not willing to send my children out onto the busy Northern Highway to ride to school"*

*"This intersection is very dangerous to cross both as a pedestrian and cyclist"*

*"You have children of all ages from three schools playing chicken with traffic"*

*"No footpaths for school kids to walk along, hedges, plants and wooden obstacles going directly across nature strips with no access through"*

## 'Step Changes'

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### INITIATIVE 3.1 - Require higher standards of walking and cycling facilities

- |       |   |  |
|-------|---|--|
| 3.1.1 | Require footpaths be provided on both sides of every new street, with higher requirements at key locations (such as outside of schools).                        | <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> |
| 3.1.2 | Require new subdivisions to provide bicycle facilities (on-street lanes or shared path) on all streets which are classified as 'collector' or above.            | <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> |
| 3.1.3 | Require new sub-divisions to future-proof links to neighbouring sites which may be developed in the future. Subdivisions must not be created as isolated sites. | <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> |
| 3.1.4 | Require new developments (including subdivisions) to connect into the existing footpath and cycling network, where possible.                                    | <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> |

### INITIATIVE 3.2 - Encourage developments to provide attractive walking links

- |       |  |  |
|-------|--|--|
| 3.2.1 | Encourage developers to provide a highly attractive walking and cycling streetscape through landscaping, tree planting and urban design elements.        | <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> |
| 3.2.2 | Encourage developers to consider safety in design, including lighting, minimising blind corners and design of passive surveillance into building design. | <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> |
| 3.2.3 | Encourage developers to plan for maximum connectivity to local services and facilities which facilitate residents walking in the local neighbourhood.    | <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> |
| 3.2.4 | Encourage subdivisions to have smaller block sizes and increased permeability to surrounding neighbourhoods.   | <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> |
| 3.2.5 | Encourage developers to seek opportunities to consolidate crossovers.  | <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> |

### What's the difference in our approach?

**E.g. Action 3.1.4 - Require new developments to connect into the existing footpath and cycling network.**

A **'step change'** approach would require pedestrian (and where relevant, cycling) facilities to be provided which connect into the main town network. This includes basic footpaths, cycle lanes and crossings.

A **'gold standard'** approach would require high-quality pedestrian and cycling links which are attractive (i.e. landscaping, surfacing), comfortable (i.e. seating, trees) and safe (i.e. protected and prioritised crossings) for walkers and cyclists.









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Rosés        1/2 priced list  
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