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BENCHMARKING FOR PERFORMANCE EXCELLENCE



University of
South Australia



2021-2022

CAMPASPE SHIRE COUNCIL

COMMUNITY SATISFACTION PROJECT

<PHASE 1: ROADS, PATHS & TRAILS>

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Executive Summary

The aim of Phase 1 Study of the Community Satisfaction project for Campaspe Shire Council is to understand the views of residents on Council's roads, paths and trails. This report summarises the findings from the online community survey conducted between October and November 2021.

An online questionnaire was administered to the survey panel of 261 residents of Campaspe Shire Council who are over 18 years on an opt-in basis. The survey was structured around measuring the perceived quality of Council roads and the perceived amount of footpaths, bike lanes, shared paths (pedestrians and bikes) and rail trails. The survey also incorporated open-ended response questions for respondents to provide richer detail on their responses and specific suggestions. A total of 195 usable surveys were collected.

Based upon the overall data provided in this report, the following key findings for consideration emerged from the review:

- Council roads were generally perceived as being of average quality or above. The three main issues to address were 1) potholes; 2) uneven surface; and 3) narrow roads.
- The amount of footpaths, bike lanes, shared paths (pedestrians and bikes) in towns and rail trails (pedestrians and bikes) were perceived as not being enough in general. There were differences found on the perceived amount of footpaths and bike lanes by place of residence. The respondents who reside in or near Kyabram have a higher satisfaction level on the amount of footpaths and bike lanes, compared to the respondents in Echuca and Rochester.
- The comments from the respondents indicate their concern about road safety, the importance of regular road maintenance, a need for more attention to roads in small towns and rural areas, the vital role of improved roads, paths and trails for tourism, and a need for better community consultation and communication.

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1. Introduction

The Community Satisfaction project for Campaspe Shire Council aims to understand the views of residents on services provided by the Council. The project consists of four phases to be conducted over one year (2021-2022). This report is to present the results and findings of Phase 1 of the project executed between October and November 2021. Phase 1 focuses on Council roads, paths and trails.

In this report, firstly the profile of online survey respondents was established. The perceived quality of Council roads was identified, followed by the perception toward footpaths, bike lanes, shared paths (pedestrians and bikes) and rail trails. The results of the analysis of comments to open-ended questions were also presented, providing specific suggestions for each type of road. Lastly, the final section of the report presents the additional comments and suggestions for council roads, paths and trails from the respondents.

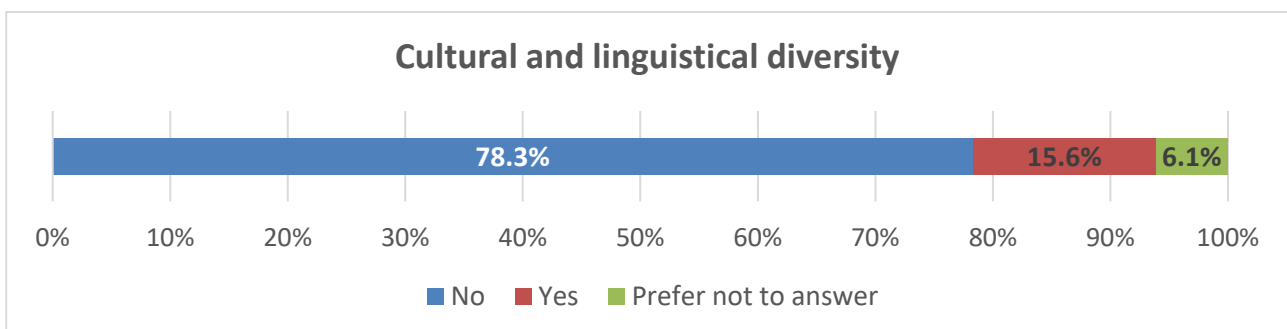
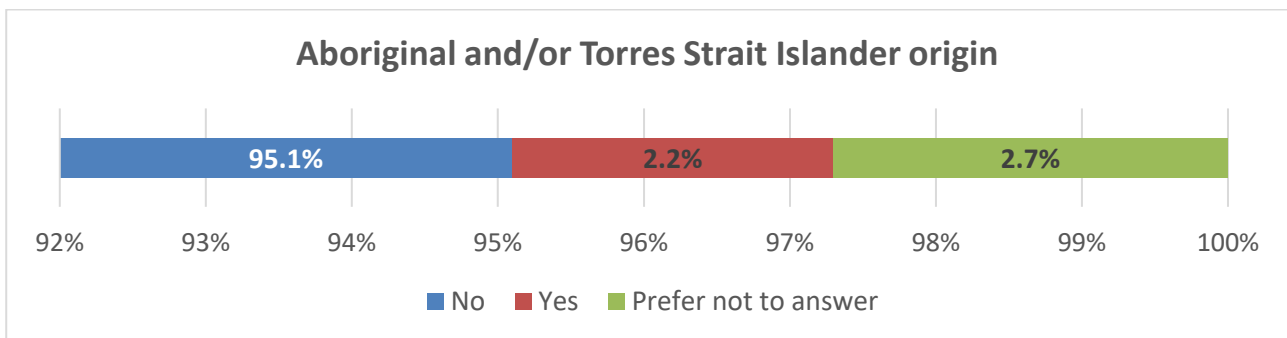
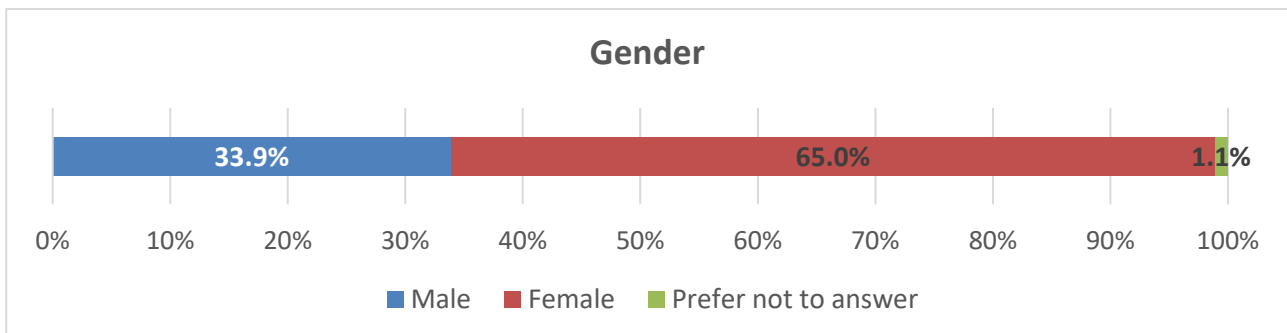
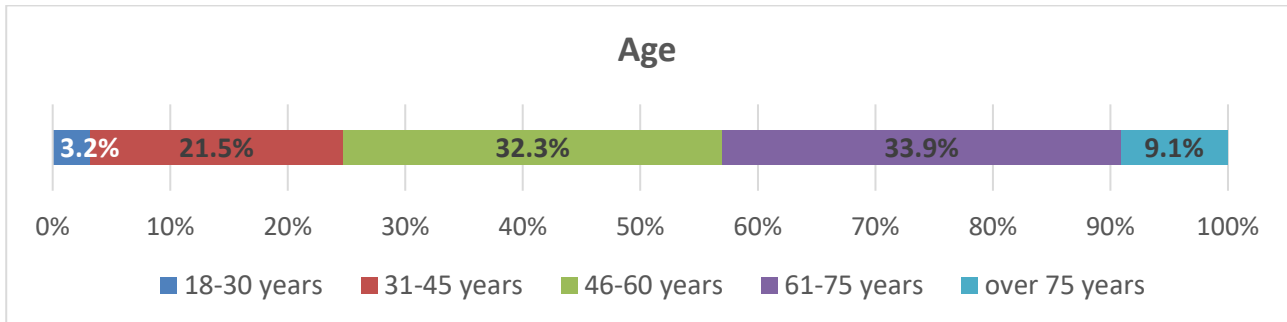
2. Research Methodology

Based on the consultations with the council, a community satisfaction survey targeting at the residents of Campaspe Shire Council was designed to cover the aspects of council roads, paths and trails for Phase 1.

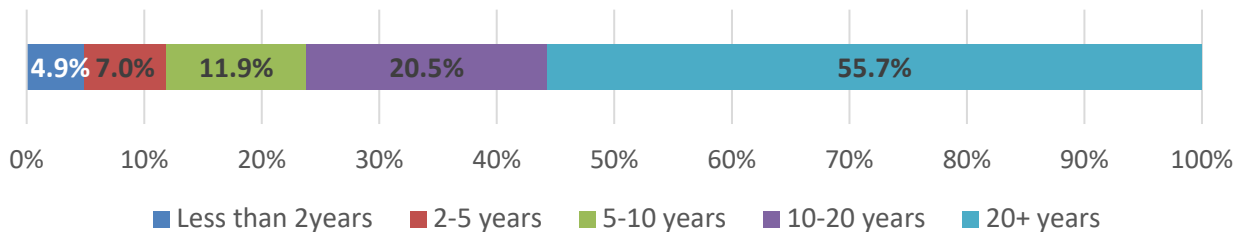
- **Research method:** Online questionnaire was administrated to the survey panel of 261 residents of Campaspe Shire Council who are over 18 years on an opt-in basis.
- **Study period:** The online survey was opened for a month between 18 October and 18 November 2021.
- **Sample size:** In total, 195 usable surveys were collected.
- **The survey** (see Appendix 1) consists of six main sections: 1) quality of Council roads; 2) footpaths; 3) bike lanes; 4) shared paths (pedestrians and bikes); 5) rail trails; and 6) demographic questions. The survey also incorporated open-ended response options, where respondents were encouraged to provide richer detail on their response to the survey items.
- **Ethical standard in research:** This project has been approved by the UniSA Business Ethics Committee (UniSA Ethics approval number: 059/2021). Any personal information collected from the surveys will be kept confidential and anonymous.

3. Respondent profile

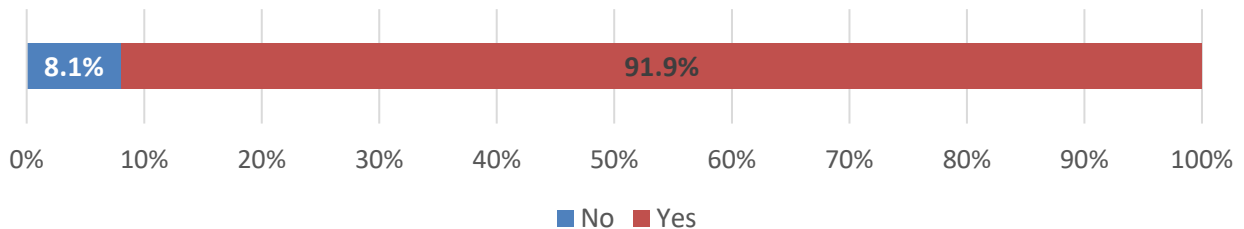
The following diagrams show the profile of the respondents of the Community Satisfaction survey, Phase 1: Roads.



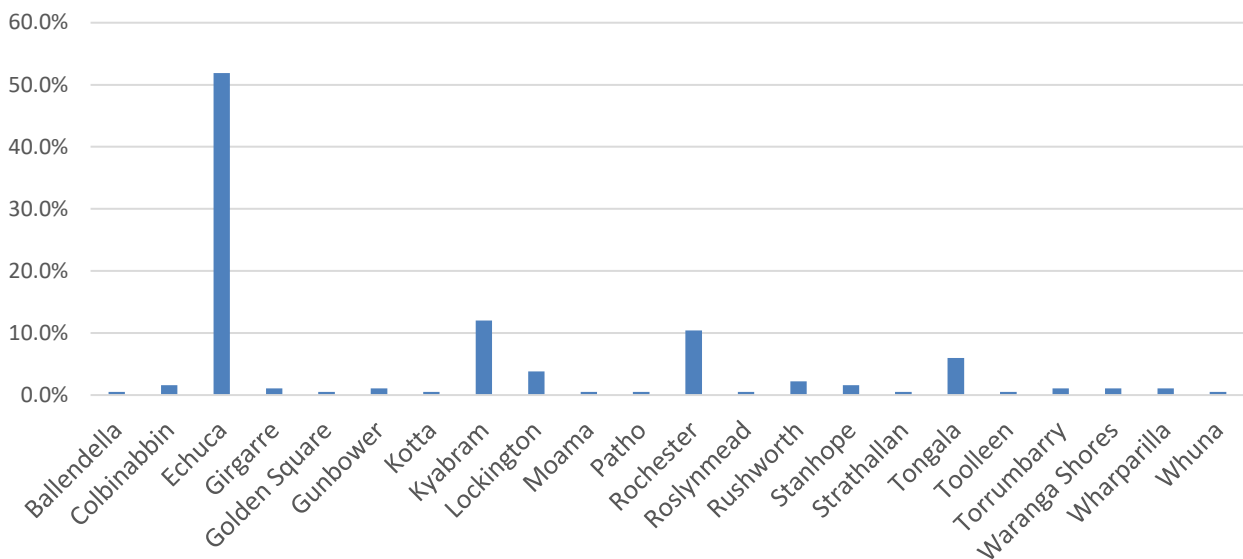
Length of Residence in Campaspe Shire



Ratepayer



Town (or the nearest town)

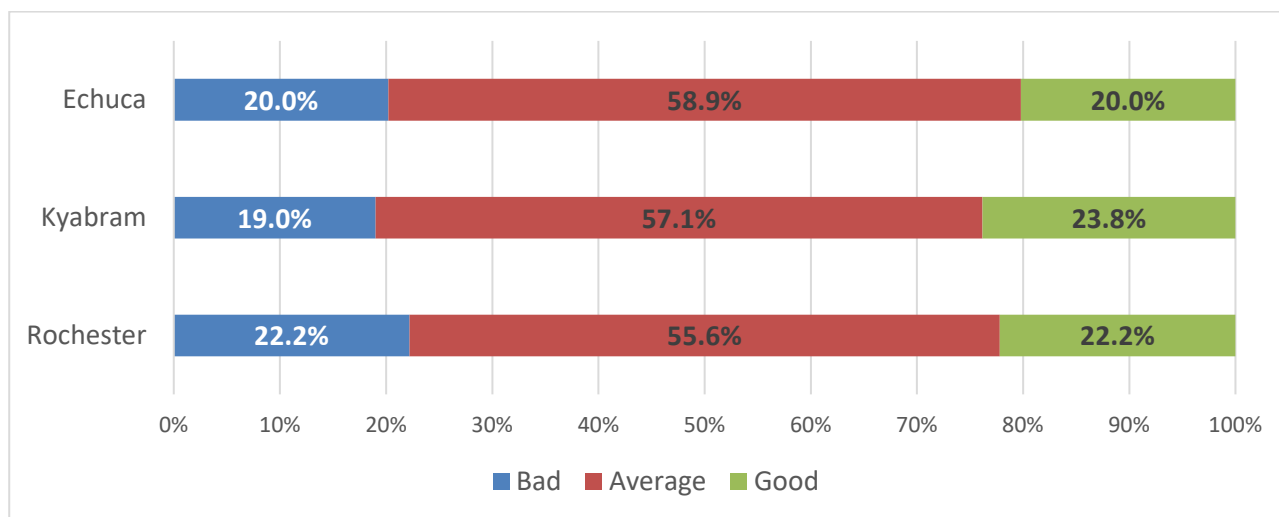
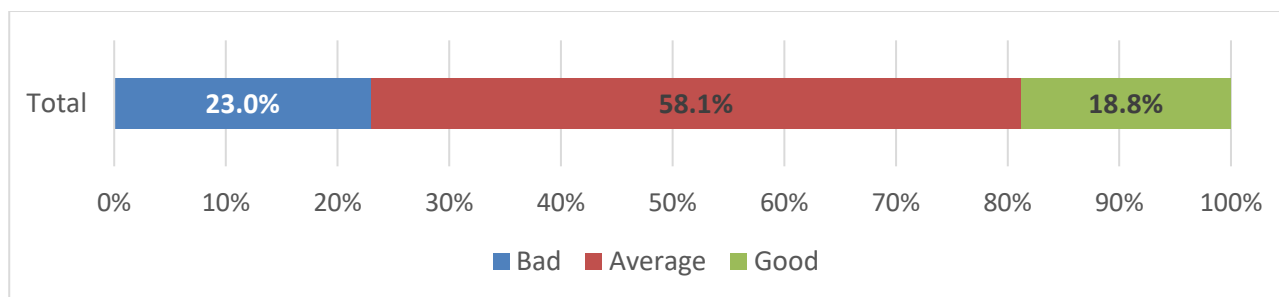


Note: About 51.9% of the respondents are residents in Echuca (n = 95), Kyabram (12%, n = 22), Rochester (10.4%, n = 19), Tongala (6%, n = 11), and Lockington (3.8%, n = 7).

4. Quality of roads

The council has 1,200kms of sealed roads, 2,200kms of gravel roads, and 900kms of earth roads. In general, how would you rate the quality of these roads?

Overall, more than half of the respondents (58%, n=111) think that Council roads are in average quality. Whereas, 23% of the respondent (n=44) believe that council roads are not in good quality. Only about 19% of the respondents (n=36) rated them good quality. Further analysis compared the overall perception toward council roads by place of residence. The respondents from Echuca, Kyabram and Rochester were only included in the comparison studies due to the small respondent numbers from other towns. There were no significant differences found on the perceived quality of council roads by place of residence.



4.1 Roads for improvement

Thematic analysis of 135 comments to an open-ended question identified the roads which need attention and improvements. The following table shows the ten most commonly mentioned roads which need improvement. The three common issues raised by the respondents are **1) potholes** (n=41); **2) Uneven surface which needs for grading** (n=24); and **3) roads too narrow or need to be widened** (n=16). All respondents' comments are provided in Appendix 2.

Rank	Road (count)	Examples of comments
1	Pakenham Street (n=10)	<ul style="list-style-type: none"> In Echuca East potholes appear regularly along Pakenham Street (Comment #16) Pakenham Street between Hume and Sutton Street has been poorly re-laid (Comment #97) Pakenham Street East of the railway crossing was completely ripped up a few years ago. The road is now in a worse state than it was before it was shut and upgraded. Potholes, constant water leaks and poor repairs. Sturt Street north of Pakenham street is also constantly full of holes (Comment #106) Pakenham Street - Very bad surface, multiple potholes and pothole repairs that are again in disrepair (Comment #115)
2	High Street (n=9)	<ul style="list-style-type: none"> Recently High St, South Echuca was resealed. However, it seemed no attempt was made to first repair the potholes. Hence, they reappeared very quickly (Comment #59) High street, North of McDonalds, in the busy tourist area is also being patched regularly. The repair work is poor and only last a couple of weeks (Comment #106)
	Eyre Street (n=9)	<ul style="list-style-type: none"> Eyre Street in Echuca East has painted cycle lines for just a few blocks. The entire length of Eyre Street is a designated key cycling corridor, however unsafe for cyclists with unsealed sections, potholes and lack of signage and road markings (Comment #16) There are many roads like Eyre Street that do not have a sealed side of the road. This creates potholes and dangerous roads for cars, cyclists and pedestrians (Comment #28) Eyre St between Haverfield and High St not sealed, busy roads now. Planning as a thoroughfare needs to be looked at (Comment #103) Eyre St. and McKenzie St. aren't completely sealed gutter to gutter along with streets in the east (Comment #104)
4	Echuca-Mitiamo Road (n=8)	<ul style="list-style-type: none"> Echuca-Mitiamo Road carries a great deal of traffic including heavy trucks from interstate. The condition ranges from average to extremely poor. The intersection with the Northern Highway is too narrow for large trucks and the turn lanes on the highway are dangerous and narrow. The speed limit needs to be reduced (Comment #71) The Echuca-Mitiamo Road has had an increase of heavy vehicles that include trucks and heavy farming equipment. The road edge is breaking away, which in turn evolve into huge holes. These are damaging rims on tyres in many instances (Comment #96)
	Ogilvie Avenue (n=8)	<ul style="list-style-type: none"> Ogilvie Ave is terrible on the East of town needs attention, not completely sealed confusing when you need to turn off, no clear service lanes (Comment #103) The stretch of Ogilvie Avenue in from Shepparton to the Bunnings is terrible with no real road edges out to the guttering (Comment #124)
	Campaspe Esplanade (n=8)	<ul style="list-style-type: none"> Campaspe esplanade between Warren St. & Elizabeth St. needs to be bitumen, not gravel (Comment #52)

		<ul style="list-style-type: none"> Gravel extension of Campaspe Esplanade towards Warren Street. Due to high volume use it does not take long to have deep corrugations (Comment #83)
7	Hume Street (n=7)	<ul style="list-style-type: none"> Hume Street Echuca, the centre of street good but terrible edges (Comment #4) I believe there needs to work done on the southern end of Hume Street, where it meets Ogilvie Avenue / highway. It's pretty disgraceful and due to the condition of the shoulder can only 'fit' one car at any time (Comment #32) Hume Street Echuca. This road has a narrow strip of bitumen with gravel margins. The bitumen has been resurfaced progressively but this has left some of the edges uncovered or with potholes still evident. The southern end of the street has many businesses and the road is a disgrace with numerous large potholes which fill with rainwater. The entrance to a fuel depot is a particular problem. This road now takes a large volume of traffic including huge trucks and Vline buses as traffic approaching from the east on Ogilvie Avenue avoid the traffic lights on the Sturt Street intersection. Footpaths are nonexistent on the southern section (Comment #81)
8	Echuca-Kyabram Road (n=6)	<ul style="list-style-type: none"> Echuca-Kyabram Road - rough patches and sizeable potholes causing damage to vehicles (Comment #67) The Echuca Kyabram road needs major attention. The road is way too narrow now to cope with the amount of heavy daily traffic. Passing large trucks on this road is really quite confronting (Comment # 101)
	Lockington Road (n=6)	<ul style="list-style-type: none"> Lockington Road, shoulders need repair (Comment #91) There is a terrible section of road on Lockington Road right near the corner of Strathallan Road that always develops huge and very dangerous potholes. This has been 'repaired' many times, but the hole always opens up again not long after it is repaired (Comment #129)
10	Sturt Street (n=5)	<ul style="list-style-type: none"> Sturt Street- pot holes uneven surface (Comment #22) Sturt Street north of Pakenham street is also constantly full of holes (Comment #106) Potholes seem to be an issue in our council area. The temporary measures to fill them don't last very long. An example is Sturt Street Echuca (Comment #123)

Note: All respondents comments are provided in Appendix 2.

4.2 Well-maintained roads

The respondents also identified well-maintained and convenient roads. The five most commonly mentioned roads are as follows:

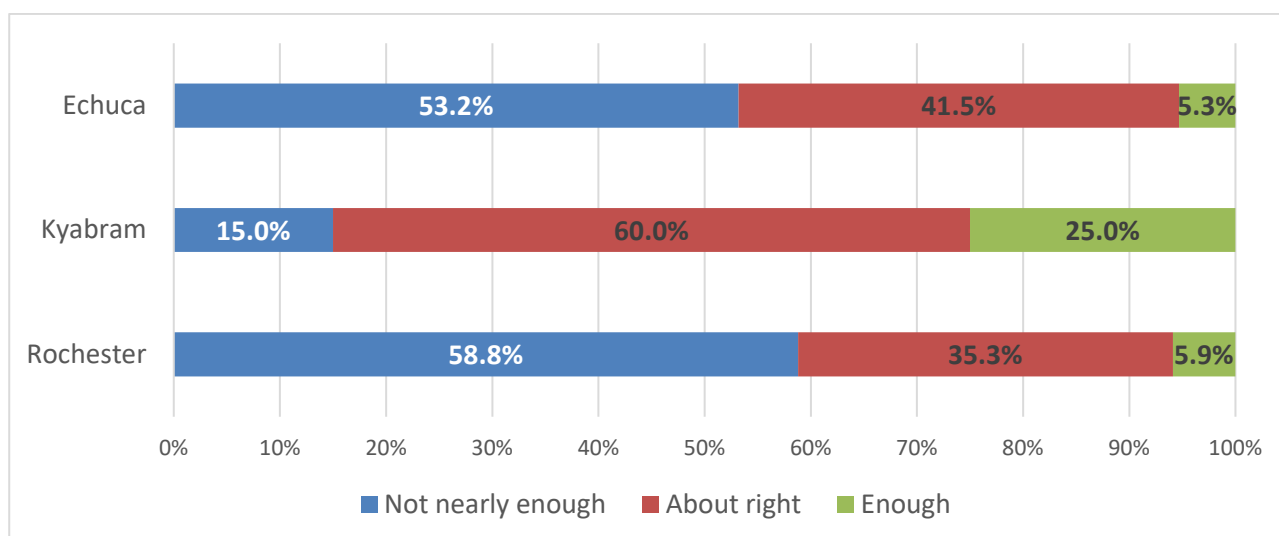
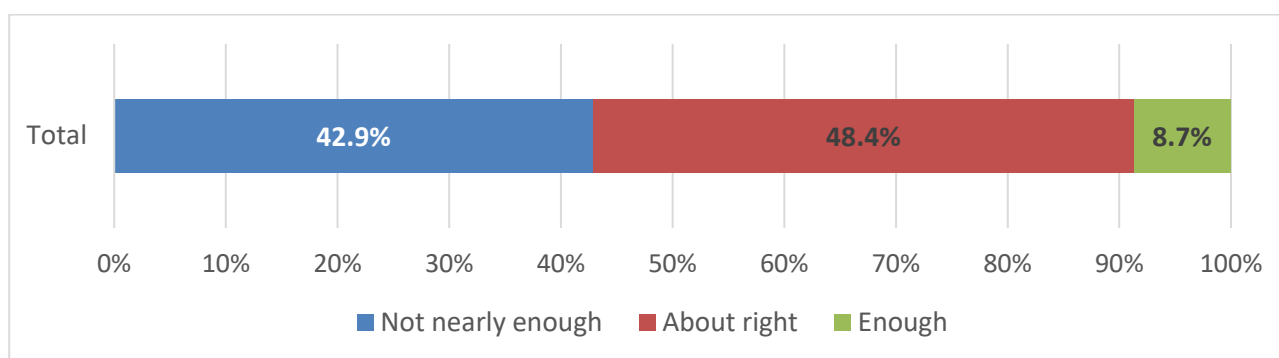
Rank	Road (count)	Examples of comments
1	Warren Street (n=11)	<ul style="list-style-type: none"> The new Warren Street, Echuca is amazing, especially the walking track that runs alongside. We use the track regularly. On the whole I feel like our roads in Echuca are pretty good and well maintained (Comment #15) Warren Street is amazing. Nice wide roads and great foot path for pedestrians and cyclists (Comment #21) Warren street is much improved, a lot safer. What a shame it's not double lane. May become dangerous in the future with people trying to overtake into oncoming traffic. (Have seen it happen in Echuca) (Comment #77)
2	High Street (n=10)	<ul style="list-style-type: none"> High St. and Ogilvie Ave. Handy that they are double laned (Comment #78)
3	Ogilvie Avenue (n=8)	<ul style="list-style-type: none"> Western end Ogilvie Ave - dual lane, smooth, well marked and maintained (Comment #11) Ogilvie Ave appears to be well maintained as it is one of our main roads in town with high traffic volume (Comment #90)
4	Hare Street (n=3)	<ul style="list-style-type: none"> Hare St. - good even surface (Comment #73)
5	Strathallan Road (n=2)	<ul style="list-style-type: none"> Strathallan road between O'Brien road and Tennyson road. Recently resurfaced with good quality rock and a grader driver who knew how to form a road to give run off for rain. (Comment #10) Strathallan road upgrade was a good investment (Comment #34)

Note: All respondents' comments are provided in Appendix 3.

5. Footpaths

Does Council have enough footpaths, the right amount, or not nearly enough?

Overall, about 57% of the respondents believe that council's footpaths are enough or about right amount. There were significant differences found on the perceived amount of Council's footpaths by place of residence (Echuca, Kyabram and Rochester). As the second figure illustrates, the respondents who reside in or near Kyabram have higher satisfaction level on the amount of footpaths, compared to the respondents from Echuca and Rochester.



5.1 Suggestions on footpaths

The analysis of 97 comments to an open-ended question revealed roads and streets where council should provide footpaths. The following table shows the ten most commonly mentioned roads/streets and specific locations. All respondents' comments are provided in Appendix 4.

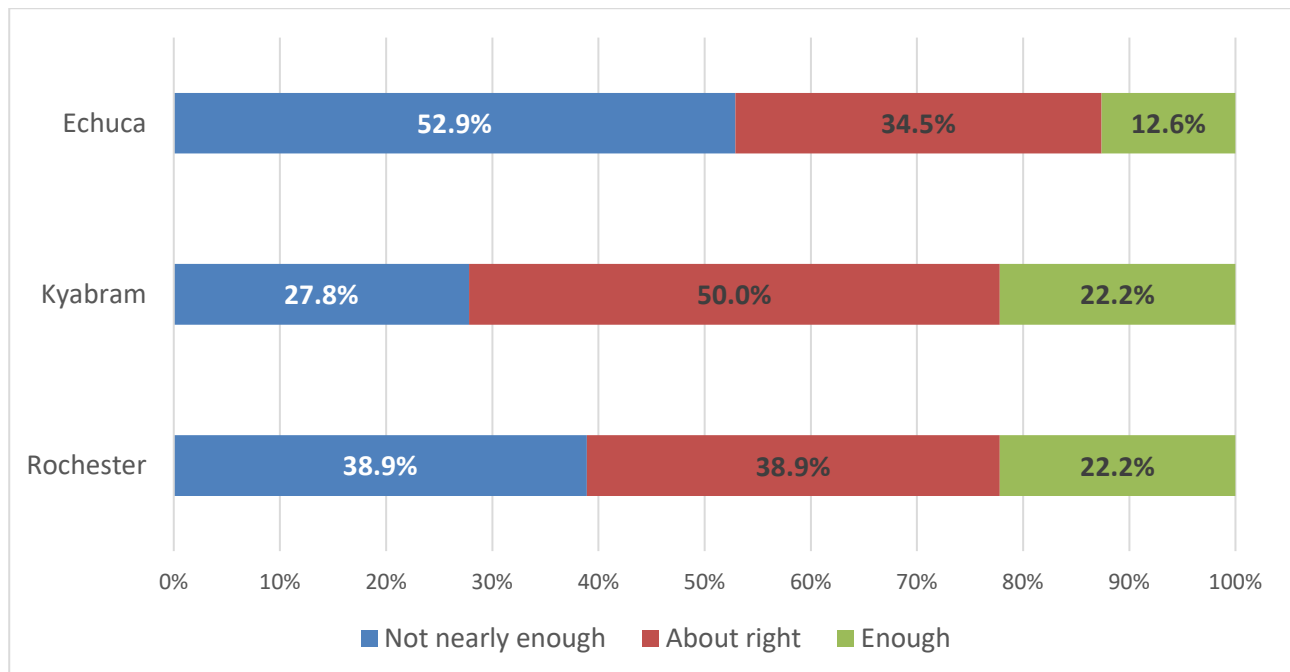
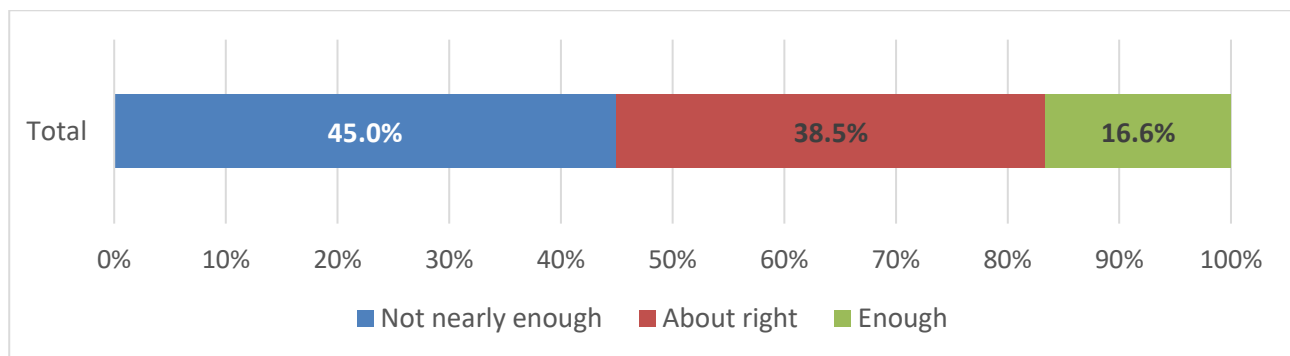
Rank	Road (count)	Specific locations
1	Northern Highway (n=11)	<ul style="list-style-type: none"> Northern Highway from Fehring Lane (Comment #10) Northern Highway between Bridlington and Ogilvie Ave (Comment #24) Northern Hwy (between McSwains Rd and Morley Ford) (Comment #29) Northern Highway between Warren St and Fehring Lane (Comment #59) Northern Highway between lights and round about near St Marys (Comment #64) Northern Highway both sides of Ogilvie Ave. (Comment #65) Northern Hwy btw New estate and Rose St; Northern Hwy between Wharparilla Drive and Woodlands Est (Comment #72)
2	Eyre Street (n=9)	<ul style="list-style-type: none"> Eyre St West of High street (Comment #28) Eyre St West (Comment #31, 36 & 75) Eyre St West; Eyre Street in the east (Comment #60) End of Eyre St to River (Comment #95)
3	Ogilvie Avenue (n=8)	<ul style="list-style-type: none"> Both sides of Ogilvie Ave. (Comment #42) Between KFC & Bunnings on Ogilvie Ave. (Comment #57) Ogilvie Avenue footpaths don't extend the length (Comment #100)
	Elizabeth Street, Echuca (n=8)	No specific locations of the street were identified
	Haverfield Street (n=8)	<ul style="list-style-type: none"> Haverfield St North (Comment #9, 31 & 60) Haverfield St south (Comment #36) Haverfield St between Eyre & Tyler St as many school kids use it to get to 208 (Comment #47)
6	Bowen Street (n=7)	No specific locations of the street were identified
7	McKenzie Street, Rochester (n=6)	<ul style="list-style-type: none"> Northern side of McKenzie St, Rochester (Comment #49)
	Wharparilla Drive, Echuca (n=6)	<ul style="list-style-type: none"> A connecting footpath from Mount Terrick intersection to Wharparilla Drive even a gravel one would be well utilized (Comment #61) From Warren St to Wharparilla Drive (Comment #69 & 86)
	Crossen Street (n=6)	No specific locations of the street were identified
10	Breen Avenue, Kyabram (n=5)	No specific locations of the street were identified

Note: All respondents' comments are provided in Appendix 4.

6. Bike Lanes

Does Council have enough bike lanes, the right amount, or not nearly enough?

Approximately 55% of the respondents believe that there are about right number or enough of bike lanes, but 45% think there were too little bike lanes. The comparison studies indicate that the respondents of Kyabram have slightly higher satisfaction level on the amount of bike lanes, compared to the respondents from Echuca and Rochester.



6.1 Suggestions on bike lanes

The following table shows the ten most commonly mentioned roads/streets where Council should provide bike lanes and its specific locations. All respondents' comments are provided in Appendix 5.

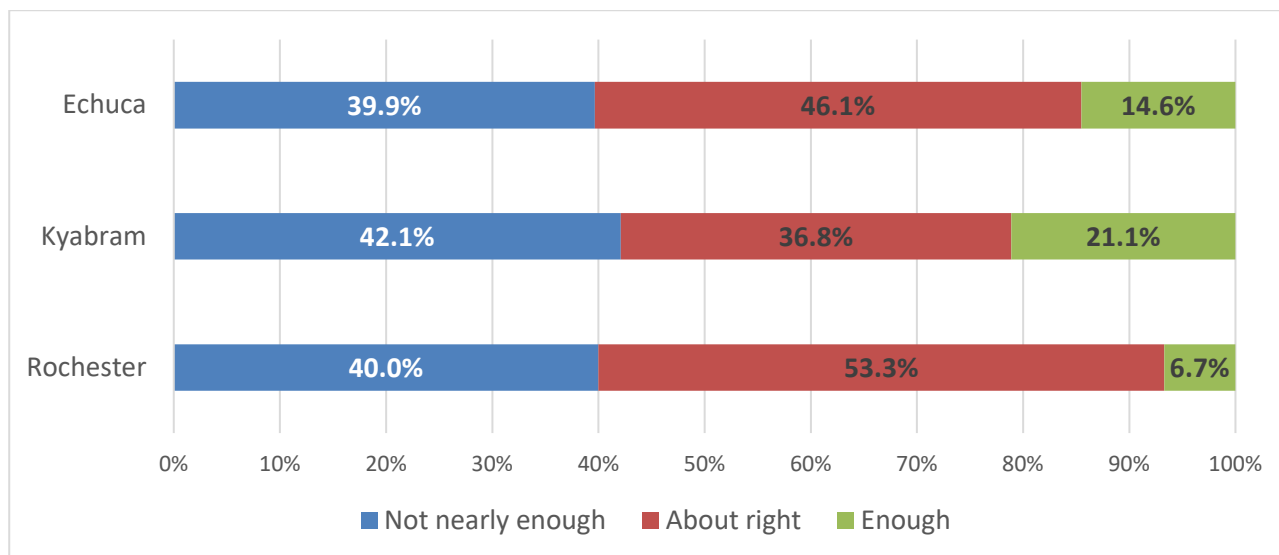
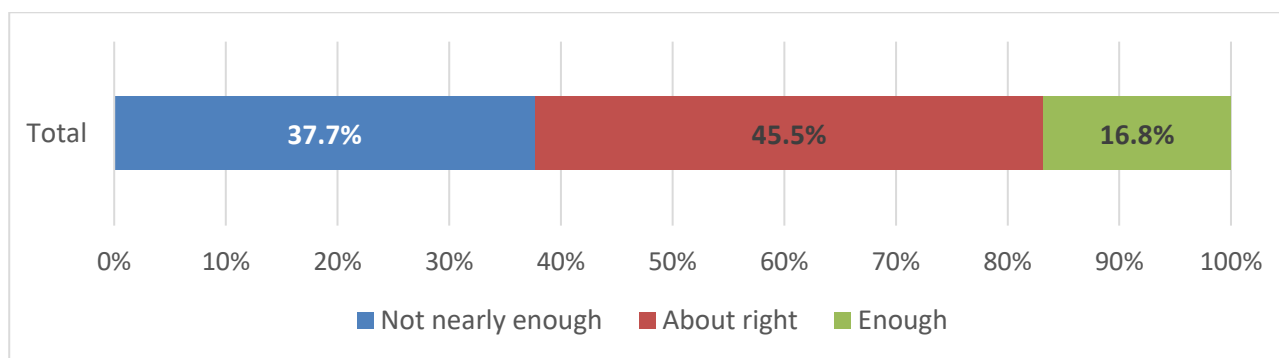
Rank	Road (count)	Specific locations
1	Ogilvie Avenue (n=20)	<ul style="list-style-type: none"> East end Ogilvie Ave (Comment #4 & 70) Ogilvie Ave East connecting racecourse to town (Comment #69) Extend Ogilvie Ave to the derestriction zone (Comment #79)
2	Northern Highway (n=8)	<ul style="list-style-type: none"> Connecting Northern Hwy to Echuca Moama Bridge (Comment #69)
3	Pakenham Street (n=7)	No specific locations of the street were identified
4	High Street (n=6)	No specific locations of the street were identified
	Eyre Street (n=6)	<ul style="list-style-type: none"> Eyre St East and West (Comment #25)
6	Goulburn Road (n=5)	<ul style="list-style-type: none"> Goulburn Road (further continuation of bike lane) (Comment #31)
	Hare Street (n=5)	<ul style="list-style-type: none"> Hare street from Coles to Ogilvie Ave. (Comment #5) Safer access along Hare St (Comment #48)
8	Sutton Street (n=4)	No specific locations of the street were identified
	Finlay road, Tongala (n=4)	<ul style="list-style-type: none"> Finlay road east end (Comment #36)
	Henderson Road, Tongala (n=4)	<ul style="list-style-type: none"> Henderson road north end (Comment #36)

Note: All respondents' comments are provided in Appendix 5.

7. Shared Paths (Pedestrians & Bikes) in towns

Does Council have enough shared paths (pedestrians and bikes) in towns, the right amount, or not nearly enough?

Overall, about 45.5% (n=76) of the respondents believe that Council has the right amount of shared paths and 16.8% (n=28) think there are enough shared paths. There were no significant differences found by place of residence.



7.1 Suggestions on shared pathway

While various places were suggested by the respondents for having a shared pathway, the eight most commonly mentioned places where Council should provide a shared pathway were identified as below. All respondents' comments are provided in Appendix 6.

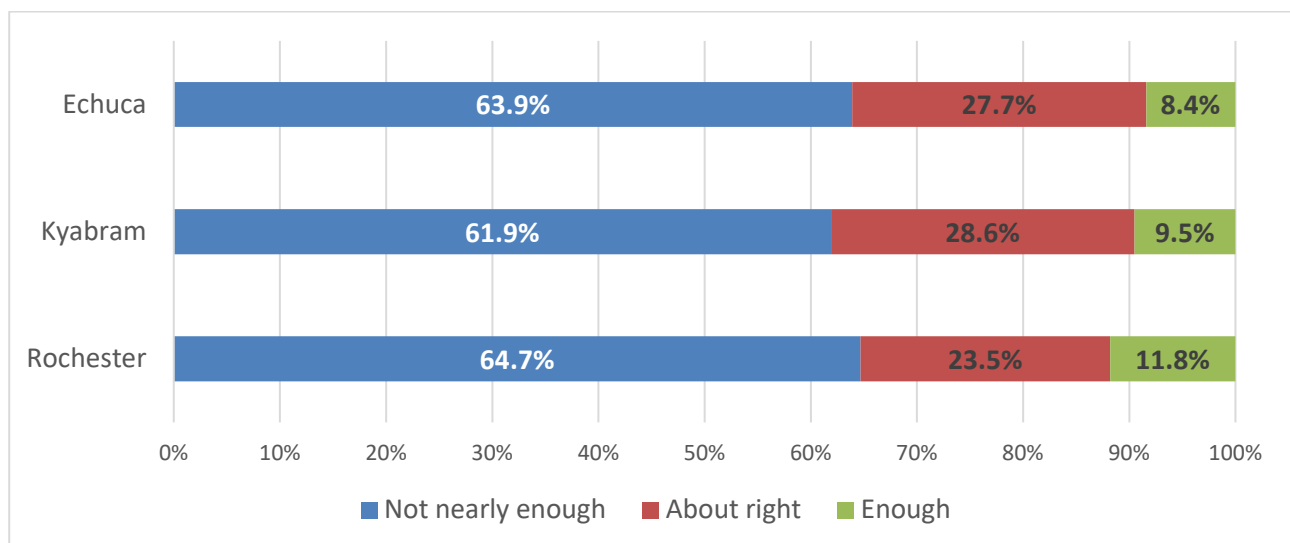
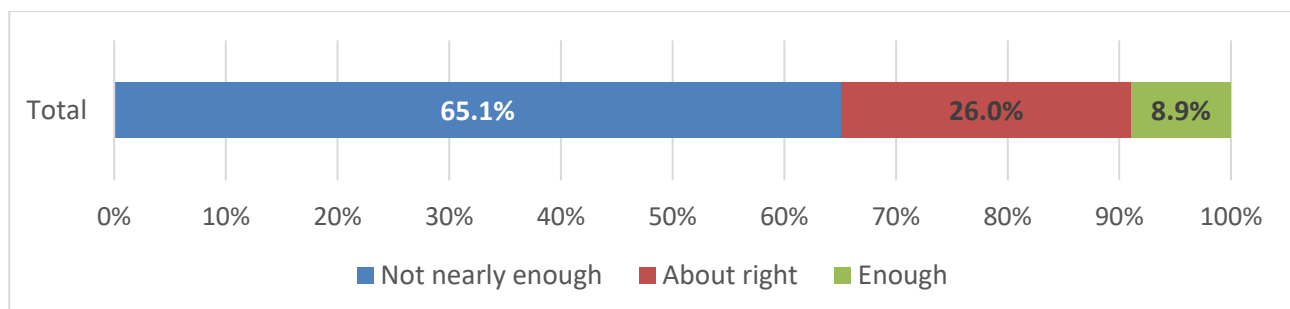
Rank	Road (count)	Specific locations
1	High Street (n=6)	<ul style="list-style-type: none"> High Street, replacing the foot path (Comment #17)
2	Pakenham Street (n=5)	<ul style="list-style-type: none"> East Pakenham Street (Comment #48)
3	Bowen Street (n=4)	No specific locations of the street were identified
4	Sturt Street (n=3)	No specific locations of the street were identified
	Eyre Street (n=3)	<ul style="list-style-type: none"> Eyre Street connected through to Echuca East through the railway reserve (Comment #46)
	Wharparilla Drive (n=3)	<ul style="list-style-type: none"> From Wharparilla Drive along Hwy connecting to existing paths (Comment #33)
	Campaspe River (n=3)	<ul style="list-style-type: none"> On the CBD side of Campaspe river (Comment #28) Along Campaspe River Rochester (Comment #39)
	Warren Street (n=3)	<ul style="list-style-type: none"> Warren Street to Wharparilla Drive (Comment #48) Warren Street over the Campaspe River (Comment #57)

Note: All respondents' comments are provided in Appendix 6.

8. Rail Trails (Pedestrians & Bikes) between towns

Does Council have enough rail trails (pedestrians and bikes) between town, the right amount, or not nearly enough?

A high percentage of the respondents (65.5%, n= 110) believe that there are not enough rail trails between towns. The residents in Echuca, Kyabram and Rochester have a similar view on rail trails.



8.1 Suggestions on rail trail

The seven most commonly recommended places for having new rail trails are shown in the following table. Rail trails from/to Echuca were highly suggested by the respondents. All respondents' comments are provided in Appendix 7.

Rank	Place (Count)
1	Echuca - Rochester (n=24)
2	Echuca - Kyabram (n=9)
3	Echuca - Tongala (n=7)
	Kyabram - Tongala (n=7)
4	Rushworth - Murchison (Wararga Rail Trail) (n=5)
5	Rushworth - Colbinabbin (n=4)
	Echuca - Lockington (n=4)

9. Other comments

The respondents were asked to provide other comments about council roads, paths and trails. The comments made by the respondents addressed five key areas. Full comments are provided in Appendix 8.

Key areas	Description & Quotes
1. Safety	<p>The importance of road safety was noted by many participants. For example, narrow roads, safer bike access on road as illustrated in the following quotes:</p> <ul style="list-style-type: none"> • There are not nearly enough paths on the east side of Rochester. There are many older people in this area and you often see the mobile scooters riding down High Street as there are no paths to accommodate these people (Comment #1) • A massive task mostly done well enough to tolerate but any improvements welcome. Cycling between towns is too dangerous. Stopping areas between towns for sorting problems, e.g. crying baby / telephone calls, are hard to find along the narrow roads (Comment #27) • Most roads other than VicRoads are narrow difficult for cars and bikes to pass (Comment #36) • Bike paths often poorly planned. In High St (northern end) the bike path is behind the angle parking. Extremely unsafe. I do not ride there. The bike path could be between the footpath and parked cars with a concrete barrier between. Neither bridge over the Campaspe river has a bike path. Just a narrow pedestrian path. No safe ramp on and off bridge at the northern crossing. The bike path along Ogilvie Ave. is right on the edge of the very busy road when there is a very wide shoulder that could have been used. Again, I would never choose to ride there (Comment #38) • We need to create more safe footpaths so that children and young adults can ride to and from work can reduce the congestion at schools such as St Marys, 208 and St Josephs. Two school children have been hit by cars in 2021 trying to leave school and return home and this shouldn't happen. Both areas are known to be very dangerous around school mornings and afternoons, and shouldn't be blamed on the children (Comment #76) • The council needs to at least clear the roadsides for walking or bike riding. Our road needs to be wider as we have to ride and walk on the road. Also High St. in Rushworth is now very dangerous to ride on due to the street works making it dangerously narrow (Comment #83)
2. Road maintenance	<p>Some respondents indicated a need of regular maintenance for roads, roadsides and trails, and a simpler road fault reporting system as the following quotes demonstrate.</p> <ul style="list-style-type: none"> • They need maintenance more regularly (Comment #4) • Too many departments to go through to get a pothole fixed; waste of rate money goes through about four departments before work gang get order to repair, too much red tape, need to get back to basics. If a hole is reported don't send someone out to paint a circle around it. He reports back to his dept then passed to another then to work gang office then hopefully to the workers to many office staff (Comment #34) • Need more graders to maintain the dirt roads year round (Comment #48)

	<ul style="list-style-type: none"> The Waranga Rail Trail is well overdue for completion. It is being used on a regular basis by intrepid riders and walkers and yet the trail has probably had no maintenance since the railways stopped in the 1960s. The Shepparton end, which ends at the shire boundary is usable by all and well maintained. The Campaspe component of the Waranga Rail Trail is a dangerous disgrace (Comment #57) Some attention to the side of the roads would be great. The new roundabout at Warren Street along with Warren Street is great, but there is no maintaining the grass - it grows very long and it just looks poor when it is about to become our main access to Echuca (Comment #82)
3. Smaller towns	<p>A need for attention on roads in small towns and rural areas were also captured as follows:</p> <ul style="list-style-type: none"> Roads & Footpaths, particularly in small towns need upgrading and improving or better maintenance (Comment #37) They don't do enough in smaller towns or seem to confuse what the locals need (Comment #39) Council roads are good in Echuca but more money needs to be spent elsewhere in other towns (comment #58) The needs of towns are quite different to rural areas. Council tends to focus on the larger towns and ignores the farm communities such as Wyuna (Comment #62) While I cannot name streets, the council does not provide enough footpaths, bike paths or rail trails outside the main hub of Echuca (Comment #69)
4. Tourism	<p>The important role of improved roads, paths and trails for tourism activities was highlighted.</p> <ul style="list-style-type: none"> If you want to encourage exercise and tourists visiting Campaspe towns, we need more paths & trails (Comment #2) There is a massive tourism opportunity to connect shared pathways across Echuca and across Campaspe. The economic benefits from towns situated along rail trails, and regions like the High Country that promote themselves as a cycling destination are enormous. We have tourist accommodation, we have trails along the Murray, but we are lacking safe cycleways across Echuca and connecting towns in our region (Comment #14) The Shire of Campaspe is promoted as a tourist precinct. This means increased vehicular traffic at weekends and during holiday seasons without exception. There is a lot to see and the tourist appeal would be enhanced if there were more bike accessible routes near tourist attractions. Safety would be enhanced and the concept of tourist-friendly for families would start to be meaningful (Comment #54)
5. Community consultation	<p>Some respondents feel that better community consultation and communication is needed to better understand the needs of community.</p> <ul style="list-style-type: none"> In our town and community, the council have not shared anything. We are not a thought in their planning and development (Comment #6) They don't do enough in smaller towns or seem to confuse what the locals need (Comment #39) Better management and quality assurance, honest, integrity and community consultation needed. Not online questionable questionnaires that can be manipulated (Comment #80)

Appendices

Appendix 1: Survey

Campaspe Community Satisfaction Survey Survey 1: Roads

Your views are important because you can help inform the Council's decisions, so we look forward to hearing from you. Campaspe Shire Council is working with University of SA to understand the views of residents on services provided by the Council. We understand that this is a difficult time, but **your voice is important to building your community**. Your participation in this survey is completely voluntary but will be of great value to the Council in creating better strategies for residents, ratepayers, community groups, businesses, and visitors.

It is expected that the questionnaire will take less than **10 minutes** for you to complete. **Your personal information will be kept confidential and anonymous**. You have the right to refuse to answer any questions asked and may withdraw from the process at any time. Starting the survey is an indication of your consent to be a respondent in this study.

The researcher will take every care to remove responses from any identifying material as early as possible. Likewise, individual responses will be kept confidential by the researcher and not be identified in the reporting of the research. All information collected for this study will be retained for five years. Data will be stored securely in locked and password-protected folders on the University's server.

You will be given an opportunity to participate in a lucky draw to win a \$250 cash card. Please see the end of this survey for further details.

This project has been approved by the UniSA's Business School Ethics Committee. If you have any ethical concerns about the project or questions about your rights as a participant please contact the Executive Officer of this Committee, Email: BIS-Research@unisa.edu.au. If you have any concerns about the project or questions please contact the researcher, Sunny Son (sunny.son@unisa.edu.au), or Kaye Mason Executive Assistant at shire@campaspe.vic.gov.au **All responses must be received by Friday 12th November 2021.**

The Council is responsible for over 4,000kms of roadways with associated bridges and culverts.

Please share you feedback on the maintenance of these roadways.

1. The Council has 1,200 kms of sealed roads, 2,200 kms of gravel roads, and 900 kms of earth roads. **In general, how would you rate the quality of these roads?**

- ☐ Good
- ☐ Average
- ☐ Bad

2. Are there any roads that you believe **need attention / improvements**? Please list the road and describe the problem.

3. Are there any roads that you believe are **well-maintained and convenient**? Please list the road and describe the benefit.

4. Thinking about Council's **footpaths**; do they have enough footpaths, the right amount, or not nearly enough?

- ☐ Enough
- ☐ About right
- ☐ Not nearly enough

5. Can you name 3 roads/streets where the Council should provide **footpaths**?

1.

2.

3.

6. Thinking about **bike lanes**; do they have enough, the right amount, or not nearly enough?

- ☐ Enough
- ☐ About right
- ☐ Not nearly enough

7. Can you name three roads/streets where Council should provide **bike lanes**?

1.

2.

3.

8. Thinking about **shared paths (pedestrians & bikes)** in towns. Do they have enough, the right amount, or not nearly enough?

- ☐ Enough
- ☐ About right
- ☐ Not nearly enough

9. Can you name three places where Council should provide a **shared pathway**?

1.

2.

3.

10. Thinking about **rail trails (pedestrians & bikes)** between towns; do they have enough, the right amount, or not nearly enough?

- ☐ Enough
- ☐ About right
- ☐ Not nearly enough

11. Can you name three places where Council should provide a **rail trail**?

1.

2.

3.

12. Do you have any other comments about council roads, paths and trails?

About you...

13. My age group is

- | | |
|--|--------------------------------------|
| <input type="checkbox"/> 18-30 years | <input type="checkbox"/> 31-45 years |
| <input type="checkbox"/> 46-60 years | <input type="checkbox"/> 61-75 years |
| <input type="checkbox"/> Over 75 years | |

14. Which of the following do you identify with?

- | | |
|--------------------------------|---|
| <input type="checkbox"/> Male | <input type="checkbox"/> Female |
| <input type="checkbox"/> Other | <input type="checkbox"/> Prefer not to answer |

15. Do you identify as being Aboriginal and/or Torres Strait Islander origin?

- | | |
|---|------------------------------|
| <input type="checkbox"/> No | <input type="checkbox"/> Yes |
| <input type="checkbox"/> Prefer not to answer | |

16. Do you identify as culturally and linguistically diverse?

- | | |
|---|------------------------------|
| <input type="checkbox"/> No | <input type="checkbox"/> Yes |
| <input type="checkbox"/> Prefer not to answer | |

17. Years in Campaspe Shire:

- | | |
|--|--------------------------------------|
| <input type="checkbox"/> Less than 2 years | <input type="checkbox"/> 2-5 years |
| <input type="checkbox"/> 5-10 years | <input type="checkbox"/> 10-20 years |
| <input type="checkbox"/> 20 + years | |

18. Are you a ratepayer?

- | | |
|-------------------------------------|------------------------------|
| <input type="checkbox"/> No | <input type="checkbox"/> Yes |
| <input type="checkbox"/> Don't know | |

19. Which town do you belong to (or your nearest town): _____

Thank you for completing the questionnaire

You may choose to complete the questionnaire anonymously, however, if you wish to be entered in the prize draw to win \$250 please provide your FULL NAME and EMAIL ADDRESS.

Name: _____

Email: _____

Your views will help guide the Council in making more informed decisions for the Shire. Would you like to refer any members from your community (over 18 years) that could take part in this or follow up surveys?

- ☐ Yes (Please list name and email of the community member)

- ☐ No

Appendix 2: Roads for improvement

Are there any roads that you believe need attention/improvements? Please list the road and describe the problem (135 comments)

1. The sealed / gravel intersections throughout the west have too many deep pot holes . The intersection from mcswains and the highway is a night mare to pull onto now three schools have moved out to the west
2. Most of the corners in the shire need mowing as they are becoming a traffic hazard. You can't see down side roads. The road at the east end of Pascoe Street, Rochester is gravel and so often needs grading as lots of traffic use this and it is very dangerous.
3. individual roads don't come to mind
4. Hovell street and Hume Street Echuca, centre of street good but terrible edges. Rural Dirt roads country farmers pay their rates and need the roads graded. I travelled through koyuga south dirt roads . I recently crawled through the holes only to finish with side of a tyre torn. Luckily another car stopped and helped change the tyre. ONE NEW TYRE to buy. There are sharp potholes in Echuca streets Gravel roads need grading in the autumn Echuca Kyabram road recently seal only there are a number of very dangerous sections Murray Valley Highway recently sealed very rough when joining sections these may be VIC ROADS
5. Campaspe Esplande needs grading
6. Bendigo/Murchison Rd 60km signs have been erected for months now with no sign of repairs being done Heathcote/Rochester Rd as above and now seeing 'patch' work being done yet still problems with the 'patches' eroding after the 1st rains Mitchell Street Colbinabbin - MAJOR erosion lack of repair from council removing street trees 8yrs ago. The entire town street is potholed, eroding and has a lack of ANY maintenance. Collins Street COLBINABBIN - is a disaster and a disappointment to local residents. The Silo Art sign is BEHIND a street light and can't be seen from the Bendigo end. Huge MAJOR road works just completed to 'enhance' the small road into the silo car park yet now we have 5 foot weeds growing in sand to welcome visitors. Disgusting use of rate payer money AND no consultation with either land owner on nature strip / verge beautification - road construction crew told us one thing and then council signed off on the 10,000 ton of sand and 4-5ft weeds. Only way we have been able to get ANY action to the Collins Street disaster is to email our local MP and have him arrange a 'one off spraying of the 4-5ft weeds' With the added comment to get back in touch if the council 'forget' to maintain the area. Shire of Campaspe are quick to claim attractions and jump on locals hard work but when it comes to maintenance or commonsense there is a clear lack of it. Mitchell Street - Community Hall the shire of Campaspe spend a ridiculous amount of money putting in a disabled car park at the public toilets and then created a step into the public toilets that don't have disability access or disabled toilets at the hall. The town as a group has asked for an explanation in regards to the disabled parking at the non disabled toilets and we as a group were told it's not for discussion !!!
7. Some sealed roads between Echuca & Tongala & Kyabram require attention. The gravel road with houses close to the road near Yamuna bridge could benefit from something to take the dust as well as lots of local rural houses that are in close proximity to the road - dust being inhaled would be a health concern.
8. Shoulders of Lockington Road between Lockington and Kotta need attention. For the amount of traffic on Rochester-Prairie Road, the west end (Milloo area) is too narrow, a traffic hazard.

9. Graham Rd between Echuca and Watson Rd

10. Rochester northern end of highway Huge potholes making traffic move into oncoming traffic lane to avoid them

11. Kyabram Echuca Road, edges have holes from heavy trucks, rough road signs are there to indicate holes but they are there for weeks. Pakenham Road Echuca from Sturt street to Sutton street is pot hole ally needs attention. McKenzie Road heading towards Stock yards, edges have big potholes cnr of Benson Rd and McKenzie Rd.

12. Pine Grove South road between McBeath road and Sims road, large holes, road surface below surrounding land height. Dullard Road north of Echuca Mitiamo road, large holes, road surface below surrounding land height. Aird Road, large holes. Sims road, between Tennyson road and Pine Grove South road, large holes, road surface below surrounding land height. McBeath road, between Tennyson road and Pine Grove South road, large holes, road surface below surrounding land height. Echuca Mitiamo road between Kotta and Bendigo Tennyson Road. Narrow and dangerous drop offs. Most dirt / gravel roads are not formed sufficiently to allow for run off of water. They are graded as 'flat' and therefore holes appear quickly.

13. Diggora Road, Rochester between Queen St and Restdown Rd. Campaspe Esp to Warren St and surrounds, Cornelia Creek Rd towards Kyabram, Anderson/Strathallan Rd between Echuca and Rochester, CNR O'Dea Rd & Rochester-Nanneella Rd, car parks outside shops along Haverfield Street Echuca, Ogilvie Ave past Bunnings. In varying states of disrepair - potholes, 'wavy' and dangerous camber, road disappearing, edges of the road drop off violently and have big chunks missing

14. Murray Valley Hwy, just before new passing lanes between Echuca and Rochester.

15. The Edges of the Murray Valley Highway are often in need of reforming/grading. The step down is dangerous when there is a wide load/Ag. Machinery approaching

16. The dirt roads in Echuca East get overlooked and residents have to continually request maintenance. There is no dust suppression and the corrugations are challenging for children to cycle on. In Echuca East potholes appear regularly along Pakenham Street. Many streets in Echuca East are not sealed to the gutter yet it appears council seal over streets that don't need resealing when the money could be spent to seal to the gutter and create safe cycling pathways. Minimal streets have any marking or safe cycling pathways. Eyre Street in Echuca East has painted cycle lines for just a few blocks. The entire length of Eyre Street is a designated key cycling corridor, however unsafe for cyclists with unsealed sections, potholes and lack of signage and road markings.

17. All gravel roads need more regular maintenance to improve safety. Earth roads need to be made to gravel to increase efficiency within the agricultural sector, to use throughout inclement weather.

18. Lockington Road : Echuca Mitiamo Road

19. Carroll Road, Echuca. The bitumen could be extended as the gravel road starts quite early and as Carroll Road is such a long road it would be good for the bitumen to extended to reduce dust, save on having to have it graded and save tyres and wear/tear on cars when travelling up/down Carroll Rd. Also the guttering on Poplar Street, Echuca has been mostly replaced except for out the front of our house Number 5). Every time we have a big rain the water pools out the front of our driveway. Once it has cleared there is often mud, leaves, debris etc left in front of our house which is messy and untidy. When it is pooling and when there is leftover debris we are driving two cars through it every time we return to the house, thus driving all the mess up our driveway. Haverfield Street, Echuca (driving North towards Eyre Street to Tyler Street) has limited footpaths and could be widened in places. It's unsafe

for pedestrians and children walking/riding towards 208 Primary. The corner of Sutton Street and Ogilvie/Murray Valley Highway, Echuca is a nightmare if you are wanting to turn right from Sutton, especially after school times. With the new park and recreation area being built on Sutton Street it is likely to get busier and more dangerous.

20. The main street of Rushworth has been taken from a wide rural country town street and turned into a disaster after council used its funding to complete Echuca's streetscape. Leaving Rushworth's main street a total disaster.

21. Pot holes in Home Road and Bedwell Rd need attention Mason Rd needs grading

22. Sturt Street- pot holes uneven surface

23. Roads that are not sealed fully hue St just a starter

24. Not aware of any seriously neglected roads. Stratton Rd near us could probably be listed for an upgrade.

25. Hattwell road needs to be graded more regularly. Entry to town echuca on the northern highway is disgraceful.

26. The northern hwy between Rochester and Echuca needs to be duplexed the entire length.

27. pakenham street east echuca - potholes - this is where i live

28. There are many roads like Eyre Street that do not have a sealed side of the road. This creates pot holes and dangerous roads for cars, cyclists and pedestrians. Also, there needs to be a footpath between McSwans Road and Morley Ford, on the Northern Highway. So many families in Westwood park need a safe way to cross the northern highway, and the school crossing is the best option, but there is no way to get to it other than walking along the busy road, or through the muddy grass...

29. Kyabram/Echuca is dreadful. Pakenham Street before the Taras Hall. Murray Valley Highway heading toward Torrumbarry. All of them have massive potholes and divots and the road melting.

30. Trying to enter Ogilvie Ave east of the railway line with a right hand turn.

31. Pakenham St East of the railway line

32. I believe there needs to work done on the southern end of Hume Street, where it meets Ogilvie Avenue / highway. It's pretty disgraceful and due to the condition of the shoulder can only 'fit' one car at any time.

33. Bangerang and Tehan Ed's are particularly in need of repair. Requests have been made to have this addressed, NEVER satisfactorily!

34. I am not disadvantaged by the condition of councils roads.

35. Edis Street Kyabram

36. As a farmer I have seen several roads in the whole shire fall in to disrepair over at least the last 20 years. There are too many to mention all. My comment is that Council need to re budget funds before major problems occur.

37. Hansen St needs to be made as it is a public road. Also the part of Homan st that is unmade and links to Campaspe esplanade

38. Etona Ave, Echuca Village, is a gravel road which is corrugated and needs grading.

39. Many roads around the shire, especially bangarang rd

40. Murray valley highway has recently had some upgrade that was badly needed. The surface has plenty of uneven areas especially at the edges.
41. Pakenham Street High Street
42. Mitiamo Road Lockington Road Mout Terrick Rd
43. The east end of pakenham street and northern end of Bowen.
44. Terricks Road, is now a very busy road and you drive into the sun while lines would make the road safer
45. There are many roads around Echuca that need attention, especially the edging. Eyre Street is a prime example of needing attention. I am sure there are many over the east of Echuca that are in the same situation.
46. Elmore - Raywood, part thereof, is badly in need of repair especially the side of the road itself.
47. Ramsay st Rochester at Silo art viewing area. Needs kerb and channel and proper drainage setup. Also sensible parking signage. This is a popular attraction and has had virtually nil input from council. Have been a resident of Shire for many years and Council has gone backwards in number of areas. Used to have road maintenance gangs and they basically did what needed doing, now takes various meetings and cost benefit analysis, give a foreman power to act and get it done. Lots of broken edges on bitumen roads that need attention.
48. Strathallan Road. While most of this long road is in good order there are unmade sections that could be sealed. The road is an important link for farmers and property owners in north/western Victoria to the east where there are connections to the cattle and other markets on the outskirts of Echuca. To improve this road would reduce and shift truck and heavy transport traffic on the busy northern Highway.
49. All the main roads in this area are average, due to large trucks using them, but I don't know if this is the shires doing or the Government. There needs to be a turning lane installed from the Murray valley highway towards Koyuga
50. Not any that I use regularly
51. Mt Terick road would be a lot safer if it had line markings down the middle especially when its foggy. Having to wait 40 days for gravel road maintenance is disappointing and disgraceful. When was the last time a gravel road was sealed. Most gravel roads are unsafe and dangerous due to lack of maintenance
52. Campaspe esplanade between warren st & Elizabeth st needs to be bitumen not gravel.
53. C347 south of Midland Hwy
54. Hopwood street Eyre street Darling street Havefield street Ogilvie Avenue
55. Between Echuca and Kyabram on Mc Menzie Road road rough service had speed reduction signs up too long with no action,
56. Edge of seal both side needs attention in following John son Rd nth of Midland highway to MorrisseyRd Johnson rd south from Mcgarth to Hill road Mason rd west of Mcewen rd needs grading
57. Rushworth to Colbinabbin Road lots of pot holes. Road between Rushworth and Stanhope - limited road limit and reduced speed due to road and bridgework requirements.
58. Road from Echuca to Rochester just before the overtaking lane. Repair is rougher than the original damage

59. It is difficult to know which roads the shire is responsible for and which ones are vicroads. Recently High St South Echuca was resealed. However it seemed no attempt was made to first repair the pot holes. Hence they reappeared very quickly.
60. Road between Kyabram and Echuca has needed repairs for a long time
61. Echuca-Kyabram Road
62. Meade lane more traffic due to silos getting rough
63. Probably some of the rural roads closer to town eg Echuca West School road could be sealed
64. A lot of roadways are not fit for purpose and don't consider the large amount of truck and road train traffic that frequents the area.
65. Mc Ewan road Rushworth side of gvhghy Sides of Rushworth/Nagambie Rd approaching 4 post road. Needs the gravel built up. The new high street Rushworth is a disaster. There are elderly drivers and the roadway is considerably narrowed. The parking has been reduced and this will affect the businesses. The corner of waranga basin road and the Rushworth/tatura road turn in needs attention, pot holes
66. Simmie Rd, Annesley St
67. Echuca-Kyabram Road - rough patches and sizeable potholes causing damage to vehicles. Ogilvie avenue east of high street is an eye sore.
68. Roads within Echuca need full sealing. Too many roads are unsealed to curbing
69. Yes, the road in front of bunnings. ogilvi avenue. This should be widened and have a roundabout at the turn off to the estate at bowen ave
70. The Echuca to Kyabram Road - several sections currently marked at 80kph and once one area is fixed, another shows up.
71. Echuca-Mitiamo Road carries a great deal of traffic including heavy trucks from interstate. The condition ranges from average to extremely poor. The intersection with the Northern Highway is too narrow for large trucks and the turn lanes on the highway are dangerous and narrow. The speed limit needs to be reduced.
72. Wharparilla Drive, proper drainage and pedestrian paths. Also resurfacing. Warren street: the weeds popping up between cement in road islands and recent slashing made a mess. Also needs to be properly street sweeper because of all the stones and rubble along the edges. The service roads behind the cemetery are a disgust from 4 wheel drives making huge cravats in the road. In fact all service roads near Bunnings are quite messy and dirt
73. Eyre St needs widening.
74. Kyabram to Echuca Road (C351) between Watson Rd and O'Dea Rd intersections.
75. Dirt roads need to be sealed - all of them! The dust in summer is horrendous and a health hazzard, especially where they are in residential areas and the dust gets into the house.
76. Northern Hwy before bifurcated road heading south from Echuca to Rochester- very rough patch of potholes in newly made road.
77. Potholes on Hume st
78. Mitiamo road. Echuca kyabram road The streets around echuca hospital where there is big gravel areas should be sealed. Hard to know who owns which roads.
79. Sealed Roads: While the Campaspe Shire Council has far more unsealed roads than sealed many of the sealed roads a one lane with verges that are unsafe, overgrown with vegetation and poorly sign posted. Gravel Roads: CSC has allowed the gravel roads within the Shire to deteriorate over the last 25 years rendering them unsafe especially when there are

oncoming vehicles. Whole sections of roads are hard to navigate as wheel ruts have penetrated the gravel and sunk into the earth below. The roads are rarely graded, pot holed and again poorly sign posted. Earthen Roads: There should be no earthen roads as are patently unsafe and unusable in wet weather.

80. The dirt section of Dullard road is more like a channel than a road. The water drains to the middle and take along time a dry out and many 4 wheel drives plough down the middle making in worse. Beeson road between Kotta rd and Dullard rd has a very bad section and needs good dirt.

81. Yes Hume Street Echuca. This road has a narrow strip of bitumen with gravel margins. The bitumen has been resurfaced progressively but this has left some of the edges uncovered or with potholes still evident. The southern end of the street has many businesses and the road is a disgrace with numerous large potholes which fill with rainwater. The entrance to a fuel depot is a particular problem. This road now takes a large volume of traffic including huge trucks and Vline buses as traffic approaching from the east on Ogilvie Avenue avoid the traffic lights on the Sturt Street intersection. Footpaths are nonexistent on the southern section.

82. Slaughterhouse Lane - with increasing residency and the link to the Kite Flyers Caravan Park this road carries quite a lot of traffic. McEwan Road. Suffering from contractors digging up roads to add services and not repairing in a quality manner

83. Gravel extension of Campaspe Esplanade towards Warren Street. Due to high volume use it does not take long to have deep corrugations.

84. An area of road that goes beyond the tip has had temporary 80 speed signs for over a year because of a number of potholes.

85. Thompson bridge Rd Gunbower continuously bad corrugation, Pavone Rd corrugation, Terricks-Gunbower Rd, pot holes and poorly graded, rain water sits in middle instead of draining off to the sides.

86. It is unclear how roads works are prioritised for works.

87. Too many roads in Echuca throughout the residential areas have a sealed strip of bitumen on the crest and gravel shoulders. This gives rise to numerous potholes, dust hazards traffic hazards due to unexpected wrenching of wheels as they enter the potholes. At speed, this is especially hazardous.

88. One of the problems when answering this question is the difficulty is having knowledge of who is responsible for roads within the Shire eg the " potholes " in parts of McKenzie Rd near Koyuga have not been attended to for now for well over 2 years ; VicRoads (probably) but if so no excuse for Council not to demand attention well prior to this

89. Rochester/Nanneella Road increasingly busy. Showing wear - potholes and barrier overchannel north of Nanneella has been missing for 2 years. Also corner of High street and Kyabram road. Garage on cnr attracts large vehicles that use the north side of High street as turning circle. Needs a roundabout. Cnr of Nanneella Road and Kyabram road at Echuca end. Potholes. Grass high at intersections especially y junction cnr Kyabram road and Rochester corporate road.

90. After a lot of recent rain, all gravel roads need urgent attention

91. Roslynmead Road, Shoulders need rework or seal an appropriate width. Numerous campers use this road and it is unsafe for locals, let alone tourists who are not used to driving on single lane roads. Lockington Road, shoulders need repair Mittiamo Road, shoulders need repair

92. Simmie Street from Haverfield to McKenzie St end of road...broken away edges

93. Moora Road rushworth Bumps and holes in road. Trucks travelling make huge noise when they hit the potholes. Murchison bridge dangerous not wide enough. If truck or caravan very hard to pass on bridge.
94. Moora Road on the edge of Rushworth crosses the old railway line. The road is narrow at this point and has a dangerous hole that can throw vehicles off course. The shire has fixed other holes in this location but ignored the most dangerous one.
95. The Echuca-Kyabram Road however I believe this is Vic Roads managed, not the Shire. Large holes and very rough in numerous sections.
96. The Echuca - Mitiamo Road has had an increase of heavy vehicles that include trucks and heavy farming equipment. the road edge is breaking away, which in turn evolve into huge holes. These are damaging rims on tyres in many instances.
97. Parts of Gunbower Pyramid road dirt section of Pakenham and Bowens streets Echuca East are corrugated. No dust suppressants used and this leads to high dust levels and doesn't help residents with respiratory issues. 40km speed limit may help but strip seal would be better Pakenham Street between Hume and Sutton Street has been poorly re-laid and I believe this is a State Government responsible rather than the Local Government. There are a lot of streets in Echuca that should be sealed to the Curb, many in Echuca East such as Hovell, Hume, Darling, Mitchell Streets to name a few. Main roads leading into Banyula state forest constantly dug up by 4wd off roaders during wet weather. I believe DEWLP have responsibility for the area but council for the main tracks. Roads should be closed to vehicle traffic during wet weather and policed by DEWLP & VicPol. Similar to many other tracks leading into local bush lands, Braund and Pianta roads. If a problem/accident emergency vehicles may not be able to access.
98. McSwain's Road is horrendous between Cantwell and Muller. Yes it's a dry weather only road but it hasn't been graded for years and the road's almost disappearing. The road on Annesley St near Woolworths continues to deteriorate with large dips.
99. Eyre st Echuca - seal the edges - intersection with Hare st needs repairing High st guttering outside 208 Primary school - bike lane in front of Georgian Motel
100. Most gravel roads in our area are poorly maintained and seldom graded. McBain Road between Goddard and John Allan Road is a good example. It deteriorated to the point that it could not be safely used by sedans recently and we were forced to detour to the Murray Valley Highway in order to travel to Kyabram. It was graded recently and already it is starting to break up. Typically the council will wait until it is almost untrafficable before sending a grader out to repair it. The surface material used (Mt Scobie rock) on roads in the area is completely unsuitable. In the summer, it causes terrible dust problems that enter our homes and cover all surfaces that requires daily dusting, and in the winter it turns to a soupy muck that covers our vehicles.
101. The Echuca Kyabram road needs major attention. The road is way too narrow now to cope with the amount of heavy daily traffic. Passing large trucks on this road is really quite confronting.
102. The main road between Rochester and Echuca has areas that don't seem to last very long and is constantly in need of repair work
103. Ogilvie Ave is terrible on the East of town needs attention, not completely sealed confusing when you need to turn off, no clear service lanes. Northern Hwy between Echuca West School rd & Ogilvie Ave, no service lanes, needs to be dual lane. Eyre St between Haverfield & High St not sealed busy roads now. Planning as a thoroughfare needs to be looked at. Butcher St, Crossen St, Elizabeth St & Campaspe ESP need speed humps to deter through traffic so don't become thoroughfares Hagen the new bridge is completed. Roads in East not sealed to the kerb! No plan to improve this? Ugly, unfair for these residents who pay rates.

Butcher St. Rough to drive on, not sure what is happening, have not received communication in the letter box.

104. Homan st. Is often corrugated so is the north end of Campaspe esplanade and west end of Anstruther. Eyre st and McKenzie st aren't completely sealed gutter to gutter along with streets in the east.

105. Northern Hwy, Echuca. This is the entrance to Echuca from Melbourne and the road should be either double lane or widened to make it safer for children to cross as there are school nearby. The intersection at McSwains Road is very dangerous at peak times. The street appeal could be improved to make the entrance to the town more pleasant and inviting with maintained gardens and footpaths.

106. The Murray valley Highway North West of the New Warren Street round about. This road has been patched and is there are holes pot holes in it everywhere. Pakenham Street East of the railway crossing was completely ripped up a few years ago. The road is now in a worse state than it was before it was shut and upgraded. Potholes, constant water leaks a poor repairs. Sturt Street north of Pakenham street is also constantly full of holes. High street North of McDonalds in the busy tourist area is also being patched regularly. The repair work is poor and only last a couple of weeks,

107. Mason Road Girgarre between Wigg and Henderson in need of re sheeting to preserve its life. Other than a bit of patching it is many years since anything major has been done to ensure its future. It seems a pity if the road is allowed to fail. Car park entrance to car park at Memorial hall Girgarre - guttering is breaking up and is becoming a risk to pedestrians Intersection at the entrance to Girgarre at Curr Road and Winter Road - on going pothole problems

108. The unsealed part of Bamawm Rd

109. Surface to the gutter from the road in many roads in Echuca East

110. Anderson Rd very corrugated needs more grading Rochester/Strathallan Rd needs to be sealed past the Strathallan Community Hall

111. Lilford Road, Kyabram (especially between Kyabram-Cooma Rd and Merrigum Rd) is appalling. The potholes and corrugations are extremely bad and make the road dangerous. The council used to spend 2 days repairing each section of this road. They now do it in 2 hours. For the last 20 years the road has been graded only. There has been no new rock put down. The road is back to its bad condition in just a matter of days.

112. Kyabram Echuca Rd.

113. Multiple pot holes all over the shire

114. South end of Mackay Street. It is difficult for people with disabilities to safely get from the hospital onto the footpath especially when using wheelchairs or other walking aids.

115. Hume Street - South End, unsafe surface Car Parking in Murray Esplanade - unsafe for 2 way traffic Pakenham Street - Very bad surface, multiple pot holes and pot hole repairs that are again in disrepair

116. I don't do a lot of travel around the shire roads but I do think that improvements in Allan & Fenaughty street Kyabram would be good instead of the continual pack-works.

117. Most of the roads in the Shire are in need of repair and maintenance. Road side edges are in disrepair. Many of the rural roads are not wide enough for the size of cars/Utes and machinery that use them. Many of the roads are simply resealed without any maintenance done to them - hence the lumps and bumps are still there creating hazardous conditions when driving. A good example of this is the area before and after the walkways outside the local supermarket - I saw them being repaired but no building up or repair work was done.

Several days later the bumps are as bad as before any work. Council does not accept that end of Campaspe Esp. between Anstruther St. and Warren St needs to be built up and sealed. It is a well used road by locals, but council have refused to accept that spending money here would benefit the local users and rate payers.

118. 1. Simmie Road south of the Murray Valley H'way - too narrow in the section to rail line, serious pot hole (kerb drainage) traffic hazards in vicinity of Benson Road. 2. High levels of pedestrian, horse and bike traffic. Bike/pedestrian path needed as far as Kelsh road. 3. Bike and pedestrian path into Echuca. Urban roads in Echuca need Water Sensitive Urban design and trees instead of creation of just bitumen heat islands. So many advantages for health and the environment and a better look for tourism. Planners and Engineers need to move to the 22nd Century.

119. Gray road has a massive pothole after the sealed road ends.

120. Kyabram/Echuca road. Uneven and wave like surface, Graham road, Kyabram. Poor surface.

121. Murray valley highway and town roads, high street and annesley street. All those roads have major pot holes in them.

122. Not enough space. Waterman Lane, Keane Road, Prairie Road, Burgoine Road,

123. Potholes seem to be an issue in our council area. The temporary measures to fill them don't last very long. An example is Sturt Street Echuca.

124. Having traveled Australia the Victorian roads are below par. The stretch of Ogilvie Avenue in from Shepparton to the Bunnings is terrible with no real road edges out to the guttering.

125. Bangerang Road from the intersection of Sturt St, particularly the northern side. Corner of Murray Valley Hwy, Denmark Road and Mary Ann Roads, it is an accident waiting to happen. Roads in the East of Echuca that are still dirt, as well as the verges.

126. Francis Street in Echuca - central Echuca where the road doesn't meet the gutters

127. Railway rd on the south of town heading towards Elmore

128. Very recent works have rectified problems that were present for the last 6 to 8 months with rock roads near the Lower Goulburn National Park being in extremely poor and dangerous conditions. Curr Rd between M V Hwy and McBain Rd -bitumen too narrow

129. All bus routes should be sealed roads. This is a safety issue! Those which are gravel are not maintained enough or the materials used are not high enough quality. Around the Lockington area (particularly Middleton Road and a section of Vise Road) I have seen the bus have to get off the road and go partially into the table drain as the road has so many deep holes and in the summer is prone to corrugation. It would be cheaper in the long run to seal the section of Vise Road (between Strathallan & Middleton Roads) and Middleton Road (between Vise Road and Lockington Road) which should be a priority as a bus route. The same issue occurs on Restdown Road (between Whinfield Road and Mitiamo Road) and Whinfield Road (between and Bamawm Road & Restdown Road). The section of road between Kyabram and Echuca is not great either (I don't use it very often, but every time I do, it is shocking). There is a terrible section of road on Lockington Road right near the corner of Strathallan Road that always develops huge and very dangerous potholes. This has been 'repaired' many times, but the hole always opens up again not long after it is repaired.

130. LOCKINGTON RD, Echuca Mitiamo Road

131. McEwen Rd Kyabram Anderson Rd Strathallan Wilson Rd Wyuna Lilford Rd Kyabram

132. Northern Highway - between Echuca and Rochester Terrick Road - widening would be great before the new school opens along with path/cycle track access Stratton Road

-
133. They need to reset there standards gravel roads in towns need to be at a higher standard don't just grade and roll maybe put some bluestone down stop spending all our money in echuca
134. Murray Valley Highway, west of McCoy's Bridge - deep ruts in bitumen make the road hazardous. These developed not long after the road was resurfaced.
135. Potholes down High Street Echuca Potholes and dropped sections of road on MV and Northern Highways Echuca Grading of gravel roads more regularly - Bail Road, Fulham Road, Sexton Road Torrumbarry
-

Appendix 3: Well-maintained roads

Are there any roads that you believe are well-maintained and convenient? Please list the road and describe the benefit (97 comments)

1. Hovell st
2. local roads in Tongala
3. In general roads around Tongala Kyabram OK JUST NEEDS WIDER SIDES
4. Almost all Shire roads are very well maintained and are fit for purpose
5. Roads actually in Echuca seem fine. Nice garden maintenance of roundabouts etc. Shame about the outlying towns that provide income to the shire.
6. Yes of course. Most of the town roads in CSC are good. Many others the same.
7. Northern Highway between Rochester and Echuca is much improved.
8. Strange question? Surely any roads not listed in the previous question are well-maintained
9. High street Echuca main street for all traffic to Port area
10. Strathallan road between O'Brien road and Tennyson road. Recently resurfaced with good quality rock and a grader driver who knew how to form a road to give run off for rain.
11. Western end Ogilvie Ave - dual lane, smooth, well-marked and maintained.
12. Generally most
13. Stratton road is a good example of a well-maintained gravel road.
14. Prairie Road
15. The new Warren Street, Echuca is amazing, especially the walking track that runs alongside. We use the track regularly. On the whole I feel like our roads in Echuca are pretty good and well maintained.
16. Any road in or around Echuca
17. In and around Colbinabbin
18. The main St and of course high St for the tourists
19. We live in a recent developed area in the west and all these roads are in pretty good nick because they are newish
20. I do not own a motor car
21. Warren Street is amazing. Nice wide roads and great foot path for pedestrians and cyclists.
22. I think largely, the CBD is well maintained and easy to use.
23. Kyabram road infrastructure is good on the whole.
24. Generally roads are safe to use due to maintenance but when problems occur they are not attended to quickly.
25. Not many!

26. The new roads

27. A number of roads have been re sealed throughout the shire creating quite a difference to local communities.

28. Finlay road is well maintained and convenient for travel to Shepparton.

29. Warren Street - it is the new main road to the bridge project.

30. Just the Highways

31. Most roads and streets in Echuca - Echuca to Rochester and a lot of work has occurred from Echuca to Koyuga

32. NO. Not even Ogilvie Ave ten entry road to Echuca is not attended to on a regular basis. Also the Council needs to put more pressure on Vic Roads to upgrade the roads.

33. Roads around Rochester itself are well maintained and have few serious problems.

34. Strathallan road upgrade was a good investment.

35. The roads in and around Rochester are well maintained. The roads generally are of good width. This combined with the provision of footpaths enables motorists to see clearly ahead and to make safe driving decisions particularly around schools, sporting and shopping areas during busy times.

36. It is good to see that they have placed turning lanes from the Murray valley highway into Tongala, even though the turn is sharp and large trucks have trouble turning

37. The highway between echuca and Rochester has improved greatly in the last 12 months with the overtaking lanes makes commuting to work a lot nicer/quicker than slowing to avoid potholes and getting no stuck behind machinery etc

38. Roads and streets in Echuca , Because council is based in Echuca

39. Curr road between Webb & Mc kenzie very good

40. Midland Highway - the drive along is smooth with no bumps.

41. The A300 Elmore to Sheparton has been upgraded and is very good

42. Wanalta Corop rd just been resurfaced due to heavy traffic

43. All major streets in town are fine

44. Probably are plenty

45. High St, Hare St, Ogilvie Ave

46. Henderson Road, Tongala. Well-travelled heading toward Murray Valley Hwy. Also Murray Valley Hwy up to Echuca.

47. High street & Ogilvie Ave west of high street - used frequently

48. Most are good

49. On the whole Ogilvie Avenue is well maintained and safe.

50. The surface of Warren street is smooth However it needs to be maintained properly

51. High street Echuca

52. No roads spring to mind as above average in this regard.

53. The main highways.

54. will be good to see new bridge working but not sure that roundabout at Warren St Northern Hwy is adequate It will be important to keep heavy vehicles out of the town centre.

55. Many roads are ok

56. Warren street echuca

57. Curr/Rushworth Road from McBain Road south to Rushworth, Trevaskis Road from Echuca/Mooroopna Road to Kyabram/Lancaster Road.

58. Kotta rd has had work done in the last couple of years and is handy for our purposes.

59. Roads in the central area are very well maintained in continually upgraded.

60. Local roads in Echuca are good

61. Dickson Street / High Street

62. The roads in central Echuca are generally well maintained.

63. Many other roads are of acceptable standards.

64. Most roads in Kyabram, another part of the Shire of Campaspe, are fully sealed from curb to curb. These areas are a delight to visit.

65. Unrealistic question when related to the broad level of non-urban roads in the Shire

66. Warren Street good entry into Echuca from Rochester.

67. Mt Terricks road has been upgraded and is safe and well maintained. Benefit is reducing accidents and damage to vehicles.

68. Midland highway good

69. None that I can think of.

70. High Street Echuca.

71. The closer you get to town the more the roads improve.

72. Many roads are in good condition, however the wetter than normal year has led to deterioration with some.

73. Hare st - good even surface

74. Yes, many of the major roads are well maintained

75. The road between Echuca and Rochester is well maintained and the addition of the overtaking lanes have been hugely beneficial for safety.

76. The new road and roundabout leading to the new bridge seems to be an excellent piece of road

77. Warren street is much improved, a lot safer. What a shame it's not double lane. May become dangerous in the future with people trying to overtake into oncoming traffic. (Have seen it happen in Echuca) Sturt st intersection a big win!

78. High st and Ogilvie ave. Handy that they are double laned

-
79. The main roads like Ogilvie Avenue Echuca, Northern Highway and many other roads throughout the shire are in reasonable condition. I am not sure what is the shire's responsibility or the State Government. It appears the outer town roads are in better condition than the internal roads of the towns. Good roads makes for safer travel.
80. Generally roads are in reasonable condition
81. The sealed roads are mostly pretty good
82. Resealing of Echuca South roads including Anderson Road
83. Any road in or near the council hub of Echuca is better maintained than in other parts of the shire.
84. McEwan Rd.
85. Northern Hwy entering and exiting the town are fairly well maintained.
86. The improvements to various sections of the Echuca-Kyabram road is good.
87. Cannot think of any.
88. You don't notice the good ones. Probably Goulburn/ Bangerang Road for Echuca Village people.
89. Warren street new road and great to drive on
90. Ogilvie Ave appears to be well maintained as it is one of our main roads in town with high traffic volume
91. Mary Ann Road after the dangerous intersection. High St and Hare St are always getting re-sheeted, But would be good to share that around. McKinlay St verges were fixed and this is what needs to happen for all the other street verges that are still dirt in Echuca east.
92. All the roads within the Echuca boundary are good.
93. Seems in locations that have impact because they are seen more...
94. Graham Rd Kyabram Sth Boundary Rd Kyabram Dunbar/Trevaskis Rd Wyuna
95. Warren Street - the landscaping leaves a lot to be desired however.
96. Streets in Echuca
97. New Warren Street is excellent and Echuca East roads
-

Appendix 4: Footpaths

Please name 3 roads/streets where the Council should provide footpaths (108 comments)

1. On the highway out to bupa	Some parts of Ogilvie	
2. Darling st		
3. Crossen Street	Ogilvie Avenue	Elizabeth Street
4. High Street, Rochester	Bayne Street, Rochester	Francis Street, Rochester
5. Finlay Rd near bowls club	Henderson rd rail crossing	Path thru park opp police station
6. Near tongala caravan park		
7. Stuart st along the railway station side	Unwin st tKyabram on football ground side	
8. Crossen St Echuca	Elizabeth St Echuca	Haverfield St Echuca
9. Haverfield St north	Hovell street south end	Under Ogilvie ave on the Campaspe
10. Northern Highway from Fehring Lane		
11. 35 Mitchell Street (owner made driveway crossing)	Collins Street	
12. Finlay road from caravan park to cnr of Miller St Tongala	Sealed path in park at Gooda St Tongala	Suggested bike path along railway line Tongala to Kyabram
13. Finlay Rd near Bowls Club	Ped crossing at Henderson Rd rlwy line	Henderson Rd north of GMW channel
14. Scott Road	Benson Road	
15. BREEN Avenue Kyabram	Olympic Street Girgarre	
16. Fearing Lane	Schoeffel Drive	Haverfield st
17. Mary Ann Road from Murray Valley Highway to Kelsh Rd		
18. Francis St, Rochester		
19. Bowen Street	Sturt Streett	Goulburn Rd, south aide
20. Fehring lane, Echuca	All of Butcher Street, Echuca	
21. Haverfield Street	Mitchell Street	Hovell Street
22. Rushworth		
23. Road down to the Rec Reserve in Colbinabbin, a lot of people walk their kids to preschool and the grass is too wet if you don't		

wish to walk on the road (unsafe)		
24. Northern Highway between Bridlington and Ogilvie Ave		
25. Any that don't have the east is bad but the new estates all have them		
26. More interested in more walking trails close to town		
27. Wharparilla Drive, Echuca		
28. Eyre St west of High street	Hansen Street	Redman street (north)
29. Northern Hwy (between McSwains Rd and Morley Ford)	Crossen St	Murray Valley Hwy (between Ogilvie Ave and Butcher Street)
30. Goulburn Road		
31. Eyre St West	Through Banyala forest East	Haverfield St North
32. Not sure of Streets, but Echuca east neighbourhood		
33. Francis	Darling	
34. around the new water tank art in Kyabram		
35. Hansen st	Redman st	Homan st especially at the cemetery
36. Eyre St west	Haverfield St south	All others with only one side done
37. Breen Ave Kyabram	Tweddle St Ky	
38. Sutton st one side only	Eyre st one side only	Mitchell st one side only
39. Cavell street, Tongala, near school		
40. High Street		
41. Pakenham street east	Darling st. South	
42. Both sides of Ogilvie Av	Northern Highway	Elizabeth Street
43. McKenzie Street Rochester	In front of the Big W complex	
44. Fraser st rochester	Ramsay st rochester	Echuca rd south end, west side
45. Elizabeth Street	East side of Echuca	
46. McKenzie street rochester	Cromwell Street rochester	All along Edward street Rochester
47. Haverfield st between eyre & Tyler st as many school kids use it to get to 208	Many streets over the east	

48. Breen Ave Kyabram,	Lake road Kyabram	Extend Allan st Kyabram
49. Northern side of McKenzie St, Rochester; from Queen St to Hotham St etc		
50. Ryrie St Stanhope	Steele St Stanhope	Savage Rd Stanhope
51. Cooma Road, Kyabram	Water tank precinct	
52. Goulburn Road	Rutley Crescent	Simmie st
53. Mitchell st Colbinabbin east side of channe	West side of Collins st Colbinabbin	Johnston st Colbinabbin
54. Elizabeth Street	South end of Hare Street	
55. Beech st kyabram	Elm st kyabram	More footpaths around girgarre market
56. Reed street	Neill street	Outside the cemetery
57. Between KFC & Bunnings on Ogilvie Ave	West end Simmie street	Bowen Street
58. Fedral street	Olgivi ave	the road in front of bus station
59. Northern Highway between Warren St and Fehring Lane		
60. Eyre St west	Eyre street in the east	Haverfield street north
61. A connecting footpath from Mount Terrick intersection to Wharparilla Drive even a gravel one would be well utilised. Similar to Moamas Winbi to town path	Warren st. Other side or connecting across to Murray valley highway from Bridlington ave along main road	From Yakoa Natya ave along hwy towards traffic lights
62. through all parks/parklands	towards all shopping/public areas	every residential street
63. Hopwood St near hospital	Crofton St near river	Annesley St to roundabout at Heygarth St- need safe pedestrian bike crossing to the old bridge
64. Northern hwy between lights and round about near st marys	Pevensey place echuca	Elisabeth street echuca
65. Northern Highway both sides of Ogilve	Shep end of Ogilve	Fehring estate
66. No		
67. Hume Street	Sturt Street	Hovell Street
68. Echuca Road Rochester southern end	McKenzie Street Rochester	Railway Road Rochester
69. From Warren St to Wharparilla Drive		
70. McCormick Road		

71. McKenzie Street	Homan Street	Sturt Street near Anstruther
72. Northern Hwy btw New estate and Rose St	Northern Hwy btw Wharparilla Drive and Woodlands Est	Various missing links around Echuca
73. Bowen street	Sutton street	Sturt street
74. High street	Baynes Street	Hospital end of Mackay street
75. Simmie Street Echuca -west end	Eyre Street Echuca- west end	Sutton Street Echuca - south en
76. Northside of Moora road		
77. Moora Road Rushworth	Station Street Rushworth	Murchison Road Rushworth
78. South Boundary Road, Kyabram	Lake Road, Kyabram	Breen Avenue, Kyabram
79. Bowen Street	Goulburn Road north of Bowen, north side	Ogilvie Avenue
80. Crofton st river end	Sturt st	
81. We don't have any footpaths		
82. Elizabeth street	Cromwell street	Ramsay Street
83. Crossen St	Elizabeth St	Northern Hwy, connecting Echuca Fields & Fehring Lane
84. High St Rochester		
85. Shackell st north	Homan st	Simmie st
86. Fehring Lane / Northern Hwy	Warren St to Wharparilla Dve	
87. Wharparilla Drive	Bowen Street	Murray Valley Highway to Wharparilla Drive
88. Federal Street	Bowen Street	Ogilvie Ave
89. High Street South Echuca		
90. McKenzie street		
91. Bowen street	Around Bunnings from end Sturt st	
92. High street	Hare street	Annesley street
93. Mackay St, east side south end	High Street	Pascoe St near hospital
94. Beech street -2 small sections	Breen avenue	Fisher street - small section
95. Illawarra Drive	Campaspe Esp.	End of Eyre ST to River
96. Lake Road at John Pilley Reserve	Near the BMX track	Well done for fixing union street

97. Unwin Street		
98. Crossen street	East area	
99. Kerford Street Rochester	Cohen Street, Rochester	Cromwell Street, Rochester
100. Ogilvie Avenue footpaths don't extend the length	Warren Street	
101. Hovell St	Ogilvie Ave Echuca east	Crossen St
102. Crofton St, Echuca	McKinlay St, Echuca	Eyre Street Echuca
103. Forrest Street Lockington		
104. All over the Campaspe	Too many to name	Most main streets in Echuca port area
105. McEwen Rd Kyabram between Fenaughty & Wood	Cooma Rd between Solar boulevard & Sth boundary rd	Sth side of Edis St
106. Nine mile road rushworth	Horne street rushworth	Parramatta Gully rd rushworth
107. Elizabeth st	Murrumbidgee drive	Pevensey place
108. Eyre Street		

Appendix 5: Bike lanes

Please name 3 roads/streets where the Council should provide bike lanes (87 comments)

1. High Street, Rochester	Burnewang Road, Rochester	Bridge Road, Rochester
2. Henderson Rd Tongala	Ogilvie Ave Echuca	
3. Finlay road Tongala from railwayline on Finlay road today road to		
4. Terricks rd	Cornelia Creek rd	East end Ogilvie ave
5. Hare street from Coles to Ogilvie ave	Eyre street. Hare to Haverfield	
6. Northern Highway	Ogilvie Avenue	
7. No bike lanes in town		
8. In front of schools in Tongala & streets leading to these.	Finlay Rd Tongala	Henderson Tongala
9. Rochester streets	More in Echuca	
10. Scott Road	Ogilvie Av	Benson Road
11. Been Avenue kyabram		
12. Northern Hwy	Scenic Drive	
13. I don't ride but too many kids on roads		
14. Anywhere out of Echuca		
15. High Street Echuca	Eyre St Echuca	Pakenham St, Echuca
16. Bowen Street	Sturt Street	Eyre Street
17. Ogilvie Ave	Sutton Street	Mackenzie Street
18. From Colbinabbin to the crossroads (up the hill) would be a good route to be able to ride a bike		
19. All roads should have them		
20. Like more combined walking/bike trails		
21. Butcher St, Echuca	Murray Valley Highway, Echuca	
22. Ogilvie ave	High street	Butcher street
23. Ogilvie Ave	Annesley st	Warren st

24. All roads that lead to schools		
25. Sutton St	Sturt St	Eyre St East and West
26. East of Echuca	West of Echuca	
27. Union street kyabram	Church street kyabram	
28. All main streets or beside main streets in each town	Buke paths for leisure / exercise riding between towns	
29. Around the central business district		
30. Haverfield St west	Sturt St	Butcher St
31. Goulburn Road (further continuation of bike lane)	Bangerang Road	Ogilvie Avenue
32. Sturt st Darling st	Bangarang rd Hovell st	Goulburn road Pakenham st
33. Sutton street		
34. Northern Highway	Ogilvie Ave	Half of Echuca!!!!
35. McKenzie Street Rochester	Main Street Rochester	Kyabram Road Rochester
36. Finlay road east end	Henderson road north end	Greiner court
37. Northern Highway Rochester		
38. Ogilvie Avenue		
39. All major rd none wide enough		
40. Murchison/Rushworth Road	Rushworth to Colbinabbin	Rushworth to Whroo
41. Hare St	McKenzie St	Goulburn Road
42. Mitchell st Colbinabbin		
43. Olgivi ave	high street	Bowen road
44. Unfortunately bicyclist don't use tracks anyway and don't stay in lanes		
45. High street	Pakenham Street	Haberfield Strrt
46. Breen Ave to Bolitho Rd	East end of Sth Boundary Rd	McEwan Rd to Sth Boundary Rd
47. Cyclists are a hazard		
48. Safer access along hare st	Out to new estates south of Echuca along Northern hwy	Heygarth St from Bridge
49. Is there bike lanes in campaspe shire?		

50. Northern Highway	Ogilve	
51. Mangan Street	Henderson Road	Miller Street
52. Bangerrang road	Goulburn road	Cornelia creek rd
53. Hume Street	Sturt Street	Sutton street
54. Bangerang road		
55. Wharparilla Rd to Warren St		
56. Ogilvie Ave	Sturt Street	Heygarth Street
57. Sturt St	Pakenham St	Darling St
58. Echuca- Bowen street	Echuca - Sturt street	Echuca - Pakenham street
59. Haverfield St	Sturt St	Hare St
60. Mt Terricks Road	Kotta Road	Mitiamo Road
61. Esmonde Street Rushworth	Old Tatura Road Rushworth	Bendigo Murchison Road Rushworth
62. South Boundary Road, Kyabram	Lake Road, Kyabram	Kyabram-Rochester Road
63. Banyula State Forest	Goulburn/Bangerang Road	Simmie Road
64. Residential East Area	Residential West Area behind Toyota	
65. Ogilvie Ave	Hare st	Eyre st
66. Very few bikes ridden here.		
67. Pakenham St	Ogilvey Ave	
68. Rochester	Main road into Echuca from new estates	
69. Northern Hwy	Connecting Northern Hwy to Echuca Moama Bridge	Ogilvie Ave East connecting racecourse to town
70. Ogilvie ave east	Annersley	Eyre
71. Fehring lane to Ogilvie Ave		
72. Murray valley Highway	East Pakenham	Circuits around the town
73. Track for both bike walking in east bushland to levee track		
74. Breen Avenue	McCormick Road	
75. Murray Valley Highway	B/W Simmie Road and town	
76. Church Street	Tulloh Street	Union Street

77. Lowry Road, Rochester	Diggora Road, Rochester	Railway Road, Rochester
78. Heygarth Street	High Street	Ogilvie Ave
79. Extend Ogilvie Ave to the derestriction zone		
80. Mary Ann Road	Ogilvie Ave (east Echuca)	Echuca Kyabram Road
81. Can name any, too few	Little or none in regional towns	Only located near port area
82. Cooma Rd	Edis street	McEwen Rd
83. Mount Terrick	Ogilvie Ave	
84. All towns need more bike areas		
85. Ogilvie Avenue, Echuca	Northern Highway, Echuca	Dickson St, Echuca

Appendix 6: Shared pathway

Please name 3 places where the Council should provide a shared pathway in towns (58 comments)

1. Murray valley highway through to Northern Highway Echuca	Near Schools in must towns	
2. Along railway line in breen avenue kyabram	Near old Echuca Moama bridge	
3. Butcher st and Bridlington	McSwains road	
4. Northern Highway from Fehring Lane		
5. Most or all of the regional towns in CSC	Mangan St Tongala	Fenaughty St Kyabram
6. Rochester		
7. Pedestrians should take precident over bikes		
8. Anywhere out of Echuca		
9. Bowen Street	Sturt Street	Goulburn/Bangerang Road
10. Mackenzie Street	Haverfield Street	
11. Everywhere		
12. The tracks east of the old bridge are a bit of a mess		
13. Banyule forest and heading east along the Murray	Wharparilla drive, Echuca	
14. Ogilvie Ave	Northern Hwy (new development past Fairing lane, all the way to Ogilvie Ave	Murray Valley Hwy (between Ogilvie Ave to Butcher St. On both sides of road)
15. Between the East boat ramp and town.		
16. Around the river to the east of current bridge	From Eyre St footbridge through or around Back Nine golf course to cross near Tyler St	Behind sawmill near police station to the levee bank track starting at Hovell St
17. High street, replacing the foot path		
18. To both schools in kyabram	Trying to link one side of kyabram with the other	
19. All streets where possible		
20. East Echuca	South Echuca	West Echuca
21. Pakenham St	Annesley St	High St

22. Between Ogilvie and pakenham	Sturt st	
23. Main Street Rochester	Gillies Street Rochester	In front of Workers Club Echuca
24. Port Area		
25. Tongala Main street	Henderson road	Finlay Road
26. Complete walking track in Kyabram	Stop miss informing public staff not being accountable	
27. Cooma Road, Kyabram		
28. Along the Murray River upstream of bridge	On the cbd side of Campaspe river	
29. Colbinabbin		
30. Hare street	High street	
31. high street	Olgivi ave	Bowen street
32. Northern Highway approach to town		
33. From Wharparilla Drive along Hwy connecting to existing paths	From Fehring lane along hwy	Mount terrick road connecting tracks
34. High Street	Pakenham Street	Haverford Street
35. Breen Ave		
36. Along Northern Hwy south	Link to old bridge from Annesley st	
37. Northern Highway		
38. Ogilvie Ave	Maryann Road	Sturt Street
39. Along Campaspe River Rochezter	Along esplanade in Echuca	
40. Echuca - South east (Simmie road to Bowen street) per the south east rural living plan	Echuca - Cornelia creek road	Echuca - Oglivie avenue
41. Moora Road	Murchison Road	Old Tatura Road
42. Kyabram	Main Streets of Echuca	Rushworth
43. Echuca East Levee bank	Bowen Street	Pakenham Street - Sutton to Moama Streets
44. Along the Murray river	Campaspe esplanade from Ogilvie Ave to Northern Highway	Pakenham st centre of town out to Goulburn river Stewart's Bridge
45. Planning for a shared path with the new bridge will be important for safety		
46. Connecting Echuca Fields & Fehring lane to Warren St bike paths at Northern Hwy end	Eyre St connected through to Echuca East through the railway reserve	

47. Northern hwy	Ogilvie ave east	Eyre
48. Warren Street to Wharparilla Drive	East Pakenham Street	Scenic Drive
49. Levee track		
50. Terricks Road		
51. i don't understand what this is	I don't think there are any in kyabram	
52. Lowry Road, Rochester	Railway Road, Rochester	High Street, Rochester
53. Bangerang Road	Mary Ann Road	
54. Port area, CPTED no done	Poor signage	Poor lighting and security
55. Cooma Rd Kyabram	McEwen Rd Kyabram	Edis street Kyabram
56. All towns		
57. Warren Street over the Campaspe River		

Appendix 7: Rail trails

Please name 3 places where the Council should provide a rail trail (96 comments)

1. Rochester to Echuca	Elmore to Rochester	Echuca to Bendigo
2. Echuca to Tongala	Tongala to Kyabram	
3. They are a great worry to adjoining landholders		
4. between kyabram and merrigum		
5. Echuca Village to CBD	Wharparilla to CBD	
6. Rochester to echuca	Tongala to Echuca and Kyabram	
7. Needed everywhere		
8. Rushworth to Colbinabbin rail trail		
9. Tongala	Kyabram	Echuca
10. Lockington		
11. Echuca to Tongala	Tongala to Kyabram	Kyabram towards south-east
12. Out to connect Racecourse	Better connection across Echuca	
13. Echuca to Kyabram		
14. Lockington	Rochester	
15. Towns too far apart to do have bike paths		
16. Lockington to Kotta		
17. Echuca and Rochester	Rochester and Kyabram via Girgarre	Kyabram and Echuca
18. Kyabram to Rushworth	Echuca to Kyabram	
19. Welton lagoon (no previous rail)		
20. Echuca to Kyabram	Echuca to Lockington	Echuca to Rochester
21. Ogilvie Ave	Murray Valley Highway	Sutton Street
22. Tongala	Kyabram	
23. Murchison	Rushworth	Colbinabbin
24. Colbinabbin to Rushworth		
25. The east need attention		

26. Railway line goes they pretty plain country and not worth developing		
27. Echuca to Torrumbarry		
28. Echuca-Tongala	Rushworth area	Echuca-Rochester
29. Echuca		
30. Between Echuca and Rochester		
31. Echuca to Rochester	Echuca to Lockington	
32. Echuca to Rochester		
33. Along the river		
34. All of Echuca		
35. We have none.		
36. Without removing tracks use land alongside for bike tracks between towns	Kyabram -Tongala	Out of Echuca for tourists
37. Mitiamo road	Northern highway	Goulburn road
38. To Tongala/Kyabram	To Barmah	To Cohuna
39. Echuca - Rochester	Echuca - Kyabram	Kyabram - Rushworth
40. not sure	Rochester to Echuca!	
41. Tongala to Echuca	Rochester to Echuca	
42. Terricks Rd	Echuca east	
43. Complete Girgarre to Stanhope be	Cooperative with community listen to	Community not computers,
44. Stanhope to Rushworth	Rushworth To Cobbibabin	Rushworth to edge of shire
45. Stanhope to Rushworth		
46. Rushworth to Murchison	Rushworth to Colbinabbin	Rushworth to Tatura
47. Echuca to Rochester	Echuca to Lockington	Echuca to Tongala
48. Kyabram-Lancaster		
49. Rushworth to Colbinabbin	Colbinabbin to heathcote	
50. Gunbower	Rochester	
51. Tongala	Rochester	To Falcon pub
52. A loop in some way connecting Echuca, Rochester, Kyabram, Tongala		

53. Out to Echuca Village	Wharparilla Drive	Mount Terrick road
54. Echuca Rochester	Echuca Moama	Echuca to Port Area
55. Connecting between all small towns at a minimum		
56. Echuca to Lockington or Rochester		
57. Centennial Park	Tongala Recreation Reserve	Brose Reserve
58. Lockington to Kotta		
59. To Maryann Road	To racecourse	To Lady Augusta Road
60. Lockington	Rochester	Rushworth
61. Echuca to Rochester		
62. Rushworth - Waranga Rail Trail		
63. Echuca to Rochester		
64. Between Stanhope and girgaree is a path that needs fixing.		
65. Anstruther St	Annesley St	Sturt St
66. Along river track Torrumbarry to Gunbower	Around waterways and lagoons at gunbower to encourage tourism.	
67. Echuca-Rochester	Echuca-Kyabram	Echuca-Tongala
68. Rochester to Echuca	Rochester to Elmore	
69. Rushworth to murchison		
70. Rushworth to Murchison (Wararga Rail Trail)	Rushworth to Stanhope	Rushworth to Colbinabbin
71. Between Echuca and Rochester	Between Kyabram and Rochester	Between Kyabram and Echuca
72. Echuca - Rochester	Gunbower - Torrumbarry - Echuca	Echuca - Stewarts Bridge river route
73. Echuca to Rochester	Echuca to Lockington	Echuca to Kyabram
74. Echuca- - Tongala	Echuca - Rochester	Echuca - Cohuna
75. Echuca to Rochester	Echuca to Kyabram	
76. There aren't any between towns		
77. Banyule	Fehring lane	Along the murray
78. Rushworth to Girgarre	Echuca to Elmore	Echuca to Kyabram
79. Stanhope to Rushworth	Rushworth to Murchison	

80. Echuca	Rochester	
81. Stahope to Rushworth	COGS boundary to Rushworth	
82. Rochester to Echuca		
83. To Echuca	To Elmore	To Kyabram
84. Kyabram-Tongala	Tongala - Echuca	Echuca -Rochester
85. Between twin towns	To the Village	To Rochester
86. Echuca - East Murchison line	Main Melbourne line	
87. Our towns are too far apart for this - this is a silly question		
88. Strathallan to Echuca	Elmore to Rochester	Lockington to Kotta
89. What rail trails? There are none.		
90. From Ogilvie Ave east lights	through Industrial Estate	to Mary Ann Road and beyond
91. In no location I'd not supported and serviced	Location like LOCKINGTON to Kotta provide location for drug dealing and dogging	Due to no CPTED done, poor lighting, poor security, not territorial enforcement considerations
92. Tongala	Kyabram	Merrigum
93. Echuca	Rochester	
94. Rushworth	Stanhope	Colbinabin
95. Tongala	Rochester	Kyabram
96. Kyabram		

Appendix 8: Other comments

Do you have any other comments about council roads, paths and trails? (83 comments)

1. There are not nearly enough paths on the east side of Rochester. There are many older people in this area and you often see the mobile scooters riding down High Street as there are no paths to accommodate these people. A new path was put along Bridge Road, but you still have to get to this new path. I don't believe pedestrians and bikes should share the same pathway, as bikes are silent and pedestrians do not hear them. There has been a big push to get a bike trail between Echuca and Rochester for quite some time but the shire is not very receptive to this idea. There are many ideas that the Campaspe shire is not very receptive to. And never do they ask "What can I do to help?"
2. If you want to encourage exercise and tourists visiting Campaspe towns, we need more paths & trails
3. In GENERAL they are OK but country families need their roads graded for School buses and private use. The sharp Potholes in the town surely council staff must see them ,what do the Tourist think, they only need a couple of shovelfuls of bitumen. There are many corners as you turn the wheel will drop into them
4. They need maintenance more regularly
5. These are important parts of what Council does but by and large they get a better share of funding than many other things Council should be doing
6. In our town and community the council have not shared anything. We are not a thought in their planning and development
7. There could be additional work done to improve these plus not any guide about finding these in CSC
8. Meet with local towns people, at a community meeting, to ascertain requirements.
9. Th addition of the path in Gooda St Tongala is very appreciated
10. We have to travel into town to find a pedestrian path or trails the way people drive I wouldn't ride on the road.
11. Council has not supported local towns in their quest to establish rail trails in recent years.
12. Not enough, forcing bikes onto narrow, crappy roads.
13. I live out of town in a rural community so I am not a user of bike/pedestrian paths or rail trails. A tourist/local bike trail through bushland in Torrumbarry would be an excellent idea though! I could see locals and tourists alike using something like this. Along the side of the Welton Lagoon and along the National channel would be perfect.
14. We are one of the most obese shires in Victoria. Many residents want to walk and cycle safely but are unable to safely from their front door. We need safe off road shared pathways connecting across town in Echuca, and between towns in Campaspe. In addition there is a massive tourism opportunity to connect shared pathways across Echuca and across Campaspe. The economic benefits from towns situated along rail trails, and regions like the High Country that promote themselves as a cycling destination are enormous. We have tourist accommodation, we have trails along the Murray, but we are lacking safe cycleways across Echuca and connecting towns in our region.
15. I do not live in town so it is hard for me to comment on these.

16. Requires safer bike access in town on road along Northern Hwy (between Fehring Lane and Ogilvie Avenue)
17. We are so fortunate to have walking and bike tracks along Campaspe Esplanade, Warren Street, Aquatic Reserve and we use them frequently with our four young children. The more the merrier, I say! It would be amazing to be able to walk/cycle safely around and between the entire town, would be great for tourists too now that we have the bike hire business in town. As my children get older I would feel more comfortable allowing them to ride independently with their friends if there were linked walking/riding paths.
18. None they would listen to
19. Lots of work to be done from the east to hospital many ways is bad
20. The non gazetted dirt track between Warren Street and Campaspe Esplanade should be sealed or closed all together as per the original plans shown to residents by Vic Roads.
21. Most footpaths in Echuca are only on one side of street and it is not much point for bike paths if you are going to allow motor bikes on these as well as quite dangerous...it must be one or the other...
22. With growing estates out the West side of town, we need safer paths for families with prams and bikes to get along the Northern Hwy, all the way up to Ogilvie Ave (on both sides) and then along the Murray Valley Hwy between Ogilvie Ave to Butcher St (on both sides). Also, 1 or 2 pedestrian islands along those roads will help families get across since there are no traffic lights but there are a lot of families trying to get across those roads for school or access to town.
23. Some wider paths through the Bunyule Forest paths would be great. Keep them dirt / gravel but just a bit wider, to make it easier for prams and safer from snakes.
24. As a tourist town the bike paths and trails need better maintaining.
25. If you compare Echuca, with its beautiful river, to a place like Wangaratta, Echuca is severely lacking. You can walk or ride safely from one side of Wangaratta to the other, avoiding major roadways, and taking in beautiful scenery.
26. It has never been a council priority. We have very poor connectivity, particularly in the West.
27. A massive task mostly done well enough to tolerate but any improvements welcome. Cycling between towns is too dangerous. Stopping areas between towns for sorting problems e.g. crying baby / telephone calls are hard to find along the narrow roads. Perhaps a tap for water, drop loo, telephone, shelter to get out to of car to wait for help etc.
28. I would like to know why Hansen street has not been paved with bitumen. The curbs and drains have been made. The dust is really bad. Could Hansen, Homan and Redman be made wet frequently not just once every now and then.
29. Many streets have footpaths on opposite sides in alternating blocks, this block left next block right. A nightmare with prams or juniors on bikes. There is no safe crossover of Ogilvie Avenue east of the railway line, not even a simple pedestrian walk bridge. Roads & paths with rich residents are always up to scratch.
30. An annual cycling event to encompass as many areas as possible with council members to see and conduct regular surveys with the public re better facilities, i.e, awareness, road signs etc etc
31. Poor stormwater drainage (nonexistent) in Pakenham street East of Sutton street.
32. Cut trees/ shrubs back where they overhang footpaths
33. In the matter of rail, trails, pedestrians and bikes, as we live out of town It is difficult to provide solid information in relations to experiences of the needs of these.

34. Too many departments to go through to get a pot hole fixed waste of rate money goes through about four departments before work gang get order to repair, too much red tape need to get back to basics. If a hole is reported don't send someone out to paint a circle around it he reports back to his dept then passed to another then to work gang office then hopefully to the workers to many office staff and not enough Indians.
35. I don't particularly know if/where the rail-trails are, let alone whether they're between towns??
36. Most roads other than Vicroads are narrow difficult for cars and bikes to pass. Paths are ok need more railtrails
37. Roads & Footpaths, particularly in small towns need upgrading and improving or better maintenance
38. Bike paths often poorly planned. In High St (northern end) the bike path is behind the angle parking. Extremely unsafe. I do not ride there. The bike path could be between the footpath and parked cars with a concrete barrier between. Neither bridge over the Campaspe river has a bike path. Just a narrow pedestrian path. No safe ramp on and off bridge at the northern crossing. The bike path along Ogilvie Av is right on the edge of the very busy road when there is a very wide shoulder that could have been used. Again, I would never choose to ride there. Often footpaths only go for a certain distance and then stop No bike trails to other towns and none upstream on Murray. Walking track going South from High St along Anderson Rd now gets frequently flooded due to recent drainage works done by council. Have they even gone to see what happens when water is released!
39. They don't do enough in smaller towns or seem to confuse what the locals need
40. Between Echuca and Gunbower / Echuca and Rochester etc to promote tourism is the smaller surrounding towns. Eco tourism is lacking in the area
41. I cannot comment on walking/riding as I don't use them
42. They need to invest more in all paths and share bike roads around all of Echuca.
43. As I live out of town I'm not very familiar with bike paths footpaths etc. I believe there is the perfect spot for a bike path/ walking track along the west side of the Northern Highway off the road, similar to one in Cobram. This could go from Echuca School Road all the way to McSwains road. It could make the approach to town look lovely.
44. Moama council provides excellent paths & tracks to their outskirts and estates. Council could look at how they're done and provide similar services for Echuca residents. It makes Echuca look like the poor cousin if you know what that expression means. The new roundabout with the canoe trees looks like an eyesore for any people entering Echuca from that direction for example: Swanhill, Mildura or even South Australia. That whole area could use a necessary upgrade with paths. It's 4km from town central and it's a total disgrace. Council can't even manage to maintain the new roads delivered from the Bridge project. It makes Echuca look like we barely deserved a new bridge. In a word if this survey is costing rate payers money. What a waste! Telling you something you should already know. Basically, council do your job PROPERLY!
45. Make them wheelchair accessible gradient too high at some gutters
46. Not sure about rail trails in the shire. Plenty of places in echuca pedestrians are walking on roads as there are no footpaths. Usually residential areas and kids walk to school down the middle of the road.
47. CSC really does need to lift its game in this area, at the moment it's pathetic costing ratepayers dearly. They've recently a number upgraded/constructed footpaths, but more

needs to be done. In a world where people have more leisure time on their hands and in an attempt to raise people's fitness levels we need more trails across the Shire.

48. Need more graders to maintain the dirt roads year round.

49. Many footpaths in Echuca East are incomplete particularly the southern end of north /south streets. Trails to the east of the city need to be made along the highway or rail line.

50. I have just returned from a brief stay in Inverloch Victoria. I was amazed at the pathways for pedestrians and bikes that were constantly being used. There are none here that I know of.

51. It is in the interest of the shire to capture cash from visitors to the shire. Currently the main route from Melbourne to Echuca is through the City of Greater Bendigo. The Shire could encourage visitors to travel to Echuca up the Hume Highway and enter the shire much earlier in Rushworth, travelling through Kyabram or Stanhope and Girgarre on their way to Echuca. This would bring additional economic benefit to the towns in the shire and have money currently spent in Heathcote being spent in Shire of Campaspe locations

52. The new shared path on Warren Street created an important link.

53. Active transport strategy document was created and wonderful plan at gold standard but where are the actions or plans for implementation? Also the south east rural living precinct plan developed >10 years ago indicates shared paths are required but no plans are in place.

54. The Shire of Campaspe is promoted as a tourist precinct. This means increased vehicular traffic at weekends and during holiday seasons without exception. There is a lot to see and the tourist appeal would be enhanced if there were more bike accessible routes near tourist attractions. Safety would be enhanced and the concept of tourist-friendly for families would start to be meaningful.

55. About 25 years ago I attended a consultation arranged by the shire to develop a bike path strategy the previous answer was put forward. No response was ever followed up.

56. Cycle clubs regularly use the Mt Terrick, Kotta and Mitiamo Roads as a route. This causes quite anxious times when approaching cycle groups on narrow roads with no shoulders and the roads are regularly used by trucks and caravans.

57. The Waranga Rail Trail is well overdue for completion. It is being used on a regular basis by intrepid riders and walkers and yet the trail has probably had no maintenance since the railways stopped in the 1960s. The Shepparton end which ends at the shire boundary is usable by all and well maintained. The Campaspe component of the Waranga Rail Trail is a dangerous disgrace.

58. Council roads are good in Echuca but more money needs to be spent elsewhere in other towns

59. No as I am rural.

60. Should be a bike trail from Echuca, Victoria Park area that travels around/through the Banyula state forest then out to Stewarts Bridge via bush/river tracks. Good for mountain bikes, walking and tourism in general

61. There are very limited cycling paths which doesn't create a safe option for kids to ride with parents as majority of footpaths are for walking traffic not shared.

62. The needs of towns are quite different to rural areas. Council tends to focus on the larger towns and ignores the farm communities such as Wyuna.

63. I really like the walking and bike path along the Campaspe R and it gets used constantly. It will be great when the pathway links with Moama and loops back to Echuca.

64. The Council has provided some excellent paths along the rivers in towns but nothing joins up

65. Can I suggest looking at Traralgon. They have extra wide footpaths and lots of their open spaces are joined up by these extra wide paths
66. Bike circuits need to be provided around the towns and also between towns. These bring people to the towns and provide a safer environment for cyclists.
67. Councils should be assisting communities to undertake much of this work in constructing trails. Girgarre has undertaken to build its own walking track between Girgarre and Stanhope for a fraction of the cost if council had undertaken the work. This process was a long drawn out exercise which with council assistance could have resulted in a much quicker outcome. Council does not have to control the living daylight out of every project as projects become too expensive and communities are left behind. It is if council does not trust communities enough- with the right checks and balances problems do not need to occur
68. I'm excited about Kotta/Lockington
69. While I cannot name streets, the council does not provide enough footpaths, bike paths or rail trails outside the main hub of Echuca
70. The few footpaths that do exist are very uneven making a falls hazard and difficult for those in wheelchairs or with mobility issues
71. I know these suggested bike trails are probably to within a foreseeable budget but it would be fabulous to have any one of them out of Rochester
72. Everyone has something that they see as very important to be done - but at the end of the day is all about funds which I understand.
73. New subdivisions should not be based around existing straight speedway roads. Need more landscaped approach with curves etc. (More like in Canberra). Lack of vegetation along roads. Exiting vegetation not maintained (e.g. VicRoads gumtrees dieback). Several reports have been done for town entrances by the community (2004) and consultants (2002) go back to those. Can supply community version PDF.
74. be great to have a trail ride/walk along the Campaspe river
75. The Country roads in the Campaspe Shire are appalling. Years ago Council would gravel some roads annually. I have not seen this done for a long time. Now they look at decommissioning roads that are not used for access to households. That creates issues for farmers to access their properties in inclement weather and does not allow for contractors to get to the farms to provide services.
76. We need to create more safe footpaths so that children and young adults can ride to and from work can reduce the congestion at schools such as St Marys 208 and St Josephs. Two school children have been hit by cars in 2021 trying to leave school and return home and this shouldn't happen. Both areas are known to be very dangerous around school mornings and afternoons, and shouldn't be blamed on the children.
77. A bike trail from Rochester to Echuca is not feasible
78. It is difficult to answer questions about bike lanes and rail trails if I am not a bike rider so I do not look for them. You need a category to say "I don't know". Your answers "enough" and "About right" to me indicate both the same thing, and yet if I say "Not nearly enough" I am expected to know where they need to be introduced when I am not a bike rider.
79. No, just please fix up the roads
80. Better management and quality assurance, honest, integrity and community consultation need. Not online questionable questionnaires that can be manipulated.
81. More attendance by Vicroads to their road assets

82. Some attention to the side of the roads would be great. The new roundabout at Warren Street along with Warren Street is great but there is no maintaining the grass - it grows very long and it just looks poor when it is about to become our main access to Echuca.
83. The council needs to at least clear the roadsides for walking or bike riding our road needs to be wider as we have to ride and walk on the road also Rushworth High St is now very dangerous to ride on due to the street works making it dangerously narrow

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