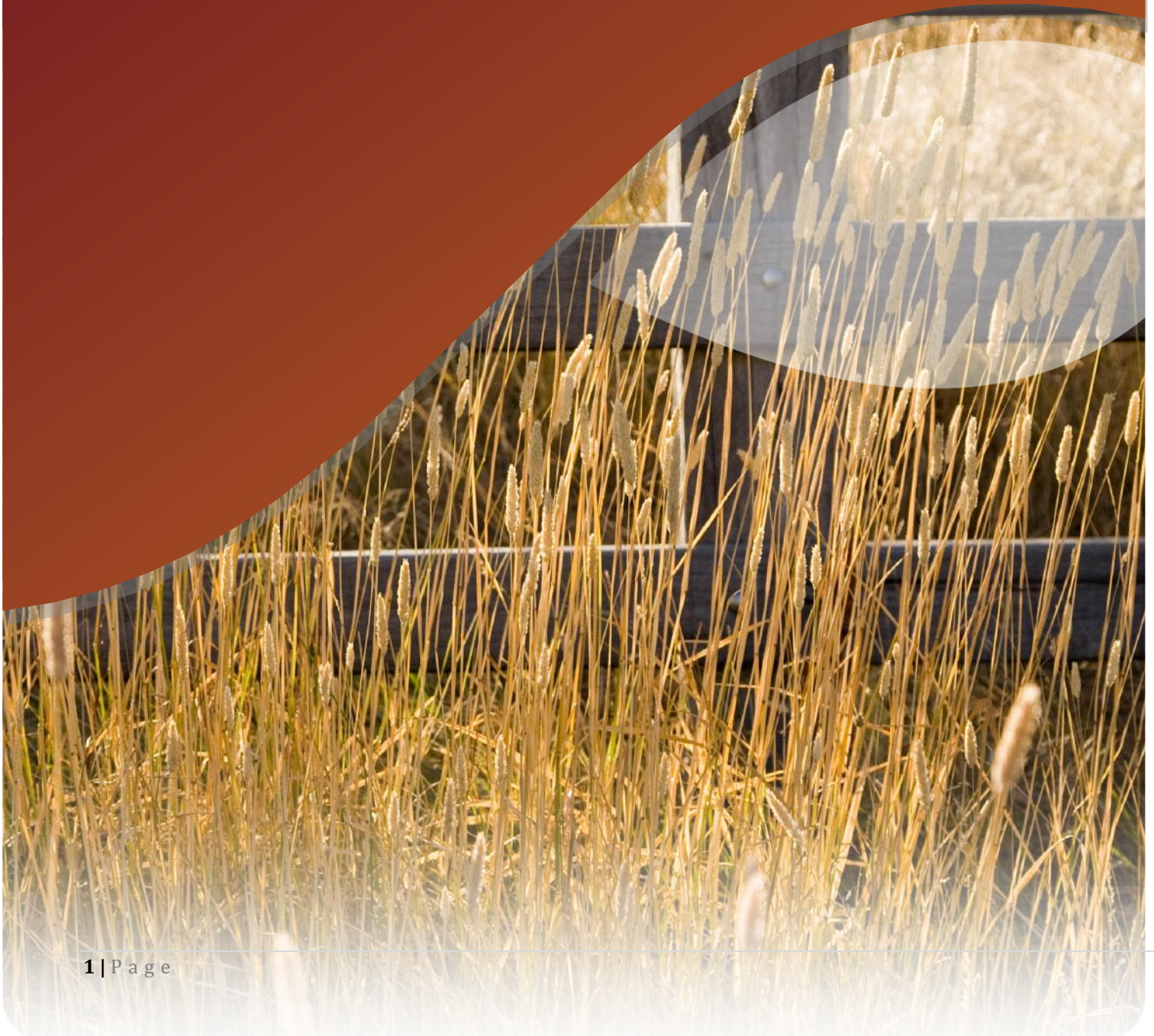




**Macedon
Ranges**
Shire Council

Walking and Cycling Strategy 2014



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Executive Summary

The Walking and Cycling Strategy has been developed having regard to a range of existing Council planning documents that influence preferred directions including (but not limited to) the previous Bike Strategy (2002), Leisure Strategy (2006), Shire-wide Footpath Plan (2013), Open Space Strategy (2013) and individual Community Plans (various dates) to name a few.

This strategy responds to the high value placed on walking and cycling opportunities by the community by providing clear priorities and guidelines for future action. The range of social, recreational, health, economic and environmental benefits of walking and cycling are acknowledged. Creating walking and cycle friendly environments within Macedon Ranges is seen as critical to achieving Council's stated vision for the shire.

Walking and cycling have multiple dimensions in the shire reflecting different purposes and intensities. These include commuting to work or school, local trips to town centres, fitness road riding, mountain bike riding, recreational walking and cycling on rail trails and other tourist destinations. Improving connections within individual towns and between towns have been identified as important considerations for the project.

Council is faced with a number of challenges in determining future priorities for walking and cycling infrastructure, including (but not limited to):

- Large physical distances between townships and settlements.
- Increasing population and expanding residential development fronts.
- High demand for infrastructure development, capital works, competing priorities and overall resource constraints (operational and capital).
- Increasing community expectations.
- Increasing focus on community health, safety and wellbeing.
- Service and development requests on land not controlled by Council (e.g. mountain biking in State forests).
- Ageing infrastructure and limited demand (e.g. Kyneton velodrome).
- Capacity to influence potential partner agencies e.g. VicRoads and VicTrack to support improvement initiatives.

Having regard to the challenges identified above, the primary purpose of the Strategy is to provide Council with strategic direction on ways to increase participation in and improve the supportive infrastructure and resourcing for walking and cycling in the shire over the next ten years. The following core principles will guide Council's commitment to walking and cycling;

1. Creating walking and cycle friendly environments is integral to achieving Council's vision, goals and values.
2. Council is committed to progressively improving provision of walking and cycling environments.
3. Opportunities to maximise participation in walking and cycling will be encouraged.
4. Further development of partnerships and collaboration with relevant agencies and community groups will be critical to achieving the vision, goals and values.
5. Priorities and staged implementation of improvement initiatives will reflect community needs and organisational capacity.

Council is also aware of concerns arising from health and wellbeing data including incidences of mental health, physical inactivity, oral health, healthy eating, obesity, health of older people, early childhood development, transport and housing. As a result, Council has prioritised two areas of health through the Council Plan, both of which can be positively influenced by walking and cycling, specifically mental health and wellbeing, and obesity.

In light of these issues and key focus areas, priorities to encourage walking and cycling participation will be guided by;

- Council's financial capacity to implement capital initiatives.
- Opportunities for partnerships, collaboration and external funding to support capital initiatives.
- Implementing relatively low cost initiatives that are likely to positively influence participation.
- Community priorities.
- Distribution of investment and initiatives across the shire.
- Initiatives that support, expand and/or build on the existing walking and cycling network, or existing programs and services.

A range of consultation activities were undertaken to help inform development of the strategy, including workshops with staff and the community, community drop-in sessions, surveys and establishment of a Community Reference Group. The Consultation Summary provides a detailed record of consultation results and key findings.

Feedback from the community survey indicates that the community place a high value on the provision and accessibility of a diverse range of walking and cycling paths, tracks, trails and associated infrastructure. The majority of survey respondents (89.4%) consider the provision of walking and cycling paths, tracks and trails as extremely important or important. Less than 5% of all survey respondents suggested walking and cycling paths are not important.

Recommendations have been developed having regard to the research and consultation results, Council's vision, principles and priority focus areas. Recommendations are presented under seven overarching themes, specifically:

- Guidelines and standards.
- Connections between towns.
- Connections within towns.
- Tourism trails.
- Support infrastructure.
- Programs and services.
- Marketing and communication.

Recommendations have been prioritised within an overall implementation framework. In developing the implementation framework it is acknowledged that Council faces significant challenges in managing competing priorities across a diverse range of services for limited overall resources.

Opportunities for enhanced cross-departmental collaboration and planning to implement walking and cycling initiatives, including the recommendations contained in this report, may need to be explored.

A review of the organisations capacity to implement the recommendations within existing staff resources will need to be considered.

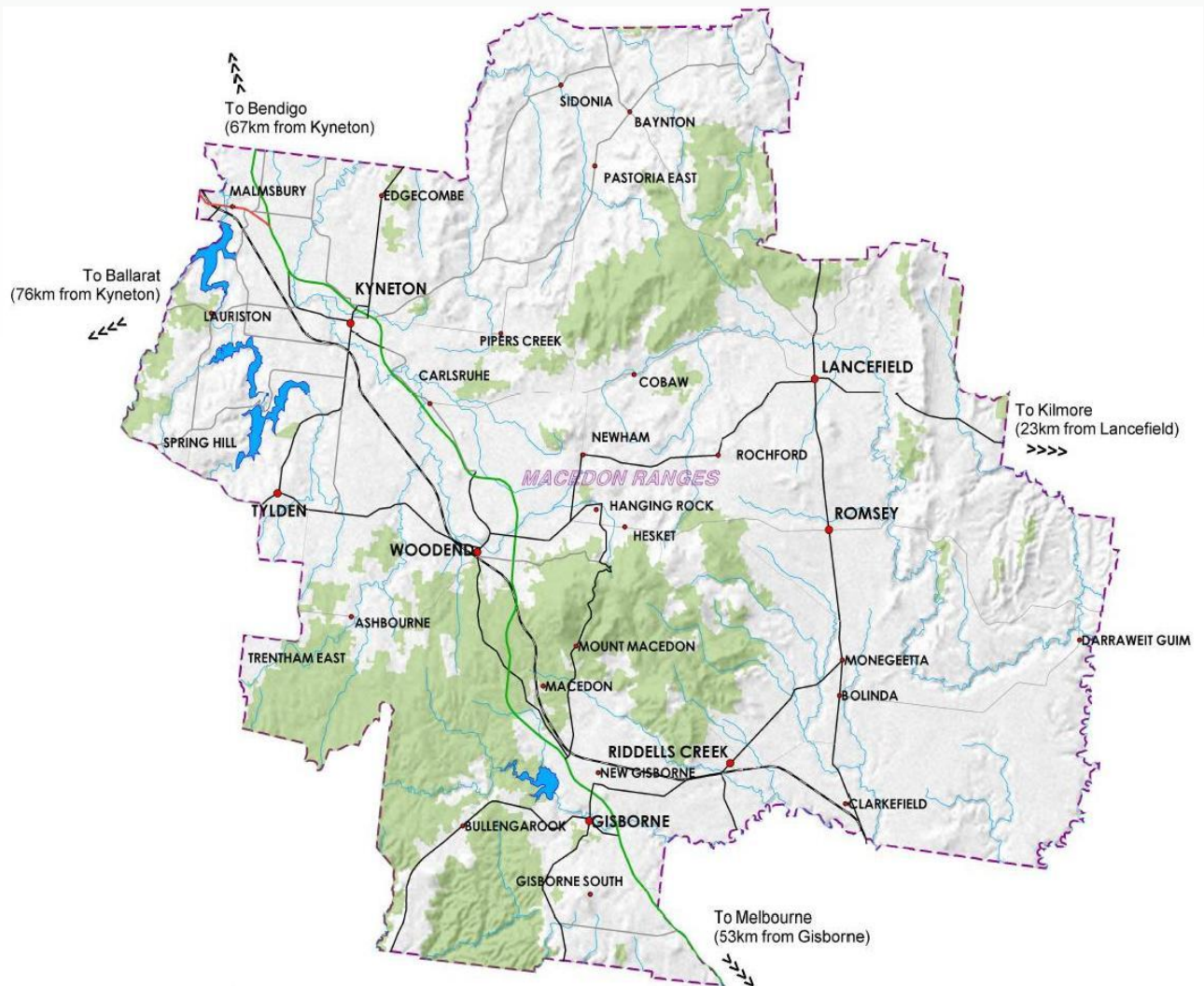
Whilst an indicative priority rating for implementation has been applied (i.e. High, Medium or Low) to guide operations, actual timing of implementation will be subject to Council's budget capacity, external funding and/or other partnership opportunities as appropriate. Individual actions will be considered on an annual basis as part of Council's overall budget preparations.

Establishing realistic and achievable recommendations having regard to the resource capacity of the shire and key stakeholders has been a key focus of the strategy. Priorities have considered opportunities to achieve effective results within this framework and hence a combination of capital initiatives are supported by recommendations targeting behaviour change, community safety and awareness, facilitating participation opportunities and improved coordination of resources.

Introduction

The Macedon Ranges Shire Council covers an area of approximately 1,747 km². The shire is predominantly rural in character with a scattering of towns throughout. The shire's most important industry is tourism and the area is renowned for its unique natural features including Hanging Rock and local heritage townships.

The shire is within one hour drive north-west of Melbourne and contains a transport corridor comprising the Calder Freeway and the Bendigo-Melbourne railway, both of which run the length of the shire. The semi rural lifestyle and its proximity to Melbourne has seen steady growth in the population over the last four or five years, particularly in the south where many residents commute regularly to work in Melbourne. The shire's estimated resident population was 43,493 people in 2012 which is expected to increase to 55,172 by 2026 according to Department of Planning & Community Development.



Map: Macedon Ranges Shire

Council recognises walking and cycling as healthy, equitable and sustainable forms of transport in addition to the myriad of health and wellbeing benefits associated with recreational use of path and trail networks.

Walking and cycling have multiple dimensions in Macedon Ranges Shire reflecting different purposes and intensities. These include commuting to work or school, local trips to town centres, fitness road riding, mountain bike riding, recreational walking and cycling on rail trails and other tourist destinations. Connections within towns have been identified as important considerations for the project.

It is intended that the Strategy build on existing Council initiatives and the previous Bicycle Strategy (2002) to provide contemporary direction and recommendations for walking and cycling in the shire.

Existing Conditions

Macedon Ranges Shire covers a large geographic area and includes a number of sizeable towns and smaller rural settlements. The shire has an extensive range of existing footpaths, walking tracks, shared trails and cycling opportunities, including specialised facilities (of varying standards) such as the Kyneton velodrome and extensive mountain bike tracks in the Wombat State Forest.

Council is faced with a number of key challenges in determining future priorities for walking and cycling infrastructure, including (but not limited to):

- Large physical distances between townships and settlements.
- Increasing population and expanding residential development fronts.
- High demand for infrastructure development, capital works, competing priorities and overall resource constraints (operational and capital).
- Increasing community expectations.
- Increasing focus on community health, safety and wellbeing.
- Service and development requests on land not controlled by Council (e.g. mountain biking in State forests).
- Ageing infrastructure and limited demand (e.g. Kyneton velodrome).
- Capacity to influence potential partner agencies e.g. VicRoads and VicTrack to support improvement initiatives.

These challenges have been taken into consideration in the development of this Strategy.

Strategy Purpose

The primary purpose of the Strategy is to provide Council with strategic direction on ways to increase participation in and improve the supportive infrastructure and resourcing for walking and cycling in the shire over the next ten years.

The primary purpose of the Strategy is supported by the following key objectives:

- Review and replace the previous Bicycle Strategy, adopted in 2002.
- Review and consolidate existing plans and strategies.

- Identify key priorities.
- Establish guidelines and principles to support participation & infrastructure.
- Identify primary walking and cycling networks.
- Identify an appropriate classification system linked to asset maintenance requirements.
- Document a prioritised implementation plan.
- Identify a process for evaluation and ongoing monitoring of implementation.

Council Vision

Council's vision is clearly articulated in the Council Plan 2013-2017, specifically the vision states:

We aspire to provide leadership in this inspiring region by providing the opportunity for all to live a fulfilling life, while continuing to protect our heritage, environment and sense of community through our shared commitment to a sustainable Macedon Ranges.

The vision is supported by a number of goals that have direct relevance to the Strategy, including:

- Our lifestyle, culture and sense of place are strengthened by best practice planning and development.
- To develop and maintain inclusive public open spaces and enhance access.
- Our infrastructure supports the needs of future generations.
- Our community is inclusive and connected and enjoys strong mental and physical health and wellbeing.
- To create a more healthy, active community and reduce the incidence of obesity related conditions.
- To develop and maintain safe environments.

Council's values relate to creating a sense of place, sense of community and operational balance and integrity.

Principles

Having regard to Council's vision, goals and overarching values, the following core principles will guide Council's commitment to walking and cycling;

1. Creating walking and cycle friendly environments is integral to achieving Council's vision, goals and values.
2. Council is committed to progressively improving provision of walking and cycling environments.
3. Opportunities to maximise participation in walking and cycling will be encouraged.
4. Further development of partnerships and collaboration with relevant agencies and community groups will be critical to achieving the vision, goals and values.

5. Priorities and staged implementation of improvement initiatives will reflect community needs and organisational capacity.

In addition to the Council vision and goals, Council is aware of concerns arising from health and wellbeing data in the areas of mental health, physical inactivity, oral health, healthy eating, obesity, health of older people, early childhood development, transport and housing. Council has prioritised two areas of health, both of which can be positively influenced by walking and cycling, specifically:

- Mental health and wellbeing.
- Obesity.

In light of these issues and key focus areas, priorities for the Walking and Cycling Strategy will be guided by a desire to increase physical activity participation opportunities for shire residents. Within this context, it is acknowledged that the development and enhancement of facilities and infrastructure play a core role in facilitating participation opportunities; however the capital cost of walking and cycling infrastructure can be significant. There is already an extensive scope of existing walking and cycling infrastructure throughout the shire, therefore of comparable importance to encouraging participation will be community education, awareness and promotion of existing opportunities.

Priorities to encourage walking and cycling participation will be guided by;

- Council's financial capacity to implement capital initiatives.
- Opportunities for partnerships, collaboration and external funding to support capital initiatives.
- Implementing relatively low cost initiatives that are likely to positively influence participation.
- Community priorities.
- Distribution of investment and initiatives across the shire.
- Initiatives that support, expand and/or build on the existing walking and cycling network, or existing programs and services.

Council's role in the provision and support of walking and cycling initiatives is varied and complex. There may be opportunities for improved collaboration and coordination between Council departments towards common goals and strategic directions for walking and cycling. At varying stages, Council may be responsible for:

- Asset management, development and maintenance.
- Planning authority.
- Tourism and economic development.
- Referral agency.
- Partner / leader.
- Advocate.
- Enforcer / compliance.
- Direct service provision, e.g. programs and events.
- Communications, marketing and education.
- Health promotion.

The following section presents key findings from the initial situation analysis.

Situation Analysis

Background Reference Material

Responsibilities for walking and cycling initiatives permeate a number of Council Departments and works areas. As a result, walking and cycling is well represented in a range of Council documents and planning material.

A number of planning studies and strategic documents have been reviewed as part of this project. Details are provided in Appendix C; Review of Selected Background Documents, however a selection of key findings are presented in this section.

Document / Reference Source	Implications for this project.
Macedon Ranges Council Plan (2013–2017)	<ul style="list-style-type: none"> Development of the Walking and Cycling Strategy was identified as a priority action under the goal of 'an empowered community', specifically in response to creating a healthier, active community and reducing the incidence of obesity related conditions.
Macedon Ranges Leisure Strategy Plan (2006)	<ul style="list-style-type: none"> Walking and cycling were recognised as extremely popular recreation activities. A number of the Leisure Strategy recommendations were aimed at encouraging and facilitating increased participation in walking and cycling opportunities throughout the shire, including establishment of trails and support infrastructure. In terms of cycling, the Leisure Strategy suggested that there is low demand for track cycling and (possibly) increasing demand for criterium / road cycling (anecdotal). However, the Leisure Strategy suggested no additional organised cycling facilities to be provided and supported the progressive upgrade of facilities at Hurry Reserve Velodrome.
Macedon Ranges Open Space Strategy (2013)	<ul style="list-style-type: none"> Key Directions/Recommendations contained in the Open Space Strategy will be reflected in the Walking and Cycling Strategy, including: <ul style="list-style-type: none"> Provide off-road trails as perimeter paths around larger reserves. Circuits around local areas, between key resident and visitor destinations such as town centres, open space, schools and community facilities, and Inter-town and regional trails, along major waterways and railway corridors (including those no longer used). Plan and secure more off-road trail circuits in the shire as a priority, so that they are ready to take advantage of any funding opportunities. Consider standard design and construction guidelines for trails and signage. A range of priority and aspirational trail initiatives were identified.
Macedon Ranges Tourism Strategic Plan (2011)	<ul style="list-style-type: none"> Key priorities or actions identified in the Tourism Strategic Plan of relevance to the Walking and Cycling Strategy include: <ul style="list-style-type: none"> Improve integrated tracks and trails infrastructure. Improve directional signage and trail support infrastructure. Improve information provision regarding existing opportunities through Visitor Information Centre's (increase awareness of

Document / Reference Source	Implications for this project.
	<p>cycling tourism products).</p> <ul style="list-style-type: none"> ○ Establish the four potential recreational cycling trails (identified in the 2006 Leisure Strategy): <ul style="list-style-type: none"> ▪ Kyneton - Gisborne Trail (via Old Calder Highway); ▪ Woodend - Hanging Rock Trail; ▪ Romsey - Hanging Rock Trail; ▪ Riddells Creek - New Gisborne. ● Leverage off existing cycling events and tourism in the shire (i.e. expand marketing and promotion). ● Support products such as the Wombat State Forest trails (mountain bike trails and walking). ● Improve existing products e.g. Hanging Rock Reserve, Macedon Regional Park and Wombat State Forest. ● Expand Rail Trail opportunities. ● Support the completion of the Great Dividing Trail link from Blackwood to Mt. Macedon. ● Cater for cyclists by developing on and off road cycle trails around the Great Dividing Trail.
Macedon Ranges Bike Strategy (2002)	<ul style="list-style-type: none"> ● The 2002 Bike Strategy identified a total of 57 strategic actions with responsibility for implementation spread across a range of agencies and partners, including VicRoads, VicTrack and Council. ● A significant number of recommendations have been completed (i.e. around 50%), however a number of actions remain outstanding, the majority of which relate to installation of advisory signage on a combination of VicRoads and Council roads. ● Council will need to continue to work in partnership with other agencies to help implement a range of initiatives. ● The 2002 Bike Strategy led to a number of physical improvement initiatives and helped raise the profile of cycling within the shire. The new Walking and Cycling Strategy will build on these successes and help guide future priorities.
Macedon Ranges Community Access and Inclusion Plan (2009-2013)	<ul style="list-style-type: none"> ● The Plan outlines Council's commitment to improving access for all residents, workers and visitors within the shire, especially those living with a disability and the aged. ● The plan identifies strategies under four key themes: <ul style="list-style-type: none"> ○ Whole of Council. ○ Community Wellbeing. ○ Assets and Environmental Services. ○ Corporate Services. ● Specific goals directly relevant to the Walking and Cycling Strategy include: <ul style="list-style-type: none"> ○ To ensure that the corporate culture and responsibilities of Council include the principles of access and equity. ○ To ensure that Council advocates appropriately on behalf of people with disabilities for improved services, facilities and programs to meet community needs within the shire. ○ To encourage further participation of people with disabilities in Council organised and sponsored events and explore the opportunities for increased inclusion. ○ To ensure that people of all abilities are able to access and

Document / Reference Source	Implications for this project.
	utilise premises including buildings, facilities and public outdoor spaces provided by Council.
Victoria's Trails Strategy 2013–23 (Draft Report Sept 2013)	<ul style="list-style-type: none"> • There are no walking or cycling trails identified in the shire as being of international or state level significance. • Council initiatives should therefore focus on servicing local needs and regional tourism opportunities. • The overarching objectives of the Victorian Trails Strategy have relevance for the shire at a local level, specifically: <ul style="list-style-type: none"> ○ Improve quality. ○ Increase awareness. ○ Develop complementary experiences. ○ Understand market needs and motivations.
Cycling into the Future 2013–23, Victoria's Cycling Strategy, December 2012, and Victoria's Cycling Action Plan 2013 and 2014.	<ul style="list-style-type: none"> • Cycling into the Future 2013–23 aims to grow and support cycling in Victoria. It aims to make it easier for more people to cycle and to make it safer for people who already ride. • The strategy recognises the important role that cycling plays in Victoria – as part of the transport system, as an enjoyable recreation activity, a healthy form of exercise and a tourism drawcard. • Six strategic directions have been identified to help build our understanding of cycling and encourage more people to consider cycling: <ul style="list-style-type: none"> ○ 1. Build evidence – build a stronger evidence base for the Victorian Government to make more informed decisions. ○ 2. Enhance governance and streamline processes – clarify accountability and improve co-ordination, planning and delivery. ○ 3. Reduce safety risks – reduce conflicts and risks to make cycling safer. ○ 4. Encourage cycling – help Victorians feel more confident about cycling and make cycling more attractive. ○ 5. Grow the cycling economy – support opportunities to grow and diversify Victoria's economy through cycling. ○ 6. Plan networks and prioritise investment–plan urban cycling networks to improve connectivity and better target investment in urban networks, regional trails and specialist cycle sport infrastructure. • Cycling into the Future 2013–23 is accompanied by a series of Action Plans. The plans will set out priority actions for the short term to deliver the strategy's objectives. The first Action Plan will be for two years. • The Victorian Cycling Action Plan 2013 and 2014 focuses on getting the fundamentals right and building a foundation across the Victorian Government for stronger co-ordination, streamlined processes and better evidence. • There are no specific actions or strategies identified in the Action Plan directly related to the Macedon Ranges Shire.

Population Profile

The Macedon Ranges Shire population is spread across a combination of larger towns, smaller settlements and rural balance. The largest towns are Gisborne, Kyneton, Romsey and Woodend, accounting for almost 47% of the total shire population. A snap-shot of the population profile is presented below (Sources: <http://profile.id.com.au/macedon-ranges/population-estimate>, [http://www.mrsc.vic.gov.au/Council the Region/About Our Region/Population Profile](http://www.mrsc.vic.gov.au/Council_the_Region/About_Our_Region/Population_Profile), accessed Nov/Dec 2013).

- Approximately 35% of people in the shire live outside a town boundary in a rural setting.
- The estimated resident population of the shire was 43,241 in 2011.
- The population of the shire is expected to reach 55,172 by 2026 and 58,944 by 2031.
- The average number of people per household is 2.7 people.
- The median age of the shire is 41 years.
- Overall there are relatively low levels of disadvantage in the shire; however it is acknowledged that some areas within the shire are more disadvantaged than others.
- The population is projected to age more rapidly than Victoria (DPCD, Victoria in Future 2012).
- Overall, 21.3% of the population was aged between 0 and 15, and 13.5% were aged 65 years and over (expected to increase to 20% by 2026).

The table below presents existing and projected population data for each major township in the shire. (Source: Council's Revised Settlement Strategy, 11/5/13).

	Town centre population 2011	Projected population of town and surrounds by 2036
Gisborne (including New Gisborne)	8,056	14,700
Kyneton	4,461	8,600
Lancefield	1,262	3,000
Macedon (including Mt Macedon)	2,632	No projected increase
Malmsbury	614	900
Riddells Creek	2,974	6,100
Romsey	3,679	6,000
Woodend	3,416	5,000

Analysis of the table reveals:

- The majority of townships will experience significant population growth relative to their existing population levels.
- Growth will be most significant in Gisborne (including New Gisborne) and Kyneton areas, however in terms of impact, the populations of Lancefield and Riddells Creek area are likely to more than double by 2036.

Planning Implications:

A number of planning implications for the Walking and Cycling Strategy can be derived from a review of the population profile, in particular:

- A large proportion of residents (35%) live outside urban town boundaries which may limit opportunities for access to designated walking and cycling infrastructure close to home.
- Population growth and ageing will result in increased demand for access to quality walking opportunities, particularly within towns that link to key destinations and services.
- Cycling and walking (in particular) are low cost physical activity participation opportunities which will remain in high demand across the shire, however may become increasingly important in Kyneton and Lancefield associated with relatively higher levels of disadvantage in these areas.
- The age profile of the community is generally reflective of families with young children (e.g. high proportion of children aged 0-19 years and adults 35-59 years). This reinforces the need to plan for 'whole of life participation opportunities' for walking and cycling (i.e. children through to adults).
- The anticipated population growth expected across the shire reinforces the need to establish appropriate guidelines for developers and ensure new residential areas are effectively connected to established areas. However, this also highlights possible disparities in infrastructure provided in new areas compared to what already exists in some established areas.

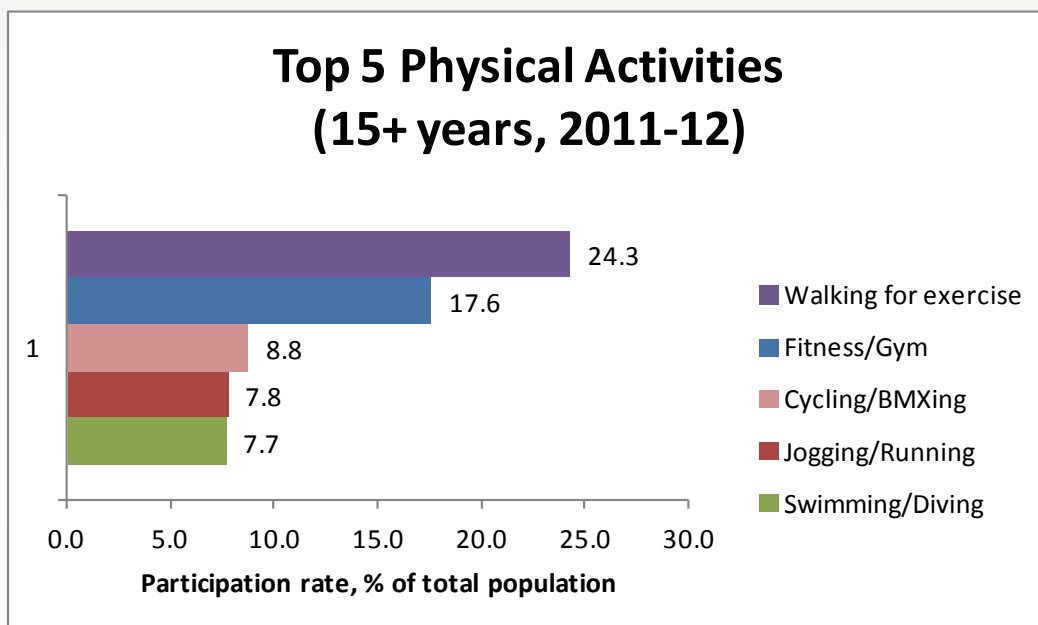
Participation Trends

The following section provides a selection of walking and cycling participation data for Victorian adults (aged 15+ years) and children (5-14 years). Data sources include:

- Australian Bureau of Statistics Adult Participation in Sport and Physical Recreation, Australia, 2011-12 – Victoria.
- Participation in Exercise, Recreation and Sport Survey Children's Report 2010.

Adult Participation:

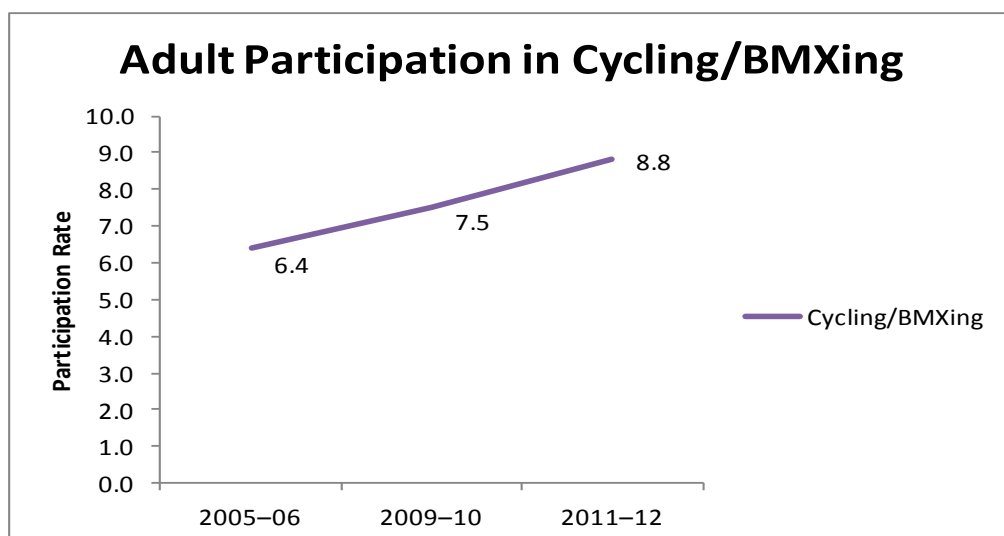
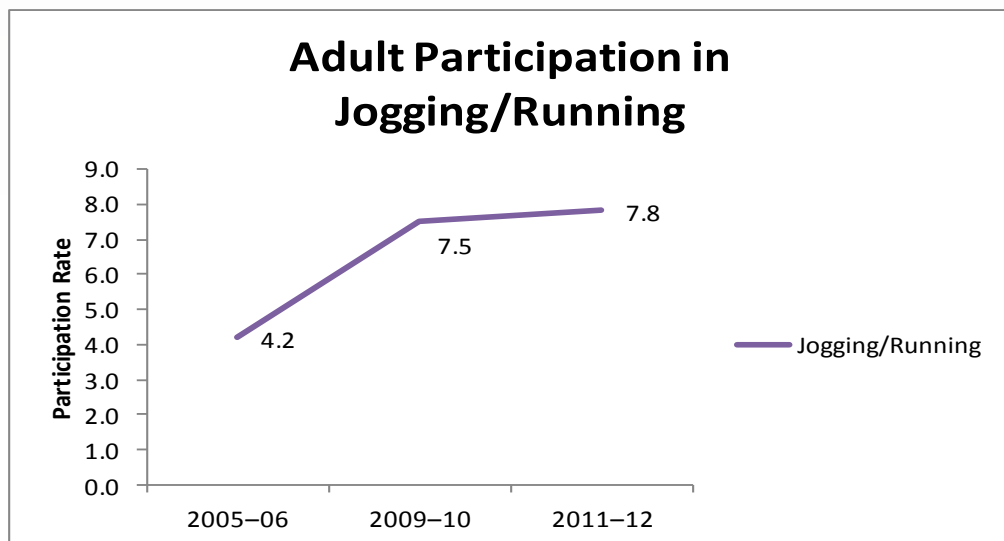
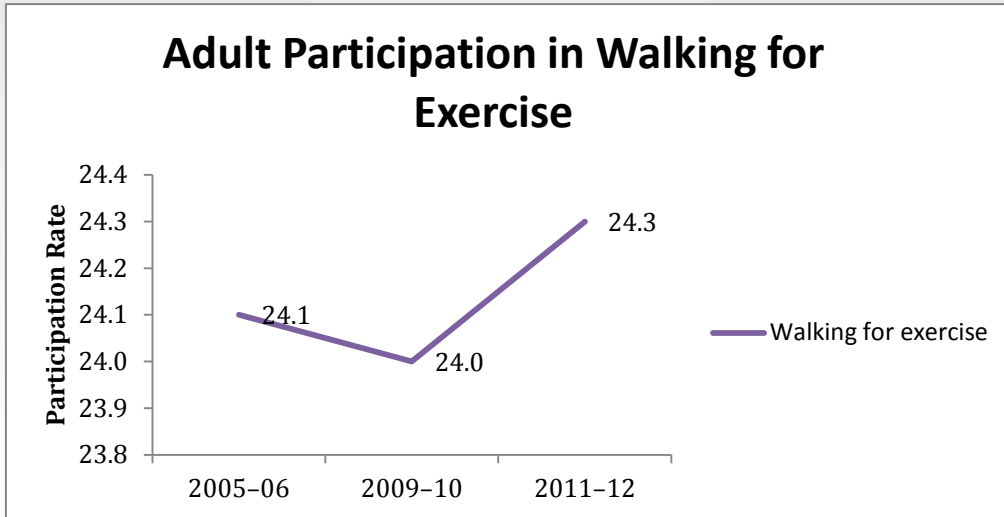
The following graphs highlight key participation data for Victorian adults.



- Walking for exercise, fitness or recreation remains the most popular physical activity of choice for Victorian adults with a regular participation rate approaching one quarter of the population (i.e. 24.3%).
- When combined with jogging/running (7.8%), almost one third (32.1%) of all Victorian adults either walk, jog or run for exercise, fitness or recreation.
- Cycling (including BMX) also remains popular at 8.8% of the Victorian adult population regularly participating.
- There are distinct differences in the participation rates of men and women. For instance, males (20.9%) are more likely to cycle than females (12.4%). Whilst there have been modest increases in the number of women riding in the past three years the majority of participants continue to be male (Australian Cycling Participation 2013) and therefore future initiatives to encourage participation will need to consider opportunities to increase engagement of women in cycling activities.
- The opposite trend is evident for walking, that is, females are significantly more likely to participate in walking than males. According to the last national Exercise Recreation and Sport Survey conducted in 2010, Victorian adults aged over 15 years indicate that 46.1% of females participate in walking compared to 26.8% of males.

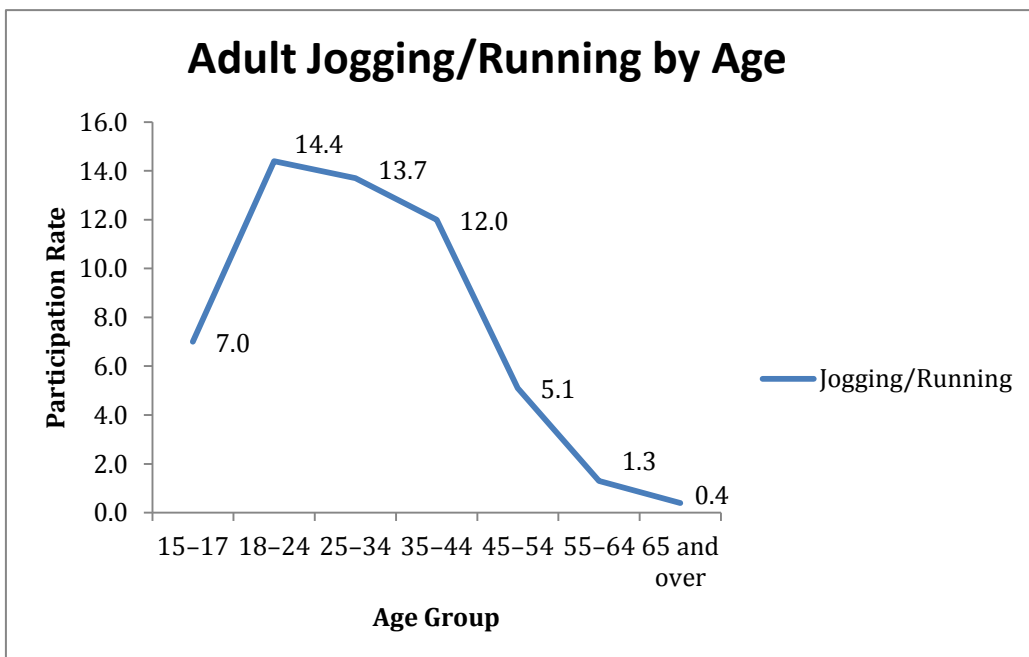
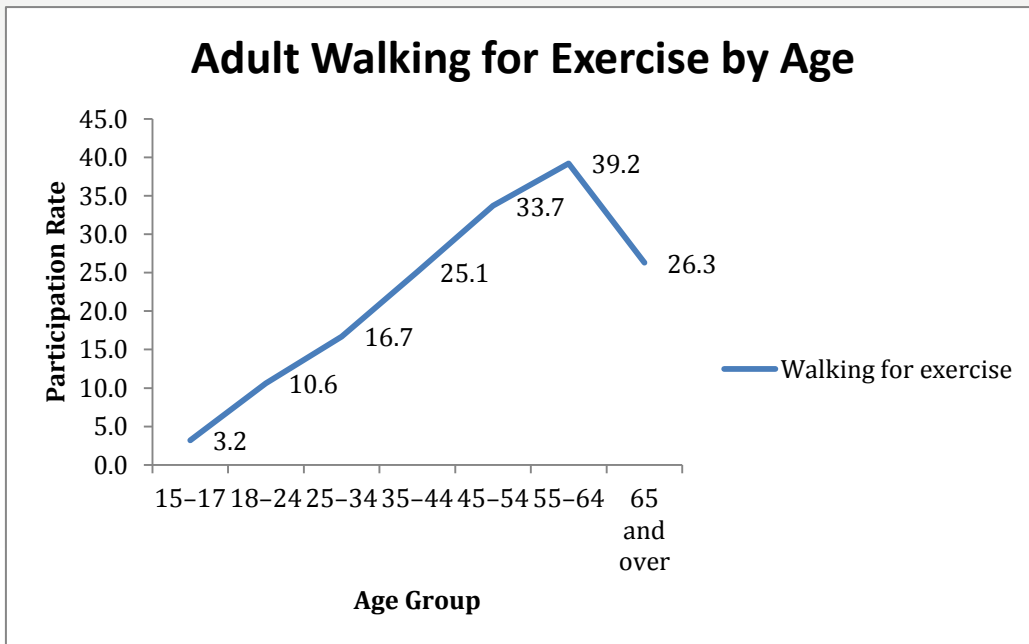
The following three graphs highlight changes in participation levels from 2005/06 to 2011/12. Analysis of the graphs reveals:

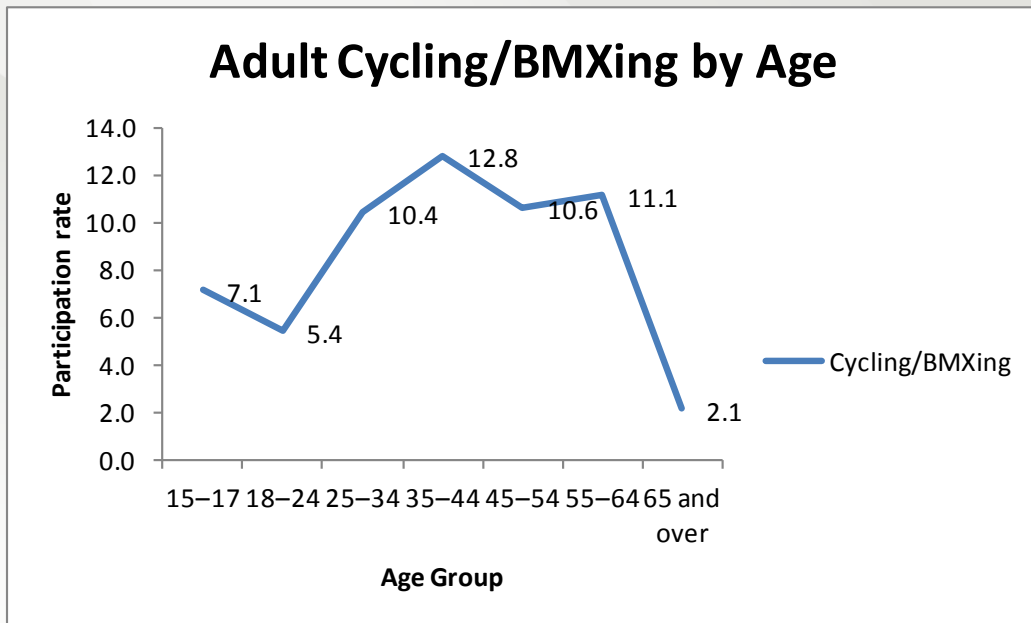
- Adult participation in all three activities (walking, jogging and cycling) have increased from 2005/06.
- The most significant increases have been in jogging/running and cycling.



Participation rates in the selected activities vary with age.

- Participation in walking is more prevalent in older age groups, peaking in the 55-64 year age range.
- Walking remains popular across all age group from 18+ years.
- Jogging/running is more popular with young adults, particularly those aged 18-44 years.
- The popularity of jogging/running declines significantly from 55+ years.
- Although there are fluctuations between age groups, cycling participation remains more consistent across the age spectrum. Elevated participation levels are maintained from the mid-30's through to 64 years. From 65+ years, participation levels drop dramatically.





Children's Participation:

The top ten physical activities for children (5-14 years) in 2010 participation rate per term were:

1. Walking (including to school) (52.1%),
2. Cycling (including to school) (48.1%),
3. Swimming (37.8%),
4. Active play (24.7%),
5. Outdoor football (16.5%),
6. Dance (13.7%),
7. Gymnastics (13.2%),
8. Tennis (10.6%),
9. Basketball (9.7%), and
10. Australian Rules football (8.7%).

The term participation rate is the number of children who participated in the activity at least once in the previous school term, expressed as a percentage of the population in the same group.

Walking and cycling were the most popular activities regardless of gender. Girls had a higher participation rate for walking and boys for cycling. For boys, activities with the highest term participation rates were cycling (52.0%) and walking (48.7%). For girls, activities with the highest term participation rates were walking (55.8%) and cycling (44.0%).

Similar to adults, participation varied with age, however cycling, swimming and walking maintained the highest term participation rates across all age groups.

- The term participation rate for walking increased with age, from 47.3% among 5 to 7 year olds to 54.3% among 8 to 10 year olds and 54.1% among 11 to 14 year olds.

- Cycling participation was highest among 8 to 10 year olds (56.0%), decreasing to 40.1% among 11 to 14 year olds.

Planning Implications:

A number of planning implications for the Walking and Cycling Strategy can be derived from an assessment of the participation trends, in particular:

- Demand for walking, cycling, jogging and running participation opportunities are likely to continue to increase associated with the growing popularity of these activities, particularly cycling.
- Walking and jogging/running are likely to use sections of the same infrastructure, thereby catering for two of the highest participation activities for Victorian adults. Ongoing development of paths and trails that support walking and jogging should be encouraged.
- Despite fluctuations in participation rates between age groups, all three activities (i.e. walking, jogging and cycling) maintain high levels of participation throughout life, including by older adults which is directly relevant to the shire population which is projected to age more rapidly compared to Victoria (Department of Planning and Community Development, Victoria in Future 2012). Walking and cycling facilities and infrastructure should therefore facilitate 'whole of life' participation.
- Programs that seek to encourage participation in walking and cycling need to respond to the different participation patterns between males and females, that is research shows that females are far less likely to cycle regularly and therefore participation campaigns should focus on these underrepresented groups to achieve maximum impact. Conversely, males are less likely to regularly participate in walking for exercise or fitness and therefore future initiatives may need to consider opportunities to target these groups to maximise overall participation outcomes.

Importance of Walking and Cycling

Walking and cycling paths, tracks and trails provide a range of benefits to the community, including social, recreational, health, economic and liveability benefits.

Social:

- Participating in physical activities brings people together; it enhances opportunities for social connections, gatherings and informal interaction.
- Encouraging use of walking paths and trails help address social isolation, disadvantage (i.e. through provision of a low cost, informal physical activity participation opportunities) and enhance community connectedness, pride and belonging.
- Facilitating community events around paths and trails provides opportunities for community gatherings, volunteerism and positive social outcomes.
- Attracting additional tourism expenditure will support local businesses and encourage community pride and secondary investment.

Recreational:

- Provision of a diverse range of walking and cycling infrastructure provides a low cost, informal physical activity participation opportunity for residents and visitors.
- Trails are an accessible form of recreation. Trail-based recreation is generally free, self-directed and available to all people, all day, and every day. Good quality, accessible trails encourage physical activity and improved health.
- Walking, cycling, and jogging/running all rank in the top-ten most popular physical activities undertaken by Victorian adults aged 15 years and over. Development of walking and cycling infrastructure will facilitate opportunities for increased participation.

Health Benefits:

- Physical activity has been shown to improve mental health and help relieve stress.
- There are a range of mental and physical health benefits associated with regular contact with nature and participation in physical activities, including (but not limited to) reduced incidences of:
 - Cardio vascular disease.
 - Cardiopulmonary disease.
 - Obesity.
 - Diabetes.
 - High blood pressure.
 - Anxiety.
 - A range of mental illnesses.

Economic*:

- Trails play an important role in nature-based tourism. Trails encourage visitors to stop, stay longer, and increase their spend.
- Commercial trail-based businesses, including guiding services, equipment and passenger transport and equipment hire, create local jobs and provide opportunities to package and promote regional products to establish destination experiences.
- Trail-based events, such as mountain-bike competitions and adventure races, are gaining in popularity and can attract significant visitor numbers to regional locations. Competitors and their families, spectators and organisers can boost the demand for accommodation, food and beverage, and other services.
- The direct gross cost of physical inactivity to the Victorian budget was estimated at \$375 million per year in 2007, furthermore, the economic cost of mental illness is high in Australia - estimated to be approximately \$20 billion per year, which includes the costs from loss of productivity and absence from the workforce. Regular participation in physical activity has been shown to improve mental and physical health.

Environment & Livability*:

- Quality trail networks can help create attractive places to live and visit.
- Walking and cycling are relatively cheap modes of transport.
- Well-planned trail networks can make it easier for people to move around, granting an alternative to the use of private cars (providing environmental benefits).
- Trails also provide a low impact means of travelling through the landscapes and play an important role in connecting people with nature.

* Source: Draft Victorian Trail Strategy 2013-2023, September 2013, p12.

Consultation

The following section provides a snap-shot of the eight main themes to emerge from the consultation activities. A separate Consultation Summary provides a more detailed record of consultation results and findings.

Key consultation activities included:

- Council staff workshop.
- Community Reference Group meetings (x3).
- Community drop-in sessions (35 attendees; Gisborne, Kyneton and Romsey).
- Meeting with stakeholder representatives.
- Community submissions (x6).
- Community survey (333 completed).
- Club survey (22 completed).
- School survey (2 completed).

Feedback from the community survey indicates that the community place a high value on the provision and accessibility of a diverse range of walking and cycling paths, tracks, trails and associated infrastructure. For example, the majority of survey respondents (89.4% and 88.2% respectively) consider the provision of walking and cycling paths, tracks and trails as extremely important or important. Less than 5% of all survey respondents suggested walking and cycling paths are not important.

The following themes have been used to inform the priorities, directions and recommendations for the strategy. The order of the themes is not intended to represent relative priority or ratings of importance, rather they reflect common issues or ideas that have consistently reoccurred throughout the consultation process.

Theme 1: Guidelines and Standards

- Outline principles to guide Council resource allocation and cross organisational initiatives.
- Examples of good and bad practice.
- Whole of life planning.
- Safety, including vegetation management, design and lighting.
- Disability Discrimination Act compliance.
- Hierarchy of provision - surface types, standards and application.
- New subdivisions.

Theme 2: Realistic and Achievable

- Clearly defined priorities and actions.
- Affordable and implementable within the life of this strategy.
- Capitalise and leverage off the existing network.

Theme 3: Marketing, Communication and Awareness

- Strong safety messages.
- Community awareness.
- Driver behaviour education.
- Multi-pronged approach.
- Signage, maps and brochures.
- Events and economic development.
- Branding - e.g. Cycle Friendly Shire; Riding in the Ranges.
- Promoting the benefits - health, wellbeing, environmental and economic.
- Use of shared trails - users behaviour awareness.
- Business / trader local support.

Theme 4: Connections between towns

- Priority routes.
- Principal bike network.
- Off-road connections, where possible utilising the rail corridor.

Theme 5: Connections within towns

- Achievable key priorities for each major town/settlement.
- Loop trails.
- Shared trails.
- Linking key destinations - connectivity.
- Greater use of creeks and natural waterways.

Theme 6: Tourism Trails

- Woodend to Hanging Rock.
- Daylesford to Macedon Ranges Rail Trail.
- Mountain Bike Trail Network.
- Determining the relative priority of respective projects.

Theme 7: Programs and Services

- Health promotion.
- Education and awareness.
- Community support.
- Program facilitation.
- Options for seed funding (i.e. funding to help clubs/groups form).
- Designate preferred cycle routes / roads for events.

Theme 8: Support Infrastructure

- Including but not limited to:
 - Bike racks.
 - Seating.
 - Shade.
 - Shelter.
 - Drinking water.
 - Public toilets.
 - Road maintenance - pot holes, cleaning verges, signage and line marking.

These themes were used to help inform the development of an initial draft report. The draft report was circulated to key stakeholders and placed on public exhibition in order to provide a further opportunity for broad community input. A total 32 submissions were received.

A summary of each submission is included in the Consultation Summary. Common themes to emerge from the submissions on the draft report included:

1. Support for immediate implementation of the Bike Safety campaign.
2. Preference for separating walking and cycling infrastructure from vehicles wherever possible, including the establishment of off-road trails between major townships (in preference to on-road cycle lanes on high speed roads).
3. Support for retention of the Kyneton velodrome. Would like to see greater Council commitment and investment in this asset.
4. Upgrade existing infrastructure to meet appropriate standards.
5. Enhance partnerships with VicRoads to achieve outcomes.
6. Perceived lack of commitment to implementation, e.g. lack of defined timeframes and accountability. There is support for establishment of a dedicated Walking and Cycling Officer position (or similar) within Council.
7. There is also support for an ongoing Reference Group (or similar), including community representatives, to oversee implementation.
8. Support an increased focus and emphasis on cycling in the shire, including encouraging support from local businesses (i.e. branding/positioning the shire as a cycle friendly destination).
9. Support for tourism trails and initiatives, suggestion that these be afforded higher priority in implementation, including support for the Daylesford to Macedon Ranges Rail Trail and Woodend to Hanging Rock trail.
10. A range of additional suggested walking and cycling routes and connections have been identified.

These themes, comments and suggestions have been considered and incorporated into this Strategy as appropriate.

Standards

Council has a number of operational documents that guide existing standards and guidelines for walking and cycling infrastructure provision, including (but not limited to):

- Guidelines for the surface treatment of paths in the Macedon Ranges (undated, refer to appendices).
- Policy: Engineering Requirements for Infrastructure Construction (June 2010).

These documents have been reviewed in order to consolidate infrastructure guidelines into a single reference table as presented below.

It is also acknowledged that some members of the community have expressed a preference for gravel footpaths / trails over concrete paths, particularly in heritage areas of towns. It is therefore suggested that the following standards and guidelines be used as an indicative guide only and acknowledge that in certain circumstances variation to the preferred standards may be required in order to respond to neighbourhood character, heritage values, significant vegetation, topography and overall construction practicality. Where Council departs from these standards, clear justification and rationale should be identified.

Table: Proposed standards for walking and cycling path infrastructure

Infrastructure type	Preferred surface treatment*	Design considerations
Footpaths	<ul style="list-style-type: none"> • Concrete 	<ul style="list-style-type: none"> • Min. 1.5m width for all footpaths • 2m wide footpaths for Primary Pedestrian Network including in key commercial/business areas. The Primary Pedestrian Network is the main path network within each town that concentrates on providing connectivity between key destinations and high activity areas e.g. shopping precincts. • Footpaths to be accessible to all (including prams and wheelchairs) in line with Disability Discrimination Act requirements. • Provision in new development to be in accordance with hierarchy established in Policy: Engineering Requirements for Infrastructure Construction (June 2010). • Provision in established areas to be based upon new development guidelines, but sensitive to issues of character, heritage and environment.
Shared paths	<ul style="list-style-type: none"> • Concrete 	<ul style="list-style-type: none"> • Min. 2.5m width (for all shared paths, including Primary Pedestrian Network and Primary Bicycle Network). As with the Primary Pedestrian Network, the Primary Bicycle Network concentrates on providing connectivity between key destinations and

Infrastructure type	Preferred surface treatment*	Design considerations
		<p>high activity areas within towns and between towns. The connections between towns are also known as the Preferred Bike Network and may be subject to approval by VicRoads.</p> <ul style="list-style-type: none"> • Footpaths to be accessible to all (including prams and wheelchairs) in line with Disability Discrimination Act requirements. • Provision in new development to be in accordance with hierarchy established in Policy: Engineering Requirements for Infrastructure Construction (June 2010). • Provision in established areas to be based upon new development guidelines, but sensitive to issues of character, heritage and environment.
Defined off-road bike paths (in town)	<ul style="list-style-type: none"> • Concrete 	<ul style="list-style-type: none"> • Min. 2.5m width (for all bike paths, including Primary Bicycle Network). • Provision only where high demand can be demonstrated.
Defined off-road bike paths (tourism trails)	<ul style="list-style-type: none"> • Bitumen seal** 	<ul style="list-style-type: none"> • Min. 2.5m width (for all bike paths, including Primary Bicycle Network). • Provision to be based upon demonstrated demand and benefits to the municipality.
Defined off-road bike paths (mountain bike trails)	<ul style="list-style-type: none"> • Unsealed 	<ul style="list-style-type: none"> • Design to respond to landscape type. • Provision to be based upon demonstrated demand, environmental sensitivity and benefits to the municipality.
Defined on-road bike paths	<ul style="list-style-type: none"> • Incorporated into sealed road surface 	<ul style="list-style-type: none"> • Refer to detailed requirements of Austroads Guide to Traffic Engineering Practise (Part 14) and the VicRoads Bicycle Guidelines. • Provision in new development to be in accordance with hierarchy established in Policy: Engineering Requirements for Infrastructure Construction (June 2010). • Provision in established areas to be based upon new development guidelines, but sensitive to existing road reserve widths and issues of character, heritage and environment. • Initial focus of defined on-road bike path provision to be in locations where existing road widths and format allow the infrastructure to be achieved at minimal cost. The presence of marked lanes or other markings (e.g. shared arrows or 'sharrows') provides increased awareness of the likely presence of cyclists on the road.
Roads	<ul style="list-style-type: none"> • Sealed road surface 	<ul style="list-style-type: none"> • Bicycle usage of roads (even without

Infrastructure type	Preferred surface treatment*	Design considerations
		<p>infrastructure provision) occurs except where this is expressly forbidden (e.g. some highways and freeways).</p> <ul style="list-style-type: none"> Refer to detailed requirements of Ausroads Guide to Traffic Engineering Practise (Part 14) and the VicRoads Bicycle Guidelines. Refer to Council's Road Management Plan.

Notes:

- * Exceptions to preferred surface treatments and design guidelines may be considered for reasons of heritage, character, environment or water sensitive urban design and will be considered on a case by case basis.
- ** While it is recognised that bitumen seal is less robust than concrete, there can be considerable cost savings for bitumen construction for trails that traverse very long distances that are often typical of tourism trails. While compacted gravel or unsealed treatments are cheaper again, these surfaces discourage usage by a wide range of users and can create untenable ongoing maintenance costs and risk.

The provision of walking and cycling path infrastructure needs to be supported by management processes that ensure that the infrastructure provided can be safely and efficiently used. This includes:

- Ensuring that the infrastructure is not damaged or worn in a way that makes use unsafe.
- Ensuring that surrounding elements (typically vegetation) do not interfere with the use of the infrastructure.
- Ensuring that any works required in the vicinity of the infrastructure (typically trenching for underground services installation and repair) repair any damage, including using the same materials as originally existed.



Concrete is the preferred material for footpaths and shared paths throughout the municipality.

Non-path infrastructure

While the surface upon which pedestrians and cyclists travel is an important factor in provision, supporting infrastructure also plays a vital role. Community consultation feedback highlighted a desire for improved supporting infrastructure. The following table identifies key non-path infrastructure types, guidelines and standards for their provision.

Table: Proposed standards for walking and cycling non-path infrastructure

Infrastructure type	Desirable locations for provision	Design considerations
Statutory Signage	Signage is required to meet safety objectives, such as identifying the appropriate use of different path types.	<ul style="list-style-type: none"> • Cycle signage required for various treatments is defined under Austroads Guide to Traffic Engineering Practise (Part 14) and the VicRoads Bicycle Guidelines.
Directional signage	Directional signage assists users in finding their way around a path network, and is particularly important on off-road networks where street signs and other navigational landmarks may not be present. All off road path networks should have directional signage incorporated into the design.	<ul style="list-style-type: none"> • Signs should be of a limited number of types and styles, making maintenance and replacement easier, and assisting in creating a sense of place. • Signs should be designed to be robust (to avoid vandalism).
Educational/awareness signage	<p>Educational and awareness signage is intended to draw attention to the needs of other users. This includes:</p> <ul style="list-style-type: none"> • 'Share the road' and similar sign types aimed at making motorists aware of the presence of cyclists on roads • Signs encouraging the courteous sharing of pedestrian/cycling shared paths. 	<ul style="list-style-type: none"> • Given the expense of providing dedicated paved shoulders, bike lanes or off-road paths on existing roads where these do not exist, 'share the road' signage is a cost effective way to provide some support for cycling on key defined routes.
Interpretive signage	Interpretive signage can draw attention to particular historic, cultural or environmental features or stories and enrich the experience of walkers and cyclists.	<ul style="list-style-type: none"> • Care needs to be taken to appropriately locate interpretive signage so that it is both easy accessible and visible, but does not encourage people to stop on paths and trails creating blockages and potential safety issues.

Infrastructure type	Desirable locations for provision	Design considerations
Lighting	<p>In general, on-road paths and routes in townships benefit from the lighting provided by the street lighting network, and many off-road bicycle trails are not intended for use after dark. In addition, bicycles ridden after dark are required by law to carry lights. Therefore, the key areas where path lighting is appropriate is for off-road trails and paths within towns where pedestrian demand can be demonstrated.</p> <p>Lighting to supplement the street lighting network may be appropriate on footpaths within high use commercial areas.</p>	<ul style="list-style-type: none"> • Lighting to be robust (to avoid vandalism). • Lighting design to avoid creating light spill to sensitive areas (e.g. in close proximity to residences and bedrooms). • Lighting design to be resource-efficient. • Solar powered lights should be considered where connection to electrical mains may otherwise be cost prohibitive.
Seating	<p>Seating is desirable associated with walking and cycling routes in the following circumstances;</p> <ul style="list-style-type: none"> • Located on paths within towns which might be used as rest stops on the way to destinations, particularly on paths that service aged care facilities (i.e. a higher level of seating provision near aged care facilities is likely to encourage increased walking participation). • Key destinations (e.g. transport nodes, commercial precincts and schools). • Locations with scenic outlooks (e.g. beside creeks, elevated locations). 	<ul style="list-style-type: none"> • Seats should be of a limited number of types and styles, making maintenance and replacement easier, and assisting in creating a sense of place. • Seats with arms and back rests are preferred in areas where seating is likely to be used as rest stops on the way to destinations for elderly or disabled people. • Seat locations should take shade into consideration. • Seats should be located on concrete paved pads (in line with the Guidelines for the surface treatment of paths in the Macedon Ranges document) for ease of maintenance.
Bicycle parking	<p>Bicycle parking is desirable associated with key destinations, especially those located on defined cycling routes.</p>	<ul style="list-style-type: none"> • Bicycle parking should be of a limited number of types and styles, making maintenance and replacement easier, and assisting in creating a sense of place. • Bicycle parking should be located on concrete paved pads for ease of access and maintenance. • Bicycle parking facilities should be located in close proximity to key destinations as part of the overall urban/landscape design to ensure ease of access, useability and prominence.
Shelters and picnic settings	<p>Shelters and picnic settings are desirable associated with walking and cycling routes at key open space destinations. Their</p>	<ul style="list-style-type: none"> • Shelters and furniture should be of a limited number of types and styles, making maintenance and replacement easier, and

Infrastructure type	Desirable locations for provision	Design considerations
	provision needs to align strongly with open space objectives.	assisting in creating a sense of place.
Drinking fountains	Drinking fountains are desirable associated with walking and cycling routes, particularly routes and trails that attract people undertaking exercise. Their installation needs to consider proximity to piped water, and therefore their provision along trails remote from this infrastructure is unlikely to be feasible.	<ul style="list-style-type: none"> • Drinking fountains provided should be accessible (e.g. wheelchair accessible). • Drinking fountains should consider the inclusion of integrated dog bowls on walking routes. Dog bowls should not be provided near shared paths and trails, to discourage dogs being off leads in the vicinity of bicycle traffic.
Public toilets	Public toilets are desirable associated with walking and cycling routes, in particular at key destinations. Their provision needs to be coordinated with other open space, maintenance and safety objectives.	<ul style="list-style-type: none"> • Due to the high installation and ongoing maintenance costs, public toilets need to be carefully sited to maximise public benefit. • Defer to municipal-wide Public Toilet Strategy to identify gaps in current or future provision.
Dog litter bags and bins	<p>Dog litter bags and bins can be provided associated with walking paths. Their provision is at the discretion of Council.</p> <p>As noted in Local Law 10; 43.2 'A person in charge of an animal on any road or Council land must carry sufficient litter devices to collect and dispose of animal excrement'.</p>	<ul style="list-style-type: none"> • Litter bags and bins should be provided at all designated dog off-leash areas, as well as along the paths leading to off-leash areas.

Recommendations

The following recommendations have been developed having regard to the research and consultation results, Council's vision, principles and priority focus areas.

The recommendations identify primary walking and cycling networks. The following definitions and contextual information should be considered when reviewing recommendations.

Term	Definition / Description
Primary Walking Route	<ul style="list-style-type: none"> Primary walking routes concentrate on providing connectivity to key destinations and high activity areas within individual townships/settlements e.g. shopping precincts, schools, community facilities, etc, utilising footpaths and shared trails.
Primary Cycling Route	<ul style="list-style-type: none"> Primary cycling routes concentrate on providing connectivity to key destinations and high activity areas within individual townships/settlements e.g. shopping precincts, schools, community facilities, etc, utilising shared trails and on-road facilities. Primary cycling routes are also identified for preferred on-road connections between major townships (see Principal Bike Network below).
Principal Bike Network - VicRoads	<ul style="list-style-type: none"> The Principal Bike Network is a VicRoads term used to identify a network of proposed and existing cycle routes that help people cycle for transport, recreation, connect towns and provide access to major destinations. VicRoads recognises that in some regional locations, the demand for a pure 'cycling for transport' function may be very low, and the greatest benefit to cycling participation in that particular location may be derived by investing in an important recreational or tourist route. In some areas, starting with a 'recreational' route may be the catalyst required to build a cycling presence that leads to contemplation, and ultimately take-up, of cycling for transport. The Network makes use of local roads and off-road paths, as well as State arterial roads. New bicycle facilities on the Network are designed with the principle of increasing separation between cyclists and motorists, and giving priority to cyclists at key intersections. This means that important cycling routes can, and should, make use of local roads and off-road paths, as well as arterial roads. In principle, cycle routes should only be located on arterial roads where the opportunity to provide physical separation from high speed traffic exists. In practice, this cannot always be achieved. The Principal Bike Network is a key planning tool used to help guide Vic Roads infrastructure requirements and investment. The development of the Network is led by VicRoads with input provided by Councils, and key stakeholders such as Bicycle Network Victoria and Parks Victoria. The Primary Cycling Routes and Preferred Cycling Network identified in this report which makes use of VicRoads managed roads will be subject to VicRoads approval prior to being considered for Principal Bike Network status.

Recommendations are presented under seven overarching themes, specifically:

- Guidelines and standards.
- Connections between towns.
- Connections within towns.
- Tourism trails.
- Support infrastructure.
- Programs and services.
- Marketing and Communication.

Guidelines and Standards

Issues & Opportunities:

- The most effective time to influence walking and cycling infrastructure provision is during the initial planning and development stages of any development. While pedestrian and bike path networks are being consistently implemented in areas of new development (with good consideration for access for all and the broad objectives of encouraging walking and cycling), there is a very broad range of provision in established areas which may not always meet contemporary standards.
- Council's existing policy Engineering Requirements for Infrastructure Construction and Guidelines for the Surface Treatment of Paths could be strengthened to better deal with the range of pedestrian and bicycle path types and to enhance outcomes.
- Roundabouts generally provide low levels of safety and convenience for pedestrians and cyclists.
- It is acknowledged that the design guidelines and standards are to be used as a guide only and that it may not be possible or appropriate to unilaterally impose the same standards to all situations. Therefore, Council officers retain the discretion to vary the standards having regard to heritage, neighbourhood character, established vegetation or other relevant considerations where required to determine the most appropriate path or trail outcome.
- A significant challenge for Council is an emerging design preference for separation of pedestrian and cyclists as well as separation of cyclists and vehicles. Where reasonably practicable within realistic financial parameters, separation should be pursued; however shared paths and use of on-road cycling networks will remain critical to the shire's overall network.
- Future facility and infrastructure provision is to be underpinned by consideration of Universal Design Principles which strive to maximise aesthetic appeal and usability by everyone, regardless of their age, ability, or status in life.

Directions:

1. Ensure that Council uses the same standards applied to new development areas in the shire in their progressive upgrade of existing infrastructure in established areas unless there are specific conditions that justify a departure from these standards. In such cases, clear justification and rationale should be identified by Council.
2. Revise Council standard engineering drawings and documents to include a standard detail for bitumen sealed off-road trail that offers the best compromise between installation cost and ongoing maintenance requirements.
3. Where roundabouts are required on the Primary Pedestrian Network or Primary Bicycle Network, ensure design consideration is given to designated crossing points, line/bike markers, and signage as appropriate.

Connections Between Towns

Issues & Opportunities:

- There are long held community aspirations, supported by a range of Council strategies (e.g. Leisure Strategy 2006, Open Space Strategy 2013, Macedon Ranges Tourism Strategic Plan 2011 and individual township Community Plans) to establish effective cycling connections between major settlements.
- The majority of existing roads connecting townships have limited or no provision for cyclists.
- Rider safety is a major concern for on-road cyclists, this relates to a combination of infrastructure provision (or lack thereof) and driver education and awareness.
- Aside from the example provided by the Romsey to Lancefield off-road shared path, opportunities to establish effective off-road connections between townships is constrained by limited accessibility to appropriate land, including the active rail corridor (Melbourne-Bendigo).
- The feasibility of establishing a network of off-road shared trails within or adjacent to the active rail corridor throughout the shire would require detailed investigation. Due to the challenges of establishing use of the active rail corridor, and until such a time as the Daylesford to Macedon Ranges Rail Trail is achieved, further pursuit of a shared trail within the rail corridor is not considered a priority.
- The capital cost to establish off-road connections between all major settlements is likely to be beyond the financial capacity of Council.

Directions:

4. Work with VicRoads to scope and implement improvement or development requirements to meet Principal Bike Network standard, including provision of line marking, stencilling, rumble strips and signage (as appropriate). Priority for implementation should be given to routes that require minimal levels of intervention or capital investment.
5. Consider in all road works projects whether the road is on the Preferred Cycling Network and include improvements for cycling in any major upgrades (both within towns and between towns).

Also refer to Tourism Trails, for recommendations related to Woodend-Hanging Rock-Romsey connection.

Connections Within Towns

Issues & Opportunities:

- A number of existing Council planning documents outline aspirations for footpath and trail improvements, including the Shire-wide Footpath Plan, Open Space Strategy, Leisure Strategy, Community Plans and Structure Plans. Achieving a realistic and achievable scope of works having regard to overall resource capacity (capital and operational) remains a key challenge for Council.
- There may be opportunities to improve coordination of cross-Council department activities to achieve overall desired outcomes for walking and cycling infrastructure.
- There are varying degrees of connectivity provided to/from town centres, residential areas, community facilities, open space, other key destinations and public transport facilities depending on where you live.
- Existing walking and cycling networks are not well integrated in terms of providing opportunities for loop trails for recreational and exercise usage. Participants generally have a preference for loop trails wherever possible.
- Use of shared trails by cyclists travelling at high speed can cause conflict and safety concerns for other users, particularly elderly walkers.
- Shared trails in the vicinity of dog off-lead areas can cause safety issues for cyclists and dogs.
- Public open space corridors are popular destinations for walking and cycling. There may be opportunities to enhance the shire's use of creeks and natural waterways to support walking and cycling activity.

Directions:

6. Continually develop the primary pedestrian routes in each main township. Funding primarily from the existing foot path program.
7. Continue the staged implementation of the Shire-wide Footpath Plan.
8. Council resource allocation should concentrate on initiatives to improve the primary networks identified in the attached maps for each town. The key priorities are identified on the maps for each township, and are itemised in the attached Implementation Plan.
9. Progressively implement the shared trail along the Campaspe River in Kyneton as identified by the Open Space Strategy.
10. Scope possible infrastructure requirements in order to meet contemporary shared path standards and guidelines.
11. Implement a program of signage, stencilling and line marking (where appropriate) to improve user safety, awareness and etiquette for shared trail users (refer to signage examples below).



Surf Coast Walk (Great Ocean Road Coast Committee) signage encouraging courteous shared trail behaviour.

12. Ensure that designated dog off-lead areas are not located close to shared trails.
13. Future public open space acquisition and development to incorporate adequate provision for shared trail infrastructure within natural creek, river and waterway corridors, including connections to existing trail networks and residential areas.

Tourism Trails

Issues & Opportunities:

- Council participated in the Crossing Borders Tracks and Trails (2013) project, which was a joint initiative between Macedon Ranges Shire Council, Hepburn Shire, Central Goldfields Shire, City of Ballarat and State Government to investigate actions required to develop four iconic trail experiences in the region. One of the four projects was the Daylesford to Macedon Ranges Rail Trail. The report identified a number of social, recreational and economic benefits of each respective project, including the Daylesford to Macedon Ranges Rail Trail. The report outlined the steps required to successfully implement the project.
- Council is also currently undertaking further work to investigate the feasibility of establishing an off-road shared trail between Woodend and Hanging Rock.
- Council has also supported the development of a network of mountain bike trails in the Wombat State forest, managed by Department of Environment and Primary Industries, which attract significant visitation, events and tourism benefits.
- Opportunities to establish township based tourism trails, e.g. heritage trails, art trails etc, have been suggested.
- Determining the relative priorities for trail development continues to be an ongoing challenge for Council.
- Whilst the local economic benefits of tourism are acknowledged, discussions during consultation activities have consistently expressed a preference for the establishment of paths and trails that primarily benefit residents ahead of visitors.
- Council is currently in the process of developing a set of cycle tourism brochures and maps, highlighting key destinations and existing cycling opportunities in the shire. Similar brochures for walking already exist. These could eventually form the basis of an electronic application.
- Opportunities exist to ensure prioritisation for Council investment in tourism path and trail initiatives are guided by appropriate assessment criteria. The following table could be used as a guide to help determine the relative priority of future initiatives.

Criteria	Score	Weighting	Total Score
• Addresses an existing gap in the path/trail network within the shire. (Scale No = 0, Partially = 3, Fully = 5)	(Score 1-5)	10	
• Evidence of demand i.e. likely level of use (Scale Low = 1, Medium = 3, High = 5):			
o Local residents:	(Score 1-5)	8	
o Visitors/tourism:	(Score 1-5)	4	
• Likelihood of success, including consideration of funding or access barriers, project timing and overall deliverability.	(Score 1-5)	6	
• Connects local townships and/or common community destinations. (Scale Low = 1, Medium = 3, High = 5)	(Score 1-5)	5	
• Facilitates significant economic and/or social benefit to local communities. (Scale Low = 1, Medium = 3, High = 5)	(Score 1-5)	5	
• Identified as a Primary (including Principal Bike Network) path/trail.	Yes = 5 No = 0	3	
• Supported/identified within an existing strategic plan.	Yes = 5 No = 0	1	
Determine overall priority based on Total Score:			

Directions:

14. The following tourism trail initiatives are listed in priority order for consideration of possible Council support:

- Woodend to Hanging Rock shared trail.
- Gisborne to Riddells Creek off-road trail.
- Daylesford to Macedon Ranges Rail Trail.
- Township specific heritage, arts or loop trails (as opportunities arise).

Support Infrastructure

Issues & Opportunities:

- There are inconsistencies in the provision of infrastructure and facilities throughout the shire's towns and open space networks to support walking and cycling participation and overall user experience.
- A lack of support infrastructure was identified by around one-fifth (21.2%) of community survey respondents when identifying what prevents them from participating. Common gaps and inconsistencies include:
 - Bike racks.
 - Seating.
 - Shade.
 - Shelter.
 - Drinking water.
 - Dog litter bags.
 - Signage.
- There are inconsistencies in the provision and design of bicycle lanes throughout the shire. Two of the top three community reasons nominated for non-participation were lack of bike lanes (52%) and feeling un-safe on-roads (45.4%). Provision of advisory signage and line marking were seen as critical.
- In addition to bike lane provision, maintenance of existing road verges was also raised as a significant issue, particularly in relation to pot holes, crumbling edges and cleaning debris.
- There is a desire to identify preferred routes for on-road cycling events and to concentrate improvement initiatives to these roads, including driver education and safety awareness.
- In the longer term, development of a designated criterium course could support additional event use and provide a safe option for selected road cycling away from vehicles. Consideration could be given to Hanging Rock reserve as a possible venue.
- Track cycling has had a long history in Kyneton having originally commenced at the Kyneton Race Course in the late 1890's and culminated in the development of a velodrome located at Hurry Reserve, Kyneton during the 1970's. The velodrome currently receives a low level of use and no longer meets contemporary track cycling standards, however it continues to be used by the Macedon Ranges Cycling Club for occasional club events. The Club is responsible for management and maintenance of the velodrome. Specialised velodrome facilities are best suited to larger population centres that can generate significant usage demand.

Directions:

15. Adopt the guidelines contained in the 'Standards' chapter relating to non-path infrastructure to guide future resource allocation.
16. Ensure future on-road cycle lanes comply with standards and guidelines contained in Austroads guide to Traffic Engineering Practise (Part 14) and the VicRoads Bicycle Guidelines.
17. Continue to advocate to VicRoads for regular maintenance of road verges along the designated Primary Bike Network including repair of pot holes, crumbling edges and cleaning debris.

18. Once established, identify sections of the Principal Bike Network that are most suitable for staging cycling events, consider advisory signage as required (i.e. permanent signs that could be operable to allow use only when events are being conducted).
19. Continue to work with the Macedon Ranges Cycling Club to reinforce Hurry Reserve as the home base for the club, including supporting club initiatives to maintain the velodrome as a connection to past uses of the site. Upgrading the velodrome to meet contemporary cycling facility standards is not supported.
20. Map the location and scope of existing bicycle parking infrastructure to determine possible gaps in provision or opportunities for enhancement. Ensure the design and location of any new facilities considers the recommended infrastructure guidelines.



Signage (such as that provided in New Gisborne pictured above) is an important part of walking and cycling infrastructure provision.

Programs and Services

Issues & Opportunities:

- There are opportunities to build on existing and past Council initiatives to encourage participation in walking and cycling. Successful previous and current initiatives include:
 - Beginner bike riding programs for adults as part of Healthy and Active People Initiative.
 - Support for social riding groups; assistance with establishment of new groups.
 - Support for walking groups e.g. as part of Healthy and Active People Initiative and through community grants program.
 - Walk to School Day events and Walking School Bus for students.
 - Town access maps as part of Transport Connections project.
 - Healthy and Active People walking maps for exercise.
- There are opportunities to collaborate with a range of external agencies and health providers to encourage increased participation in walking and cycling. Council will continue to participate in meetings with relevant agencies and health providers including the shire wide Integrated Health Promotion and Planning Group to explore opportunities for collaborations, partnerships and information sharing in relation to walking and cycling initiatives throughout the shire.
- Council's role in the delivery of programs and services to encourage walking and cycling participation primarily fall within the following categories:
 - Health promotion,
 - Education and awareness e.g. bike safety campaign, trail user behaviour, cycle friendly shire, promotion of existing opportunities,
 - Community support, facilitation and seed funding e.g. supporting community driven initiatives and
 - Direct program / activity provision e.g. Leisure Centres, pilot projects, engagement with schools.

Directions:

21. Continue to work with relevant community groups and stakeholders (e.g. VicRoads, Bicycle Network Victoria, Cycling Victoria and Bike Safe Macedon Ranges) to resource and deliver multi-pronged bike safety campaigns.
22. Continue to encourage walking and cycling groups to apply for funding within Council's Community Grants Program, and/or external funding opportunities, that directly target the support of community driven initiatives that facilitate participation opportunities for walking and cycling.
23. Undertake further engagement with primary and secondary schools to identify localised opportunities to work collaboratively to encourage increased walking and cycling to/from school. Aside from footpath provision (via the Shire-wide Footpath Plan), Council support should be tailored to the specific needs of each school community, this may involve programming, education, safety awareness, by-laws enforcement and/or infrastructure provision as required i.e. determined on a case by case basis.

Marketing and Communications

Issues & Opportunities:

- As identified under Programs and Services, Council's role in encouraging walking and cycling participation is wide ranging. Council's marketing and communications can play an important part in establishing a walking and cycling culture and ultimately influence participation and resident behaviour.
- Council has been proactive in providing walking and cycling information to the community via the shire website. There may be additional opportunities to support or encourage participation through marketing and communication material specifically related to:
 - Promoting the benefits of participation (e.g. health promotion), and
 - Education and awareness; e.g. bike safety campaign, trail user behaviour, cycle friendly shire, etc.
- Council could build on the suite of local walking and cycling image content and consider opportunities to incorporate positive images and health promotion messages in future Council publications and material, including web content.
- Marquee walking and cycling events, festivals and activities can be used to promote participation, and community awareness of walking and cycling opportunities throughout the shire. Cycling clubs and groups (primarily road cycling and mountain biking) already conduct a number of local events and activities. There may be opportunities to increase the level of support and exposure for these activities through Council's marketing and communication material.
- Local businesses and traders can also play an important role in promoting a walking and cycling friendly culture. There are a number of international examples of local Council's working with bicycle interest groups and local traders to support cycling (e.g. link to Bike Friendly Business Program in Canada <http://www.biketoworkmetrovan.ca/B4B>).

Directions:

24. Build on the existing range of walking and cycling brochures, maps, signage and promotional material to promote existing walking and cycling opportunities available throughout the shire. Promotional material should consider the following platforms:
 - Paper based material (e.g. maps and brochures).
 - Internet.
 - Consistent signage and way-finding.
25. Encourage local walking and cycling clubs / groups to add their events and activities to Council's calendar and community directory on the Council website.
26. Support existing, and explore opportunities to attract additional walking and cycling events in the shire each year (this could consider fun-runs/walks, road cycling and/or mountain biking). Council's support of walking and cycling events will be guided by an objective to increase awareness of walking and cycling opportunities and encourage increased local participation.
27. Work with Bicycle Network Victoria, local trader associations and other relevant stakeholders to scope and establish a Bike Friendly Business Program for the shire. The scope of the program may be initially quite modest and increase in sophistication over a period of years i.e. progressive, staged development.

Implementation Plan

The following section presents a summary of the recommendations within a prioritised implementation framework. In developing the implementation framework, it is acknowledged that Council faces significant challenges in managing competing priorities across a diverse range of services for limited overall resources. Furthermore, as previously identified, walking and cycling initiatives and responsibilities cross a number of Council work areas and departments.

Opportunities for enhanced cross-departmental collaboration and planning to implement walking and cycling initiatives, including the recommendations contained in this report, may need to be explored.

The implementation tables present priority (e.g. High, Medium or Low), indicative costs and lead responsibility to oversee implementation. Three separate tables are provided, each is described below:

1. Actions within existing resourcing.
 - Actions requiring implementation by Council within existing operational and capital resources (including within ongoing funding provided for implementation of the Shire-wide Footpath Plan).
2. Priority actions.
 - A combination of capital, planning and operational actions requiring Council lead to implement and are considered a priority and achievable within the life of this plan.
3. Aspirational actions.
 - A prioritised list of actions requiring Council lead that are to be implemented as opportunities arise (e.g. external grants and funding, additional Council resources, developer contributions and/or other partnerships as appropriate).

Whilst an indicative priority rating for implementation has been applied to guide operations, actual timing of implementation will be subject to Council's budget capacity, external funding and/or other partnership opportunities as appropriate. Individual actions will be considered on an annual basis as part of Council's overall budget preparations.

The Implementation Plan includes the strategic recommendations outlined in this report (i.e. Directions # 1-27 from the previous section) as well as the priority trail construction initiatives identified on the attached maps.

Appendix B also highlights a list of key projects that will require Council advocacy to VicRoads in order to support implementation.

IMPLEMENTATION PLAN: ACTIONS - WITHIN EXISTING RESOURCING

Ref #	LEAD RESPONSIBILITY:			Council	Lead Council Department	How
	Priority	Recommendation #	Mode			
1	Ongoing	1	Walking and cycling	Ensure that Council uses the same standards applied to new development areas in the shire in their progressive upgrade of existing infrastructure in established areas unless there are specific conditions that justify a departure from these standards. In such cases, clear justification and rationale should be identified by Council.	Infrastructure and Projects	Application of consistent standards throughout infrastructure development initiatives.
2	Ongoing	3	Walking and cycling	Where roundabouts are required on the Primary Pedestrian Network or Primary Bicycle Network, ensure design consideration is given to designated crossing points, line/bike markers, and signage as appropriate.	Infrastructure and Projects	As part of individual design processes.
3	Ongoing	4	Cycling	Work with VicRoads to scope and implement improvement or development requirements to meet Principal Bike Network standard, including provision of line marking, stencilling, rumble strips and signage (as appropriate). Priority for implementation should be given to routes that require minimal levels of intervention or capital investment.	Infrastructure and Projects	Include as an agenda item on regular meetings with VicRoads. Advocate to VicRoads to audit proposed routes to determine infrastructure upgrade requirements. Implement recommendations as funds become available.
4	Ongoing	7	Walking	Continue the staged implementation of the Shire-wide Footpath Plan.	Infrastructure and Projects	Staged implementation of priorities identified within the plan via Council's annual capital works allocation and developer contributions as opportunities arise.
5	Ongoing	8	Walking and cycling	Council resource allocation should concentrate on initiatives to improve the Primary networks identified in the attached maps for each township, and are itemised in the Priority and Aspirational actions plans.	Recreation and Sport	Consider and recommend projects in accordance with the priorities identified in the capital implementation plan as part of Council's annual budget process.
6	Ongoing	13	Walking and cycling	Future public open space acquisition and development to incorporate adequate provision for shared trail infrastructure within natural creek, river and waterway corridors, including connections to existing trail networks and residential areas.	Statutory Planning	Applications for significant subdivisions (involving public open space acquisition) and planning for future residential growth areas are referred to <i>Recreation and Sport</i> to provide direction on future open space requirements.
7	Ongoing	16	Cycling	Ensure future on-road cycle lanes comply with standards and guidelines contained in Austroads guide to Traffic Engineering Practise (Part 14) and the VicRoads Bicycle Guidelines.	Infrastructure and Projects	Utilise the standards to guide any future cycle lane installations.

IMPLEMENTATION PLAN: ACTIONS - WITHIN EXISTING RESOURCING

Ref #	LEAD RESPONSIBILITY:			Council Action	Lead Council Department	How
	Priority	Recommendation #	Mode			
8	Ongoing	17	Cycling	Continue to advocate to VicRoads for regular maintenance of road verges along the designated Principal Bike Network including repair of pot holes, crumbling edges and cleaning debris.	Infrastructure and Projects	Include as an agenda item on regular meetings with VicRoads. Forward any complaints or identified issues to VicRoads.
9	Ongoing	25	Walking and cycling	Encourage local walking and cycling clubs / groups to add their events and activities to Council's calendar and community directory on the Council website.	Recreation and Sport	Promotion of Council's website. Details to complete registration are listed on the website. Where relevant (e.g. events with tourism potential) list on visitmacedonranges.com website.
10	High	2	Walking and cycling	Revise Council standard engineering drawings and documents to include a standard detail for bitumen sealed off-road trail, that offers the best compromise between installation cost and ongoing maintenance requirements.	Infrastructure and Projects	
11	High	15	Walking and cycling	Adopt the guidelines contained in the 'Standards' chapter relating to non-path infrastructure to guide future resource allocation.	Infrastructure and Projects	Utilise the guidelines to direct new support infrastructure provision.
12	High	22	Walking and cycling	Continue to encourage walking and cycling groups to apply for funding within Council's Community Grants Program, and/or external funding opportunities, that directly target the support of community driven initiatives that facilitate participation opportunities for walking and cycling.	Recreation and Sport	Direct promotion of opportunities to known walking and cycling clubs and groups.
13	Medium	12	Walking and cycling	Ensure that designated dog off-lead areas are not located close to shared trails.	Community Safety	Take into account should any proposal be under consideration.
14	Medium	26	Walking and cycling	Support existing and explore opportunities to attract additional walking and cycling events in the shire (this could consider fun-runs/walks, road cycling and/or mountain biking). Council's support of walking and cycling events will be guided by an objective to increase awareness of walking and cycling opportunities and encourage increased local participation.	Tourism and Economic Development	

IMPLEMENTATION PLAN: PRIORITY ACTIONS

LEAD RESPONSIBILITY: Council										
Note: Not in priority order. To be pursued concurrently.										
Ref #	Recommendation #	Location	Mode	Action	Lead Council Department	Capital or Operating	Indicative cost	Possible External Funding	Source	Council contribution
1	14	Woodend	Walking and cycling	Woodend to Hanging Rock Shared trail - Complete the feasibility study to confirm the proposed route and concept.	Recreation and Sport	Capital	\$25,000			\$25,000
2	6	Shire wide	Walking	Continually develop the primary pedestrian routes in each main township. Funding primarily from the existing foot path program.	Infrastructure and Projects	Capital	Per project			Foot path program Council may consider allocating additional funding
3	5	Shire wide	Cycling	Consider in all road works projects whether the road is on the Preferred Cycling Network and include improvements for cycling in any major upgrades.	Infrastructure and Projects	Capital	Per project			Part of road construction program
4	9	Kyneton	Walking and cycling	Progressively implement the shared trail along the Campaspe River in Kyneton as identified by the Open Space Strategy.	Recreation and Sport	Capital	Per stage - allowance \$50,000 every 2 years	\$50,000	Sport and Rec Vic	\$250 000 (over 10 years)
5	14	Gisborne - Riddells Creek	Walking and cycling	Gisborne to Riddells Creek off-road shared trail - Undertake a feasibility study to confirm the proposed route, concept and costs.	Recreation and Sport	Capital	\$25,000			\$25,000
6	21	Shire wide	Cycling	Continue to work with relevant community groups and stakeholders (e.g. VicRoads, Bicycle Network Victoria, Cycling Victoria and Bike Safe Macedon Ranges) to resource and deliver multi-pronged bike safety campaigns (primarily on-road signage).	Infrastructure and Projects	Operating	Allowance: \$25,000 x 3 years	To be determined	To be determined	\$75,000
7	10	Shire wide	Walking and cycling	Scope possible infrastructure requirements in order to meet contemporary shared path standards and guidelines. For example, completing gaps in the network, signage etc.	Infrastructure and Projects	Capital	Allowance: \$50,000 x 5 years	To be determined	State Govt - Sport and Rec Vic, Regional Development Vic	\$250 000 (over 5 years)
8	14	Woodend	Walking and cycling	Woodend to Hanging Rock Shared trail - Construction (indicative cost estimate only).	Recreation and Sport	Capital	\$3,000,000	\$2,500,000	State Govt.	\$500,000

IMPLEMENTATION PLAN: ASPIRATIONAL ACTIONS											
Ref #	LEAD RESPONSIBILITY:				Council	Lead Council Department	Capital or Operating	Indicative cost	Possible External Funding	Source	Council contribution
	Priority	Recommendation #	Location	Mode	Action						
1	High	W-P-1	Woodend	Walking	Triangle around train station area (triangle including Corinella Road, High Street and parking between station and Urquhart Street).	Infrastructure and Projects	Capital	\$184,500	N/A	N/A	\$184,500
2	High	W-P-2	Woodend	Walking	Link development at north of town with town centre along Barbara Street, Manifold Road and Stuart Drive.	Infrastructure and Projects	Capital	\$150,000	N/A	N/A	\$150,000
3	High	W-C-1	Woodend	Cycling	Loop around town centre along Corinella Road, Quarry Road, Templeton Street, Nicholson Street, Forest Street, Jeffrey Street, Schaw Street and Urquhart Street, also incorporating triangle around train station (including Corinella Road, High Street and parking between station and Urquhart Street).	Infrastructure and Projects	Capital	Dependent on treatment proposed	N/A	N/A	\$250,000
4	High	L-P-1	Lancefield	Walking	Link along High Street to Park Street and to school entry.	Infrastructure and Projects	Capital	\$168,000	N/A	N/A	\$168,000
5	High	L-C-1	Lancefield	Cycling	Loop around town along High Street, Park Street, Chauncey Street and Melbourne-Lancefield Road.	Infrastructure and Projects	Capital	Dependent on treatment proposed	N/A	N/A	\$150,000
6	High	K-P-1	Kyneton	Walking	Link Piper Street to Campaspe River Trail.	Infrastructure and Projects	Capital	\$81,000	N/A	N/A	\$81,000
7	High	M-C-1	Macedon	Cycling	Loop around Nursery Road, Smith Street, McBean Avenue and Black Forest Drive.	Infrastructure and Projects	Capital	dependent on treatment proposed	N/A	N/A	\$100,000
8	High	Ro-P-1	Romsey	Walking	Link along Park Lane and White Avenue.	Infrastructure and Projects	Capital	\$159,000	N/A	N/A	\$159,000
9	High	G-P-1	Gisborne	Walking	Link from Fersfield Road to Jacksons Creek Trail along Worcester Road and Calthorpe Street.	Infrastructure and Projects	Capital	\$117,000	N/A	N/A	\$117,000
10	High	20	Shire wide	Cycling	Map the location and scope of existing bicycle parking infrastructure to determine possible gaps in provision or opportunities for enhancement. Ensure the design and location of any new facilities considers the recommended infrastructure guidelines.	Recreation and Sport	Capital	To be determined	To be determined	State Govt - Sport and Rec Vic, Regional Development Vic	\$30,000

IMPLEMENTATION PLAN: ASPIRATIONAL ACTIONS

Ref #	LEAD RESPONSIBILITY:				Council	Lead Council Department	Capital or Operating	Indicative cost	Possible External Funding	Source	Council contribution
	Priority	Recommendation #	Location	Mode							
11	Medium	11	Shire wide	Walking and cycling	Implement a program of signage, stencilling and line marking (where appropriate) to improve user safety, awareness and etiquette for shared trail users.	Infrastructure and Projects	Capital	Allowance \$10,000 x 3 years	N/A	N/A	\$30,000
12	Medium	19	Kyneton	Cycling	Continue to work with the Macedon Ranges Cycling Club to reinforce Hurry Reserve as the home base for the club, including supporting club initiatives to maintain the velodrome as a connection to past uses of the site. Upgrading the velodrome to meet contemporary cycling facility standards is not supported.	Recreation and Sport	Capital and operational	To be determined	To be determined	State Govt - Sport and Rec Vic, Regional Development Vic	\$75,000
13	Medium	24	Shire wide	Walking and cycling	Build on the existing range of walking and cycling brochures, maps, signage and promotional material to promote existing walking and cycling opportunities available throughout the shire. Promotional material should consider the following platforms: Paper based material (e.g. maps and brochures), internet, signage and way-finding.	Marketing and Communications	Operating	\$50,000	\$25,000	State Govt Tourism organisations Self-funded via advertising	\$25,000
14	Medium	L-C-4	Lancefield	Cycling	On-road link to Hanging Rock.	Infrastructure and Projects	Capital	Dependent on treatment proposed	N/A	N/A	\$100,000
15	Medium	K-P-2	Kyneton	Walking	Fill gaps in Campaspe River Trail between Hutton Street and Jennings Street, and Donnithorn Street and Clowes Street.	Infrastructure and Projects	Capital	\$46,500	To be determined	Catchment Management Authority	\$46,500
16	Medium	K-C-4	Kyneton	Cycling	Loop around schools area along Mollison Street, Yaldwyn Street East, Edgcombe Road and High Street.	Infrastructure and Projects	Capital	Dependent on treatment proposed	N/A	N/A	\$75,000
17	Medium	M-P-2	Macedon	Walking	McBean Avenue between Smith Street and Black Forest Drive, Railway Place between Victoria Street and McBean Avenue, and Nursery Road between Smith Street and Black Forest Drive	Infrastructure and Projects	Capital	\$315,000	N/A	N/A	\$315,000
18	Medium	Ro-P-2	Romsey	Walking	Murphy Street west of Melbourne-Lancefield Road; Wrixon Street between Murphy Street and Romsey Road; and Stawell Street between Wrixon Street and Pohlman Street.	Infrastructure and Projects	Capital	\$156,000	N/A	N/A	\$156,000

IMPLEMENTATION PLAN: ASPIRATIONAL ACTIONS

Ref #	LEAD RESPONSIBILITY:				Council	Action	Lead Council Department	Capital or Operating	Indicative cost	Possible External Funding	Source	Council contribution
	Priority	Recom mendation #	Location	Mode								
19	Medium	Ri-P-2	Riddells Creek	Walking	Racecourse Lane, and Sutherlands Road to Racecourse Lane.	Infrastructure and Projects	Capital	\$288,000	N/A	N/A	\$288,000	
20	Medium	G-P-2	Gisborne	Walking	Willowbank Road between Brady Road and Bloomfield Road.	Infrastructure and Projects	Capital	\$37,500	N/A	N/A	\$37,500	
21	Medium	NG-P-2	New Gisborne	Walking	Link between Octagonal Court and train station running along east and north-east periphery of Gisborne Racecourse Marshlands Reserve, north to train line, and along south side of train line to station.	Infrastructure and Projects	Capital	\$279,000	N/A	N/A	\$279,000	
22	Medium	NG-P-3	New Gisborne	Walking	Link between train station and school on Hamilton Road.	Infrastructure and Projects	Capital	\$75,000	N/A	N/A	\$75,000	
23	Low	27	Shire wide	Cycling	Work with Bicycle Network Victoria, local trader associations and other relevant stakeholders to scope and establish a Bike Friendly Business Program for the shire. The scope of the program may be initially quite modest and increase in sophistication over a period of years i.e. progressive, staged development.	Tourism and Economic Development	Operating	To be determined	To be determined	Bicycle Network Victoria Business Traders Associations	\$40,000	
24	Low	K-P-3	Kyneton	Walking	Provide path along south side of Campaspe River east of Mollison Street.	Infrastructure and Projects	Capital	\$354,000	To be determined	Catchment Management Authority	\$354,000	
25	Low	15	Gisborne - Riddells Creek	Walking and cycling	Gisborne to Riddells Creek off-road shared trail - indicative construction cost estimate (to be confirmed).	Recreation and Sport	Capital	\$3,000,000	\$2,000,000	State Government	\$1,000,000	
26	Low	14	Woodend	Walking and cycling	Daylesford to Macedon Ranges Rail Trail - indicative construction cost estimate (MRSC component).	Recreation and Sport	Capital	\$1,800,000	\$1,000,000	State Government	\$800,000	
27	Low	18	Shire wide	Cycling	Once established, identify sections of the Principal Bike Network that are most suitable for staging cycling events, consider advisory signage as required (i.e. permanent signs that could allow use when events are being conducted).	Recreation and Sport	Operating	To be determined	To be determined	VicRoads	\$30,000	

IMPLEMENTATION PLAN: ASPIRATIONAL ACTIONS

IMPLEMENTATION PLAN: ASPIRATIONAL ACTIONS												
Ref #	LEAD RESPONSIBILITY:				Council	Action	Lead Council Department	Capital or Operating	Indicative cost	Possible External Funding	Source	Council contribution
	Priority	Recom mendation #	Location	Mode								
28	Low	23	Shire wide	Walking and cycling	Undertake further engagement with primary and secondary schools to identify localised opportunities to work collaboratively to encourage increased walking and cycling to/from school. Aside from footpath provision (via the Shire-wide Footpath Plan), Council support should be tailored to the specific needs of each school community, this may involve programming, education, safety awareness, by-laws enforcement and/or infrastructure provision as required i.e. determined on a case by case basis.	Recreation and Sport Community Development and Culture Community Services	Operating	Case by case	VicHealth	To be determined	\$100,000	
29	Low	M-P-3	Macedon	Walking	Loop around town along Victoria Street, Bent Street, Cable Street, Bruce Street, Craven Street, Nursery Road, Greene Street, Church Street, Railway Place, and including train station.	Infrastructure and Projects	Capital	\$474,000	N/A	N/A	\$474,000	
30	Low	Ro-P-3	Romsey	Walking	Link along Roger Street.	Infrastructure and Projects	Capital	\$165,000	N/A	N/A	\$165,000	
31	Low	Ri-P-3	Riddells Creek	Walking	Gap Road from Gisborne-Kilmore Road to Whittaker Lane.	Infrastructure and Projects	Capital	\$106,500	N/A	N/A	\$106,500	
32	Low	G-P-3	Gisborne	Walking	Fersfield Road between Sansom Street and Aitken Street.	Infrastructure and Projects	Capital	\$148,500	N/A	N/A	\$148,500	
33	Low	G-P-4	Gisborne	Walking	Fisher Street between Goode Street and Turanga Reserve.	Infrastructure and Projects	Capital	\$58,500	N/A	N/A	\$58,500	
34	Low	N/A	Mt Macedon	Walking	Establish a continuous footpath connection along Mt Macedon Road from the town centre to the Primary School.	Infrastructure and Projects	Capital	\$150,000	N/A	N/A	\$150,000	
35	Low	NG-C-3	New Gisborne	Walking and cycling	Explore options for an off-road connection (within the road reserve) between New Gisborne and Riddells Creek along Saunders Road - Gisborne/Kilmore Road.	Infrastructure and Projects	Capital	\$1,000,000	To be determined	VicRoads	\$500,000	
36	Low	G-S-1	Gisborne	Walking and cycling	Shared path link along south side of Sheedy Road from Fersfield Road to end of service road, and south side of Melbourne Road from Howey Street to Calthorpe Street.	Infrastructure and Projects	Capital	\$145,000	To be determined	Developer Contributions	\$100,000	

IMPLEMENTATION PLAN: ASPIRATIONAL ACTIONS

IMPLEMENTATION PLAN: ASPIRATIONAL ACTIONS											
LEAD RESPONSIBILITY:					Council						
Ref #	Priority	Recommendation #	Location	Mode	Action	Lead Council Department	Capital or Operating	Indicative cost	Possible External Funding	Source	Council contribution
37	Low	G-S-2	Gisborne	Walking and cycling	Shared path link along reserve between Fersfield Road and Willowbank Road.	Infrastructure and Projects	Capital	\$50,000	To be determined	Developer Contributions	\$30,000
38	Low	G-S-3	Gisborne	Walking and cycling	Shared path link down east side of reserve between Willowbank Road and the corner of Francis Crescent and Parkview Street. On-road cycle route treatment along east-west segment of Parkview Street, north up Brady Road, east along Charters Avenue, and south along [name of road unknown] to location of potential park.	Infrastructure and Projects	Capital	\$50,000	To be determined	Developer Contributions	\$30,000

Review of Strategy

Overall recommendations should be reviewed annually, as part of the annual budget process to ensure short-term recommendations remain relevant and achievable. A more comprehensive review of the strategy should be undertaken after five years to assess the overall status of implementation, ongoing relevance of recommendations, changes in priorities and to identify new initiatives or opportunities.

A critical component of evaluation is monitoring changes in behaviour over an extended period of time. There is a lack of empirical data regarding levels of use of specific paths, tracks and trails, however collection of usage data via counters, monitoring or survey measures are problematic in terms of resource requirements and external influences (e.g. weather, time of day, time of year etc). Participation data can be used to identify increases in participation rates of walking and cycling over time.

Other opportunities to collect and record usage data, satisfaction and economic impacts should also be considered, this may include club membership trends, number and attendance at specified events, evaluation of the economic impact of significant walking or cycling events and tourism trails (once established).

Conclusion

The Walking and Cycling Strategy has been developed having regard to a range of existing Council planning documents that influence preferred directions including (but not limited to) the previous Bike Strategy (2002), Leisure Strategy (2006), Shire-wide Footpath Plan (2013), Open Space Strategy (2013) and individual Community Plans (various dates) to name a few.

This strategy responds to the high value placed on walking and cycling opportunities by the community by providing clear priorities and guidelines for future action. The range of social, recreational, health, economic and environmental benefits of walking and cycling are acknowledged. Creating walking and cycle friendly environments within the shire is seen as critical to achieving Council's stated vision.

Establishing realistic and achievable recommendations having regard to the resource capacity of the shire and key stakeholders has been a key focus of the strategy. Priorities have considered opportunities to achieve effective results within this framework and hence a combination of capital initiatives are supported by recommendations targeting behaviour change, community safety and awareness, facilitating participation opportunities and improved coordination of resources.

Acknowledgements

Council would like to thank Insight Leisure Planning for preparing the Strategy as well as a number of key Council staff who provided input and direction.

We would also like to thank those members of the community that attended workshops, responded to surveys and/or provided submissions. Importantly, we acknowledge the time, effort, commitment and input provided by the Community Reference Group members.

Insight Leisure Planning also acknowledges the support and expertise provided by project partners Fitzgerald Frisby Landscape Architects.

Appendices

Definitions & Terms

The following definitions and glossary of terms are used throughout the document.

Term	Definition / Description
Bicycle Network	<ul style="list-style-type: none"> Collective terms used to encompass the entire bicycle network in the shire, inclusive of on-road, off-road and shared trails.
Pedestrian Network	<ul style="list-style-type: none"> Collective terms used to encompass the entire pedestrian network in the shire, inclusive of footpaths, shared trails and other off-road trails.
Bike Lanes	<ul style="list-style-type: none"> On-road bicycle lanes established on existing roads through stencilling, signage, line marking, shoulder sealing and other relevant measures. The focus is on providing access within towns to key destination points.
Footpaths	<ul style="list-style-type: none"> Refers to residential and public open space footpath network.
Shared Trails	<ul style="list-style-type: none"> Off-road trails suitable for shared use by cyclists and pedestrians.
Primary Walking Route	<ul style="list-style-type: none"> Primary walking routes concentrate on providing connectivity to key destinations and high activity areas within individual townships/settlements e.g. shopping precincts, schools, community facilities, etc, utilising footpaths and shared trails.
Primary Cycling Route Preferred Cycling Network	<ul style="list-style-type: none"> Primary cycling routes concentrate on providing connectivity to key destinations and high activity areas within individual townships/settlements e.g. shopping precincts, schools, community facilities, etc, utilising shared trails and on-road facilities. Primary cycling routes are also identified for preferred on-road connections between major townships and is referred to as the Preferred Cycling Network
Principal Bike Network	<ul style="list-style-type: none"> The Principal Bike Network is a VicRoads term used to identify a network of proposed and existing cycle routes that help people cycle for transport, recreation, connect towns and provide access to major destinations. The Principal Bike Network makes use of local roads and off-road paths, as well as State arterial roads. New bicycle facilities on the Network are designed with the principle of increasing separation between cyclists and motorists, and giving priority to cyclists at key intersections. The Network is a key planning tool used to help guide VicRoads infrastructure requirements and investment. The Primary Cycling Routes and Preferred Cycling Network identified in this report which makes use of Vic Roads managed roads will be subject to VicRoads approval prior to being considered for Principal Bike Network status.
Rail Trails	<ul style="list-style-type: none"> Establishment of shared use trails within active or disused rail corridors.
Tourism Trails	<ul style="list-style-type: none"> Trails established primarily to target tourism visitation, economic development and promotion of the shire.
Mountain Bike Trails	<ul style="list-style-type: none"> Off-road specialised tracks and trails designed primarily for use by mountain bike riders. Trail standards and designs vary depending on target markets and sub-set of mountain bike users.

Appendix A: Guidelines for the surface treatment of paths

The following guidelines have been developed by Macedon Ranges Shire Council . The purpose of the guidelines is to provide information for Council and community when considering appropriate surface treatments for the design and construction of paths within the shire.

Best Practice Design

“A footpath should, as far as possible, allow for a continuous accessible path of travel so that people with a range of disabilities are able to use it without encountering barriers.” Australian Human Rights Commission

It is a mandatory requirement in the Building Code of Australia that all new paths satisfy AS 1428.1-2001 Part 1 General requirement for access.

Where possible the Discretionary Requirements of AS 1428.1-2001 Parts 2, 3 and 4 should be satisfied.

Summarised below from current Australian Standards 1428 part 1 and part 2 are the features of a continuous accessible path of travel, it should-

- Have a gradient of no steeper than 1 in 20
- Have a cross fall of no steeper than 1 in 40
- Have kerb cuts with appropriate kerb ramps
- Incorporate appropriate Tactile Ground Surface Indicators where necessary to ensure adequate safety and orientation
- Have a minimum clear width of at least 1.8 metres at the narrowest point and minimum clear height of 2 metres with nothing encroaching into that envelope
- Be as smooth as possible without raised or cracked paving or tree root damage
- Have a slip resistant surface during dry and wet conditions

Macedon Ranges Shire Council's preferred surface treatment

In most cases Council's preferred surface treatment for paths is concrete. This is because it provides a smooth durable surface that requires minimal if any maintenance over a long period of time (50+years). Can be coloured, pattern paved etc.

Asphalt is next best solution life (20+) years, construction cost similar to concrete. Maintenance cost can be high in highly reactive soil conditions.

Exceptions to the preferred surface treatment

In some locations there may be reasons why a concrete or asphalt path is inappropriate. In these cases a granitic sand path or other surface treatment may be deemed more appropriate. These reasons may include-

1. Where the path is in a heritage sensitive streetscape and a granitic sand path is considered more consistent with the heritage character.
2. Where there is a preference by the community for paths to be sensitive to and in keeping with the rural character of specific townships, or where a strategic study has recommended soft surface treatment for character or other reasons.
3. Where the location has some environmental sensitivity.

4. Where a water sensitive urban design treatment is more appropriate and a permeable surface is preferred.

It is noted that granitic paths have significantly higher maintenance requirements than gravel or asphalt and may become impassable after significant storm events. Regular inspections should be made to ensure there are no OH&S issues that arise as a result of wear, grass encroaching into the pavement, highly reactive soil conditions or where it abuts concrete or asphalt as it wears faster.

Locations where a granitic sand path would not be appropriate

There are some locations where a granitic sand path would not be appropriate and a concrete or asphalt surface preferred. This includes-

1. Immediately adjacent to a building with a sensitive floor surface that may be scratched from particles being lodged in footwear.
Example: the entrance to an indoor basketball court
2. Where the slope of the ground is steep so as to create an uneven surface from wash off after rain events.

Bases for park tables and bench seats

It is preferred that tables and seats are installed on a concrete base.

Presenting a case for exception to the preferred surface treatment

Cases where a surface treatment other than concrete or asphalt is preferred are to be presented to the Manager Operations in the first instance and where necessary to the Director Infrastructure and Projects.

Appendix B: Priorities for Council Advocacy

The table on the following page highlights a list of key projects that will require Council advocacy to VicRoads in order to support implementation.

APPENDIX B: COUNCIL ADVOCACY TO VIC ROADS					
	LEAD RESPONSIBILITY:			VicRoads	
Ref Number	Priority for advocacy	Recommendation #	Location	Mode	Investigative Area
1	High	S-C-1	Shire-wide	Cycling	On-road connection between towns linking Kyneton to Gisborne (via Woodend and Macedon) along Old Calder Highway
2	High	K-C-2	Kyneton	Cycling	Review existing on-road cycle provision along Mollison Street between the Botanic Gardens and Showgrounds, ensure compliance to contemporary standards
3	High	M-P-1	Macedon	Walking	Pedestrian connection along Smith Street between Nursery Road and Victoria Street providing a connection from town centre to Macedon Regional Park
4	High	Ri-P-1	Riddells Creek	Walking	Establish a township loop utilising Gisborne-Kilmore Road from Racecourse Lane to Melvins Road, and Station Street, providing a connection to the train station, schools and recreation facilities
5	High	G-C-1	Gisborne	Cycling	Gisborne Secondary College to New Gisborne Train Station along Gisborne-Melton Road and Gisborne-Kilmore Road (Aitken Street)
6	High	NG-P-1	New Gisborne	Walking	Address the path gap on Station Road near Octagonal Court to provide a continuous connection to the train station.
7	Medium	S-C-2	Shire-wide	Cycling	Connection between Woodend to Hanging Rock as part of proposed shared trail (subject to separate feasibility study)
8	Medium	S-C-3	Shire-wide	Cycling	On-road connection between Romsey to New Gisborne (via Riddells Creek) along Gisborne-Kilmore Road and Hamilton Road
9	Medium	S-C-4	Shire-wide	Cycling	On-road connection between Lancefield to Kyneton along Three Chains Road, Chases Lane, and Pipers Creek Road
10	Medium	K-C-6	Kyneton	Cycling	Possible on-road connection along Kyneton Main Road to Mineral Springs and Malmsbury
11	Low	S-C-5	Shire-wide	Cycling	On-road connection between Lancefield to Romsey
12	Low	K-C-1	Kyneton	Cycling	On road connection along Piper Street from Mollison Street to Campaspe River

Appendix C: Review of Selected Background Documents

Planning Context: The following section provides extracts and key information from a selection of existing documents that may influence development of the Walking and Cycling Strategy.

(NB: The order of document listing is not intended to reflect relative priority or importance).

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
1	Macedon Ranges Council Plan	2013–2017	<ul style="list-style-type: none"> • 2040 vision: <ul style="list-style-type: none"> ○ We aspire to provide leadership in this inspiring region by providing the opportunity for all to live a fulfilling life, while continuing to protect our heritage, environment and sense of community through our shared commitment to a sustainable Macedon Ranges. • Goals (objectives and actions): <ul style="list-style-type: none"> ○ An inspiring place. <ul style="list-style-type: none"> ▪ Our lifestyle, culture and sense of place are strengthened by best practice planning and development. <ul style="list-style-type: none"> • To develop and maintain inclusive public open spaces and enhance access. ▪ Our environment and landscape is protected and sustained. ▪ Our infrastructure supports the needs of future generations. <ul style="list-style-type: none"> • To plan for, develop and maintain community facilities that meet its changing needs. • To plan for, develop and maintain shire infrastructure to support the needs of local communities. ○ An empowered community. <ul style="list-style-type: none"> ▪ Our community is inclusive and connected and enjoys strong mental and physical health and wellbeing. <ul style="list-style-type: none"> • To create a more healthy, active community and reduce the incidence of obesity related conditions. ▪ Our community is well prepared, resilient and safe. <ul style="list-style-type: none"> • To develop and maintain safe environments. ○ A high performing organisation. • Health and wellbeing priorities. <ul style="list-style-type: none"> ○ The areas of concern arising from the data include mental health, physical activity, oral health, healthy eating, obesity, health of older people, early childhood development, transport and housing. ○ Council prioritised two areas of health promotion: mental health and wellbeing; and obesity. 	<ul style="list-style-type: none"> • Development of the Walking & Cycling Strategy was identified as a priority action under the goal of 'an empowered community', specifically in response to creating a more healthy, active community and reducing the incidence of obesity related conditions.

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
2	Macedon Ranges Leisure Strategy Plan	2006	<ul style="list-style-type: none"> • Walking and cycling are recognised as two of the most popular sport, recreation or fitness activities undertaken by Shire residents (ranked 1st and 6th respectively). • Females are more likely to participate in walking (33%) than males (19%). • Survey respondents were asked to nominate their top 3 sports, recreation and open space projects that they would fund over the next 5 years. "Bike paths and walking trails" ranked 5th in the list of priority projects identified by the community. • Provision of safe, accessible areas (e.g. sealed, well lit paths) will be important attributes of the Shire for older adults. • Development of a Shire walking strategy that promotes physical activity, social connection and access to walking paths was identified as a priority action. • A sample of <i>Open space and trails</i> recommendations included: <ul style="list-style-type: none"> ○ Ensure all new residential areas are linked to and integrated into the Shire's strategic leisure network grid, which comprises of open space, bicycle paths, footpaths, shared-use trails, equestrian trails, etc. ○ Progressively build upon the existing network of cycling paths (on/off road), as identified in the Bicycle Strategy (2002) and implement to ensure that passive and unstructured recreational opportunities are encouraged. <ul style="list-style-type: none"> ▪ Recommended that Townships be done in this order: Kyneton, Gisborne, Romsey, Riddells Creek, Woodend, Macedon, and Lancefield. ▪ Recommended that funds be allocated to undertake these works (estimate \$50,000 pa) and to maximise external funding opportunities. ○ Commence (or progress) design development and construction of key cycling paths, i.e.: <ul style="list-style-type: none"> ▪ Kyneton - Gisborne Trail (via Old Calder Highway). ▪ Woodend - Hanging Rock Trail. ▪ Romsey - Hanging Rock Trail. ▪ Riddells Creek - New Gisborne. ○ Establish Township walking programs in areas of the Shire where they do not currently exist, and where necessary, assist existing ones to expand. ○ Promote the health and environmental benefits of cycling and walking to all residents. 	<ul style="list-style-type: none"> • Walking and cycling were recognised as extremely popular recreation activities. A number of the Leisure Strategy recommendations were aimed at encouraging and facilitating increased participation in walking and cycling opportunities throughout the Shire, including establishment of trails and support infrastructure. • Development of a designated Walking & Cycling Strategy is consistent with the Leisure Strategy and will help provide more specific focus and direction for walking and cycling in the Shire. • In terms of cycling, the Leisure Strategy suggested that there is Low demand for track cycling and (possibly) increasing demand for criterion / road cycling(anecdotal). However, the Leisure Strategy suggested no additional organised cycling facilities to be provided and progressive upgrade support facilities at Hurry Reserve Velodrome.
3	Macedon Ranges Open Space Strategy	2013	<ul style="list-style-type: none"> • Establishing a network of off---road trails and local trail circuits was identified as one of the main open space issues across the whole of the Macedon Ranges Shire. • Principles for off-road trail provision: <ul style="list-style-type: none"> ○ Provide as perimeter shared paths around larger reserves. ○ Circuits around residential areas, and ○ Inter-town or regional routes along major waterways and (active or former) railway corridors. ○ Off---road trails should where possible be constructed to meet standard requirements for width, height, surface, construction, corridor design, signage and trailhead facilities. ○ Cultural, heritage and environment values should be considered before the 	<ul style="list-style-type: none"> • The Walking and Cycling Strategy will reflect the key principles and recommendations contained in the Open Space Strategy, in particular Priority actions. • Aspirational directions will also be considered and reflected in plans for long-term strategic direction and implementation as funds become available.

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
			<p>planning of off--road trails.</p> <ul style="list-style-type: none"> • Key Directions/Recommendations include: <ul style="list-style-type: none"> ○ Provide off--road trails as perimeter paths around larger reserves. ○ Circuits around local areas, between key resident and visitor destinations such as town centres, open space, schools and community facilities, and ○ Inter-town and regional trails, along major waterways and railway corridors (including those no longer used). ○ Plan and secure more off--road trail circuits in the Shire as a priority, so that they are ready to take advantage of any funding opportunities. ○ Consider standard design and construction guidelines for trails and signage. • Support community initiatives in planning and constructing off--road trails and improvements, such as: <ul style="list-style-type: none"> ○ Campaspe River Trail, Kyneton. ○ Five Mile Creek Trail, Romsey. ○ Riddells Creek Trail, Riddells Creek. ○ Woodend to Daylesford Rail Trail ○ Woodend to Hanging Rock Trail. • The priority for providing open space to serve residential communities will always be: <ul style="list-style-type: none"> ○ Social / family recreation ○ Off--road trails, and ○ Sport. • For each township one or more priority projects have been identified. In most cases, other aspirational projects have also been identified in the event that external funds and resources become available. Township projects include: • Gisborne (aspirational): <ul style="list-style-type: none"> ○ G8: Further develop the Jacksons Creek corridor. ○ G10: Investigate the provision of continuous off--road trails in southern Gisborne. ○ G11: Provide an off--road trail circuit around New Gisborne. ○ G15: Consider providing parking at the base of Mt Aitken, and develop a walking trail to the summit. ○ G16: Continue to preserve the drainage way in southern Gisborne as an open space corridor, and develop a trail along it towards Mt Gisborne. • Kyneton: <ul style="list-style-type: none"> ○ K1 (priority): Prepare an off road trail plan for the Campaspe River corridor. ○ K4 (aspirational): Seek an open space contribution of land along the Campaspe River as part of new residential development in the southeast of Kyneton. Seek construction of off--road trails along both sides of the river as an extension to the Campaspe River Trail. This could include bridge crossing at a suitable location however this is likely to be very expensive. ○ K6 (aspirational): Investigate the provision of an off--road trail along Mollison Street between the Campaspe River and Post Office Creek. • Riddells Creek: <ul style="list-style-type: none"> ○ RC1 (priority): Plan and provide an off--road trail circuit linking key open 	

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
			<p>spaces in the town.</p> <ul style="list-style-type: none"> ○ RC4 (aspirational): Continue the off---road trail circuit from the rear of the Riddells Creek Recreation Reserve along Racecourse Road to Richardson Street and along Gisborne---Kilmore Road. ○ RC9 (aspirational): Seek to extend the open space and off---road trail from the town centre along the waterway corridor to Sutherland Road, as part of new residential development. ○ RC11 (aspirational): Investigate the potential for an off---road trail to New Gisborne via Hamilton Road. ● Romsey: (aspirational) <ul style="list-style-type: none"> ○ R2: Complete development of the Five Mile Creek Reserve between Couzens Lane and the eastern end of Palmer Street. This includes Planning and constructing a shared trail ○ R4: Construct a perimeter off---road trail around Romsey Park, with linkages to Park Lane, Barry Street / Romsey Road and White Avenue. ○ R5: Complete construction an off---road trail along one side of Melbourne---Lancefield Road through the town. ● Woodend: (aspirational) <ul style="list-style-type: none"> ○ W2: Plan and construct the Woodend to Hanging Rock Trail along Five Mile Creek. Obtain agreement to locate the off---road trail through Braemar's second campus. ○ W4: Complete the perimeter trail around the Woodend Racecourse Reserve. ○ W6: Investigate the provision of off---road trails in the following locations: <ul style="list-style-type: none"> ○ Along (or adjacent to) the unformed Gregory Street road reserve north from Forest Street and then along the northern boundary of the Woodend Golf Course to North Street. ○ Along North Street and Lancefield Road to Five Mile Creek ○ Through Gilbert Gordon Oval, along Five Mile Creek to High Street. ○ Along one side of High Street from Lancefield Road to the Woodend Railway Station. ○ These trails should connect to the perimeter trail around the Woodend Racecourse Reserve and the Five Mile Creek Trail to create a circuit. ○ W7: Continue to investigate the construction of the Woodend to Daylesford Rail Trail. ● Lancefield: (aspirational) <ul style="list-style-type: none"> ○ L2: Establish a perimeter path around the Lancefield Park, which also connects with future residential development on adjoining land. ○ L3 & L7: Investigate the provision of off---road trails in the following locations: <ul style="list-style-type: none"> ○ Along Park Street between Lancefield Park and High Street ○ Along Woodend---Lancefield Road, McMasters Lane and the unnamed road reserve at the northern settlement boundary, to create a circuit trail in the town and ensure connections between Lancefield Park and the town centre. ○ Along Lancefield---Tooborac Road to the Lancefield Golf Club ○ Around the perimeter of Lancefield Golf Course, Hedde Road, Lancefield---Carlsruhe Road. 	

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
			<ul style="list-style-type: none"> • Macedon / Mt Macedon: (aspirational) <ul style="list-style-type: none"> ○ M4: Investigate the provision of an off---road trail circuit between the Macedon Railway Station, Ash Wednesday Park, town centre, Tony Clarke Reserve, Mt Macedon, Stanley Park and Macedon Cemetery, via Smith Street, Craven Street, Cable Street, Waterfalls Road, Honour Avenue, Bent Street and Victoria Street. ○ M11: Investigate potential off---road trails to Woodend and Gisborne, as extensions to the potential Woodend to Daylesford Rail Trail that is currently being investigated. • Malmsbury: <ul style="list-style-type: none"> ○ Ma1 (priority): Investigate the provision of an off---road trail circuit that recognises the heritage of the Malmsbury area. ○ Ma4 (aspirational): Undertake improvements to the Malmsbury Recreation Reserve including a perimeter trail. ○ Ma10 (aspirational): Investigate a potential off---road trail to Kyneton along the rail corridor, through negotiations with VicTrack. ○ Ma11 (aspirational): Investigate a potential off---road trail along the Coliban River from Malmsbury to Tylden, via Malmsbury Reservoir, Lauriston, the Lauriston Reservoir and the Upper Coliban Reservoir. This could also connect with the potential Woodend to Daylesford Rail Trail that is currently being investigated. • Rural settlements: (aspirational) <ul style="list-style-type: none"> ○ Investigate the provision of an off---road trail between the Bullengarook Recreation Reserve, Gisborne landfill site, and on toward Gisborne. ○ Investigate the provision of an off---road trail circuit between the Carlsruhe Memorial Park and the Campaspe River, using the road reserves for Ebden and Pultney Streets. ○ Investigate the provision of an off---road trail circuit from the Clarkefield Recreation Reserve, along Station Street and back to the rear of the Reserve along the rail corridor. ○ Investigate the provision of an off---road trail circuit from the Darraweit Guim Recreation Reserve, along Deep Creek at the rear of the school, and back along Glendonald and Francis Lanes. ○ Investigate the provision of an off---road trail circuit from the Lauriston Recreation Reserve, along Portwines Road, across the old road bridge, south along the Coliban River, across Lauriston---Springhill Road and along the eastern boundary of the Lauriston Bushland Reserve back to the recreation reserve. ○ Newham (priority): Investigate the provision of an off---road trail circuit from Wesley Park, along Woodend---Lancefield Road, Robertson Drive, Trehwella Drive and Jim Road, and back to the park. ○ Investigate the provision of an off---road trail circuit between the Tylden Recreation Reserve and Tylden Hall Reserve along Trentham Road and Clayton/ Lowe Streets. 	

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
4	Guidelines for the surface treatment of paths in the Macedon Ranges	Undated	<ul style="list-style-type: none"> The purpose of the guidelines are to provide information for Council and Community when considering appropriate surface treatments for the design and construction of paths within the Shire. “A footpath should, as far as possible, allow for a continuous accessible path of travel so that people with a range of disabilities are able to use it without encountering barriers.” Australian Human Rights Commission It is a mandatory requirement in the Building Code of Australia that all new paths satisfy AS 1428.1-2001 Part 1 General requirement for access. Where possible the Discretionary Requirements of AS 1428.1-2001 Parts 2, 3 and 4 should be satisfied. In most cases Council’s preferred surface treatment for paths is concrete. Asphalt is next best solution life (20+) years, construction cost similar to concrete. Maintenance cost can be high in highly reactive soil conditions. In some locations there may be reasons why a concrete or asphalt path is inappropriate. In these cases a granitic sand path or other surface treatment may be deemed more appropriate. It is noted that granitic paths have significantly higher maintenance requirements than gravel or asphalt and may become impassable after significant storm events. It is preferred that tables and seats are installed on a concrete base. 	<ul style="list-style-type: none"> Council's preference for path infrastructure materials are noted, specifically (in order): <ul style="list-style-type: none"> Concrete, Asphalt, Granitic sand, Other gravel surfaces. All future paths will be designed to meet relevant Australian Standards (i.e. AS 1428.1-2001 Part 1 and Parts 2,3,&4 where practical. The general guidelines remain relevant and should continue to be used to help guide path infrastructure decision making and internal processes.
5	Macedon Ranges Bicycle Strategy	February 2002	<ul style="list-style-type: none"> The Bicycle Strategy aimed to provide cycling facilities and connections between and within townships to increase recreational and fitness opportunities for local residents, and attractive tourism opportunities. The following target groups were considered: <ul style="list-style-type: none"> inter-township routes for touring & training mountain bikers recreational/ family users school children commuters. A number of opportunities were identified within the Shire to improve cycling, these included: <ul style="list-style-type: none"> shoulder sealing programmes by VicRoads and Council; inter-township routes since the spacing of townships provide the ideal recreational ride distance with a defined start and finish point; mountain biking particularly in Macedon; Calder Freeway upgrade and opportunity to downgrade the old Calder Highway and provide bicycle facilities combined with lower traffic volumes; end of trip facilities at railway stations and within the townships; and the velodrome in Kyneton. 	<ul style="list-style-type: none"> The strategy provides details on a range of specific cycle path and route recommendations (i.e. in excess of 63 individual recommendations). A review of the implementation of recommendations from the 2002 strategy was conducted (by Council in 2004), revealing 14 of the 63 recommended actions were completed. The 2002 Cycling Strategy has been superseded by a revised cycling strategy that was developed in 2007.
6	Macedon Ranges Tourism Strategic Plan	2011	<ul style="list-style-type: none"> Tourism is a key industry in Macedon Ranges Shire accounting for 16.6% of all jobs. Macedon Ranges Shire received an estimated 1 million visitors in 2009 with direct tourism-related expenditure of \$175 million per annum. 64% of visitors come from Melbourne with Visiting Friends and Relatives being the dominant segment. With regards to nature based tourism, there are opportunities to leverage greater visitation from quality natural assets such as Hanging Rock, Wombat State Forest and Macedon Regional Park. Other opportunities relate to improving recreational cycling product and infrastructure and 	<ul style="list-style-type: none"> Key priorities or actions identified in the Tourism Strategic Plan of relevance to the Walking & Cycling Strategy include: <ul style="list-style-type: none"> Improve integrated tracks and trails infrastructure. Improve directional signage and trail support infrastructure. Improve information provision regarding existing opportunities through VIC's (increase

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
			<p>developing targeted events to leverage off the key tourism product in the area. There are a number of issues such as inadequate directional signage, servicing for rural areas and tracks and trails infrastructure.</p> <ul style="list-style-type: none"> • <u>CYCLING ISSUES:</u> • According to the Macedon Ranges Cycling Tourism Research, there is limited recreational cycling infrastructure product in the area (marked mountain bike trails, on road cycle lanes in towns and maps and collateral). There is one off-road recreational bike track (Lancefield to Romsey Centennial track) and informal mountain biking trails in the Wombat State Forest; • Within the Macedon Ranges Shire there are 2 cycling clubs: the Macedon Ranges Cycling Club and the Wombat Mountain Bike Club. The Macedon Ranges Cycling Club operates a Velodrome in Kyneton, which is currently in a poor and unused state. The Wombat Mountain Bike Club is based in Woodend; • With regards to recreational cycling, some of the key issues are lack of information at VICs; lack of infrastructure including signage; competition with other areas close to Melbourne and lack of awareness of cycling product in the Shire. • <u>OPPORTUNITIES:</u> • The Macedon Ranges Leisure Strategy Plan (2006) includes mention of four potential recreational cycling trails that could be developed: <ul style="list-style-type: none"> ○ Kyneton - Gisborne Trail (via Old Calder Highway); ○ Woodend - Hanging Rock Trail; ○ Romsey - Hanging Rock Trail; ○ Riddells Creek - New Gisborne. • There is an opportunity to drive further tourism potential from existing cycling events in the Shire such as the Dirt Works 100km MTB challenge in the Wombat State Forest, the Macedon Ranges MS Challenge and the MAD Ride; • The potential of coordinated marketing of cycling events and infrastructure should be explored to build awareness of the area's cycling attractions beyond regular users; • Other cycling opportunities include maximising the region's freeway and rail accessibility to Melbourne; leveraging off existing product such as the Wombat State Forest trails through improved infrastructure and increased awareness; identifying new trail and infrastructure opportunities (for example, the old Daylesford railway line or a winery cycle route); and production of regional cycling maps. • <u>(Infrastructure Development) TRACKS AND TRAILS:</u> • Despite the area's natural tourism product, existing tracks and trails infrastructure in the Shire is fairly limited. Trails exist within areas such as Hanging Rock Reserve, Macedon Regional Park and Wombat State Forest but there is scope for improvements in signage and other infrastructure; • According to the Victorian Trails Strategy 2005-2010, the Hepburn rail trail that runs from Daylesford to Kyneton is not regarded as a priority for development; • There are a number of equestrian trails in the Shire but they are not well advertised and are generally under-utilised. • <u>VICTORIAN TRAILS STRATEGY 2005-2010 (DSE, PARKS VICTORIA)</u> <p>Actions that have relevance to the Macedon Ranges area include:</p> <ul style="list-style-type: none"> • Identify opportunities for new half-day and full-day walks within 90 minutes of Melbourne; 	<p>awareness of cycling tourism products).</p> <ul style="list-style-type: none"> ○ Establish the four potential recreational cycling trails (identified in the 2006 Leisure Strategy): <ul style="list-style-type: none"> ▪ Kyneton - Gisborne Trail (via Old Calder Highway); ▪ Woodend - Hanging Rock Trail; ▪ Romsey - Hanging Rock Trail; ▪ Riddells Creek - New Gisborne. ○ Leverage off existing cycling events and tourism in the Shire (i.e. expand marketing and promotion). ○ Maximise products such as the Wombat State Forest trails. ○ Improve existing products e.g. Hanging Rock Reserve, Macedon Regional Park and Wombat State Forest. ○ Improve promotion and awareness of equestrian trails. ○ Expand Rail Trail opportunities. ○ Support the completion of the Great Dividing Trail link from Blackwood to Mt. Macedon. ○ Cater for cyclists by developing on and off road cycle trails around the Great Dividing Trail.

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
			<ul style="list-style-type: none"> • Support the completion of the Great Dividing Trail link from Blackwood to Mt. Macedon; • Cater for cyclists by developing on and off road cycle trails around the Great Dividing Trail; • The Hepburn Trail that runs from Daylesford to Kyneton is classified as a rail trail under this strategy however it is not regarded as a priority for development under this Strategy; • The Macedon Ranges features several prominent trails identified as being less than an hour from Melbourne, including walking trails in Macedon Regional Park and Hanging Rock Reserve and mountain bike/ horse riding trails in the Wombat State Forest. • Strategy 36: Work with public land managers to investigate options to improve integrated tracks and trails infrastructure. 	
7	Gisborne Development Contributions Plan	April 2013	<ul style="list-style-type: none"> • Development Contributions Plan area comprises Gisborne and New Gisborne. The population off the area is expected to increase from 6,398 (2006) to 12,071 by 2031. • Three growth fronts in the Gisborne township area are identified: <ul style="list-style-type: none"> ○ South Gisborne Growth Area -the Residential 1 Zone area between Brooking Road, Brady Road, Willowbank Road and the Calder Freeway; ○ West Gisborne Growth Area -the area south of Ross Watt Road adjacent to the Rosslynne Reservoir; and ○ Extension of the existing residential area in New Gisborne, west of Station Road. • Open space projects include: <ul style="list-style-type: none"> DIOS1 New Gisborne Open Space System 1 DIOS2 Willowbank Road to Fersfield Road open space system DIOS3 Willowbank Road to Brady Road bicycle link DIOS6 Bicycle and pedestrian links from Willowbank Road to Brooking Road DIOS7 Bicycle and pedestrian links along Ross Watt Way DIOS8 Jacksons Creek pedestrian and bicycle link DIOS11 Fersfield-Willowbank open space works • The infrastructure items to be included in the DIOS1 (\$900,000) includes: <ul style="list-style-type: none"> ○ Design and project management (\$75,000); ○ Open space system -landscaping, excavation works, grassing, planting, mulching etc (\$140,000); ○ Pedestrian and bike paths -construction of a 2.5 m wide shared pathway that partly follows the same route as a proposed drainage channel from the marshland to the railway line and then along the south of the railway line back to Station Road (\$437,500); ○ Equipment –seating, bike racks, signage, small playground (\$87,500); ○ Footbridge (\$85,000);and ○ Contingency (\$75,000). 	<ul style="list-style-type: none"> • The Development Contributions Plan outlines a range of bicycle and pedestrian links to be established within a proposed new network of open space. • Implementation of initiatives are forecast to occur from 2016-2025, including to provide a pedestrian/bicycle link from future western residential areas to existing path network along Jacksons Creek (2022-2025) at a cost of \$1.125m.
8	Romsey Development Contributions Plan	July 2012	<ul style="list-style-type: none"> • The Romsey Outline Development Plan 2009 identifies a growth front to the south of the township, with future industrial and business activities also to be located along the Melbourne-Lancefield Road corridor to the south. The Plan identifies that 15% of new residential dwellings should be medium density (within the established urban area) and located within 200-300m of the existing commercial core. <p>Relevant infrastructure projects include:</p> <ul style="list-style-type: none"> • Melbourne-Lancefield Road Industrial Area Trunk Shared Path (2020). • Melbourne Lancefield Road Trunk Shared Path (2018). 	<ul style="list-style-type: none"> • The Development Contributions Plan outlines a range of bicycle and pedestrian links to be established within a proposed new network of open space.

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
			<ul style="list-style-type: none"> • Open Space System along Western Drainage Reserve (incorporating 2.5m shared path) (2018). • Open Space System through Eastern Residential Area (incorporating 2.5m shared path) (2018). 	
9	Macedon Ranges Community Access and Inclusion Plan	2009 - 2013	<ul style="list-style-type: none"> • “Council’s commitment to improving access for all residents, workers and visitors within the Macedon Ranges Shire, especially those living with a disability and the aged”. • The plan identifies strategies under four key themes: <ul style="list-style-type: none"> ○ Whole of Council; ○ Community Wellbeing; ○ Assets and Environmental Services; and ○ Corporate Services. • Specific goals directly relevant to the Walking and Cycling Strategy include: <ol style="list-style-type: none"> 1.1 To ensure that the corporate culture and responsibilities of Council include the principles of access and equity and that the organisation demonstrates and investigates best practices in relation to these concepts. 1.2 To ensure that Council advocates appropriately on behalf of people with disabilities for improved services, facilities and programs to meet community needs within the Shire. 2.1 To encourage further participation of people with disabilities in Council organised and sponsored events and explore the opportunities for increased inclusion. 3.1 To ensure that people of all abilities are able to access and utilise premises including buildings, facilities and public outdoor spaces provided by Council. • ‘Physical access issues’ were identified as the second most common issue for people with a disability in Macedon Ranges. • A selection of key comments in relation to footpath accessibility and issues includes: <ul style="list-style-type: none"> ○ Improving slowly but footpaths are difficult because of incline and many buildings not accessible. ○ Poor footpath safety ○ Gutters are often too high for wheelchairs. ○ Lack of footpaths and seating (Mollison Street & High Street) down to Windarring for wheelchairs. ○ Accessible parking not always appropriately located with suitable/safe path of travel. ○ More footpaths for wheelchair access - uneven footpaths and grades too steep. ○ Footpaths are uneven. ○ More level footpaths. ○ The patched up footpaths are a hazard. ○ Footpath (trading) policy not implemented. ○ Steps into buildings, deep gutters, unmade footpaths - all need to be addressed. ○ More seats in the streets needed. 	<ul style="list-style-type: none"> • The Access and Inclusion Plan is scheduled for review and updating. This will occur in the later half of 2013. • The Walking & Cycling Strategy will reinforce the importance of footpath and trail design to appropriate Australian Standards to ensure disability access and universal design principles are adequately considered in future works. • Comments from survey respondents highlight the need for ongoing asset renewal and upgrading, basic maintenance and initial designs consider appropriate access for all.
10	Macedon Ranges Shire Council Policy:	June 2010	<ul style="list-style-type: none"> • The policy document has been prepared to detail the engineering requirements associated with infrastructure construction resulting from development within the Shire. The document includes provisions that developers must comply with that reflect local conditions and 	<ul style="list-style-type: none"> • The infrastructure guidelines for footpath construction appear appropriate, with the possible exception of the recommended path wide in Business Zones (i.e. 2m wide paths on both sides

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
	Engineering Requirements for Infrastructure Construction		<p>directions of Council unique to local areas and Planning Zones that may be at variance to standard expectation.</p> <p>Guidelines for road (and footpath) provision in any new development include (NB: surfaces are identified as generally asphalt or concrete):</p> <ul style="list-style-type: none"> • Residential 1 / Township roads: <ul style="list-style-type: none"> ○ Access Place – up to 5 lots. Carriageway to be designed as shared zone and signed. ○ Access Place – 6 to 20 lots. One side only – 1.5m wide. Cycle no provision. ○ Access Street – Level 1 – 21 to 50 lots. Both sides – 1.5m wide. Cycle on carriageway with signage. ○ Access Street – Level 2 – 51 to 100 lots. Both sides – 1.5m wide. Cycle on carriageway with signage. ○ Connector Street – Level 1 – 101 to 200 lots. Both sides – 2.5m shared path. ○ Connector Street – Level 2 – greater than 201 lots. Both sides – 2.5m shared path. • Low density residential and rural residential land. Footpaths or cycle paths not generally required. • Industrial Roads/Zones: Shared path 2.5m wide. One side only. • Business Zones. Road 20m reserve. Footpath/cycle provision, both sides 2m wide. • Footpaths 1.5 m wide and Pram crossings are to be designed in accordance with Council's Standard Drawings. All footpaths located within parks and reserves are to be a minimum 125mm thick and 2.5m wide. The design of all footpaths (including the gradients from footpath to roads via ramps) must comply with AS1428 (2003) Design for Access and Mobility Set and the Disability Discrimination Act. Shared paths must be 2.5m wide. 	<p>of the street). Depending on the nature (i.e. intended uses) within the Business Zone, it may be appropriate to increase the footpath width to 2.5m or greater, particularly where street-side vending/activity is likely to occur (i.e. restaurant/cafe precincts).</p>
11	Draft Lancefield Community Plan	February 2012	<ul style="list-style-type: none"> • The Lancefield community has identified 7 shared priorities that they believe they have the capacity to work on within the life of this Community Plan: (Priorities are given equal weight) <ul style="list-style-type: none"> ○ Priority 1: Improve the facilities of Lancefield Park. ○ Priority 2: Develop walking / cycling paths. ○ Priority 3: Promote music and the arts. ○ Priority 4: Develop a cross generational space. ○ Priority 5: Further improve Lancefield's streetscape. ○ Priority 6: Improve the Lancefield Mechanic's Hall. ○ Priority 7: Manage the Community Plan. • Due to its largely flat terrain, Lancefield is ideally suited to having walking as its residents' primary form of local transport. It is noted that apart from High Street, Lancefield has not many foot or bike paths, compared with other parts of the shire. 	<ul style="list-style-type: none"> • The Walking and Cycling Strategy will help address the Community Plan objectives/goal to establish an improved network of walking and cycling paths to connect key areas of the town by identifying key linkages, priorities, routes and infrastructure guidelines.
12	Bullengarook Community Plan	October 2009	<ul style="list-style-type: none"> • The Bullengarook community has identified 4 priorities that they believe are achievable and that the community has the capacity to work on. <ul style="list-style-type: none"> ○ Priority one Walking/cycle path from Bullengarook to Gisborne ○ Priority two Road safety through town area (to include the priority on bus stop safety) ○ Priority three Refurbishment of Bullengarook Recreation Reserve ○ Priority four Establishing community support during the fire season • A pedestrian bike path between Bullengarook and Gisborne has been a project with time and 	<ul style="list-style-type: none"> • Support community efforts and planning to establish a walking / bike path from Carroll's Lane, Bullengarook to Gisborne. <p>NB: Follow up results from initial investigation report by Many Nolton from Rec Relief.</p>

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
			<p>energy invested at different times over a number of years.</p> <ul style="list-style-type: none"> • A pedestrian bicycle track from Carroll's Lane to Gisborne was identified as a priority. Residents raised concerns about using the main road to cycle or walk. 	
13	Malmsbury Community Action Plan	October 2009	<ul style="list-style-type: none"> • Priority 1 Town Centre Improvements includes objectives to establish paths to the train line, and key pedestrian lines. 	<ul style="list-style-type: none"> • Support community efforts and planning to establish walking paths, pedestrian linkages and improved walkability of the town.
14	Newham Community Action Plan	2011	<ul style="list-style-type: none"> • The 2007 Community Plan identified key priorities and actions agreed on by the Newham community. The priorities included (#1) development of an access path between Newham and Woodend, via Hanging Rock. Since 2007, Council has worked with the community to: <ul style="list-style-type: none"> ○ Speculative path routes investigated and mapped ○ Consultant's report on costings & issues completed; submitted to council ○ Secured in principle Council support for shared path concept ○ Consulted with affected landowners • Establishment of a walking/shared path between Newham and Woodend, via Hanging Rock remains the number 1 priority in the 2011 Community Plan. Specific actions include: • STAGED PATHWAYS: • i) A path from Newham to Hanging Rock: <ul style="list-style-type: none"> ○ a) as highest priority for the Newham community ○ b) giving consideration to interim solutions, such as a mowed area on the roadside from Newham village to the north gate of Hanging Rock reserve ○ c) giving consideration to a pedestrian-only option • ii) A path from Hanging Rock to Boundary Rd: <ul style="list-style-type: none"> ○ a) focusing on road rather than creek alignment ○ b) giving consideration to a pedestrian-only option • iii) A path from Boundary Rd to the Five Mile Creek pedestrian bridge, giving consideration to a pedestrian-only option • LOCAL ACCESS TO HANGING ROCK: • Investigate alternative access points to Hanging Rock, i.e. the north gate • FUNDING: • Identify funding opportunities • MRSC: • Encourage the Council Recreation Unit to see the establishment of shared paths as a high priority • COMMUNITY CONSULTATION: <ul style="list-style-type: none"> ○ i) Make working proposals available to the community and affected landowners. Solicit and incorporate feedback. ○ ii) Communicate the benefits of the proposed network to stakeholders and mobilise community support. 	<ul style="list-style-type: none"> • Confirm the status of current planning for the proposed pathway. • Support the establishment of a walking/shared path between Newham and Woodend, via Hanging Rock as the number 1 priority for the community. • Identify preferred routes and paths options to establish the connection.
15	Carlsruhe Community Action Plan	October 2008	<ul style="list-style-type: none"> • Priority 2 – Explore opportunities associated with the Campaspe River, including recreational walking track (or tracks), i.e.: <ul style="list-style-type: none"> ○ Establish the nature of ownership, access and water rights on the Campaspe at Carlsruhe ○ From this, identify what realistic opportunities may exist to establish a 	<ul style="list-style-type: none"> • Consider options for establishment of walking tracks along the Campaspe River. <p>NB: Confirm status of any existing planning or previous investigations.</p>

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
			<ul style="list-style-type: none"> recreational walking track (or tracks) along parts of the Campaspe and / or the general Carlsruhe area (perhaps linking in with the "Common") <ul style="list-style-type: none"> o Identify funding opportunities and local skills etc to assist in making this happen 	
16	Darraweit Guim Community Action Plan	Undated	<ul style="list-style-type: none"> • Development of walking and cycling paths was identified as the 13th priority from a total list of 15 priorities. Specific routes or actions were not identified. 	<ul style="list-style-type: none"> • Support community efforts to establish and improve walking and cycling infrastructure servicing the town.
17	Macedon/Mt. Macedon Community Plan	2012	<ul style="list-style-type: none"> • Key transport goals include: <ul style="list-style-type: none"> o Create economic/recreational links, & o Safe Sustainable transport options. • To create a cycle path network linking Macedon train station and the economic and recreational centres of Mt. Macedon and Macedon. • To create off road multi-purpose bush trails linking Macedon train station to Woodend, and Macedon train station to Gisborne. • The Streetscape subcommittee recommend the following foot paths: • Type A: Asphalt: <ul style="list-style-type: none"> • (a) Along Victoria St on the south side from Smith St to Bruce St • (b) Along Smith St on the west side from the formal footpath at the toilet block to Ash Wednesday Park • (c) Along the east side of Smith St From Carrington St (school) to Craven St • (d) Along the south side of Carrington St to Margaret St • (e) Along Smith St on the east side from existing path coming from Victoria St to Carrington St • (f) Along Margaret St from Carrington St, around Craven St, to Smith St • (g) Along Margaret St on both sides from Victoria St to the end of business zone • only. • Type B: Granitic Sand: <ul style="list-style-type: none"> • (a) Along Victoria St on the north side from Bruce St to Bent St • (b) Along Bent St on the west side from Victoria St to Carrington St to join the path on the south side of Carrington St at the Honour Ave/Bent St intersection • (c) Along Bent St on the west side from Victoria St to Mc Bean Ave • (d) From Ash Wednesday Park past Jubilee Hall and the Mountview theatre, on the edge of the car parking area to the school crossing • (e) Along Nursery Rd incorporating a cantilevered walking bridge on the north side of the railway bridge from Craven St to bus stop at Nursery Rd • (f) Along Bruce St on the east side from Mc Bean Ave. to Bruce St Kindergarten • (g) From Bruce St Kindergarten to Carrington St • (h) From bus stop at Black Forest Dr (outside Caravan Park) along Mc Bean Ave on the north side to Railway Pl • (i) Along Railway Place on the west side from Mc Bean Ave to Nursery Rd, via Craven St and Greene St • (j) Along the north side of Mc Bean Ave from Smith St to Bruce St. • Type C: Crushed rock (informal) <ul style="list-style-type: none"> • (a) Along Bent St on the east side from Carrington St to the end, across the existing footbridge 	<ul style="list-style-type: none"> • Review proposed footpath routes and types (A, B or C) and incorporate into the Walking and Cycling Strategy where appropriate.

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
			<p>to Tony Clarke Reserve</p> <ul style="list-style-type: none"> • (b) Along Waterfalls Rd on the west side from Honour Ave to Tony Clarke and construct a footbridge at the creek • (c) Along Carrington St/Honour Ave on the south Side from Margaret St to Mt Macedon Road and Centennial Park Toilets • (d) Along Honour Ave on the north side from Bent St to Waterfalls Rd • (e) Along Mt. Macedon Rd on the west side from Honour Ave to Mc Bean Ave • (f) Along Mc Bean Ave on the north side from Mt Macedon Rd to Bruce St • (g) Pedestrian separation at the railway bridge in Mc Bean Ave (the Streetscape subcommittee recommends and suggests a tunnel). 	
18	Kyneton Structure Plan	2013	<ul style="list-style-type: none"> • The Structure Plan provides a strategic framework comprised of the strategies that will be used to achieve the vision for the Township. These strategies are organised around the following five themes: <ul style="list-style-type: none"> ○ Strengthening Town Character ○ Community Development and 'Place-making' ○ Economic Prosperity ○ Transport and Access, and ○ Residential Growth and Development • Access and linkages extend beyond private vehicle use into the promotion of walkability, cycling and pedestrian access in and around the Town Centre of Kyneton as well as surrounding industrial, education and residential areas. Planning should ensure those without the means to drive can also easily travel to work and to places of recreation and services without a car. 	<p>Support opportunities to address the following key actions:</p> <ul style="list-style-type: none"> • Facilitate a network of continuous walking, cycling and horse riding trails including along the Campaspe River, along Post Office Creek and connecting with the Botanical Gardens and Showgrounds along Edgecombe and Beauchamp Streets. • Improve pedestrian and cyclist facilities along Market and Baynton Streets to create better connectivity into the Town Centre. • Investigate opportunities to build paths to the railway station from surrounding areas and link the Town Centre with safe, continuous walking and cycling routes adjacent to the railway line to the south eastern residential growth areas.
19	Romsey Movement Network Study – Transport Plan	October 2009	<ul style="list-style-type: none"> • Recommendations for the bicycle network include: <ul style="list-style-type: none"> ○ B1: Action recommendations set out within the Macedon Ranges Shire Council bicycle strategy (2007) (Refer to Table 7.1, page 34 for a list of outstanding actions). ○ B2: Ensure that bicycle lanes terminate safely, with adjoining lanes or destinations clearly identified. ○ B3: Survey existing bicycle lanes and repair / upgrade as required. ○ B4: Relocate the bicycle lanes along Main Street to run against the nearside kerb. ○ B5: Provide secure bicycle parking facilities through the town and other strategic locations such as the recreation area. ○ B6: Link existing bicycle paths to Portingales Lane and Greens Lane Industrial Areas. ○ B7: Extend bicycle routes down to the areas identified for new residential subdivisions and growth. • Recommendations for the footpath network include: <ul style="list-style-type: none"> ○ P1: Construct proposed footpath identified by Council in their Proposed Footpath Network Plan for Romsey. ○ P2: Provide continuous footpath along at least one side of Robb Drive. ○ P3: Upgrade the existing pedestrian refuges on Melbourne-Lancefield Road to meet Australian Standards. 	<ul style="list-style-type: none"> • Reflect the existing bicycle and footpath recommendations into the proposed Walking and Cycling Strategy.

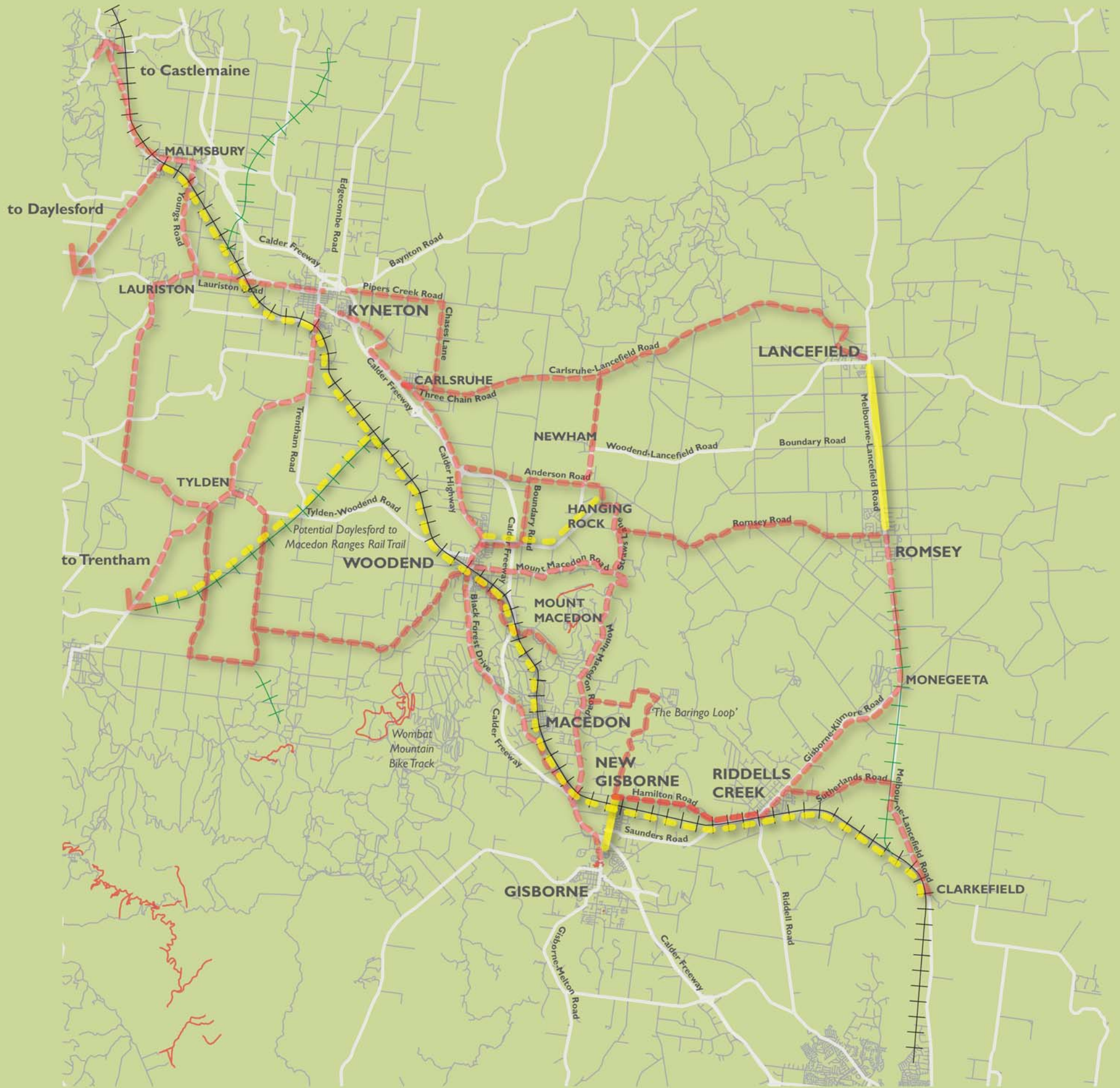
Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
			<ul style="list-style-type: none"> ○ P4: Provide continuous footpath along Station Street between the School and Barry Street. ○ P5: Review and upgrade lighting around high density pedestrian areas such as the activity centre, school, skate park and recreation centre. ○ P6: Improve off-road footpath between Shaw Drive and Wrixon Street. ○ P7: Extend northern footpath on Barry Street from Wrixon Street to Shaw Drive. ○ P8: Provide signalised crossing on Melbourne-Lancefield Road. ○ P9: Require new residential sub-divisions to be designed so that pedestrian linkage is given priority and footpaths follow logical desire lines as closely as possible. ○ P10: Provide footpaths along the southern section of Metcalf Drive. ○ P11: Extend the footpath network to the south to link into the new residential subdivisions foreseen as part of the ODP. 	
20	Riddells Creek Structure Plan	May 2013	<ul style="list-style-type: none"> ● A key principle under-pinning the plan includes: <i>'Provide walking and cycling trails to serve the community and to link with existing features and facilities within the township'</i>. ● Encourage the development of open space corridors with pedestrian/cycling linkages along existing waterways. ● Appendix A to the report provides maps outlining the notional cycle and footpath network for the town. 	<ul style="list-style-type: none"> ● Incorporate the notional cycle and footpath network identified in the Structure Plan in the Walking and Cycling Strategy.
21	Woodend Town Structure Plan Discussion Paper	April 2013	<ul style="list-style-type: none"> ● The main form of transport within Woodend is private car, given that there are no bus or taxi services. Formalised pedestrian routes exist only within the town centre and there is no clear bicycle network. ● Given the wide road reserves, it may be possible to re-allocate some of this space for more active and sustainable transport alternatives to the car. This should also be considered in planning of future residential areas. ● Issue to consider in the Structure Plan: Strengthening pedestrian and bicycle connections throughout the town, as a viable means of alternative, active and sustainable transport to the car. 	<ul style="list-style-type: none"> ● Consider opportunities to strengthening pedestrian and bicycle connections throughout the town, as a viable means of alternative, active and sustainable transport to the car.
22	Victoria's Trails Strategy 2013–23	Draft Report Sept 2013	<ul style="list-style-type: none"> ● The report outlines a range of benefits associated with trail development. ● The over-riding objectives of the strategy are to: <ul style="list-style-type: none"> ○ improve the quality of trail experiences in Victoria, ○ increase awareness and visitation to Victorian trails, ○ develop complementary tourism experiences and activities to entice visitation to Victoria's trails and generate economic and social benefits, and ○ seek improved understanding of the trail-user market and their motivations and influences. ● The vision is for Victoria to be recognised as a major trail-based destination that provides a diverse range of quality trail experiences for visitors, while strengthening the State's economy and improving the health, wellbeing and lifestyle of the community. ● To achieve this vision, the strategy focuses on providing: <ul style="list-style-type: none"> ○ a strategic framework for investment into trails that will generate increased 	<ul style="list-style-type: none"> ● There are no walking or cycling trails identified in Macedon Ranges Shire as being of International or State level significance. ● Council initiatives should therefore focus on servicing local needs and regional tourism opportunities. ● The overarching objectives of the Victorian Trails Strategy have relevance for Macedon Ranges Shire at a local level, specifically: <ul style="list-style-type: none"> ○ Improve quality, ○ Increase awareness, ○ Develop complementary experiences, and ○ Understand market needs and motivations. ● The Walking and Cycling Strategy will therefore provide a

Ref #.	Document Name	Year	Overview / Extracts	Potential Implications
			<p>economic and social benefit,</p> <ul style="list-style-type: none"> ○ the tools to support stakeholders plan, develop, maintain, promote and market trails, ○ trail users with high quality information on trails via a central website (and associated online tools) to both plan and book their trip, ○ support to tourism and/or retail businesses create better trail experiences, and ○ effective marketing of trails to increase awareness and visitation. <ul style="list-style-type: none"> ● 3-year Action Plans will be developed to guide implementation of the strategy within 3-months of adoption of the report. 	<p>localised Action Plan to guide future resource allocation.</p>

Appendix D: Mapping

The following maps have been developed to help illustrate the existing and proposed walking and cycling networks. Maps have been developed for:

- The shire as a whole.
- Individual townships, specifically:
 - Lancefield.
 - Kyneton.
 - Woodend.
 - Macedon.
 - Gisborne.
 - Riddells Creek.
 - Romsey.
 - Malmsbury.



LEGEND

- - - Preferred Cycling Network
- Existing off-road shared trails
- - - Potential off-road shared trails
- Existing off-road mountain biking/walking tracks
- + + + Disused railway
- + + + Functioning railway

NB: Subject to VicRoads approval and support.

Macedon Ranges Shire
Connections between towns. Preferred cycling network.








LEGEND

- ▬ Primary pedestrian routes (existing)
- ▬▬ Primary pedestrian routes (potential)
- ▬ Primary cycling routes (existing)
- ▬▬ Primary cycling routes (preferred)
- - - Preferred on-road cycling routes between towns
- ▬ Off-road pedestrian and cycling routes (existing)
- ▬▬ Off-road pedestrian and cycling routes (potential)
- ▬ Existing footpaths
- School
- Sports facilities
- Train station
- Bus stop
- Post office
- ▭ Public open space
- ▭ Town centre
- ▬ Watercourse
- L-P-2 Implementation plan code

1:20,000 @ A4

LEGEND






- Primary pedestrian routes (existing)
- - - Primary pedestrian routes (potential)
- Primary cycling routes (existing)
- - - Primary cycling routes (preferred)
- - - Preferred on-road cycling routes between towns
- Off-road pedestrian and cycling routes (existing)
- - - Off-road pedestrian and cycling routes (potential)
- Existing footpaths
- +++++ Functioning railway
-  School
-  Sports facilities
-  Train station
-  Bus stop
-  Post office
- Public open space
- Town centre
- Watercourse
- K-P-2 Implementation plan code



1:20,000 @ A4

Kyneton Primary pedestrian and cycling network plan

LEGEND

- Primary pedestrian routes (existing)
- - - Primary pedestrian routes (potential)
- Primary cycling routes (existing)
- - - Primary cycling routes (preferred)
- - - Preferred on-road cycling routes between towns
- Off-road pedestrian and cycling routes (existing)
- - - Off-road pedestrian and cycling routes (potential)
- Existing footpaths
- + + + + Functioning railway
-  School
-  Sports facilities
-  Train station
-  Bus stop
-  Post office
- Public open space
- Town centre
- Watercourse
- W-P-2 Implementation plan code



1:20,000 @A4

Woodend Primary pedestrian and cycling network plan

to Macedon






On-road cycle route to Hanging Rock

On-road cycle route to Kyneton

On-road cycle route to Macedon

to Kyneton

LEGEND

- Primary pedestrian routes (existing)
- - - Primary pedestrian routes (potential)
- Primary cycling routes (existing)
- - - Primary cycling routes (preferred)
- - - Preferred on-road cycling routes between towns
- Off-road pedestrian and cycling routes (existing)
- - - Off-road pedestrian and cycling routes (potential)
- Existing footpaths
- + + + + + Functioning railway
-  School
-  Sports facilities
-  Train station
-  Bus stop
-  Post office
- Public open space
- Town centre
- ~ Watercourse
- M-P-2 Implementation plan code



1:20,000 @ A4

Macedon Primary pedestrian and cycling network plan



LEGEND






- Primary pedestrian routes (existing)
- - - Primary pedestrian routes (potential)
- Primary cycling routes (existing)
- - - Primary cycling routes (preferred)
- - - Preferred on-road cycling routes between towns
- Off-road pedestrian and cycling routes (existing)
- - - Off-road pedestrian and cycling routes (potential)
- Existing footpaths
- School
- Sports facilities
- Train station
- Bus stop
- Post office
- Public open space
- Town centre
- Watercourse
- G-P-2 Implementation plan code

1:20,000 @ A4

Gisborne

Primary pedestrian and cycling network plan

LEGEND

- Primary pedestrian routes (existing)
- - - Primary pedestrian routes (potential)
- Primary cycling routes (existing)
- - - Primary cycling routes (preferred)
- - - Preferred on-road cycling routes between towns
- Off-road pedestrian and cycling routes (existing)
- - - Off-road pedestrian and cycling routes (potential)
- Existing footpaths
- + + + + Functioning railway
-  School
-  Sports facilities
-  Train station
-  Bus stop
-  Post office
- Public open space
- Town centre
- Watercourse
- NG-P-3 Implementation plan code



1:20,000 @ A4

New Gisborne Primary pedestrian and cycling network plan



LEGEND

- Primary pedestrian routes (existing)
- - - Primary pedestrian routes (potential)
- Primary cycling routes (existing)
- - - Primary cycling routes (preferred)
- - - Preferred on-road cycling routes between towns
- Off-road pedestrian and cycling routes (existing)
- - - Off-road pedestrian and cycling routes (potential)
- Existing footpaths
- + + + + Functioning railway
- School
- Sports facilities
- Train station
- Bus stop
- Post office
- Public open space
- Town centre
- Watercourse
- Ri-P-2 Implementation plan code

to Macedon

On-road cycle route to Romsey

On-road cycle route to New Gisborne

1:20,000 @ A4

Riddells Creek

Primary pedestrian and cycling network plan



LEGEND

- Primary pedestrian routes (existing)
- - - Primary pedestrian routes (potential)
- Primary cycling routes (existing)
- - - Primary cycling routes (preferred)
- - - Preferred on-road cycling routes between towns
- Off-road pedestrian and cycling routes (existing)
- - - Off-road pedestrian and cycling routes (potential)
- Existing footpaths
- School
- Sports facilities
- Train station
- Bus stop
- Post office
- Public open space
- Town centre
- Watercourse
- Ro-P-2 Implementation plan code

to Riddells Creek

to Lancefield

1:20,000 @ A4

Romsey Primary pedestrian and cycling network plan

LEGEND

-  Primary pedestrian routes (existing)
-  Primary pedestrian routes (potential)
-  Primary cycling routes (existing)
-  Primary cycling routes (preferred)
-  Preferred on-road cycling routes between towns
-  Off-road pedestrian and cycling routes (existing)
-  Off-road pedestrian and cycling routes (potential)
-  Existing footpaths
-  Functioning railway
-  School
-  Sports facilities
-  Train station
-  Bus stop
-  Post office
-  Public open space
-  Town centre
-  Watercourse



to Kyneton

On-road cycle route to Kyneton

On-road cycle route to Castlemaine

On-road cycle route to Daylesford

1:20,000 @ A4

Malsbury Primary pedestrian and cycling network plan