

# Task List



Task / Strategy Ref	Details	Dept. / Partners	Priority	Cost Est.								
<b>Footpath Network</b>												
Build Primary Footpath Connections 3.1 (See Strategy Maps)	<b>Construct new or upgrade Primary Footpaths:</b>	Infrastructure	H	\$55,000								
	<ul style="list-style-type: none"> <li>Castlemaine – Wheeler St. Greenhill to Yeats – approx 650m (Will connect to Secondary footpath to Senior Campus of HS)</li> <li>Castlemaine –McGrath St. Duke to Rec Reserve – approx 250m (Priority after crossing created at Duke St. Length will depend on crossing placement)</li> <li>Guildford – Midland Hwy. Extend existing at both ends from Short to Parker – additional approx 150m</li> <li>Maldon – High St. Adair to Franklin approx 460m</li> <li>Maldon – High St. Castlemaine - Maldon to Grey approx 290m</li> <li>Newstead – Pyrenees Hwy. Panmure to Layard (res) 130m</li> </ul>											
	Create new crossings at key network locations 3.3.3 (See Strategy Maps)				<b>Work with VicRoads to create new safer crossing points at key network locations:</b>	Infrastructure / VicRoads	H	\$550,000				
					<ul style="list-style-type: none"> <li>Castlemaine - Barkers St. at North/Myring. <i>Signalised crossing</i> (Links all three networks)</li> <li>Castlemaine – Johnstone St. at School Crossing point. <i>Signalised crossing</i> (Links all three networks)</li> <li>Castlemaine – Duke St. between Happy Valley/McGrath. <i>Signalised crossing</i> (Links all three networks, placement will depend on Trail Network crossing options)</li> <li>Maldon – Intersection of Main and High Sts.</li> </ul>							
					Build Secondary Footpath Connections 3.1 (See Strategy Maps)				<ul style="list-style-type: none"> <li>Campbells Creek – Main Rd/Johnstone St. Silver to Elizabeth - approx. 2150m</li> <li>Campbells Creek – South extension of Campbells Creek Trail. Silver to Cemetery - approx. 350m</li> <li>Castlemaine – Blakeley Rd. North to Damascus - approx. 650m (connects to proposed Shared Footway on North)</li> <li>Castlemaine – Walker St. Barkers Creek to Richards – approx. 420m</li> <li>Castlemaine – Hunter St. Barkers to Hargraves – approx. 230m</li> <li>Castlemaine – Bull St. Barkers to Hargraves – approx. 230m</li> <li>Castlemaine – Wheeler/Etty Sts. Yeats to Senior High School Campus South West corner – approx. 680m</li> <li>Castlemaine – Shadforth/William Sts. Johnstone to Senior High School Campus North West Corner – approx. 400m</li> <li>Castlemaine – Forest/Farnsworth/Ray Streets. Gingell to Winters Flat PS – approx. 720m</li> <li>Castlemaine – Brown St. Farnsworth to Maltby. – approx. 1080m</li> <li>Castlemaine – Elizabeth St. Johnstone to Campbells Creek– approx. 860m. (connects to Campbells Creek trail and proposed Shared Footway)</li> <li>Castlemaine – Greenhill/Vincent St. Wheeler to Farrel– approx. 780m</li> <li>Chewton (Wesley Hill) – Farran/Wallace/VanHeurck/Duke Sts. Forest Creek Trail to Dick via Wesley Hill Market – approx. 770m</li> <li>Guildford – Turner/Franklin Sts. Midland to Guildford PS – approx. 300m</li> <li>Guildford – Fryers St. Midland to Ballarat – approx. 230m</li> <li>Maldon – Adair St. High to Ireland – approx. 520m</li> <li>Maldon – Camp/Church Sts. High to Reef – approx. 500m</li> <li>Maldon – Hospital St. High to Lawrence? – approx. 300m</li> <li>Maldon – Francis St. High to High – approx. 310m</li> <li>Maldon – Maldon-Newstead Rd. Grey to Popeks – approx. 420m</li> <li>Newstead – Lyons St. (Pyrenees) Codrington to Peel – approx. 250m</li> </ul>	Infrastructure / VicRoads	H	\$170,000
									\$30,000			
\$55,000												
\$35,000												
\$20,000												
\$20,000												
\$55,000												
\$35,000												
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\$20,000												



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	<ul style="list-style-type: none"> <li>Newstead –Codrington/Canrobert/Panmure Sts. Lyons to Lyons – approx. 800m</li> </ul>	Infrastructure/ VicRoads		\$65,000
	<ul style="list-style-type: none"> <li>Newstead – Hillers St. Lyons for approx. 100m</li> </ul>			\$10,000
	<ul style="list-style-type: none"> <li>Newstead – Panmure St. Lyons for approx. 130m</li> </ul>			\$10,000
	<ul style="list-style-type: none"> <li>Newstead – Creswick-Newstead Rd. Loddon River to Train Track approx. 480m (will connect to proposed bridge/trail)</li> </ul>			\$40,000
	<ul style="list-style-type: none"> <li>Taradale – High St. Roderick to 50m North West of Davy – approx. 220m</li> </ul>			\$20,000
	<ul style="list-style-type: none"> <li>Taradale – Jackson St. High to Sports Ground – approx. 370m</li> </ul>			\$30,000
Improve existing crossing /points (See Strategy Maps)	<p><b>Improve the safety and amenity of the following points:</b></p>	Infrastructure / VicRoads	M	\$500,000
	<ul style="list-style-type: none"> <li>Castlemaine - Footpath under railway bridge on Johnstone St. – Footpath widths and fencing</li> </ul>			
Strategy 'Design Guideline' Compliance Audit of Primary and Secondary Footpaths (See right for Refs)	<p><b>Audit of Primary and Secondary Footpath Routes to assess compliance with Walking and Cycling Strategy Design Guidelines</b> 3.2.2, 3.2.4, 3.2.8, 3.2.9, 3.3.2.1-2-3 &amp; 4, 3.4.8 (See 'Design Guidelines' Strategy Attachment)</p>	Infrastructure	High - Annual	
Works relating to Design Guideline Compliance (as above for references)	<p><b>Use audit process to develop a works program to bring Primary and Secondary Footpaths up to Design Guidelines linked with existing maintenance schedules and related footpath works or upgrades:</b></p>	Infrastructure		
	<ul style="list-style-type: none"> <li>Surface smoothness</li> </ul>		H	
	<ul style="list-style-type: none"> <li>Width</li> </ul>		M	
	<ul style="list-style-type: none"> <li>Material</li> </ul>		M	
	<ul style="list-style-type: none"> <li>Pram Ramps</li> </ul>		H	
	<ul style="list-style-type: none"> <li>Grade</li> </ul>		L	
	<ul style="list-style-type: none"> <li>Public Toilets, Seats Drinking fountains</li> </ul>		M	
	<ul style="list-style-type: none"> <li>Reduced crossing widths</li> </ul>		M	
	<ul style="list-style-type: none"> <li>Maintained direction at intersections</li> </ul>		M	
	<ul style="list-style-type: none"> <li>Raised or different markings/surface at intersections (zebras at intersections of safety concern)</li> </ul>		M	
	<ul style="list-style-type: none"> <li>Signage at network intersections</li> </ul>		L	
Audit of pedestrian permeability 3.1.1	<p><b>In the Walking Zones identify and improve:</b></p> <ul style="list-style-type: none"> <li>Blocked pedestrian access ways</li> <li>Potential new pedestrian access ways</li> <li>Signage improvements to increase awareness of pedestrian permeability</li> </ul> <p>(Parallel Cycling improvements for all of the above see Bike Lane Network)</p>	Infrastructure	High - Annual	
Audit of crossover safety/gravel 3.2.7 & 3.2.8	<p><b>Audit of Primary and Secondary Routes to address safety and gravel issues. Work with landholders of identified 'problem' sites to improve the crossover for pedestrian safety and comfort.</b> (Links to Bike Lane Network Gravel issue)</p>	Infrastructu re/ Landholder s	High - Annual	
Sequencing of traffic lights 3.3.2.5	<p><b>Work with VicRoads to achieve:</b></p> <ul style="list-style-type: none"> <li>Early 'green man'</li> <li>Automatic call up</li> <li>Longer crossing times</li> <li>Where sequencing at two intersections can be linked, sequencing should favour at or below speed limit driver behaviour</li> </ul>	Infrastructure / VicRoads	High	



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<p>Improve existing Roundabouts 3.3.2.6</p>	<p><b>Modify existing roundabouts to improve walking (and cycling) movement at these intersections.</b></p>	<p>Infrastructure/ VicRoads</p>	<p>Medium</p>	
<p>Improve Castlemaine Station Intersection 9.1.2</p>	<p><b>Modify the intersection outside Castlemaine Station at Kennedy/Templeton Sts. to improve safety and pedestrian access between Castlemaine station and township, utilising the guidelines laid out under 3.3.2</b></p>	<p>Infrastructure</p>	<p>High</p>	<p>\$150,000</p>
<p>Improve Station Entrance 9.1.3</p>	<p><b>Work with V/line and Vic Track and advocate for the improvement of pedestrian access, amenity and safety at Castlemaine station.</b></p>	<p>Infrastructure/ V/line/ Vic Track</p>	<p>Medium</p>	
<p>Improve Mid-block crossings and pedestrian permeability on Arterial roads 3.3.3.4</p>	<p><b>Work with VicRoads to:</b></p> <ul style="list-style-type: none"> <li>• Slow traffic with street narrowing treatments and shorter crossing points</li> <li>• Remove dual carriageway (2 lanes)</li> <li>• Create pedestrian breaks at intervals of no less than 25 meters where parking is concentrated and parking bays marked</li> <li>• Use pedestrian refuges wherever there is dual carriageway and at pedestrian breaks points</li> <li>• Use signalised crossings at locations where all three networks require connection and at other locations with specific crossing needs</li> </ul>	<p>Infrastructure/ (VicRoads where applicable)</p>	<p>High - Ongoing</p>	
<p>Slow traffic along walking and cycling routes 3.4.5 &amp; 4.4.1</p>	<p><b>Continue to work with VicRoads towards lowering the speeds in our Walking Zones, on our Primary Walking Routes, Primary and Secondary Cycling Routes and in our Town Centre Zones.</b></p>	<p>Infrastructure</p>	<p>High - Ongoing</p>	
<p>Improve integration with bus stops 9.2</p>	<p><b>Provide better links with the Bus Stops on Footpath Network, better signage and facilities at stops</b></p>	<p>Infrastructure/ Bus Co.s, DOI</p>	<p>Low</p>	
<p>Police enforcement of footpath laws 11.2</p>	<p><b>Work with local Police towards enforcement focused on the issues that have the greatest impact on walkers and cyclists:</b></p> <ul style="list-style-type: none"> <li>• Speed on major walking or cycling routes</li> <li>• Drivers not giving way to pedestrians when leaving driveways, or turning across footpaths or at intersections.</li> <li>• Cars blocking footpaths</li> </ul>	<p>Infrastructure/ Police</p>	<p>Medium - Ongoing</p>	

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<b>Bike Lane Network</b>				
Build Primary Bike Lane Connections on Arterial Roads 4.1.1 (See Strategy Maps)	<b>Work with VicRoads to construct new or upgrade Primary Bike Lanes on arterial roads:</b>	Infrastructure/ VicRoads		
	• Campbells Creek to Castlemaine – Main Rd/Johnson St. (Midland) - Fryers to Forest, approx. 3700m		H	
	• Castlemaine - Barker St. (Midland) – Forest to Downes, approx. 2280m		H	
	• Castlemaine – Elizabeth St. (Pyrenees) Johnstone to Martin, approx. 1300m			
	• Chewton to Castlemaine – Duke/Forest St. (Pyrenees) – Barkers to Pitman, approx. 5100m		H	
	• Maldon – High St. Grey to Franklin, approx. 2000m		H	
	• Maldon – Main St. High to Boundary, approx. 920m		H	\$50,000
	• Newstead – Lyons St. (Pyrenees) Codrington to Layard (res), approx. 530m	H		
Build Primary Bike Lane Connections on local Roads 4.1.1 (See Strategy Maps)	<b>Construct new or upgrade Primary Bike Lanes on local roads:</b>	Infrastructure		
	• Castlemaine - Wheeler/ Hargraves St. Templeton to Yeats, approx. 1230m			\$65,000
	• Castlemaine – Templeton St. Kennedy to Hargraves, approx. 460m			\$25,000
	• Castlemaine – Lyttleton St. Barker to Hargraves , approx. 230m			\$15,000
	• Castlemaine – Mostyn St. Barker to Hargraves , approx. 230m			\$15,000
Build Secondary Bike Lane Connections 4.1.1 (See Strategy Maps)	• Campbells Creek – Midland Hwy. Campbells Creek to Guildford - approx. 7300m	Infrastructure		
	• Castlemaine – Midland Hwy. Castlemaine to Harcourt - approx. (Note some sections completed with new Calder works) 6600m			
	• Castlemaine – Blakeley/North Sts. Barkers to Damascus - approx. 1040m			\$55,000
	• Castlemaine – Wheeler/Etty Sts. Yeats to Senior High School Campus South West corner – approx. 680m			\$35,000
	• Guildford - Midland Hwy. Fryers to Franklin – approx. 480m			
	• Harcourt – Old Calder Hwy Bridge to Warren/Bagshaw – approx. 830m			\$35,000
	• Maldon – Castlemaine – Maldon Rd. High to 150m S.E of South German Rd.– approx. 830m			\$45,000
	• Newstead – Lyons St. (Pyrenees) Codrington to Peel – approx. 250m			
	• Newstead –Codrington/Canrobert/Panmure Sts. Lyons to Lyons – approx. 800m			
	• Newstead – Creswick-Newstead Rd. Loddon River to Train Track approx. 480m (will connect to proposed bridge/trail)			
• Taradale – High St. Roderick to Henry – approx. 530m			\$30,000	
Known Cycling Routes 4.1.2	<b>Develop Signage that reinforces:</b>	Infrastructure / Communication	High	\$5,000
	<ul style="list-style-type: none"> <li>The fact that cyclists use this route and are legitimate road users</li> <li>The legal right of cyclists to ride two abreast for safety and visibility</li> <li>A recommended passing distance of 1.5 meters (non-enforceable)</li> </ul>			
	<b>Install signage on the following routes:</b> (See 'Shire Walking and Cycling Routes' Map)	Infrastructure		
	Castlemaine to Maldon		H	\$2,500
Castlemaine to Newstead	H		\$2,500	
	Maldon to Newstead	H	\$2,500	



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	Newstead to Guildford		M	\$2,500
	Guildford to Chewton via Vaughan		L	\$2,500
	Walmer to Muckleford South		M	\$2,500
	Castlemaine to Walmer		M	\$2,500
	Chewton to Taradale		H	\$2,500
	South of Taradale to Harcourt North		H	\$2,500
	Elphinstone to North of Sutton Grange		M	\$2,500
	Chewton to East of Sutton Grange via Faraday		M	\$2,500
	Harcourt to Sutton Grange		M	\$2,500
	Over Mt Alexander		L	\$2,500
	<b>Work with local cyclists and/or cycling groups to conduct an audit of the 'Known Cycling Routes' to assess quality</b> (see 4.1.2 for details)	Infrastructure/ Community Partners	Medium /Ongoing	\$5,000
Cycling Permeability 4.1.3	<b>Work with local cyclists and/or cycling groups to conduct an audit of cycling permeability in the Walking and Cycling Zones, to identify and improve:</b> <ul style="list-style-type: none"> <li>Blocked cycling access ways</li> <li>Potential new cycling access ways</li> <li>Signage improvements to increase awareness of cycling permeability</li> </ul>	Infrastructure/ Community Partners	High	
Bike Lane Cleanliness 4.2.2	Develop a regular maintenance program for on-road bicycle lanes to ensure that regular cleaning of bike lanes is undertaken.	Infrastructure	As lanes are created	
	Where the maintenance is a VicRoads responsibility: <ul style="list-style-type: none"> <li>Request they prepare a similar maintenance program</li> </ul> Keep VicRoads informed of local cleaning needs	Infrastructure/ VicRoads	Medium/ Ongoing	
Bike Parking 4.2.2	Work with the Castlemaine State Festival and/or other relevant arts organisations towards achieving township appropriate bike parking and streetscape enhancement through public arts.	Infrastructure/Arts/ Community Partners	Medium - line up with State Fest 2010	



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<b>Trails Network</b>					
Primary Trail Network - through Castlemaine access Feasibility Study 5.1.1 (See Strategy Maps)	<b>Feasibility study to look at providing off road access through Castlemaine connecting Campbells Creek Trail, Forest Creek Trail and Botanical Gardens. Key Locations:</b>	Infrastructure/ Recreation	H		
	• Underpass at Duke St. / Happy Valley Rd. Forest Creek Bridge.			\$75,000	
	• Underpass at Wheeler St. Forest Creek Bridge.			\$75,000	
	• Underpass at Barker/Johnstone St. Forest Creek Bridge.			\$75,000	
	• Trail along Forest Creek connecting existing Forest Creek Trail to existing Campbells Creek Trail			\$100,000	
	• Trail bridge over Barkers Creek at Forest Creek junction			\$300,000	
	• Connections through Camp Reserve			\$100,000	
	• Connection across Walker into Gardens/Pool/Hospital			\$50,000	
Primary Trail Network - through Castlemaine 5.1.1	<b>Build Primary Trail connections through Castlemaine</b> (see above)	Infrastructure/ Recreation			
Primary Trail Routes 5.1.2 (See Strategy Maps)	<b>Build the following Primary Trails:</b>	Infrastructure/ Recreation	H		
	• Campbells Creek - Complete the Campbells Creek Trail				
	• Castlemaine - Complete Extension of Gingell St. Shared Footway to Walker St along Barkers Creek (connects to gardens via proposed crossing – see above)			M \$45,000	
Increase Inter-town Trail Access 5.1.3	• Castlemaine – Shared Footway along North St. (connecting Junior High campus to Gardens trail via proposed crossing – see footpath crossings)	Infrastructure/ Recreation	M	\$65,000	
	<b>Work with VicTrack, Coliban Water, Parks Victoria, Victorian Goldfields Railway and other relevant authorities towards securing the following trails for the community's use:</b>				
	• Trail alongside the Castlemaine to Maldon rail line			H	
	• Trail alongside the Castlemaine to Newstead rail line			M	
	• Trail along the Coliban water race, Taradale to Great Dividing Trail, North- East of Harcourt		M		
	<b>Explore the opportunities for State and Federal funding for these trail developments.</b>		High		
Secondary Trail Routes 5.1.2 (See Strategy Maps)	<b>Build the following Secondary Trails:</b>	Infrastructure/ Recreation	M	\$16,000	
	• Campbells Creek - Shared footway along Stephen, Wilkie, ETTY Sts. Connecting township to Senior High Campus.				
	• Castlemaine to Steiner School. Shared footway along Elizabeth St, Johnstone to Maldon Rd. Intersection, roadside trail along Pyrenees, Maldon Rd to Steiner School.			M \$500,000	
	• Maldon – Shared footway along Morris St. Connecting Township to existing Trail.			M \$60,000	
	• Maldon - Shared footway along Phoenix St. Connecting Township to proposed Rail Trail.			L	
	• Newstead – Connect both sides of town (two options being explored)			H	
	• Newstead – Connect South West side of town to Rec Reserve along Church St.			M \$60,000	
Trail Planting/Amenity 5.4	<b>Work with local groups to improve the planting and amenity of the Trail Network.</b>	Infrastructure/ Community Partners	High		



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Task / Strategy Ref	Details	Dept. / Partners
Protect pedestrian and cycling access ways 3.1.1	Develop appropriate local planning policies to protect important pedestrian (and cycling) access ways	Strategic Planning
Maintain Unimpeded Footpaths 3.2.5	Develop clear footpath trading guidelines	Strategic Planning
	Ensure building works have a minimal impact on footpath access by requiring stronger conditions and better enforcement for building permits that block or create impediments on the footpath	Statutory/Strategic Planning
Protect pedestrian access at driveway and road related area cross-overs and related gravel issues 3.2.6, 3.2.7 & 3.2.8	Strengthen existing controls and develop appropriate new local planning policies to ensure: <ul style="list-style-type: none"> <li>• better sight lines for vehicles crossing the footpath</li> <li>• Pedestrian right of way is better communicated to vehicles entering and exiting road related areas in terms of signage, road/footpath treatments and the reduction of visual impediments for clear site-lines</li> <li>• Vehicles entering and exiting a road related area are slowed by appropriate traffic calming measures (e.g. speed humps), narrower turning circles, and shorter footpath crossing widths</li> </ul>	Strategic Planning
	Develop appropriate local planning policies requiring businesses along Primary Walking Routes and Primary Cycling Routes to reduce gravel from road related areas being pulled across footpaths, road shoulders, bike-lanes and roads by one of the following: <ul style="list-style-type: none"> <li>• Paving their road related areas</li> <li>• Taking responsibility for cleaning debris</li> <li>• Contributing to the financial costs associated with cleaning</li> </ul>	Strategic Planning/ Infrastructure
	Develop process for paying particular consideration when granting planning and building permits on Primary Walking Routes	Statutory Planning
Improve shading on pedestrian routes 3.4.1	Ensure that shading and seasonal comfort issues for pedestrian spaces are a core consideration when developing streetscape/landscape policies and undertaking landscaping works.	Statutory/Strategic Planning
	Encourage effective verandas over the footpath in the design and construction of new retail and commercial development within the Town Centre Zones and along Primary and Secondary Walking Routes, both in areas where heritage concerns apply and where more modern styles are developed. The redevelopment of verandas on older buildings, whether C19 or C20 will also be encouraged	Statutory/Strategic Planning
Protect Trail Access and amenity 5.4	Work towards planning guidelines that will protect Primary Trail Routes against development that impinges on the access, views and visual amenity of these trails	Strategic Planning



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Integrate WACS policies into MSS 10	Integration of the Walking and Cycling Strategy policies and guidelines into the MSS	Strategic Planning
Improve new developments for walking and cycling 10	A clearer articulation of what all major new developments need to do to design for walking and cycling from the ground up (Active by Design approach)	Strategic Planning
Integrate walking and cycling Town Planning processes 10	All town planning processes prioritising 'vibrant and attractive walking and cycling environments'	Strategic Planning
Maintain Unimpeded Footpaths 3.2.5	Promote proper placement of bins out for collection so that they don't block the footpath	Enforcement
	Enforce parking controls so that cars and delivery vehicles parked across the footpath are fined appropriately.	Enforcement
	Ensure overhanging branches from Council plantings or private gardens are kept from obstructing the footpath	Parks and Gardens/Enforcement
Enforcement of Planning regulations 3.1.1, 3.2.5, 3.2.6, 3.2.7, 3.2.8, 3.4.1, 5.4, & 10	Ensure compliance with walking and cycling planning regulations	Enforcement/ Statutory Planning
Maintain Unimpeded Footpaths 3.2.5	Develop media campaigns to promote the importance of the road rules in relation to pedestrian access	Communication
Safety at Driveways 3.2.6	Develop media campaigns to promote safe driving behaviour around driveways and footpath crossings.	Communication
Driver Behaviour/Culture Change 3.4.7	Work with partners to deliver media campaigns and programs to raise public awareness in the area of road safety.	Communication/ Police/ Other Partners
Known Cycling Routes 4.1.2	Develop a media campaign to promote the new 'Known Cycling Routes' signage and the concepts it covers.	Communication/ Infrastructure



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Improve Driver Behaviour 11.2	Promote improved driver behaviours through Shire News, other news outlets	Communication/ Infrastructure
	Develop a Local 'Safe Driving Award' with road safety partners	Communication/ Police/ Other Partners
Cycling for work 4.4.3, 11.3 & 11.1.4	Work with staff and local employers to encourage cycling to and from as well as for work purposes.	
	Build on the work that has been done with our Pool Bikes to ensure their expanded use for work purposes, and to encourage walking and cycling to and from work as a healthy lifestyle choice.	
	Encourage other employers in the Shire to follow our lead and develop 'Green Travel Plans' for their staff and workplace.	
Develop a Wayfinding system 7, 7.3 & 9.2	Work towards developing a <b>clear, consistent, connected and complete</b> Wayfinding system across the Shire that assists walkers and cyclists to comfortably navigate their way around.	Infrastructure/ Communication/ Strategic Planning/ Tourism
	Continue to work with relevant local businesses and community groups towards the development a consistent approach to maps and brochures that integrates stylistically with other Wayfinding infrastructure and publications	
	Integration of bus and coach information with other Council maps and publications.	
Lighting Audit 8.2	Assess lighting levels along the Primary Walking, Cycling and Trail Routes and to respond to identified problems of lighting safety on these routes.	Infrastructure
Lighting options 8.3	Explore low energy – low maintenance options for footpaths, bike paths and trails.	Infrastructure
Integration with Steam Rail 9.1.1	Continue to work with Victorian Goldfields Railway to expand tourist and transport options in the Shire, particularly those that promote and integrate with walking and cycling	Infrastructure/ Communication/ Tourism



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Improve Bike Access on Buses/coaches 9.2	Work with bus and coach service providers and Department of Transport to advocate for quality bicycle access on their services.	Infrastructure / DOT/Bus-Coach Providers
Community Engagement 11	Work with community groups towards increasing walking and cycling at a grass-roots level in the Shire	
Walking Cycling Tourism Information 11.1.5	Work with local interest groups to provide the best quality and most up-to date information about walking and cycling options in the Shire. This will also need to be combined with food and accommodation options that are available close to the three networks.	Communication/ Tourism
Walking and Cycling Advisory Committee 11.1.6	Establish a Walking and Cycling Advisory Committee	
Staff Training 11.3.1.2	Provide specific training and professional development to relevant staff in the area of walking and cycling infrastructure and awareness.	Infrastructure
Business Opportunities 11.4	Explore opportunities to encourage and expand walking and cycling business in the Shire through our business development area - See initiatives under 11.4	Business Development
Healthy Transport Officer 11.5	Explore funding opportunities for the creation of a 'Healthy Transport Officer' (or other title) to oversee the initiatives detailed in section 11 of this Strategy.	
Indicators, Measures and Targets 12	Develop a set of indicators and measures in consultation with the Walking and Cycling Advisory Committee to assess whether walking and cycling are increasing and improving in the Shire. To do this quality baseline data will need to be established within the next year and then conducted annually or at regular intervals.	Infrastructure / Walking and Cycling Advisory Committee
	Develop a set of targets in consultation with the Walking and Cycling Advisory Committee after quality baseline data is established.	Infrastructure/ Walking and Cycling Advisory Committee

