

# environmental sustainability

## active by design planning principles

### 9.1 Statutory Planning Guidelines for Active Design

Active by Design<sup>14</sup> is a recent development promoted through the Australian Heart Foundation and supported by Government. Active Design principles support the development of environments that invite people to participate in activity and provide elements that encourage and provide bias toward walking and cycling as modes of travel between destinations.

Active design both enables people to *want* to choose an active option for participating in community life as well as reducing barriers that may *exclude* or *limit* that participation.

These principles should be proactively applied and considered in the local government planning context. In the first instance, these principles can be applied at the statutory level through the planning permit and development process. This is often Council's first (and sometimes only) opportunity to influence both residential and commercial development. The following section provides a framework for policy development in this area.

### 9.2 Active By Design Policy Statement

In principle, consideration of access for walkers and cyclists should be a first priority in any subdivision or commercial development. Provision of the direct routes that provides safety and convenience and excludes as few people as possible should always be the aim.

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<sup>14</sup> Active By Design is a registered trademark used with permission of the Australian Heart Foundation



Provision of connection paths between streets that provide shortcuts for walkers should be encouraged as should the inclusion of bike storage space or bike racks and shower in any commercial development.

Including community in decision making is important in ensuring that momentum for development of active design is built not just with developers but with those who will use the assets and provide local knowledge that can lead to outcomes that are more relevant and genuine for local residents.

One of the key issues in developing principles or guidelines for active design is that prescriptive measures often required by the planning scheme are counterproductive to the aim of producing a locally relevant and flexible solution in any specific situation. Therefore, the guidelines developed here reflect a simple and clear checklist that can provide a negative or positive response to active design. Over time these may be further developed and detailed by Council's statutory planning unit.

The development of land for residential or commercial use should be considered from the perspective of connectivity and quality.

In cases where subdivision are small, there is still relevance in assessing the context of the subdivision and highlighting issues that may exist in either connectivity or quality of active design in the surrounding area. This is an important exercise in consistently assessing developing areas against best practice in active design.

The points provided in the highlighted boxes over the following pages provide an initial framework for developing a check list of for and against points regarding active design principles. These assessments may highlight gaps in Council's delivery of infrastructure however the exercise will ensure that active design principles are considered.

## Planning Policy Guidelines

### Connectivity Assessment:

*Does the subdivision provide active transport opportunities such as footpaths or cycling lanes to connect to:*

1. Shops
2. Schools
3. Recreation Reserves
4. Public Transport

*Subdivision applicants or developer should be required to provide plans that illustrate the context of connectivity to nearby key destinations as noted above.*

### 9.3 Active By Design Planning Assessment

In assessing any application for residential or commercial development, Council should consider the context of factors that both contribute towards active design and detract from it.

This consideration of both contributing and detracting factors can then be used to more clearly define whether an application meets the active by design principles. It will also provide a framework in which planners can further effect positive change toward active design features in proposed developments.

#### Contributing to an Active Design Proposal

Factors contributing to an active design include the following;

- Footpaths 1.5 metres in width or 2.5 metres in width in commercial zones with wider footpaths encouraged where footpath dining, footpath trading (display of goods/signage) &/or parallel parking are common.
- Connection to identifiable landmarks and local parks
- Provision of trees and green space adjacent to footpaths
- Provision of identified, shelter or seating along footpaths
- Connection between streets with walkways, providing a path network
- Introduction of shortcut routes for cyclist and walkers
- Footpaths that align directly across roads
- Provision of or connection to recreation trails or shared pathways
- Navigation aids such as clear views, signage, wayfinding treatments<sup>15</sup>

These should be considered and checked off by planning officers or referred and jointly considered by recreation officers within Council as part of the planning permit approval process.

<sup>15</sup> Referenced from Active By Design Guidelines Checklist for Residential Development – Baw Baw Shire Council

#### Active by Design Assessment:

##### Factors *contributing* to an active design:

*The application provides:*

*Connection to paths that provide direct and easy access to destinations in a pleasant environment.*

*Comfortable environment including shelter and rest points as required*

*Connection to a path network providing choices to destinations*

*Prioritisation of walkers and cyclists above other modes of transport*

*Simple navigation in a visually safe environment for walkers and cyclists*

*A solution that is sustainable if or when handed over to Council*

### Detracting from an Active Design Proposal

Factors detracting from an active design include the following:

- Road and intersection widths wider than minimum standards
- Lack of shelter points or seating along designated walking and cycling routes
- Paths or bike lanes that run alongside or have no buffer to arterial roads
- No practical connection to shopping, schools, hospital, recreation reserves
- Provision of paths creates longer circuitous routes and eliminates potential shortcuts
- Elimination of bike lanes or foot paths at crucial intersections or roundabouts.
- Car parking in designated bike lanes
- Obstructions (trees, signage, street furniture) along footpaths that create detour
- Narrow footpaths or gravel footpaths in commercial or residential zones
- Use of outdoor dining areas that restrict footpath widths to less than 1.5 metres

These criteria provide a general framework on which Council should base discussion for a more detailed assessment. The framework provided may be considered as a basis for inclusion as part of the Municipal Strategic Statement.

### Active By Design Assessment

Factors *detracting* from an active design:

*The application results in:*

*A development that does not connect with key community destinations in a reasonably short distance.*

*Priority being provided to motorised vehicular traffic in an area where pedestrians and cyclists should have priority.*

*Lack of shelter or rest points along pathways that reduces propensity for use.*

*Lack of visual passive surveillance or lighting that leaves users with a heightened perception of risk.*

*Intrusions which impede easy progress such as steep gradient, tree branches etc.*

*An approach that cannot be practically sustained by Council.*

# environmental sustainability

## sustainable development

Key recommendations in this report focus on the development and maintenance of infrastructure for the provision of a walking and cycling network. The aim is to develop, maintain and promote a walking and cycling network that ultimately provides a number of community and environmental benefits including a positive net effect on the environment through a decrease in motorised vehicle use.

Importantly, the products used to deliver this infrastructure should also be considered an opportunity for further environmental benefit through the use of recycled materials and material with low embodied energy.

Opportunities for this type of sustainable development are summarised below and should be considered as part of any future Sustainability Strategy undertaken by Council.

### **Trail development**

Sustainable trail development can involve appropriate construction techniques in the natural setting to reduce erosion and the use of natural, low embodied or recycled material such as local rock, timber, crushed brick or crushed glass.<sup>16</sup>

### **Path Development**

The use of recycled materials or local materials should be considered in the construction of local paths where a surface treatment is applicable.<sup>17</sup>

<sup>16</sup> [www.southernaustraliantrails.com/pdf/trailmanual/chapter7sml1.pdf](http://www.southernaustraliantrails.com/pdf/trailmanual/chapter7sml1.pdf)

<sup>17</sup> [www.sustainabletraildesign.org](http://www.sustainabletraildesign.org)

# 10



**Signage and Mapping Development**

Signage and mapping should, where possible be made from recycled or sustainable materials.

**Online materials**

Where possible and practical, information and promotional material should be available for download or as applications which can be used with portable media players. This reduces the need for consumption of consumable materials and allow for easier updating and replacement without wasting materials.

# priority work details

Given the extensive list of works and actions provided in this report, it is important to provide a more detailed listing of high priority actions with the aim of completing the works over the next 2-3 years.

This section provides detailed listing of works recommended as high priorities based on the following criteria;

Risk mitigation/increased safety or access

Completing the existing network

Identified economic benefit

Identified community benefit

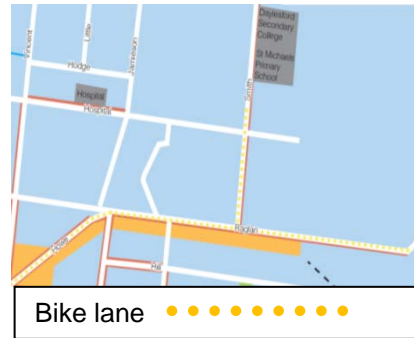


**FOCUS AREA: COMMUNITY HEALTH AND SAFETY PROJECTS**

**Project 1**

Develop bike lanes on Midland Hwy between Vincent St and East St, and up Smith St to Daylesford Secondary College

- Details: Provides cycling lane that services two schools and all cyclists coming into or out of Daylesford along a major arterial route. (Midland Highway)
- Distance: 700m
- Treatment: Preferred coloured and signed bicycle lane
- Funding: **VicRoads**
- Estimated Cost: \$70,000



Raglan Street, looking toward Daylesford Town Centre. Bike lanes should be signed and coloured.

**Project 2**

Improve cycling walking trail and lane between Daylesford and Hepburn

- Details: Provide coloured sections of bike lane across road entries or intersections. Respray bike logos. Provide coloured lane along service roads. Improve gradients at kerb drop of points.
- Distance: 2000m
- Treatment: Coloured lanes across intersections/service roads, minor works to kerbs.
- Funding: **VicRoads**
- Estimated Cost: \$70,000



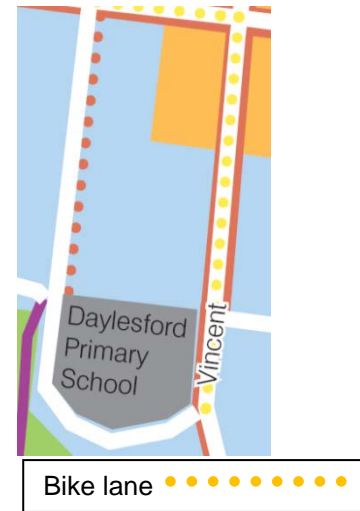
Bike lane looking toward Daylesford. Bike lane ends.



**Project 3**

Respray cycle lane in front of Daylesford Primary School back to Central Springs Road.

- Details: Remarking of the bike lane from Central Springs Road provides increased safety for children riding to school and other cyclists moving through a busy section of Vincent Street in Daylesford.
- Distance: 200m
- Treatment: Coloured bike lane marking
- Funding: **VicRoads**
- Estimated Cost: \$20,000

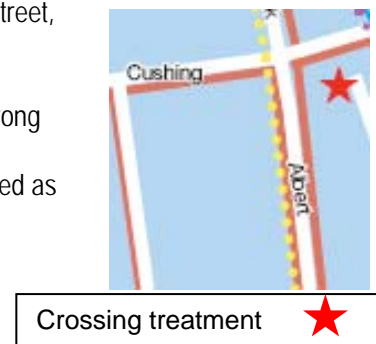


Vincent Street looking back to Daylesford. Daylesford Primary School on left and line marking shown partially removed.

**Project 4**

Provide pedestrian crossing treatment (raised or coloured crossing) at Albert Street, near Cushing Avenue as part of roundabout works

- Details: Dangerous intersection and wide street crossing requires strong intersection treatment to slow motorist entering off highways. Roundabout is being developed and work should be conducted as part of this undertaking.
- Distance: 40m
- Treatment: Coloured crossing with tactile markers
- Funding: **VicRoads**
- Estimated Cost: \$10,000



Wide Street crossing at northern aspect of Albert Street, Creswick.

**Project 5**

Provide designated cycling path along Albert Street, through Creswick township, from Midland Highway through to Bungaree Creswick Road

- Details: Provides dedicated bike lane through the main street of Creswick, providing safety for riders.
- Distance: 1000m
- Treatment: Coloured bike lane both sides of Albert Street, may involve more works on parking configuration etc.
- Funding: **VicRoads**
- Estimated Cost: \$100,000



Albert Street, looking across at Civic Offices and Town Hall.

**Project 6**

Advocate to VicRoads for sealing of shoulders on major roads in priority order;

1. Daylesford-Glenlyon
2. Clunes – Creswick
3. Daylesford – Trentham
4. Daylesford - Ballan

- Details: Provision of bike lanes to edge of urban area and then sealing of shoulders between towns as noted.
- Distance: 100 km
- Treatment: Bike lane and shoulder sealing
- Funding: **VicRoads**
- Estimated Cost: Costs at approximately \$1,000,000 but spread over several financial years.

**Project 7**

Reduce speed limits in main roads of Hepburn Village and Daylesford to 50 km/hr

Details: Reduce speed limits through town centre and on to the car park entrance of the HMSR.  
Distance: 1500m  
Responsibility: **VicRoads**, Council to advocate  
Treatment: Signage and application to VicRoads

**Project 8**

Initiate discussions and advocate for the trial installation of bike carrying racks on inter-town commuter buses.

Details: Advocate to authorities for the installation of bike carrying racks on commuter buses and monitor use over an evaluation period of 6 months.  
Funding: **VicRoads**, Council to advocate  
Estimated Cost: \$8,000

**Project 9**

Complete accessible trail around Lake Daylesford

- Details: Provide protected pedestrian bridge across lake at Bleakley Street, removing pedestrians from entering on to the road unnecessarily.
- Distance: 50m
- Treatment: Construction of protected pedestrian bridge, attached to the existing bridge at Bleakely Street
- Funding: **Council**
- Estimated Cost: \$100,000



Bleakley Street-current access for pedestrians over bridge at Lake Daylesford.

**Project 10**

Provide crossing at Lake Daylesford along Bleakely Street

- Details: Provide raised and coloured (paved) pedestrian crossing to enable pedestrians to easily cross between upper and lower lake areas.
- Distance: 15m
- Treatment: Coloured or raised pedestrian crossing
- Funding: **Council**
- Estimated Cost: \$5,000

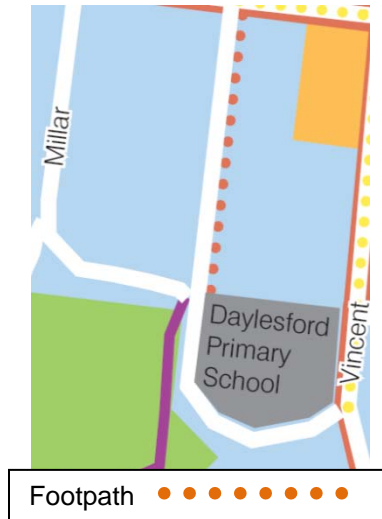


Crossover at Bleakely Street, raised pedestrian crossing may be most appropriate to reinforce priority.

**Project 11**

Develop footpath and signage from Lake Daylesford to central Daylesford.

- Details: Provides stronger and safer connection between Lake Daylesford and Peace Mile Trail and the town centre.
- Distance: 200m
- Treatment: Footpath construction
- Funding: **Council**
- Estimated Cost: \$40,000

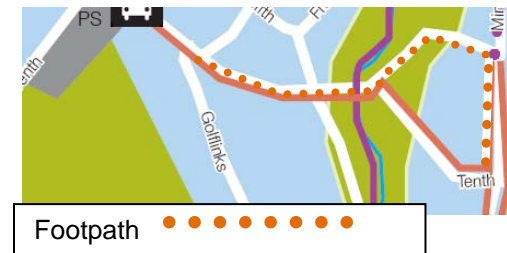


Current end of footpath coming out from Bridport Street looking back toward Daylesford.

**Project 12**

Improve pedestrian path along Hepburn – Newstead Road cutting from Tenth Street to Hepburn Primary School.

- Details: Develop footpath from corner of Hepburn Newstead Road and Mooltan House in Hepburn, provide railing up steep section of cutting to Golf Links Road.
- Distance: 400m
- Treatment: Footpath construction and railing installation
- Funding: **Council**
- Estimated Cost: \$35,000



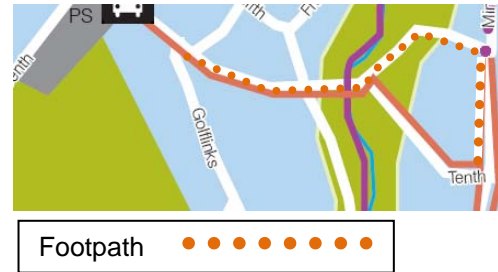
Area at Hepburn-Newstead Road where new footpath is required looking up toward Primary School.



**Project 13**

Complete footpath along Hepburn – Daylesford Road to corner of Hepburn Newstead Road.

- Details: Small section of footpath (past Parma House and Peppers) is missing and needs to be constructed.
- Distance: 50m
- Treatment: Footpath construction
- Funding: **Council**
- Estimated Cost: \$5,000

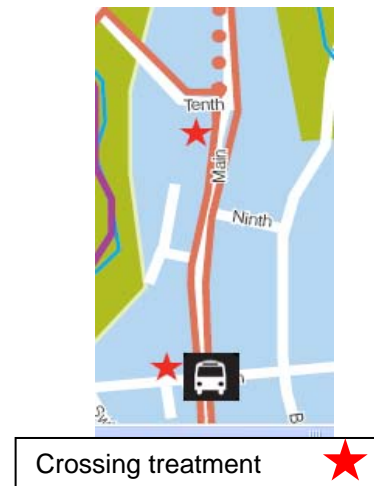


Looking back toward Hepburn along Hepburn Daylesford Road – footpath section missing.

**Project 14**

Provide two coloured and raised pedestrian crossings along Main Street to connect with preferred routes between town and HMSR.

- Details: Provide crossings near Tenth Street and Hepburn General Store, as priorities. The aim is to improve pedestrian safety in the town centre and permeability into and from HMSR.
- Distance: 20m
- Treatment: Coloured (paved) and raised pedestrian crossings
- Funding: **Council**
- Estimated Cost: \$20,000

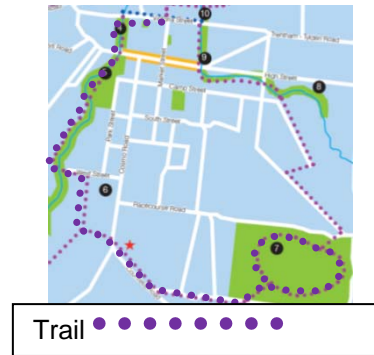


Tenth Street looking back toward Hepburn and main road at Hepburn General Store.

**Project 15**

Develop Stage 1 of proposed Wombat Trail at Trentham (DSE approval reqd)

- Details: Provide first 'half' of loop trail from Victoria Street VIC to racecourse reserve. This takes in Domino Trail, Quarry Street Reserve, Stony Creek Reserve and Racecourse Reserve.
- Distance: 4000m
- Treatment: Graveling of trail in places, signage and mapping
- Funding: **Council, RDV, DPCD**
- Estimated Cost: \$45,000

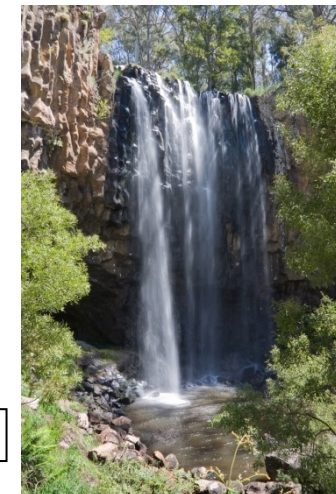
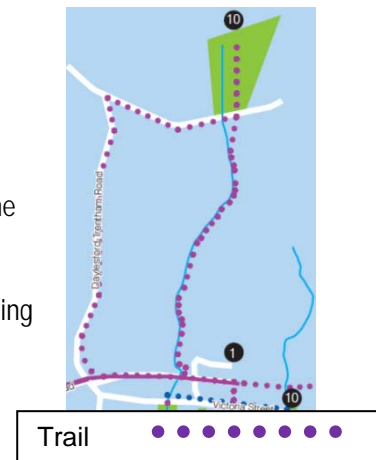


Intersection of Trentham Greendale Road with proposed trail (noted with red star on plan)

**Project 16**

Support development of Trentham Falls Walk (PV approval required)

- Details: Provides loop trail to Trentham Falls and back to VIC - creek line has access issues so looping will be a longer term project.
- Distance: 2000m
- Treatment: Earthworks and gravel trail in some sections, signage and mapping
- Funding: **Council, Tourism Victoria**
- Estimated Cost: \$50,000



Trentham Falls, north of Trentham township represents an important destination point for tourists and residents.

**Project 17**

Develop walking track around Calembeen Park in line with Management Plan

Details: Provide local loop trail at Calembeen Park in Creswick  
 Distance: 1200m  
 Treatment: Gravel trail, signage  
 Funding: **Secured**  
 Estimated Cost: \$100,000



Trail

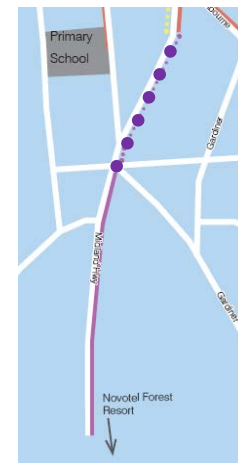


Walking track at Calembeen Park- damage has been sustained from floods in some places

**Project 18**

Improve and complete track between Novotel Resort and Creswick township.

Details: Complete track from Tait Drive to footpath in Albert Street.  
 Distance: 300m  
 Treatment: Bitumen or coloured bike lane and signage  
 Funding: **Novotel, Council to advocate**  
 Estimated Cost: \$20,000



Trail



End of Trail at Tait Drive intersection



**Project 19**

Develop connection between Calembreen Park and King Street, Creswick North.

- Details: Develop connection between Calembreen Park walking trails and King Street in order to provide access for residents in Creswick North. Trail is on DSE managed crown land
- Distance: 150m
- Treatment: Installation of gravel walking path and signage
- Funding: **DSE, Council, DPCD**
- Estimated Cost: \$10,000



Trail ●●●●●●●●

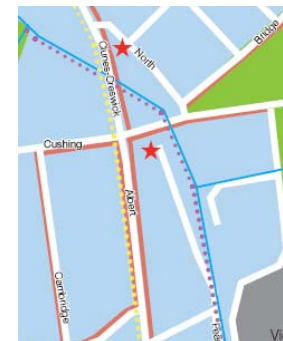


Current track off King Street going into Calembreen Park.

**Project 20**

Develop path along Creswick Creek from Calembreen Park through to St. Georges Lake Trail.

- Details: Work is currently being undertaken to develop and re-sheet creek banks to mitigate flood risk. Opportunity exists to formalise and sign trail that runs along Creswick Creek and provide intersection treatment at Water Street intersection. Continue into St Georges Lake trail.
- Distance: 2000m
- Treatment: Gravel trail, earthworks and signage
- Funding: **Council, DPCD**
- Estimated Cost: \$150,000



Trail ●●●●●●●●

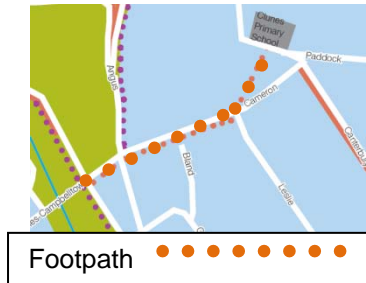


Creswick Creek from Cushing Avenue looking back to Creswick town centre.

**Project 21**

Provide footpath directly from Clunes Primary School down Cameron Street to Fraser Street.

- Details: Provision of a footpath directly into town from the local primary school along Cameron Street, which is partially closed.
- Distance: 150m
- Treatment: Bitumen footpath construction
- Funding: Council
- Estimated Cost: \$15,000



Looking across at Cameron Street from Clunes Primary School

**Project 22**

Extend footpath along Fraser Street to new Ford at Scenic Drive/Creswick Creek.

- Details: Provide connection along main historic road of Clunes to the Ford crossing of Creswick Creek to link footpath with Creswick Creek walk and loop trail.
- Distance: 150m
- Treatment: Bitumen footpath construction
- Funding: Council
- Estimated Cost: \$15,000

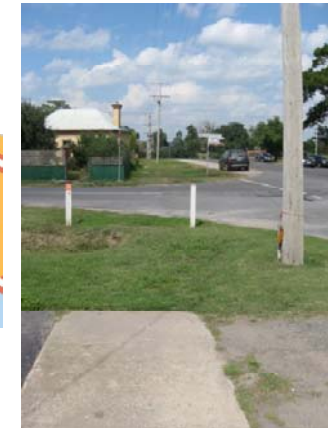


Footpath required in Fraser Street to Ford at Creswick Creek (above).

**Project 23**

Complete missing section of footpath along Bailey Street between Pioneers Park Reserve and Visitor Information Centre

- Details: There is a break in the current footpath along Bailey Street which presents an issue for residents with mobility issues who use this footpath.
- Distance: 100m
- Treatment: Concrete footpath
- Funding: Council
- Estimated Cost: \$15,000



Footpath 'gap' looking back toward town centre (VIC on right)

**Project 24**

Complete footpath connection along Midland Highway at Newlyn and advocate for speed reduction through township to 60km/hr.

- Details: Complete footpath to Bells Road, provide crossing treatment
- Distance: 150m
- Treatment: Earthworks and bitumen footpath
- Funding: Council
- Estimated Cost: \$15,000

**Project 25**

Provide signage and trail development for Loddon River Walk at Glenlyon

Details: Develop Loddon River Walk as per the plan provided, working with the Glenlyon Landcare group and local community planning committee.  
Distance: 300m  
Treatment: Gravel path and signage  
Funding: Council, DPCD  
Estimated Cost: \$6,000

**Project 26**

Provide funding for signage and mapping for Yandoit, Franklinford and Clydesdale trails as noted in the report. (PV approval required for specific sections)

Details: Provide and look to gain funding from other sources to develop local walking trails with mapping and signage  
Distance: Several kilometres of established tracks and country roads.  
Treatment: Signage and associated mapping  
Funding: Council, DPCD  
Estimated Cost: \$15,000

**Project 27**

Develop and install signage for established cycling routes between townships to raise awareness of motorists regarding cyclists.

Details: Installation of signage along designated road routes between key townships to ensure that awareness of motorists is raised with regard to sharing the road with cyclists.

Key loops include;

Daylesford – Glenlyon

Daylesford- Mt Franklin – Shepherds Flat – Hepburn Springs

Daylesford-Smeaton

Daylesford – Musk –Letches Creek

Daylesford- Trentham

Daylesford – Creswick

Creswick- Clunes

Distance: Not applicable

Treatment: Signage development and installation

Funding: Council

Estimated Cost: \$15,000

**FOCUS AREA: ECONOMIC PROSPERITY**

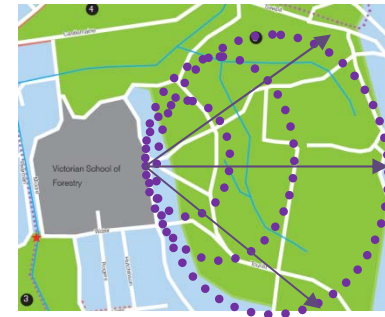
**Project 1**

Develop feasibility study and business plan for the Mountain Bike Trails concept for Creswick (and Daylesford, linking into Goldfields Track)

Details: Work with Victorian School of Forestry, Parks Victoria, Tourism Victoria and other stakeholders to explore feasibility and develop business plan supporting a Mountain Bike Trails package.

Funding: **RDV, Tourism Victoria, Council to advocate**

Estimated Cost: \$30,000



Conceptual location of trails that could be used for a variety of small and large loop tracks for mountain bikes and hiking.

**Project 2**

Work with Macedon Ranges Shire Council to undertake a comprehensive feasibility study for the development of a Rail Trail between Daylesford and Woodend.

Details: Potential to develop Rail Trail from Daylesford to Woodend however land lease arrangements, risk mitigation, ongoing management and capital work requirements need quantification.

Distance: 44000m

Treatment: Gravel trail with bridges etc. as needed

Funding: **RDV, DPCD, Macedon Ranges Shire, Hepburn Shire Council**

Estimated Cost: \$40000 for Feasibility Study



Coliban Bridge near Lyonville on the old Daylesford-Carlsruhe railway line.

**Project 3**

Develop regional partnerships to pursue regional trail asset development and promotion.

Details: Develop partnerships with a range of local governments in the areas of tourism and recreation in order to plan, develop and manage further regionally linked trails.  
Key Councils include;

Macedon Ranges Shire (Daylesford-Woodend Rail Trail)  
Mount Alexander Shire (Goldfields Track)  
City of Ballarat (Goldfields Track, Events, Cobb and Co Trail)  
Central Goldfields Shire (Cobb and Co Trail)

Estimated Cost: Staff resources

**Project 4**

Further develop links to the Goldfield Track

Details: Key actions include the following;

- Cross promotion of other trails in and around the area as developed (e.g. Daylesford and Creswick mountain biking trail loops)
- Links to retail and local goods and services (e.g. Hepburn Spa, local traders, Lavandula etc.)
- Link with any local events (both cycling and other interests)
- Link other sites to the Goldfields Track site.
- Provide links to other organisations such as MTB Australia etc.

**FOCUS AREA: ENVIRONMENTAL SUSTAINABILITY****Project 1**

The introduction of suitable active design principles into MSS for the benefit of planning officers considering new developments in Hepburn Shire.

Details: Work with Hepburn Shire Planning Department on ensuring that appropriate active design principles (as noted in this report) are included in the Municipal Strategic Statement and developed as a potential checklist or tool for planners.

Funding: **Staff resources through Council**

Estimated Cost: Staff time

**Project 2**

Consideration of sustainable materials as part of development

Details: Much of this project focuses on infrastructure development and this highlights a need to give due consideration to materials used as part of construction such as recycled plastics and metal for signage, timber, local materials, recycled rock etc. Consideration to amore detailed policy could be undertaken as part of any future sustainability strategy.

Funding: **Staff resources through Council**

Estimated Cost: Staff time



# attachments

1. Walking and Cycling Network Maps
  - a. Daylesford
  - b. Creswick
  - c. Trentham
  - d. Hepburn
  - e. Clunes
  - f. Municipal
  
2. Implementation Tables
  - a. Daylesford
  - b. Creswick
  - c. Trentham
  - d. Hepburn
  - e. Clunes
  - f. Other towns
  - g. Other Tasks
  
3. Consultation Report
  
4. Background Paper





# Daylesford



### Legend

- Roads Network
- Creek
- Central Business District
- Reserves
- Intersection Improvement
- Bus Stop
- Trail Network – proposed
- Footpath Network – proposed
- Bike Lane Network – proposed
- Trail Network

### Places of Interest

- Footpath Network
- Bike Lane Network
- Railway Line
- 1 Wombat Hill
- 2 Lake Daylesford Reserve
- 3 The Basin Recreation Reserve
- 4 Jubille Lake Reserve
- 5 Lost Children Memorial Reserve
- 6 Daylesford Swimming Pool
- 7 Daylesford Library
- 8 Victoria Park Caravan Park
- 9 Mineral Spring Walk
- 10 Goldfields Track
- 11 Lerderberg Track
- 12 Cornish Hill



# Creswick



### Legend

- Roads Network
- Creek
- Central Business District
- Reserves
- Intersection Improvement
- Bus Stop
- Train Station
- Trail Network – proposed
- Footpath Network – proposed
- Bike Lane Network – proposed

### Places of Interest

- 1 Doug Lindsay Recreation Reserve
- 2 Calembreen Park
- 3 Hammon Park Reserve
- 4 Park Lake Reserve
- 5 Botanical Gardens
- 6 Gravel Reserve
- 7 Post Office
- 8 Creswick Regional Park
- 9 Creswick Creek
- 10 St Georges Lake
- 11 La Gerche Track



DAYLESFORD

BUNGAREE

CLUNES

BALLARAT



# Trentham

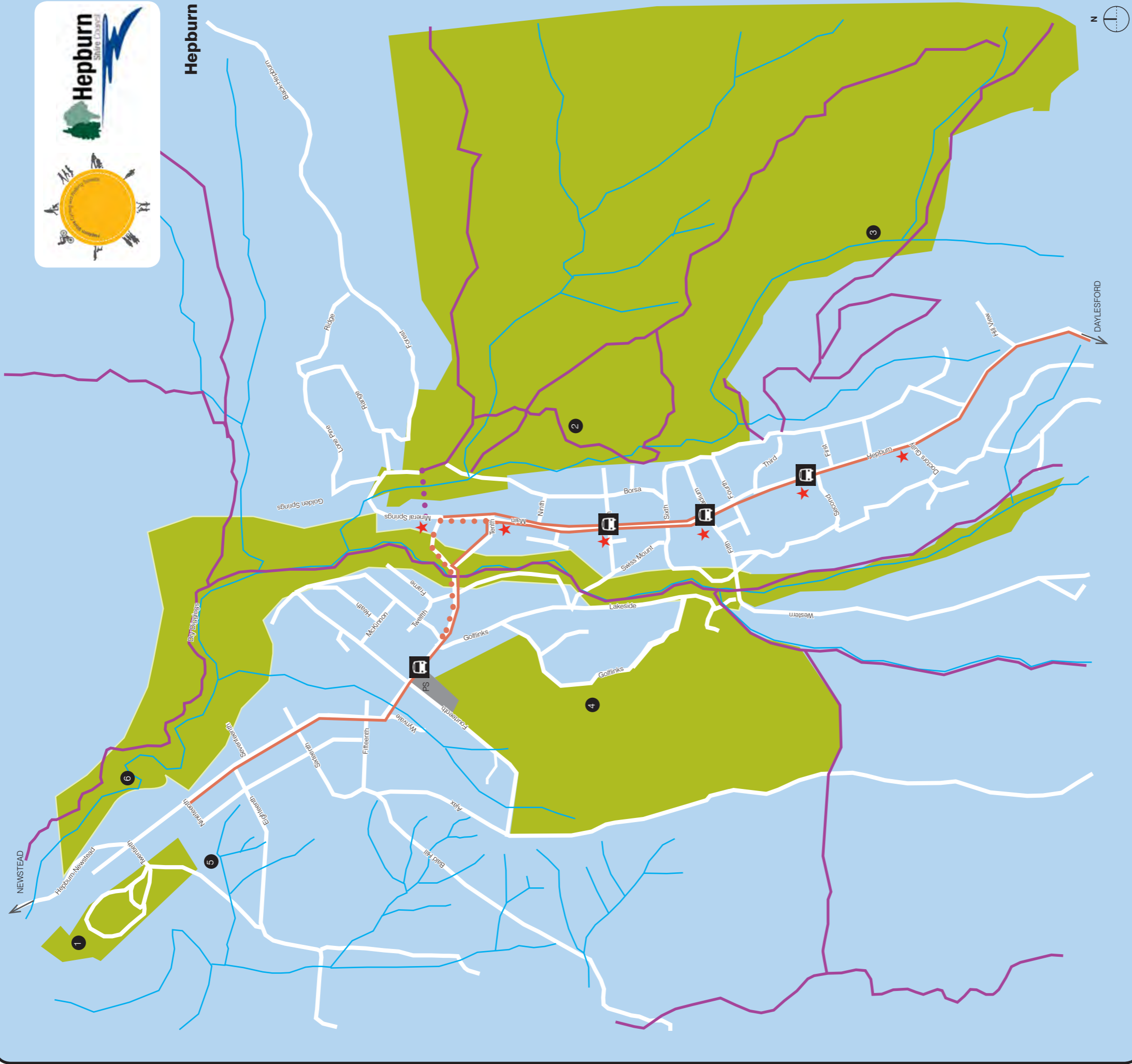


## Legend

- |                           |                              |                         |
|---------------------------|------------------------------|-------------------------|
| Roads Network             | Trail Network – proposed     | Places of Interest      |
| Creek                     | Footpath Network – proposed  | 1 Information Centre    |
| Central Business District | Bike Lane Network – proposed | 2 Sporting Reserve      |
| Reserves                  | Trail Network                | 3 Domino Trail          |
| Intersection Improvement  | Footpath Network             | 4 Quarry Street Reserve |
|                           | Bike Lane Network            | 5 Story Creek Reserve   |
|                           |                              | 6 Trentham Cemetery     |
|                           |                              | 7 Racecourse Reserve    |
|                           |                              | 8 Trent Creek Reserve   |
|                           |                              | 9 Chinese Market Garden |
|                           |                              | 10 Bath Street Reserve  |
|                           |                              | 11 Trentham Falls       |



# Hepburn



## Legend

- Roads Network
- Creek
- Central Business District
- Reserves
- Intersection Improvement
- Bus Stop

- Trail Network – proposed
- Footpath Network – proposed
- Bike Lane Network – proposed
- Trail Network
- Footpath Network
- Bike Lane Network

## Places of Interest











- 1 Hepburn Reserve
- 2 Hepburn Mineral Springs Reserve
- 3 Spring Creek Reserve
- 4 Hepburn Springs Golf Course
- 5 The Blowhole - Breakneck Gorge
- 6 Breakneck Gorge - Golden Spring



# Clunes



## Legend

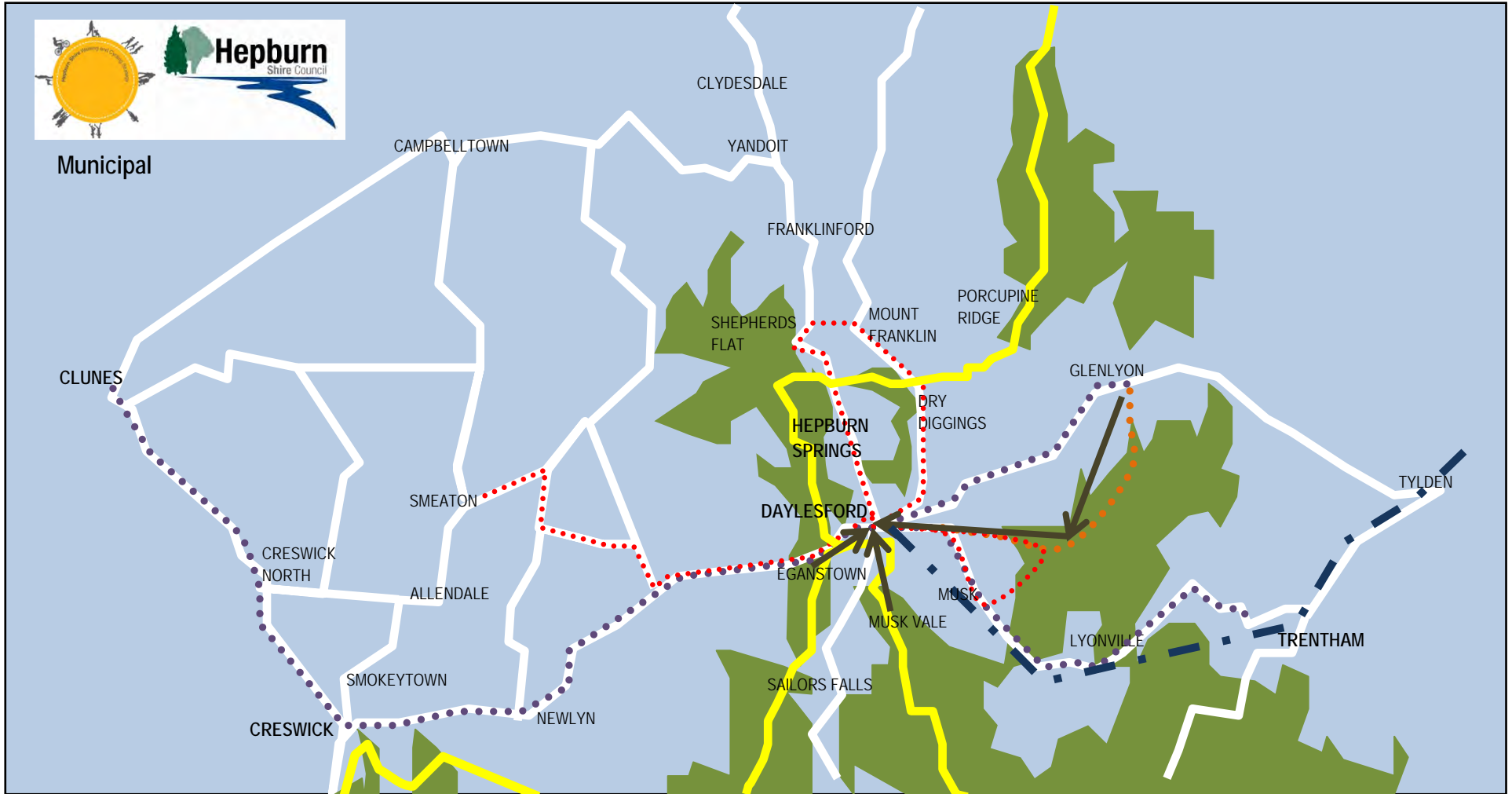
|   |                           |   |                              |
|---|---------------------------|---|------------------------------|
|  | Roads Network             |  | Bus Stop                     |
|  | Creek                     |  | Trail Network – proposed     |
|  | Central Business District |  | Footpath Network – proposed  |
|  | Reserves                  |  | Bike Lane Network – proposed |
|  | Intersection Improvement  |  | Trail Network                |

## Places of Interest

|   |                   |                         |                         |
|---|-------------------|-------------------------|-------------------------|
|  | Footpath Network  | 1 Esmond Park           | 6 Information Centre    |
|  | Bike Lane Network | 2 Victoria Park Clunes  | 7 Town Hall             |
|   |                   | 3 Pioneers Park Reserve | 8 Post Office           |
|   |                   | 4 Queen's Park Reserve  | 9 Showgrounds           |
|   |                   | 5 Clunes Library        | 10 Old Tip Walking Loop |



**Municipal**



..... Preferred on road cycling routes for sealed shoulders, signage, and slower speeds.

..... Proposed shoulder sealing between major townships

- - - Proposed Daylesford to Woodend Rail Trail

➔ Off road links from Glenlyon, Muskvale and Eganstown to Daylesford

— The Great Dividing Trail (inc. Goldfields Track)

■ Crown land reserves

See attached maps for trails at Daylesford, Hepburn Springs, Creswick, Trentham and Clunes  
 See maps in Section 3.1 of Walking and Cycling Strategy for trails at Clydesdale, Yandoit, Franklinfeld, Glenlyon and Newlyn

## Township Implementation Plans

The Implementation Plan provides township specific actions and tasks. These specific recommendations are based on research and consultation undertaken as part of this study. Information is provided on the nature of the proposed action, its context to the strategic report, lead unit and other partners, the priority rating of the action and probable costs.

### Daylesford

| Action (distance)   | Strategy reference            | Details and benefits delivered  | Council Unit/Team                                       | Priority rating | Probable Cost     | Potential Partners        |
|---|-------------------------------|---|---|-----------------|-------------------|---------------------------|
| Improve cycling/walking connection between Daylesford and Hepburn Springs- (3,000 m)                              | 5.4,5.5,5.6 Bike Lane Design  | Prioritisation of cyclists and pedestrians commuting or exercising.<br>Removal of obstacles, bumps over gutters, sweep gravel more regularly<br>Improve intersections or crossovers with service roadways, cars accessing properties- provide coloured lanes in these sections<br>Improves safety to attract more users | Roads and Infrastructure, Recreation advocacy role only | High            | \$70,000          | VicRoads funding role     |
| Develop Walking/Bike lane on Central Springs Road between Fulcher Street and Table Hill Road (400m)               | 5.4,5.5,5.6 Bike Lane Design  | Improve safety<br>Positive bias toward pedestrians and cyclists<br>Creates connection from Lost Children’s Reserve back to Central Daylesford   | Roads and Infrastructure                                | Medium          | \$20,000          | VicRoads- partial funding |
| Respray cycle lane in front of school back to Central Springs Road, possibly coloured lane. (400m)                | 5.4,5.5,5.6 Bike Lane Design  | Improve safety<br>Positive bias toward pedestrians and cyclists<br>Protection of children when riding to or from school<br>Encourages children to ride through increased safety   | Roads and Infrastructure                                | High            | \$30,000          | VicRoads                  |
| Develop footpath from Lake Daylesford to Central Daylesford. Along Bridport Street to Central Springs Road (300m) | 5.1, 5.2, 5.3 Footpath Design | Provides connection between iconic lake and off road trails and central Daylesford  | Roads and Infrastructure                                | High            | \$25,000          |                           |
| Lower speeds throughout all urban areas to 50 km/hr   | 5.4,5.5,5.6 Bike Lane Design  | Provides safer environment for cyclists and pedestrians by calming motorised traffic.   | Recreation, Tourism as advocates                        | Future          | \$5,000 (signage) | VicRoads                  |
| Develop coloured cycle lane on Raglan Street  | 5.4,5.5,5.6 Bike Lane Design  | Include cycling lane up Smith Street to both Daylesford Secondary and St Michael Primary schools. Provides for students cycling to St. Michaels Primary School and Daylesford High  | Roads and Infrastructure                                | High            | \$50,000          | VicRoads                  |



| Action (distance)  | Strategy reference                                 | Details and benefits delivered   | Council Unit/Team                                 | Priority rating | Probable Cost  | Potential Partners       |
|--|--|--|---|-----------------|--|--------------------------|
| between Vincent Street and Midland Highway turnoff. (700m)                                       |  | School along Raglan Street.  |   |                 |  |                          |
| Complete accessible track around Lake Daylesford   | 5.7, 5.8, 5.9<br>Trail Design<br>7.5 Iconic Trails | Complete loop by creating a pedestrian bridge at Bleakely Street to provide loop around lake<br>Improves safety<br>Creates continuity of experience  | Roads and Infrastructure                          | High            | \$100,000  |                          |
| Provide crossover point at Lake Daylesford along Bleakely Street                                 | 5.1, 5.2, 5.3<br>Footpath Design                   | Provide road crossing treatment at Bleakely Street, possibly a raised crossing with signage.<br>Manages significant risk and pedestrian vehicle conflict point.  | Roads and Infrastructure                          | High            | \$5,000  |                          |
| Maintain a wider and more accessible track around Jubilee Lake (500m)                            | 5.7, 5.8, 5.9<br>Trail Design                      | Provides trail that is more accessible, better experience for tourists and more accessible for a range of ages and skill levels.<br>Reduces risk of injury by improving a trail in relatively poor condition.<br>Compacted gravel surface only | Recreation, Parks                                 | Medium          | \$30,000   | DPCD                     |
| Improve standard of footpaths for people using scooters/wheelchairs etc.                         | 5.1, 5.2, 5.3<br>Footpath Design                   | Diminish use of concrete grinding, increase frequency of inspection in high use urban network areas (around hospital, school etc.)   | Roads and Infrastructure                          | Medium          | Staff Resource   |                          |
| Restore the footbridge at the Hepburn Reservoir Spillway   | 5.7, 5.8, 5.9<br>Trail Design                      | Connects alternative walk from Daylesford to Hepburn through bushland. Old footings from bridge are still intact so may be a case of just re-sheeting.   | Recreation, Parks                                 | Medium          | \$60,000   |                          |
| Seal Shoulder on A 300 Midland Highway between Raglan Street turnoff and Glenlyon turnoff (800m) | 5.4,5.5,5.6<br>Bike Lane Design                    | Improves connection between township on busy section of highway. Increases safety level for cyclists on main route between Glenlyon and Daylesford.  | Roads and Infrastructure, Recreation as advocates | Medium          | \$80,000   | VicRoads as funding body |
| Provide public toilets and bike racks near supermarket   | 5.1, 5.2, 5.3<br>Footpath Design                   | Clean, safe and easy access point for public toilets and bike racks, continue to provide these and support cleaning and maintenance  | Recreation, Roads and Infrastructure              | Medium          | Already in place, support with maintenance, \$2,000 for bike racks (already available) | Council                  |
| Develop connecting trails  | 5.7, 5.8, 5.9                                      | Provide alternative commuting route and tourist route to nearby towns including Eganstown,   |   | Medium          | Will vary  | Council as               |

| Action (distance)   | Strategy reference                                 | Details and benefits delivered  | Council Unit/Team                                | Priority rating | Probable Cost                         | Potential Partners                                  |
|---|--|---|--|-----------------|---------------------------------------|---|
| from satellite townships to Daylesford  | Trail Design                                       | Musk, Glenlyon and Yandoit.<br>In most cases, mapping and signage is required and prioritisation of maintenance to an established trail.                    |  |                 | based on condition of existing trail. | facilitator but will involve Parks Victoria Council |
| Provide footpath connection to skate park   | 5.1, 5.2, 5.3<br>Footpath Design                   | Provides access for many young people accessing the skate park from town, school or residences.   | Roads and Infrastructure, Recreation as advocate | Medium          | \$25,000                              |   |
| Shoulder sealing along Daylesford -Trentham Road (up to 5000m)  | 5.4,5.5,5.6 Bike Lane Design                       | Initiates connection for Daylesford to Trentham. Potential to connect to trail that may ultimately become part of Daylesford-Trentham – Woodend Rail Trail. | Roads and Infrastructure Recreation              | Future          | \$500,000                             | VicRoads as funding body                            |
| Widen shoulders on road from Daylesford to Mt. Franklin   | 5.4,5.5,5.6 Bike Lane Design                       | Narrow road currently and is designated route promoted through Parks Victoria connecting Daylesford and Hepburn Springs to Mt Franklin                      | Recreation                                       | Future          | \$200,000                             | VicRoads as funding body                            |
| Widen shoulder on Daylesford-Ballan Road (34000m)   | 5.4,5.5,5.6 Bike Lane Design                       | Provide bike commuting to Ballan Shops, Railway Station etc. then access to Melbourne   | Roads and Infrastructure                         | Future          | \$340,000                             | VicRoads as funding body                            |
| Complete footpath along Daly Street, connecting to Wombat Hill Botanical Gardens                        | 5.1, 5.2, 5.3<br>Footpath Design                   | Provide completion of small gap in footpath network, providing access Daly Street to Botanical Gardens.   | Roads and Infrastructure                         | Future          | \$10,000                              |   |
| Provide footpath along Millar Street between Central Springs Road and Albert Street/ (250m)             | 5.1, 5.2, 5.3<br>Footpath Design                   | Completes inner urban residential footpath network loop connecting residents to town centre.  | Roads and Infrastructure                         | Future          | \$25,000                              |   |
| Provide footbridge across creek near Jubilee Lake Mineral Spring and create loop to Wombat State Forest | 5.7, 5.8, 5.9<br>Trail Design<br>7.3 Iconic Trails | Provide footbridge to create new connection and walking loop to Wombat State Forest   | Recreation, Parks                                | Future          | \$65,000                              |   |

## Hepburn

| Action (distance)   | Strategy reference            | Details and benefits delivered  | Council Unit                                     | Priority rating | Probable Cost             | Potential Partners                           |
|---|-------------------------------|---|--|-----------------|---------------------------|--|
| Improve cycling/walking connection between Daylesford and Hepburn Springs- (3,000 m)  | 5.4,5.5,5.6 Bike Lane Design  | Prioritisation of cyclists and pedestrians<br>Removal of obstacles, bumps over gutters, sweeping of gravel off lane<br>Improve intersections or crossovers with service roadways, cars accessing properties- coloured lanes in these sections<br>Continue Pedestrian barriers through all parts of connection | Roads and Infrastructure                         | High            | Noted in Daylesford table | VicRoads                                     |
| Provide footpath and install safety fencing above Main Road cutting from corner of Hepburn-Daylesford Road and Hepburn Newstead Road to Golf Links Road. (400m) | 5.1, 5.2, 5.3 Footpath Design | Provides safer route for school children and completes connection of footpath around tenth street and main roads.<br><br>Increases opportunity to walk to school and to connect township with HMSR.   | Roads and Infrastructure                         | High            | \$35,000                  | Recreation                                   |
| Reduce speed limits around Hepburn Mineral Springs Reserve and main township  | 5.1, 5.2, 5.3 Footpath Design | 50 km/h maximum in township and HMSR precinct.<br>Pedestrian speed within HMSR<br>Advocacy role for Council to VicRoads as VicRoads set speed limits.   | Roads and Infrastructure to advocate to VicRoads | High            | \$2,000                   | VicRoads must sign off on any changes        |
| Complete footpath between Hepburn Daylesford Road and corner of Hepburn-Newstead Road. (70m)  | 5.1, 5.2, 5.3 Footpath Design | Small section of footpath (past Parma House and Peppers) is missing or is rough gravel and needs to be completed in bitumen or concrete.  | Roads and Infrastructure                         | High            | \$5,000                   |  |
| Provide alternative entry into HMSR over Spring Creek (150m)  | 5.1, 5.2, 5.3, 7.3            | Provide a northern entry point into HMSR to reduce the use of the Mineral Springs Road and HMSR car park as an entry point for walking tourists and provides more direct access into the HMSR whilst reducing vehicle pedestrian conflict.  | Roads and Infrastructure, Recreation, Parks      | High            | \$120,000                 | RDV, VicRoads as potential funding partners. |
| Improve maintenance of tracks in the HMSR   | 5.7, 5.8, 5.9 Trail Design    | Improve accessibility to eliminate exclusion for as many users as possible<br>Provide increased inspection and maintenance regime as per Management Plan recommendations  | Parks, Roads and Infrastructure, Recreation      | Medium          | \$25,000                  | Victorian Mineral Water Committee, DSE.      |

| Action (distance)   | Strategy reference   | Details and benefits delivered   | Council Unit                         | Priority rating | Probable Cost   | Potential Partners  |
|---|--|--|--------------------------------------|-----------------|-----------------|---|
| Work with Parks Victoria and Victorian Mineral Springs Committee on style guide and implementation for signage.   | 5.7, 5.8, 5.9<br>Trail Design 7.3<br>Iconic Trails<br>8 Tourism<br>6.4 Promoting the Network | Advocacy and partnering role to improve legibility and frequency of signage through the Hepburn Springs Trail network.   | Parks, Recreation                    | Medium          | Staff resources | Parks Victoria, Victorian Mineral Water Committee                       |
| Develop two pedestrian crossings on Hepburn main road at Tenth Street and the General Store                       | 5.1, 5.2, 5.3<br>Footpath Design   | Provide prioritisation of pedestrians and cyclists through town centre. Slows vehicles, lowering noise levels and protecting character of the town. Safer for tourists sightseeing in the township.        | Roads and Infrastructure             | High            | \$20,000        | VicRoads  |
| Provide prominent signage (wayfinding) for entries into HMSR from Hepburn main street into Ninth and Tenth Street | 5.1, 5.2, 5.3<br>Footpath Design<br>7.3 Iconic Trails<br>6.4 Promoting the Network           | Provides more legible navigation and increased permeability between HMSR and Hepburn Township. Promotes safer options for entering HMSR than walking along Mineral Springs Road and entering via car park. | Roads and Infrastructure, Recreation | Medium          | \$5,000         | RDV   |
| Develop brochure and map series for main walks through Hepburn area   | 8 Tourism<br>6.4 Promoting the Network   | Mapping and signage needs approval from PV as land manager<br>Include;<br>HMSR Mineral Springs Walk<br>Doctors Gully Walk<br>Dry Diggings and Lerderberg Tracks<br>Mountain Bike Trails                    | Recreation, Tourism Development      | Medium          | \$5,000         | Community groups, HMSR committee, Parks Victoria, DPCD funding schemes. |

## Trentham

| Action (distance)   | Strategy reference               | Details and benefits delivered   | Council Unit                         | Priority rating | Probable Cost | Potential Partners   |
|---|----------------------------------|--|--------------------------------------|-----------------|---------------|--|
| Provide Stage 1 Development of proposed Wombat Trail (4000m)              | 5.7, 5.8, 5.9<br>Trail Design    | From Victoria Street Station (off road lane or bike lane on road shoulder)<br>Quarry Street Reserve (reserve trail)<br>Stony Creek Reserve (resurface of existing creek trail)<br>West Street (extend trail along creek line and join to West Street)<br>Trentham Cemetery (sign to indicate toilets)<br>Cosmo Road/Greendale-Trentham Road(crossing required signage and coloured road treatment)<br>Bushland to Race Track (surfacing required)<br>Opportunity to create local theme for Wombat Trail and provide interpretation of history. | Roads and Infrastructure, Recreation | High            | \$45,000      | VicRoads for road crossing, DSE approval for crown land, DPCD funding for various parts of the trail |
| Develop Trentham Falls Walk (2000m)                                       | 5.7, 5.8, 5.9<br>Trail Design    | From Victoria Street Station<br>Along Domino Trail<br>Provide Signage at Blighs Road intersection<br>Through crown land to Trentham Falls (see Trentham map in Attachment 1)   | Roads and Infrastructure, Recreation | High            | \$45,000      | DPCD, RDV, Parks Victorias for approval of design and works  |
| Provide Stage 2 Development of Wombat Trail                               | 5.7, 5.8, 5.9<br>Trail Design    | From Racecourse Reserve<br>Camp Street (Signage)<br>Follow creek line (trail required or along edge of road if flood prone)<br>Old Chinese Market, natural spring and Bath Street Reserve<br>Finish back at Victoria Street Railway Station<br>Opportunities include Indigenous, Cemetery, race course, Chinese market, Old municipal baths, local flora and fauna   | Roads and Infrastructure, Recreation | Medium          | \$90,000      | DSE approval for crown land, DPCD funding for various parts of the trail                             |
| Complete footpath along Cosmo Road from High Street to cemetery           | 5.1, 5.2, 5.3<br>Footpath Design | Provide connection of segmented footpaths and install at least compacted road base gravel to complete connection for residents into town centre.   | Roads and infrastructure             | Medium          | \$12,000      |  |
| Provide pedestrian crossing at Falls Road intersection with Domino Trail. | 5.1, 5.2, 5.3<br>Footpath Design | Increase safety at this point where the off road Domino Trail intersects with a main road.   | Roads and Infrastructure, Recreation | Medium          | \$15,000      |  |
| Provide pedestrian crossing in High                                       | 5.1, 5.2, 5.3<br>Footpath        | Delivers a safe crossing point at a busy intersection of town between tow key publicly accessed facilities and services.   | Roads and Infrastructure             | Medium          | \$15,000      |  |

| Action (distance)   | Strategy reference                  | Details and benefits delivered  | Council Unit             | Priority rating | Probable Cost | Potential Partners     |
|---|-------------------------------------|---|--------------------------|-----------------|---------------|------------------------|
| Street between Neighbourhood House and Post Office  | Design                              |   |                          |                 |               |                        |
| Completion of Market Street footpath (west side of street) between High Street and Victoria Street                                | 5.1, 5.2, 5.3<br>Footpath<br>Design | Completes connection from Victoria Street and VIC up to town centre and retail area   | Roads and Infrastructure | Medium          | \$30,000      |                        |
| Develop footpath along Albert Street (south side) between Market Street and Quarry Street   | 5.1, 5.2, 5.3<br>Footpath<br>Design | Completes connection for residents from town centre to recreation reserve.  | Roads and infrastructure | Medium          | \$30,000      |                        |
| Develop historical walk around Trentham township, connecting to the proposed Wombat Trail.  | 5.7, 5.8, 5.9<br>Trail Design       | Provide further interpretative opportunity that links into tourism for Trentham. Costs expected for interpretative signage.                     | Tourism                  | Medium          | \$5,000       | RDV, Heritage Victoria |
| Colour code all local walks (Trentham Falls, Wombat Trail, Domino Trail, Town History) and provide integrated mapping and signage | 8 Tourism                           | Deliver an integrated package of trail walks and loops and present as a colour coded, mapped system for local and tourist enjoyment.            | Tourism                  | Medium          | \$5,000       |                        |
| Develop Victoria Street Railways Station (Visitor Information Centre) as Trail head for key                                       | 5.7, 5.8, 5.9<br>Trail Design       | Provide bike racks and wayfinding signage (some already in place) at VIC to encourage easy use of trails for both local residents and tourists. | Recreation, Tourism      | Medium          | \$2,500       |                        |

| Action (distance)   | Strategy reference                               | Details and benefits delivered   | Council Unit                               | Priority rating                   | Probable Cost   | Potential Partners              |
|---|--|--|--|-----------------------------------|-----------------|---------------------------------|
| local walks.  |  |  |  |                                   |                 |                                 |
| Provide localised walking/cycling trail tourism package as a niche for Trentham.                                    | 8 Tourism  | Theme suggestion<br>"Slow the Pace in Trentham" – history, nature, links to larger walks, geographic features (e.g. Trentham Falls)<br>Bike hire through VIC   | Tourism                                    | Future                            | Staff resources | Tourism Victoria                |
| Provide bike racks in main street and at VIC  | 5.1, 5.2, 5.3<br>Footpath<br>Design              | Encourage secure storage of bikes in and around main activity areas.<br>Promotes use and provides security for potential users<br>Indicates a cycle friendly approach to Trentham.   | Transport<br>Connections                   | Medium                            | \$1,500         |                                 |
| Reduce speed limits and provide higher frequency of signage for awareness of cyclists on country and regional roads | 5.4,5.5,5.6<br>Bike Lane<br>Design               | Increased frequency of signage and reduced speeds provides higher levels of safety for all road users.<br>Promotes a slower pace in and around Trentham, supporting the nature based and historical theme for Trentham tourism.                | Recreation,<br>Roads and<br>Infrastructure | Medium                            | \$2,500         | VicRoads                        |
| Undertake Feasibility Study for Rail Trail from Daylesford to Woodend   | 7.4 Iconic<br>Trails                             | Feasibility analysis for Daylesford to Woodend Rail Trail proposal is an absolute requirement to fully detail capital works, consideration of lease arrangements and land availability and ongoing maintenance and insurance responsibilities. | Tourism,<br>Recreation                     | High                              | \$40,000        | Tourism Victoria, VicTrack, RDV |
| Extend Domino Trail to Lyonville  | 7.2 Iconic<br>Trails<br><br>7.4 Iconic<br>Trails | Could be explored as part of Rail Trail Feasibility Study  | Tourism,<br>Recreation                     | Future, pending feasibility study | \$100,000       | RDV                             |

## Creswick

| Action (distance)   | Strategy reference            | Details and benefits delivered  | Council Unit                                      | Priority rating | Probable Cost | Potential Partners               |
|---|-------------------------------|---|---|-----------------|---------------|----------------------------------|
| Seal shoulder of Creswick-Clunes Road to create safe ride conditions between Creswick and Clunes.   | 5.4,5.5,5.6 Bike Lane Design  | Prioritisation of cyclists and pedestrians<br>Removal of drop off edges<br>Improves safety to attract more users  | Roads and Infrastructure as advocate              | High            | \$100,000     | VicRoads as funding body         |
| Construct connection into Calemben Park from King Street (200m)   | 5.7, 5.8, 5.9 Trail Design    | Provide path from King Street to Calemben Park<br>Provide footbridge across creek   | Roads and Infrastructure                          | High            | \$10,000      | DPCD, Parks Victoria             |
| Provide maintenance to car park and trail surface at La Gerche Track  | 5.7, 5.8, 5.9 Trail Design    | Improve safety<br>Positive bias toward pedestrians and cyclists<br>Protection of children when riding to or from school<br>Encourages children to ride through increased safety   | Recreation and Parks advocating to Parks Victoria | High            | \$10,000      | Parks Victoria approval required |
| Complete and improve track between Novotel and township from Tait drive to Albert Street footpath (300m)  | 5.7, 5.8, 5.9 Trail Design    | Provide coloured lane or compacted gravel and ensure road crossing are improved with signage and treatment<br>Provide signage or bollards to eliminate motorised vehicle use of this trail<br>Complete connection between Tait Drive and footpath in Main Street  | Roads and Infrastructure                          | High            | \$20,000      | Novotel                          |
| Develop a path along Creswick Creek from Calemben Park through to Bungaree-Creswick Road, including bridge work over Slatey Creek and connection to St. Georges Lake Trail. | 5.7, 5.8, 5.9 Trail Design    | Provides linear 'spine' through Creswick<br>There are a number of road crossings, footbridges (Slatey Creek) and other works required to develop this trail and a detailed engineering feasibility study would be required to ascertain specific requirements, however the principle in developing the trail should be supported.<br><br>Opportunity to work with the Catchment Management Authority as flood mitigation works are carried out. | Roads and Infrastructure, Recreation              | High            | \$250,000     | DPCD, CMA                        |
| Raise footpaths at Main Street near supermarket to reduce cross sectional gradient.   | 5.1, 5.2, 5.3 Footpath Design | Improve safety<br>Positive bias toward pedestrians and cyclists<br>Provides increased accessibility for those with mobility issues<br>Cross sectional gradient is currently steep   | Roads and Infrastructure                          | High            | \$20,000      |                                  |



| Action (distance)  | Strategy reference                  | Details and benefits delivered  | Council Unit             | Priority rating | Probable Cost   | Potential Partners |
|--|-------------------------------------|---|--------------------------|-----------------|---|--------------------|
| Complete footpath connection to Doug Lindsay Reserve along Victoria Street                               | 5.1, 5.2, 5.3<br>Footpath<br>Design | Provide clear connection between residential town area of Creswick and major recreation reserve where loop walks can be provided.   | Roads and Infrastructure | High            | \$2,000   | VicRoads           |
| Provide crossing treatment at Albert Street (near Cushing Avenue) for resident connection to town centre | 5.1, 5.2, 5.3<br>Footpath<br>Design | Improve safety for pedestrians and alert drivers coming in off higher speed highways that they are entering a pedestrian zone and need to slow down.<br>It is expected that this would occur as part of the planned roundabout works at this intersection.          | Roads and Infrastructure | High            | Unknown   | VicRoads           |
| Provide shared footbridge at bridge along Clunes-Creswick Road   | 5.1, 5.2, 5.3<br>Footpath<br>Design | Improves safety for pedestrians by removing them from the road in a location where the road narrows and speeds are still high.  | Roads and Infrastructure | Medium          | \$80,000  | VicRoads           |
| Develop footpath along Lee Street and provide footbridge connection to Pearman Street and town centre.   | 5.1, 5.2, 5.3<br>Footpath<br>Design | Provide footpath along Lee Street from Hutchison to Moore Street and along Moore Street to Water Street, down Water Street (or through Hammon Park Reserve and provide footbridge or pedestrian path at corner of Water and Moore Street through to Pearman Street. | Roads and Infrastructure | Medium          | \$80,000  |                    |
| Remove cross sectional gradient from Albert Street footpath  | 5.1, 5.2, 5.3<br>Footpath<br>Design | Improve safety<br>Positive bias toward pedestrians and cyclists<br>Provides increased accessibility for those with mobility issues<br>Cross sectional gradient is currently steep<br>Particularly steep around the supermarket in the main street                   | Roads and Infrastructure | Medium          | \$unknown-<br>needs more<br>detailed<br>feasibility<br>analysis |                    |

## Clunes

| Action (distance)   | Strategy reference                  | Details and benefits delivered   | Council Unit                         | Priority rating | Probable Cost | Potential Partners |
|---|-------------------------------------|--|--------------------------------------|-----------------|---------------|--------------------|
| Extend footpath along Bailey Street between Templeton and Fraser Street   | 5.1, 5.2, 5.3<br>Footpath<br>Design | Completes footpath network for town centre<br>Connect residents into town centre   | Roads and Infrastructure             | High            | \$30,000      |                    |
| Develop footpath directly from Primary School (Paddock Street) down Cameron St to Fraser St                       | 5.1, 5.2, 5.3<br>Footpath<br>Design | Improve safety<br>Positive bias toward school pedestrians and cyclists<br>Creates connection from primary school to town centre.<br>Encourages walking and rising through increased safety for children                                  | Roads and Infrastructure             | High            | \$15,000      |                    |
| Complete footpath section along Bailey Street between Pioneers Park Reserve and Visitor Information Centre (100m) | 5.1, 5.2, 5.3<br>Footpath<br>Design | Improve safety<br>Finish connection to close gap in footpath network   | Roads and Infrastructure             | High            | \$15,000      |                    |
| Extend footpath along Alliance Street between Service Street and Templeton Street                                 | 5.1, 5.2, 5.3<br>Footpath<br>Design | Provides further footpath network connection for residents into town<br>Creates inner walking loop for residents for recreation<br>Particularly useful for exercise for older residents who require stable, even surface for good access | Roads and Infrastructure             | Medium          | \$25,000      |                    |
| Extend footpath along Templeton Street from Alliance Street to Bailey Street                                      | 5.1, 5.2, 5.3<br>Footpath<br>Design | Provides further footpath network connection for residents into town<br>Creates inner walking loop for residents for recreation<br>Particularly useful for exercise for older residents who require stable, even surface for good access | Roads and Infrastructure             | Medium          | \$20,000      |                    |
| Extend footpath along Daylesford Clunes Road from Canterbury Street to Pine tree grove at Creswick-Clunes Road    | 5.1, 5.2, 5.3<br>Footpath<br>Design | Provides further footpath network connection for residents into town<br>Creates inner walking loop for residents for recreation<br>Provides good access for new housing into town centre   | Roads and Infrastructure             | Medium          | \$20,000      | VicRoads           |
| Extend footpath along Fraser Street up to Scenic Road and Creswick Creek Ford                                     | 5.1, 5.2, 5.3<br>Footpath<br>Design | Connects historic main road of Clunes to the Ford crossing on Creswick Creek and provides potential to link to loop trail and Creswick Creek trail.  | Roads and Infrastructure, Recreation | High            | \$20,000      |                    |

| Action (distance)  | Strategy reference   | Details and benefits delivered  | Council Unit                         | Priority rating | Probable Cost | Potential Partners |
|--|--|---|--------------------------------------|-----------------|---------------|--------------------|
| Develop Creswick Creek Trail from Scenic Road to Clunes Campbelltown Road  | 5.7, 5.8, 5.9<br>Trail Design                              | Redevelops what was a partially existing trail, effectively destroyed by flood.   | Roads and Infrastructure, recreation | Medium          | \$30,000      |                    |
| Provide signage and mapping for trail loop that would connect Creswick Creek Trail to Scenic Road, past old tip and back to Angus Street | 5.7, 5.8, 5.9<br>Trail Design<br>6.4 Promoting the Network | Provides an achievable trail loop for residents and tourists that takes walkers out of town, around the outskirts of Clunes and back into town.   | Recreation                           | Medium          | \$5,000       |                    |
| Extend Creswick Creek Trail past Clunes Campbelltown Road through to pine grove at Daylesford Clunes Road                                | 5.7, 5.8, 5.9<br>Trail Design                              | Provide intersection crossing treatment at Clunes Campbelltown Road<br>Take trail through Queens Park Reserve<br>Provide diversion around Clunes Bowling Club<br>Extend to pine grove<br>Provide good off road connection to recreation facilities  | Recreation                           | Medium          | \$30,000      | DPCD               |
| Construct footbridge over Creswick Creek   | 5.7, 5.8, 5.9<br>Trail Design                              | Construct at pine grove at end of Daylesford-Clunes Road<br>Provides connection for residents off Daylesford-Clunes Road on to proposed extension of Creswick Creek Trail which then transports walkers/cyclists into town<br>This would most practically need to attach to the existing vehicle bridge | Roads and Infrastructure             | Medium          | \$100,000     | DPCD               |

## Other Towns

| Action (distance)  | Strategy reference                                   | Details and benefits delivered  | Council Unit                                     | Priority rating | Probable Cost  | Potential Partners                                   |
|--|--|---|--|-----------------|----------------|--|
| Complete footpath connection at Newlyn along Midland Highway   | 3.1 Consultation<br>5.1, 5.2, 5.3<br>Footpath Design | Completes footpath through Newlyn township<br>Connects residents into town centre<br>Complete footpath to Bells Road and provide crossing treatment   | Roads and Infrastructure                         | High            | \$15,000       | VicRoads   |
| Reduce speed through Newlyn particularly at school times.  | 3.1 Consultation                                     | Improve safety<br>Positive bias toward school pedestrians and cyclists<br>Encourages walking and rising through increased safety for children   | Roads and Infrastructure<br>advocate to VicRoads | High            | Staff resource | VicRoads as relevant authority                       |
| Provide signage to develop a walking loop in Newlyn taking in Bell's nursery and the Newlyn Reservoir. | 3.1 Consultation<br>5.7, 5.8, 5.9<br>Trail Design    | Provide trail loop for local residents for recreation purposes.<br>Increases safety by providing signage alerting motorists to walkers.   | Recreation                                       | Medium          | \$2,000        | DPCD   |
| Provide signage and trail development for Loddon River Walk at Glenlyon                                | 3.1 Consultation<br>5.7, 5.8, 5.9<br>Trail Design    | Creates walking loop for residents for recreation<br>Connects recreation reserve and town centre via the Loddon River.<br>Requires some earthworks to lay a gravel trail adjacent to the Loddon River.  | Roads and Infrastructure                         | High            | \$6,000        | DPCD, DSE for approval on crown land                 |
| Develop walk from Glenlyon to Loddon Falls   | 3.1 Consultation<br>5.7, 5.8, 5.9<br>Trail Design    | Provides further footpath network connection for residents into town<br>Creates inner walking loop for residents for recreation   | Recreation                                       | Medium          | \$10,000       | DPCD   |
| Plan to buy back river frontage on older titles where ownership rests in private freehold.             | 3.1 Consultation                                     | Over time, plan with the Catchment Management Authority to purchase river frontage easements in order to provide a contiguous, publicly owned parcel as part of the river frontage. Provides opportunity for linear connection using the riverside. | Planning, Council executive                      | Medium          | Unknown        | Catchment Management Authority                       |
| Provide signage and mapping for local walks at Yandoit, Franklinford and Clydesdale                    | 3.1 Consultation<br>5.7, 5.8, 5.9<br>Trail Design    | Provides for proposed walking/cycling routes as noted in the report and provided as part of community consultation as preferred routes.   | Recreation                                       | High            | \$15,000       | RDV, DPCD, Parks Victoria for approval on crown land |
| Develop Historic Trail Walk at Lyonville   | 3.1 Consultation                                     | Provides opportunity to create a walk with historical interest centred around Lyonville.  | Tourism, Recreation                              | Medium          | \$3,000        |  |

## Other Tasks

| Action (distance)   | Strategy reference   | Details and benefits delivered  | Council Unit                        | Priority rating | Probable Cost   | Potential Partners |
|---|--|---|-------------------------------------|-----------------|---|--------------------|
| Council will provide quality footpaths generally made of bitumen or concrete and will maintain these with a documented inspection and rectification program. The inspection schedule (and consequential maintenance) currently in place should be increased in frequency and also be reactive to community reporting. | 5.1, 5.2, 5.3<br>Footpath Design                                 | As population ages and mobility issues increase, higher levels of inspection and maintenance to accessible paths of travel become increasingly important<br>Increase inspection rates and regular maintenance as well as improvement to response times for footpath repairs highlighted by residents. | Roads and Infrastructure            | Medium          | Staff costs 10,000 p.a.<br><br>Maintenance costs -\$30,000 p.a. |                    |
| Plan footpaths and links between radial roads that provide framework for footpath and trail network   | 5.1, 5.2, 5.3<br>Footpath Design                                 | Ensure easements or linear parcels are acquired as development occurs to allow for inter street connection and active by design principles to be achieved.  | Roads and Infrastructure , Planning | Future          | Staff resources   |                    |
| Mow grass verges on road side where no footpath or bike lanes exists in order to provide space for walkers and cyclists to be off the road  | 5.1, 5.2, 5.3<br>Footpath Design<br>5.4,5.5,5.6 Bike Lane Design | Improve safety for cyclist and walker on quieter 'back' roads.<br>Finish connection to close gaps or create loops in bike lane or footpath network  | Roads and Infrastructure            | Medium          | \$10,000 p.a.   |                    |
| Provide signage indicating that motorists should be aware of cyclists on roads.   | 5.4,5.5,5.6 Bike Lane Design                                     | Improves awareness for drivers and  | Roads and Infrastructure            | Medium          | \$25,000  |                    |
| Regularly review planning requirements for outdoor dining placement and undertake inspections to ensure compliance.   | 5.1, 5.2, 5.3<br>Footpath Design                                 | Improves 'walkability' of local urban footpath network where cafes and commercial operators may have seating, goods or signage cluttering the footpath.   | Local Laws                          | Medium          | Staff resources   |                    |
| Council will provide way finding signage for main town centres  | 5.1, 5.2, 5.3<br>Footpath Design                                 | Provide way finding signage in Daylesford, Creswick and Hepburn to assist navigation in and out of town centre to other destinations such as Lake Daylesford, St Georges Lake and Hepburn Mineral Springs Reserve   | Tourism                             | Medium          | \$7,500   |                    |
| Council will progressively implement tactile markers in all high traffic pedestrian areas such as town centres, schools and hospitals.  | 5.1, 5.2, 5.3<br>Footpath Design                                 | Improve access throughout town centres for those with vision impairment   | Rural Access, Engineers             | Ongoing         | Unknown   |                    |

| Action (distance)   | Strategy reference   | Details and benefits delivered  | Council Unit                             | Priority rating | Probable Cost           | Potential Partners |
|---|--|---|--|-----------------|-------------------------|--------------------|
| Council will work to rectify gradient issues in footpath (cross sectional and linear) with remedial work and ensure new footpaths are built to gradient standard of 1 in 14   | 5.1, 5.2, 5.3<br>Footpath Design                                 | Improve access and comfort for pedestrians through provision of level, stable footpaths in urban areas.   | Roads and Infrastructure                 | Ongoing         |                         |                    |
| Council will consider a range of intersection treatments and alternative route options to consistently provide positive bias toward walkers in the footpath network, particularly in relation to main streets and town centres.   | 5.1, 5.2, 5.3<br>Footpath Design                                 | Provides increased safety and continuous and direct routes of travel for pedestrians and cyclists.<br>Prioritises walkers and cyclists routes and raises awareness of drivers to slow down and give way.  | Roads and Infrastructure                 | Ongoing         |                         | VicRoads           |
| Council will advocate to VicRoads where relevant on prioritisation of pedestrian and cycling infrastructure in the town centres of key townships and villages.  | 5.1, 5.2, 5.3<br>Footpath Design<br>5.4,5.5,5.6 Bike Lane Design | Advocate to VicRoads for the introduction of bike lanes on arterial road within urban boundaries  | Roads and Infrastructure<br>, Recreation | Ongoing         |                         | VicRoads           |
| Footpaths within town centres or along main streets should be maintained at 2.5 metres in width with wider footpaths encouraged where footpath dining, footpath trading (display of goods/signage) &/or parallel parking are common.<br>Residential footpaths should be maintained at a minimum of 1.2 metres in width. | 5.1, 5.2, 5.3<br>Footpath Design                                 | Provision of standards for the development of footpaths, improving access and comfort for pedestrians   | Roads and Infrastructure                 | Ongoing         |                         |                    |
| Development of bike lanes will occur in urban areas and provide for cyclists to ride to shops, schools and residential zones.   | 5.4,5.5,5.6 Bike Lane Design                                     | Lanes will be developed in accordance with VicRoads guidelines<br>Bike lanes would mainly be provided along arterial routes and link to schools, schools and residential areas.   | Roads and Infrastructure                 |                 |                         | VicRoads           |
| Develop a partnership with VicRoads for the development of lanes and sealed shoulders on arterial roads between townships.  | 5.4,5.5,5.6 Bike Lane Design                                     | Main arterial roads should be used as the bike lane 'spine' for Daylesford, Creswick and Hepburn in developing a bike lane network that then links into sealed shoulders on major roads to connect key townships. These include;<br>Daylesford – Ballan<br>Daylesford – Trentham/Newlyn<br>Daylesford – Creswick<br>Creswick - Clunes | Roads and Infrastructure                 |                 | \$500,000+              | VicRoads           |
| Council will consider use of coloured lanes for high traffic areas and areas where children are riding (around schools).  | 5.4,5.5,5.6 Bike Lane Design                                     | Includes Daylesford Secondary College, St. Michaels Primary School and Daylesford Primary School.   | Roads and Infrastructure                 | High            | Varies between projects | VicRoads           |
| Council o advocate for the lowering of speed limits within urban areas of main townships.   | 5.4,5.5,5.6 Bike   | Includes urban areas of Daylesford, Hepburn, Creswick, Trentham, Clunes.  | Roads and                                | High            | No direct cost          | VicRoads           |

| Action (distance)  | Strategy reference                                      | Details and benefits delivered  | Council Unit  | Priority rating | Probable Cost                    | Potential Partners   |
|--|---|---|---|-----------------|----------------------------------|--|
| Council will advocate for the introduction of bike carrying racks on commuter buses between towns.                   | Lane Design<br>5.4,5.5,5.6 Bike Lane Design             | Improve capacity for cyclists to travel between towns by providing bike carrying facilities in buses.   | Infrastructure as advocates<br>Transport<br>Connections, Sustainability | High            | other than staff time            | VicRoads   |
| Council will provide tourism support to ensure coordination between partners and funding opportunities are realised. | 8 Tourism   | Council will; <ol style="list-style-type: none"> <li>1. Coordinate funding opportunities sought by partnering land managers and tourism agencies.</li> <li>2. Consistently theme mapping material and signage to support trails</li> <li>3. Advocate and drive the coordinated marketing and development of the existing trail network between agencies (Parks Victoria, Tourism Victoria)</li> <li>4. Investigate funding opportunities for innovative online solutions such as mapping, GPS applications, websites and podcasts.</li> </ol> | Tourism, Recreation   | High            |                                  | Parks Victoria, Tourism Victoria, Daylesford Macedon Ranges Regional Tourism Board |
| Develop regional partnerships to pursue regional trail asset development and promotion.                              | 7.7 Iconic Trails<br>8 Tourism                          | Develop partnerships with a range of local governments in the areas of tourism and recreation in order to plan, develop and manage further regionally linked trails. Key Councils include;<br>Macedon Ranges Shire (Daylesford-Woodend Rail Trail)<br>Mount Alexander Shire (Goldfields Track)<br>City of Ballarat (Goldfields Track, Events, Cobb and Co Trail)<br>Central Goldfields Shire (Cobb and Co Trail)  | Tourism, Recreation   | High            | Staff time                       | Councils as noted and others as relevant   |
| Further develop links to the Goldfield Track   | 7.1 Iconic Trails                                       | Details: Key actions include the following;<br>Cross promotion of other trails in and around the area as developed (e.g. Daylesford and Creswick mountain biking trail loops)<br>Links to retail and local goods and services (e.g. Hepburn Spa, local traders, Lavandula etc.)<br>Link with any local events (both cycling and other interests)<br>Link other sites to the Goldfields Track site.<br>Provide links to other organisations such as MTB Australia etc.   | Tourism, Recreation   | High            | Staff time, some budget requests | Other Councils linked to the Goldfields Track                                      |
| Council will present itself as a leader in promoting walking and cycling behaviour                                   | 6.3 Engaging Community<br>9.1, 9.2, 9.3<br>Planning and | Council will <ol style="list-style-type: none"> <li>1. Council to invest in two bikes for commuting between offices and meetings within Daylesford.</li> <li>2. Provide bike racks at each Council office and look to implement shower facilities as practical.</li> </ol>  | Recreation, Planning, Transport Connections                             | Medium          | Staff resources                  |  |

| Action (distance)  | Strategy reference          | Details and benefits delivered   | Council Unit                          | Priority rating | Probable Cost                          | Potential Partners |
|--|-----------------------------|--|---------------------------------------|-----------------|--|--------------------|
|  | Management                  | 3. Provide Active Design Principles for inclusion or interpretation as part of the MSS to assist Council planners in considering cycling and walking.<br>4. Provide training opportunities for staff from Roads and Infrastructure and planning with regard to best practice delivery of cycling and walking infrastructure.   |                                       |                 |  |                    |
| Council will allocate responsibilities for the delivery or facilitation of cycling and walking programs (as noted left) to various roles within Council and develop a walking and cycling internal working group to coordinate the Council response. | 6.1, 6.2 Engaging Community | Suggested lead roles:<br><br>Walking School Bus/Walking Work Bus- Recreation/Sustainability<br>Walk to Work and Ride Tow Work Days Recreation/Sustainability<br><br>Bike Ed in Schools- Recreation (advocacy)<br>Boot and Bike Club- Recreation<br><br>Themed walking and riding programs- Community Wellbeing/Tourism<br><br>Local business Support- Economic Development/Tourism | Recreation, Sustainability<br>Tourism | Medium          | Staff resource<br>\$3,000 seed funding | DPCD               |



# Consultation Paper- Walking and Cycling Strategy

## 1. Site Visits and Meetings

|   |  |
|---|--|
| <p><b>Yandoit, Franklinford and Clydesdale</b></p> <p>Provide mapping and signage to create smaller and more extensive loop walks in each of these townships. Maps have been provided showing proposed routes.</p> <p>These would cover local towns, historical points of interest and natural features.</p>  |  |
| <p><b>Lyonville</b></p>   | <p>Work on repairing Coliban bridge to create link between Lyonville and Trentham</p> <p><b>Improve roads – visibility and potholes</b></p> <p>Potential to create link with Mineral Springs although some of this involves crossing the main road which is somewhat dangerous.</p> <p>Bush walks in the area are great and should be promoted- connect to Mineral Spring no. 2</p> <p>Potential for a short, interpretative loop trail, picking up historic buildings, remnants and events around Trentham.</p> |
| <p><b>Glenlyon</b></p> <p>Walks to include loop trail or path into Daylesford.</p> <p>Links to Dry Diggings Track</p> <p>Walks to local recreation reserve and Loddon River</p> <p>Walk to Loddon Falls</p> <p>Major issue of freehold ownership along the river which restricts capacity to sue this area for walking. Needs to be rectified through buybacks over time.</p> |  |

|                   |  |
|-------------------|--|
|                   |  |
| <b>Newlyn</b>     | Connect footpath from Primary School (currently in place) up to Bells Road to connect new housing and children<br>Slow traffic through town, particularly over school times<br>Create walking loop that provides access to Newlyn Reservoir  |
| <b>Clunes</b>     | Create footpath from School to town<br>Provide walk along creek  |
| <b>Trentham</b>   | Key projects include;<br><br>The proposed Wombat Trail covering key recreation reserves, creek walk, local cemetery and historical points of interest and creating a loop that connects both to the VIC and town centre. This project can be staged.<br><br>Extra work to The Domino Trail, Trentham Falls Walk and further analysis on the feasibility of developing a Rail Trail to  |
| <b>Daylesford</b> | <ul style="list-style-type: none"> <li>• Botanic Gardens steps need to be modified or removed</li> <li>• Connections between Duke Street and Vincent Street</li> <li>• Improve Bleakley Street connection to Lake Daylesford and crossing points</li> <li>• Complete loop off road for Lake Daylesford Peace Mile Walk</li> <li>• Provide minor connections in footpath network on Millar St and Daly St.</li> <li>• Provide bike lane from schools to town centre.</li> </ul> |
| <b>Hepburn</b>    | <ul style="list-style-type: none"> <li>• Connection from town to primary school and from town to HMSR are of absolute priority</li> <li>• Slowing cars through town centre and providing prioritisation of pedestrians</li> <li>• Complete bike lane into Daylesford or provide crossing</li> </ul>  |

|   |
|---|
| <b>Community Workshop Information</b>   |
| <b>Daylesford</b> <ul style="list-style-type: none"> <li>• Please consider the needs of people with disability in the community- I have attached the Australian Standards for you to have a look at and some suggestions around path surfaces that are the most accessible.</li> <li>• Encourage cycle use through supporting a cycle culture i.e. bicycle maintenance workshops through Neighbourhood Houses, establishing local recreation cycling groups.</li> <li>• Have signs designed by children so it is obvious and personal who we are requiring the safety for (real people) ★★</li> </ul> |

- Show links between trails or towns and beginning of trails
- Key link Daylesford – Hepburn Mineral Springs. There are options for variation with road connection, the tracks via Kidds Gully. The road via Lakeside Drive and Western Ave or Dr's Gully or out via Old Hepburn and connect to Ajay Road. Hepburn Res Footbridge! Key theme; History of places, events, Natural features etc. to enhance the depth of the experience.
- Hepburn/Daylesford Bike Paths ★ ★
- Co-ordination with VicRoads, Goldfields Track, CFA, Parks. To produce maps/upgrade roads and improve off road tracks.
- General promotion of MTB riding and tourism★
- Good maps of road and MTB trails
- Construction of new MTB single track with permission from Parks/DSE/Land owners/GPT
- Encourage (marketing) more road races to put Daylesford on route.
- Loop Trails★
- Iconic Trails-Goldfields Track, Domino Trail, Great Dividing Trail★
- Using rural road reserves to link areas and communities★
- Consider 'one-way' mountain bike trail from Daylesford to Hepburn Springs – 100m difference in elevation would make this an exciting trail.
- More detailed maps of local bike trails★
- Footbridges. Swing bridge design? Especially at Hepburn Res. Footings already there and below blow hole, Sutton Spring, Subillee Lake Spring, Repair track from Argyle Spring Hepburn to ridge track above & add a footbridge. ★★☆☆
- Peripheral towns to town centre such as Glenlyon, Sailors Falls, Bullarto, Edgartown. Speed reduction on roads. These towns are growing more people using the roads, more people including families and children riding. ★★☆☆
- The existing bike trail between Daylesford and Hepburn Springs needs obstacles/gutters, etc modified for safety and ease of use.
- Owners of Coles walkway should be approached to discuss bike racks – good central location.
- Maps.

## Trentham

- Speed signs on back roads, crests, bends etc. are all poorly signed. ★★☆☆
- Pockets of water need addressing with drainage and filling around racecourse. ★★☆☆
- Footpath network/development plan needs to link into ageing strategy.
- Rail Trails are always more popular when sealed and it reduces long term maintenance costs. If applying for funding, go for broke and pave it.
- Sealed desirable for cycling, but not necessary for walking. ★
- Sealed in urban areas, better with gravel through forest.
- Sealed paths hard to walk on!
- Reduce car speed limits on back roads
- Need cross links between roads. Should be required in future subdivisions.
- Road Crossing/Intersection treatments – except increased volume of scooters
- Business hiring bikes – could have pick up at the end of 3km-5km – e.g. Reislings Trail SA ★
- We would like to be able to walk/cycle to town using as much of old track as possible ★★☆☆

- A overactive narrative and vision. – connection villages
- Bigger story linking Woodend, Daylesford, Castlemaine, Ballarat etc. with trails – has international marketing potential.
- Great potential for businesses within the township ★★
- Walks/trails easily identified – colour coded for different lengths, level of difficulty ★★★
- Tourism – We need more ‘tourism product’ and preferable low impact bike/walking/cycling tracks.
- Trails need to be done in a way which ensures trail bikes cannot use or are discouraged for doing so. ★
- No bike tracks in town! ★★
- Rail Trail to Tylden so locals can walk/cycle into town – large housing development east of town and road to busy and dangerous
- Consider entering rail trail line in conjunction with cycle trail. ‘Rail-with-Trail’ from Daylesford to Woodend would boost tourism. ‘Rail With-Trail’ is planned from Mealsville to Lilydale ★★★★★

#### **Hepburn**

- Continuation of pedestrian barrier along lane and path linking Daylesford to Hepburn
- Pedestrian path safety fencing above Main Road cutting from Tenth Street
- Reduce speed limits around Hepburn Mineral Spring Reserve and main township- 50 km/h maximum through this section
- Improve maintenance of tracks around Hepburn Mineral Springs
- Work with Parks Victoria and Victorian Mineral Springs to produce style guide for signage
- Develop Dry Diggings Track and Lerderberg Trail as Mountain Biking opportunity
- Develop heritage walk around township and HMSR
- Develop pedestrian crossings on Main Road at Tenth Street and General Store.
- Provide better signage into HMSR from Main Street
- Provide brochure or map series for main walks

#### **Creswick**

- Walking/Cycling Track – Creswick
  - Along the Creek’
  - Doug Lindsay Res to Calembreen Park – along creek at back of caravan park – connect to park lake. Along creek at back of shops & bowling club - Pearman Street. Along creek on other side to Hammon Res – Northcote Res. Bridge across Slaty Creek to St Georges Lake – Around St Georges Lake.
- Road Hazards to cyclists
  1. Broken edges
  2. Humps & depressions on edge of sealed surface
  3. Canyons off the seal to the gravel surface
  4. Corrugated surfaces
  5. Pot holes
  6. Loose gravel

7. Gravel covered bell mouths

- Traffic Hazards to cyclists

1. Insufficient clearance from

- (i) Passing cars
- (ii) Passing cars – several in line
- (iii) Passing cars – trucks & coaches
- (iv) Passing cars – B doubles

Accentuated when a vehicle is passing in the opposite direction

- 2. Any of the above combined with any of the road hazards
- 3. Speed difference between passing cyclists and passing vehicles (the faster the vehicle the less the clearance)

Solutions:

- 1. Signage
- 2. Bike paths – particularly for Cemetery to Castlemaine Roads
- 3. Attend to road hazards

Battery recharge station?

Rides around Creswick

- 1. Creswick – Clunes – Return by alternate route
- 2. Creswick via Ascot to Gillies Road to Glendale Road to Clunes Road then return to Creswick
- 3. Creswick to Clunes Road – King Street
- 4. Creswick – Dean – Seruh Hill – Springmount – Creswick

Footpath gradients are terrible and need to be less steep, particularly outside supermarket

### Clunes

- Provide footpath down Cameron Street to Fraser Street for primary school children
- Complete footpath sections to create loops
- Accessibility is a major issue as the community ages
- Connect Fraser Street footpath to new creek ford
- Create loop trail up Scenic Drive and around old tip area and back to town
- Complete connection of footpath outside VIC
- Provide trail along Creswick Creek between Scenic Drive and back to Creswick-Clunes road
- Provide footbridge to cross Creswick Creek at Pine grove
- Potential to connect footpaths through the old showgrounds and create loop walk

- Use footpaths as loop walks for older residents with mobility issues

### **Interviewee/submissions list**

Parks Victoria

VicRoads

HMSR Committee

Secret Forest Walks

Rail Trails Australia

Bicycle Victoria

Council staff- Economic Development, Roads and Infrastructure, Sustainability, Tourism, Parks

Great Dividing Trail Association

Department of Planning and Community Development

Daylesford Secondary College Students

Creswick Mountain Bike Trail Group

Radio Springs Hotel, Lyonville

Victorian School of Forestry

Novotel Forest Resort

Daylesford and Macedon Ranges Regional Tourist Board

Daylesford Spa Country Railway

## Hepburn Proposed Project Details

| Location   | From Street Name 1     | To Street Name 2 | Approximate Length | Proposed Project/Treatment |
|--|------------------------|------------------|--------------------|----------------------------|
| Bendy Road – Newstead Hepburn Road.  |                        |                  |                    |                            |
| Road opposite Moulten. No proper facility for pedestrian access and no signage for cyclists and pedestrians throughout the area. |                        |                  |                    |                            |
| Signage for tracks with information etc.   |                        |                  |                    |                            |
| Hepburn pre-school   |                        |                  |                    | Needs barrier              |
| HMSR   | Mineral Spring Reserve | Breakneck George |                    | Needs clearing             |
| Maps relative to distance to gradient  |                        |                  |                    |                            |
| GDT Information is awful. Need to give better info   |                        |                  |                    |                            |

## Daylesford

### Proposed Project Details

| Location   | From Street Name 1   | To Street Name 2                      | Approximate Length | Proposed Project/Treatment   |
|--|--|---------------------------------------|--------------------|--|
| The (real) Central Highlands Rail Trail                            | Daylesford (East Street)   | Creswick                              | ?                  | Transform existing rail trail track into a rail trail                                  |
| Daylesford/Hepburn Springs   | Main Road  | Vincent Street                        | 3Km                | Remove obstacles & bumps. Safety and ease of use.                                      |
| Daylesford to Sailors Falls – Cycling/Walking Track                | Information Centre   | Sailors Falls                         | 4km to 5km         |  |
| Central Springs Road (between Fulcher Street and Tablehill Road) ★ | Fulcher Street   | Tablehill Road                        | Under 1km          | Walking/bike riding path – currently extremely dangerous                               |
| Daylesford – Ballan Road   | Vincent Street – Daylesford  | Railway Station Ballan                | 34km               | Repair shoulder and extend shoulders to make bike commuting to Ballan Station          |
| Daylesford (bus stop) Buses ★★★★★★                                 | To Ballan, Creswick, Ballarat, Woodend, and Castlemaine Railway Stations |                                       | Various            | All commuter buses to install bike carrying racks.                                     |
| Daylesford/Hepburn (General)                                       | To Castlemaine via bicycle   | Railway Station (bikelanes/shoulders) | 40km               | Provide adequate bike shoulders to even bike path to Castlemaine                       |
| Daylesford/ Hepburn (General)                                      | To Castlemaine via bicycle   | Railway Station (bikelanes/shoulders) | 20km               | Provide adequate bike shoulders and preferably bike lane to Creswick (closest station) |
| Daylesford   | Raglan Street  | Vincent Street                        | 0km                | A massive pot hole exists where the bike path starts                                   |
| Daylesford Town Hall   | Vincent Street   |                                       |                    | Bike rack  |
| Coles walkway  | Vincent Street   |                                       |                    | Bike rack  |
| Hospital Street/Jamieson Streets                                   | Around hospital & health precincts                                       |                                       |                    | Footpaths repaired and tactile indicators to be installed                              |
| Daylesford – Trentham Shoulders sealed                             |  |                                       | 100km total        |  |



## Trentham

### Proposed Project Details

| Location   | From Street Name 1        | To Street Name 2              | Approximate Length | Proposed Project/Treatment   |
|--|---------------------------|-------------------------------|--------------------|--|
| Stoney Creek Reserve   | Lake                      |                               | 1 km               |  |
| Stoney Creek Reserve   | High Street opposite Lake | Park Street near bowling club | 1km                | Existing path flooded and damaged. Needs better path or boardwalk  |
| Blue Mount Road into forest and back to cemetery   | High Street               | Park Street                   | 3km                | Existing path needs repair and drainage and signage  |
| Clear line from Trentham to Daylesford asap  | Trentham                  | Daylesford                    | unknown            |  |
| Trentham Information Centre  | Victoria Street           |                               |                    | <p>Make information centre the centre for all walks and recreation in the Wombat State Forest and promote as "Gateway to Wombat State Forest" with historical displays of history of the area.</p> <p>Bike hire; have a supply of bikes available for tourists. Maybe a drop off points in Daylesford.</p> <p>Good signage and maps at the station – approx times.</p> |
| Racecourse   |                           |                               |                    | Historical marks on old racecourse e.g. finish/start posts – location – grandstand   |
| Short walks – e.g. ½ - 1 hour walks that are part of the walking trails                              |                           |                               |                    | Yards etc.   |
| Crossing of Cosmo Road very dangerous for walkers and riders – needs bollards – signage for crossing |                           |                               |                    |  |
| Wholetrail – removal and education about environment.  |                           |                               |                    |  |

## Walking and Cycling Background Paper – Attachment 4

### Introduction

The purpose of this paper is to provide a context and background information to the consultants developing the Hepburn Shire Walking and Cycling Strategy. It contains maps, demographic and travel to work data along with summary information from Council Plans and Strategies that include recommendations and actions which relate to walking and cycling and associated infrastructure. Relevant priority actions from Community Plans are also summarized. Links to these documents are also included, where available.

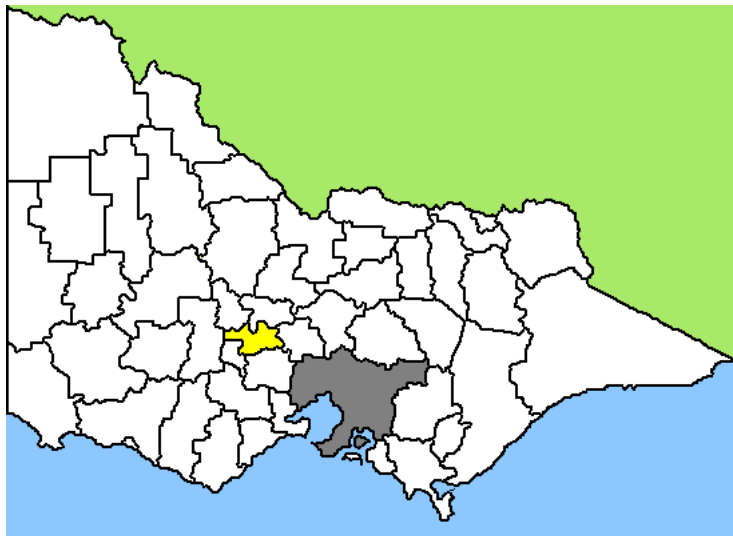
### About Hepburn Shire

#### Geography and population

The Local Government Area of Hepburn Shire is located in central Victoria, approximately 120km from Melbourne and was formed in 1995 from the merger of the Shire of Creswick, Shire of Daylesford and Glenlyon and parts of the Shire of Kyneton and Shire of Talbot and Clunes.

Hepburn Shire shares boundaries with neighbouring shires Moorabool, Macedon Ranges, Mount Alexander, Central Goldfields, Pyrenees and Ballarat City. Regional centres of proximity are Ballarat, Kyneton, Castlemaine, Maryborough and Bacchus Marsh. Larger rural centres of some proximity are Bendigo and Geelong.

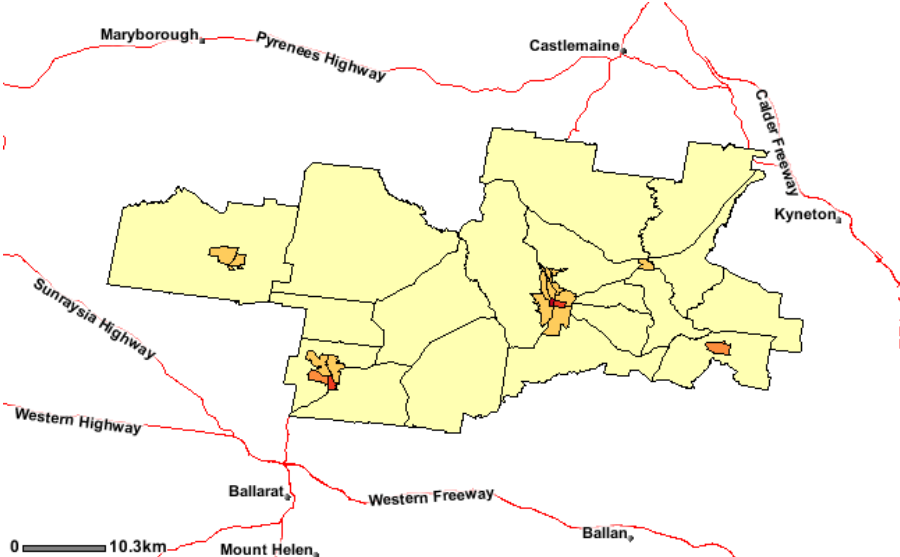
According to the 2006 Australian Bureau of Statistics (ABS) Census data, Hepburn has a population of approximately 13,732. The shire covers 1470km<sup>2</sup> and has four major towns: Clunes (pop 1,054), Creswick (pop 2,423), Daylesford (pop 3,080), and Trentham (pop 622); this leaves approximately 6,553 living outside the major towns. Hepburn has a male to female ratio of 48.6: 51.4 and an Indigenous population of 88 (0.6%). Hepburn is expected to grow at a rate of 0.6% to 15,669 by the year 2015.



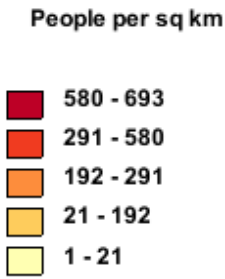
Hepburn shire location in relation to the rest of Victoria



Towns and major roads in Hepburn Shire

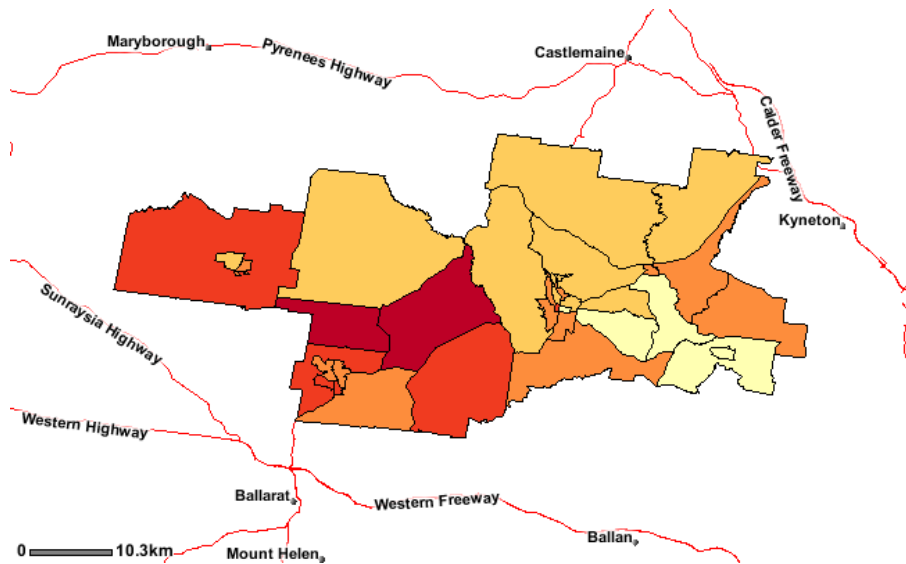


Population density



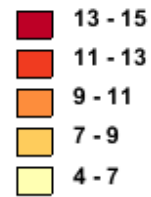
Younger and older people

Though the issue of transport affects the entire population, particularly affected are both the young and the elderly. According to 2006 ABS statistics, 0-24 year old account for 28.1% of the population with 15-24 year olds making up 9.6% of the population.



Proportion of the population aged 15-24

Per cent



**Younger people**

Young people can be particularly transport disadvantaged as they may lack personal transport (in the form of a car, scooter, etc) and the social network that connects them with personal transport. When there is no public transport young people often rely on their parents to drive them to social or employment needs, however, due to economic or other constraints, some families may not be able to provide this and so such young people are left isolated.

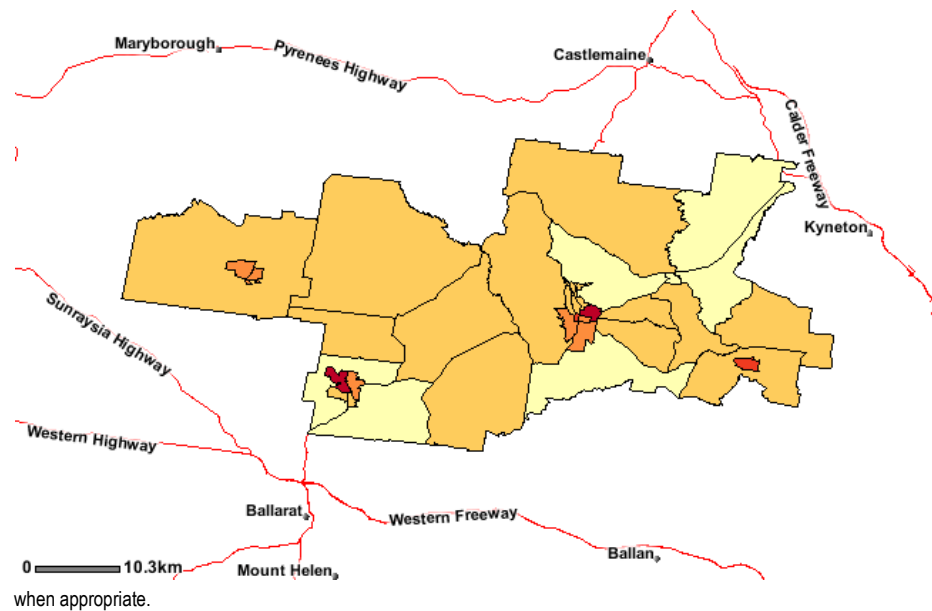
Social and employment opportunities can often be on weekends and so transport options on weekends are important for youth.

Below are the impacts of transport disadvantage on regional youth (comments from consultation, young people and youth workers in regional Australia, 2003)

- 94% - restricted education and employment opportunities
- 90% - restricted social opportunities
- 52% - restricted access to services
- 52% - isolation
- 32% - no independence
- 28% - stress
- 25% - early age drinking, mischief
- 13% - car purchase would cause debt problem
- 13% - arrive late to work, school or appointment
- 11% - unsafe behaviours, eg. Hitchhiking
- 9% - drink driving
- 8% - unlicensed driving
- 7% - unsafe walking long distances
- 6% - accommodation costs near education and employment
- 6% - driver fatigue – accidents
- 5% - people leave township

**Older People**

People 55 years and older currently account for 31.9% of the population, while those people 65 years or older account for 17.6% of the population. The median age of Hepburn residents is 44 years old.



**Proportion of the population aged 75+**

**Per cent**



However Hepburn has an ageing population. Whilst people aged 70 years and over comprise 12% of Hepburn Shire residents (2006 Census data) and it is projected that this will increase 100% over the next 22 years with those aged 70+ making up almost 25% of the population by 2031. It is predicted that by 2021 Hepburn's 50 years plus aged group will be 52.6% of the total population and by 2031, 58.45%.

**Cultural and linguistic diversity**

According to the 2006 ABS statistics, Hepburn shire contains 90.4% Australian citizens, with 81% of residents born in Australia and at least 86.8% of residents born in an English speaking country. 91.4% of the population speak English at home. As a result of these statistics it will not be assumed that the project will need to produce its documents in other languages as a matter of course. However, provision for culturally and linguistically diverse communities will be made

**Economic prosperity and disadvantage**

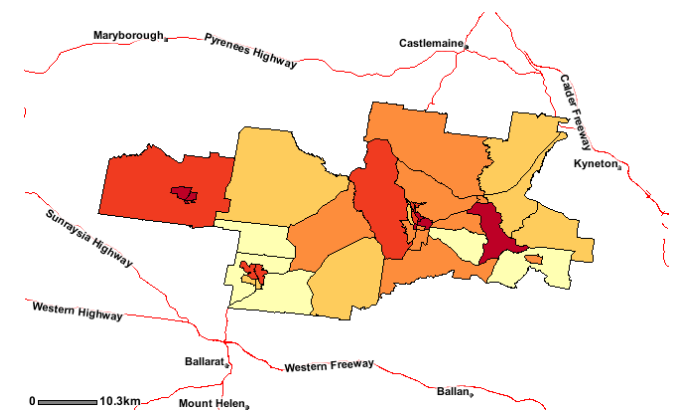
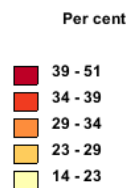
The shire's economic base is provided through primary industries, manufacturing and tourism. Tourism is most popular around the Daylesford-Hepburn Springs area, which is well known for its mineral springs. The main industry is Agriculture.

Approximately 53.2% of the population is full-time employed, 33.7% are employed part-time and 6.4% unemployed.

Hepburn Shire residents have a median individual income of \$358 per week, which is 76% of the national average, a median household income (\$674) that is 65% of the national average and a median family income (\$907) that is 77% of the national average.

Hepburn ranks 10th highest municipality in the state for the proportion of households in the lowest income quartile.

**Proportion of low income<sup>1</sup> households**



<sup>1</sup> A low income household is defined by the ABS as one that has a gross weekly income of less than \$500.

Hepburn Shires's Socio-Economic Index For Relative Advantage and Disadvantage ranking of 29th in the state compared with Macedon Ranges 64, Golden Plains 48, Moorabool 47, and Ballarat 37.

### Education facilities

There are a number of primary schools throughout the shire: Bullarto, Clunes, Creswick North, Creswick, Daylesford, Drummond, Guildford, Hepburn, Newlyn, Smeaton, Trentham District and Yandoit.

Due to the decline in school-age population in some areas, Dean and Kingston primary schools have had to close in recent years.

There is only one high school in the municipality: Daylesford Secondary College. Outside of the shire there are secondary schools in Ballarat, Bacchus Marsh and a number of students in the west of the shire attend Highview College at Maryborough.

The only tertiary institution within the shire is the University of Melbourne's Creswick Campus: the School of Forest and Ecosystem Science, formerly the Victorian School of Forestry. Outside the shire, the closest tertiary education is at Ballarat University, the Australian Catholic University's Ballarat (Aquinas) Campus, and at La Trobe University's Bendigo Campus.

Also important to education are neighbourhood centres. Hepburn Shires has the following centres: Clunes Neighbourhood House, Creswick Learning Centre, Daylesford Neighbourhood Centre and Trentham Neighbourhood Centre. They provide a variety of education opportunities, including nationally recognized training and VCAL programs at Daylesford. The University of the Third Age (U3A) also provides a range of learning options for older people, particularly those that are geographically, physically or socially isolated.

|                                       | 2001         | 2001           | 2006         | 2006           | 2001-2006  | 2001-2006     |
|---------------------------------------|--------------|----------------|--------------|----------------|------------|---------------|
| Method of travel                      | Persons      | % of total     | Persons      | % of total     | Change #   | Change%       |
| Train                                 | 16           | 0.30%          | 28           | 0.49%          | 12         | 0.19%         |
| Bus                                   | 19           | 0.36%          | 23           | 0.40%          | 4          | 0.05%         |
| Tram (including light rail)           | 0            | 0.00%          | 3            | 0.05%          | 3          | 0.05%         |
| Taxi                                  | 3            | 0.06%          | 7            | 0.12%          | 4          | 0.07%         |
| Car, as driver                        | 3,024        | 56.54%         | 3,400        | 59.53%         | 376        | 2.99%         |
| Car, as passenger                     | 293          | 5.48%          | 261          | 4.57%          | -32        | -0.91%        |
| Truck                                 | 85           | 1.59%          | 86           | 1.51%          | 1          | -0.08%        |
| Motorbike/motor scooter               | 19           | 0.36%          | 27           | 0.47%          | 8          | 0.12%         |
| Bicycle                               | 10           | 0.19%          | 12           | 0.21%          | 2          | 0.02%         |
| Other                                 | 33           | 0.62%          | 28           | 0.49%          | -5         | -0.13%        |
| Walked only                           | 254          | 4.75%          | 256          | 4.48%          | 2          | -0.27%        |
| <b>One method only total</b>          | <b>3,756</b> | <b>70.23%</b>  | <b>4,131</b> | <b>72.33%</b>  | <b>375</b> | <b>2.10%</b>  |
| Train and Bus                         | 3            | 0.06%          | 7            | 0.12%          | 4          | 0.07%         |
| Train and other (excluding bus)       | 44           | 0.82%          | 26           | 0.46%          | -18        | -0.37%        |
| Bus and other (excluding train)       | 7            | 0.13%          | 4            | 0.07%          | -3         | -0.06%        |
| Other two methods                     | 32           | 0.60%          | 28           | 0.49%          | -4         | -0.11%        |
| <b>Two methods total</b>              | <b>86</b>    | <b>1.61%</b>   | <b>65</b>    | <b>1.14%</b>   | <b>-21</b> | <b>-0.47%</b> |
| Train and other two methods           | 8            | 0.15%          | 18           | 0.32%          | 10         | 0.17%         |
| Bus and other two methods (not train) | 3            | 0.06%          | 0            | 0.00%          | -3         | -0.06%        |
| <b>Three methods total</b>            | <b>11</b>    | <b>0.21%</b>   | <b>18</b>    | <b>0.32%</b>   | <b>7</b>   | <b>0.11%</b>  |
| Worked at home                        | 646          | 12.08%         | 624          | 10.93%         | -22        | -1.15%        |
| Did not go to work                    | 716          | 13.39%         | 756          | 13.24%         | 40         | -0.15%        |
| Not stated                            | 133          | 2.49%          | 117          | 2.05%          | -16        | -0.44%        |
| <b>Total</b>                          | <b>5,348</b> | <b>100.00%</b> | <b>5,711</b> | <b>100.00%</b> | <b>363</b> | <b>0.00%</b>  |

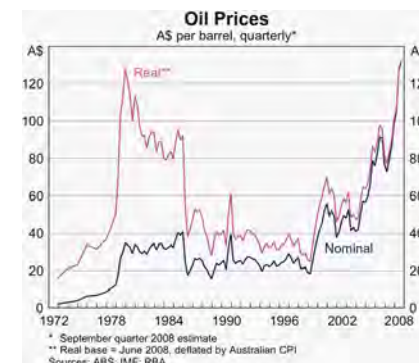
### Travel to work

The data below, gathered from the ABS Census 2001 and 2006, gives some interesting information about the degree of access and decisions made by residents as to the way they travel to work. It can be seen that from 2001 to 2006 there have been minor changes and that the dominant mode of transport for getting to work is as the driver of a car, the low secondary 'car, as passenger' statistic means that most of those commuting to work by car travel alone. This date shows significant opportunities for behaviour change towards more active transport options combined with public transport use.

Travel to work data collected from ABS Census 2001 and 2006.

Source: Reserve Bank of Australia<sup>2</sup>

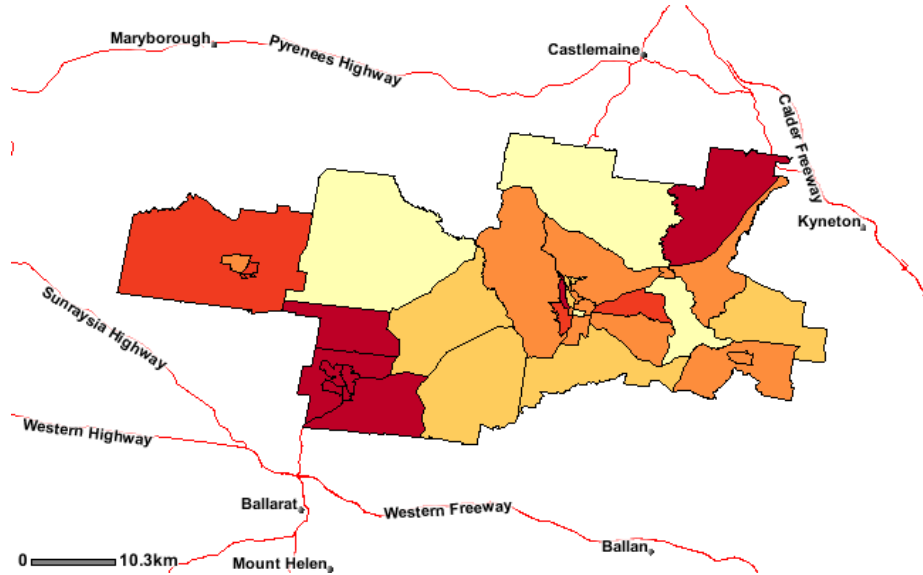
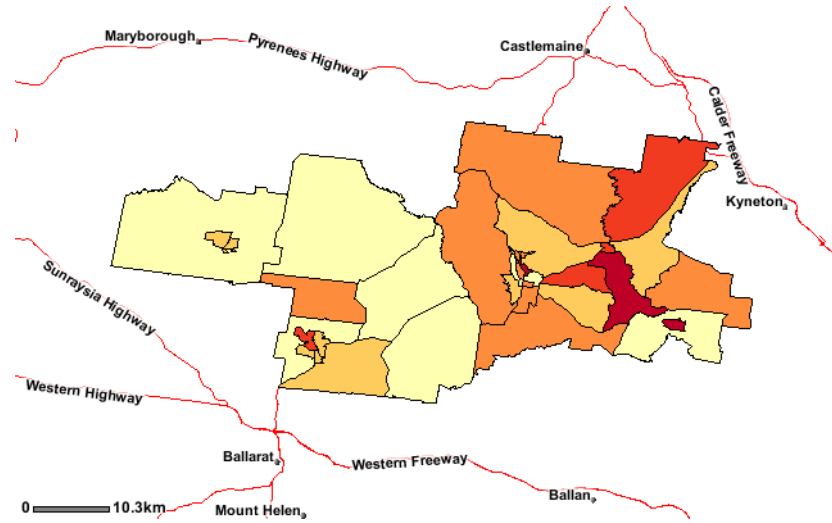
It is important to note that oil prices have changed significantly over the last couple of years and that people's travel habits most likely have also changed in this time, thus making the 2006 ABS statistics outdated and not reflective of the pressure placed on people to find more economically sustainable transport options. The figure above shows quarterly oil prices in Australia from 1972 to 2008. While there was a sharp price rise in the late 1990s, the rise in prices seen in just the last two years is of significantly larger scale and indicates a trend that will force residents to re-evaluate their modes of transport. Even when adjusted for inflation, as the purple line indicates, fuel prices can be seen to be shooting up in recent years, particularly in 2008.



<sup>2</sup> Reserve Bank of Australia (2008) [http://www.rba.gov.au/PublicationsAndResearch/Bulletin/bu\\_sep08/oil\\_prices\\_au\\_economy.html](http://www.rba.gov.au/PublicationsAndResearch/Bulletin/bu_sep08/oil_prices_au_economy.html)

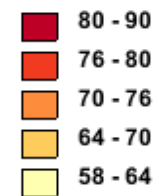
Proportion of people who travel to work by public transport

Per cent



Proportion of people who travel to work by car

Per cent



**Travel to work data**

The original Microsoft Excel file containing the below can be provided on request.

**Trip Generators**

- Vincent St Shopping precinct, Daylesford
- Albert St Shopping precinct, Creswick
- Daylesford Neighbourhood Centre, Daylesford
- Trentham (L)
- Remainder of Hepburn Shire
- Bacchus Marsh
- Ballan
- Clunes Neighbourhood House, Clunes
- Creswick Neighbourhood Centre, Creswick
- Daylesford Secondary College
- Clunes Primary School
- Hepburn Health Service, Daylesford
- Hepburn Health Service, Creswick
- Hepburn Health Service, Clunes
- Hepburn Health Service, Trentham
- Trentham shopping precinct
- Clunes shopping precinct
- Creswick North Primary School
- Bridport St Bus Stop, Daylesford
- Library, Daylesford
- Skate park, Daylesford
- Skate park, Creswick
- Skate park, Trentham
- Skate park, Clunes

| Urban Centre/Locality of Usual Residence | Place of Work (a) |          |            |                           |                  |        |                 |         |         |          |        |                     |                          |                    |                    |                    | Total Victoria | Elsewhere in Australia | Not stated | Total Australia |
|--|-------------------|----------|------------|---------------------------|------------------|--------|-----------------|---------|---------|----------|--------|---------------------|--------------------------|--------------------|--------------------|--------------------|----------------|------------------------|------------|-----------------|
|  | Clunes            | Creswick | Daylesford | DZ1<br>212911216<br>4 (b) | Bacchus<br>Marsh | Ballan | Maryborou<br>gh | Kyneton | Woodend | Ballarat | Melton | Melbourne<br>SD (c) | Elsewhere<br>in Victoria | 212911216<br>4 (b) | 212911216<br>4 (b) | 212911216<br>4 (b) |                |                        |            |                 |
| Clunes                                   | 100               | 8        | 6          | 0                         | 0                | 0      | 16              | 0       | 0       | 109      | 0      | 10                  | 54                       | 303                | 0                  | 23                 | 326            |                        |            |                 |
| Creswick                                 | 0                 | 233      | 30         | 3                         | 0                | 3      | 3               | 0       | 0       | 405      | 0      | 28                  | 171                      | 876                | 5                  | 41                 | 922            |                        |            |                 |
| Daylesford                               | 0                 | 14       | 748        | 38                        | 3                | 0      | 3               | 8       | 0       | 99       | 0      | 104                 | 148                      | 1,165              | 8                  | 63                 | 1,236          |                        |            |                 |
| Trentham (L)                             | 0                 | 0        | 11         | 87                        | 7                | 0      | 0               | 12      | 6       | 3        | 0      | 61                  | 51                       | 238                | 3                  | 5                  | 246            |                        |            |                 |
| Remainder of Hepburn Shire               | 29                | 91       | 409        | 456                       | 8                | 7      | 20              | 87      | 19      | 539      | 5      | 255                 | 893                      | 2,818              | 21                 | 142                | 2,961          |                        |            |                 |
| Bacchus Marsh                            | 0                 | 0        | 7          | 4                         | 1,879            | 39     | 0               | 3       | 0       | 101      | 371    | 2,642               | 667                      | 5,713              | 29                 | 304                | 6,046          |                        |            |                 |
| Ballan                                   | 0                 | 0        | 8          | 5                         | 41               | 170    | 0               | 0       | 0       | 90       | 22     | 219                 | 132                      | 687                | 3                  | 41                 | 731            |                        |            |                 |
| Blackwood (L)                            | 0                 | 0        | 0          | 12                        | 5                | 6      | 0               | 0       | 0       | 5        | 0      | 43                  | 39                       | 110                | 0                  | 0                  | 110            |                        |            |                 |
| Dales Creek (L)                          | 0                 | 0        | 0          | 0                         | 13               | 5      | 0               | 0       | 0       | 8        | 18     | 72                  | 37                       | 151                | 0                  | 13                 | 164            |                        |            |                 |
| Gordon (L)                               | 0                 | 0        | 0          | 0                         | 11               | 16     | 0               | 0       | 0       | 48       | 5      | 45                  | 51                       | 176                | 0                  | 13                 | 189            |                        |            |                 |
| Greendale (L)                            | 0                 | 0        | 4          | 0                         | 30               | 3      | 0               | 0       | 0       | 9        | 15     | 87                  | 47                       | 195                | 0                  | 9                  | 204            |                        |            |                 |
| Mount Egerton (L)                        | 0                 | 0        | 0          | 0                         | 0                | 6      | 0               | 0       | 0       | 22       | 3      | 18                  | 27                       | 76                 | 3                  | 5                  | 84             |                        |            |                 |
| Mylmiong (L)                             | 0                 | 0        | 0          | 0                         | 22               | 0      | 0               | 0       | 0       | 4        | 4      | 35                  | 34                       | 99                 | 4                  | 4                  | 107            |                        |            |                 |
| Remainder of Moorabool Shire             | 0                 | 12       | 32         | 7                         | 308              | 98     | 3               | 4       | 0       | 856      | 97     | 976                 | 1,511                    | 3,904              | 22                 | 182                | 4,108          |                        |            |                 |
| Talbot (L)                               | 0                 | 0        | 0          | 0                         | 0                | 0      | 33              | 0       | 0       | 11       | 0      | 6                   | 41                       | 91                 | 0                  | 8                  | 99             |                        |            |                 |
| Maryborough                              | 0                 | 0        | 6          | 0                         | 0                | 0      | 1,899           | 8       | 0       | 40       | 0      | 36                  | 418                      | 2,407              | 10                 | 105                | 2,522          |                        |            |                 |
| Remainder of Central Goldfields Shire    | 5                 | 0        | 0          | 0                         | 0                | 0      | 598             | 3       | 0       | 44       | 0      | 40                  | 744                      | 1,434              | 3                  | 75                 | 1,512          |                        |            |                 |
| Newstead (L)                             | 0                 | 0        | 4          | 4                         | 0                | 0      | 10              | 3       | 0       | 4        | 0      | 0                   | 164                      | 189                | 0                  | 15                 | 204            |                        |            |                 |
| Remainder of Mount Alexander Shire       | 0                 | 3        | 51         | 11                        | 0                | 0      | 86              | 154     | 14      | 34       | 3      | 373                 | 5,559                    | 6,288              | 42                 | 257                | 6,587          |                        |            |                 |
| Kyneton                                  | 0                 | 0        | 7          | 7                         | 0                | 0      | 0               | 842     | 55      | 0        | 7      | 239                 | 535                      | 1,692              | 8                  | 70                 | 1,770          |                        |            |                 |
| Woodend                                  | 0                 | 0        | 7          | 10                        | 3                | 0      | 0               | 103     | 418     | 0        | 7      | 489                 | 307                      | 1,344              | 8                  | 51                 | 1,403          |                        |            |                 |
| Remainder of Macedon Ranges Shire        | 0                 | 0        | 29         | 26                        | 57               | 4      | 5               | 678     | 358     | 31       | 141    | 7,076               | 5,923                    | 14,328             | 93                 | 633                | 15,054         |                        |            |                 |
| Ballarat                                 | 17                | 161      | 128        | 7                         | 56               | 63     | 71              | 5       | 0       | 25,399   | 57     | 1,202               | 5,345                    | 32,511             | 149                | 1,306              | 33,966         |                        |            |                 |
| Remainder of Ballarat City               | 5                 | 24       | 9          | 0                         | 7                | 4      | 10              | 0       | 0       | 2,224    | 7      | 97                  | 1,014                    | 3,401              | 21                 | 150                | 3,572          |                        |            |                 |
| Melton                                   | 0                 | 0        | 5          | 4                         | 349              | 6      | 0               | 5       | 10      | 46       | 3,249  | 10,382              | 1,128                    | 15,184             | 58                 | 1,007              | 16,249         |                        |            |                 |
| Remainder of Melton Shire                | 0                 | 0        | 0          | 0                         | 59               | 3      | 0               | 4       | 10      | 22       | 326    | 17,654              | 1,329                    | 19,407             | 61                 | 1,376              | 20,844         |                        |            |                 |
| Meredith (L)                             | 0                 | 0        | 0          | 0                         | 0                | 0      | 0               | 0       | 0       | 9        | 0      | 12                  | 95                       | 116                | 0                  | 5                  | 121            |                        |            |                 |
| Remainder of Golden Plains Shire         | 0                 | 11       | 6          | 0                         | 5                | 9      | 3               | 0       | 0       | 2,062    | 3      | 431                 | 4,605                    | 7,135              | 26                 | 319                | 7,480          |                        |            |                 |
| Remainder of Victoria                    | 5                 | 13       | 69         | 30                        | 359              | 20     | 248             | 165     | 101     | 1,275    | 1,273  | 1,495,589           | 520,814                  | 2,019,961          | 19,679             | 105,970            | 2,145,610      |                        |            |                 |
| Total Victoria                           | 161               | 570      | 1,576      | 711                       | 3,222            | 462    | 3,008           | 2,084   | 991     | 33,499   | 5,611  | 1,538,221           | 551,863                  | 2,141,999          | 20,256             | 112,192            | 2,274,447      |                        |            |                 |

**Tourism**

Tourism is an important industry, particularly in Daylesford and Hepburn Springs, see data on visitor numbers below:

**Hepburn Shire visits to Visitor Information Centres (VIC) 2009-10 (HSC VIC data)**

Creswick 11,378      Trentham: 2,740  
 Clunes: 6,105      Daylesford: 89, 874

**Tourism Research Australia data (08-09)**

Day trip visits      500,000  
 Domestic overnight      189,000  
 International overnight      27,600



Anecdotal evidence suggests that more visitors are interested in walking and cycling. A number of small businesses, including bicycle hire and walking tour operators, have recently been established, in response to this demand.

Hepburn Shire Council's Draft Economic Development Strategy (SED Consulting, December 2010) identifies opportunities for "tourism product development around the natural environment". It also identifies the opportunity to "Enhance Trentham's tourism potential by improving the tourism product based on natural and heritage assets and increased accommodation options".

### **Existing infrastructure**

#### **Road network**

Information to be provided by Assets and Engineering Services

#### **Footpaths**

Information to be provided by Assets and Engineering Services

### **Existing walking tracks**

#### **Great Dividing Trail**

Great Dividing Trail Association has funding for improvements to the Goldfields Track (Bunninyong to Bendigo) which includes the Dry Diggings and Wallaby Track in Hepburn Shire. This includes improved signage and to develop as shared walking/cycling paths.

There are opportunities to install signage, seats and bike racks at trail gateways to encourage visitation to Daylesford VIC and attractions in Daylesford and Hepburn Springs.

#### **Existing Walks in Reserves**

Along with the Great Dividing Trail walks which pass through Hepburn's Reserves there are other 'stand alone' walks notably:

- Lake Daylesford Looped Walking Track - The Peace Mile which is well utilized and fairly accessible;
- Jubilee Lake Walking Tracks;
- Hepburn Mineral Springs Reserve Walks;
- St George's Lake, Creswick - this sustained some flood damage in September 2010 and some tracks were closed;
- Calembeen Park Reserve Walking Tracks - Council has \$100,000 to improve this walk and a Scope of Works for the project is currently under development. (Attachment – Outcomes of Community Meeting re development priorities)

#### **Existing cycling infrastructure**

Information to be provided by Assets and Engineering Services on existing bike paths

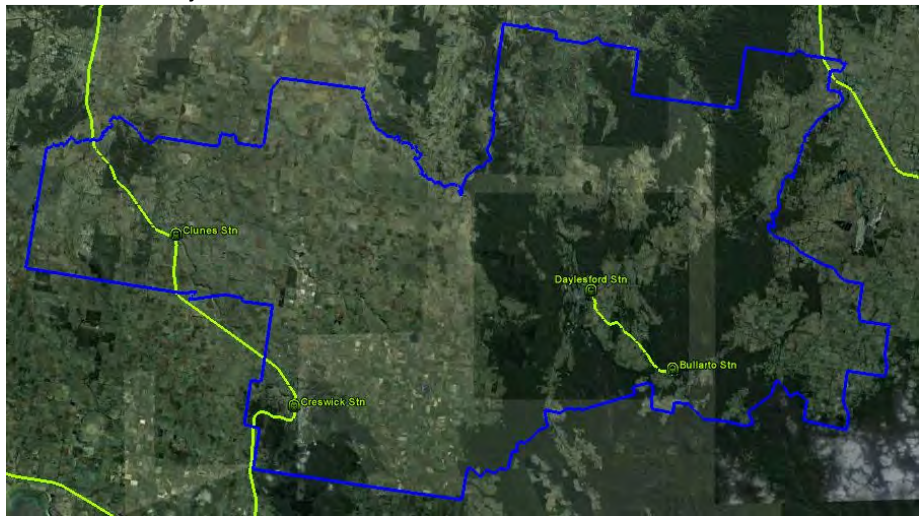
#### **Bid for a Bike Rack**

Hepburn Shire Council is currently reviewing applications for its Bid for a Bike Rack program, an initiative that has allowed residents to lodge an application for a bike rack to be installed at a particular location. Information regarding successful bike rack locations and infrastructure to be installed will be provided to CPG once finalized.

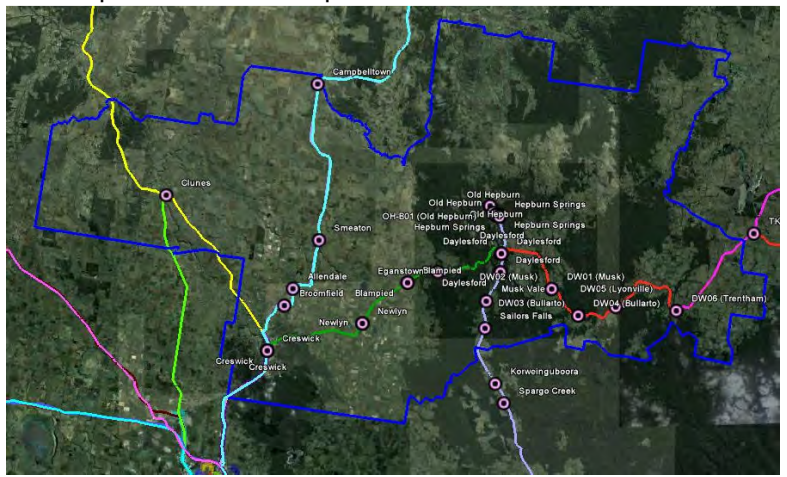
#### **Public transport connections**

The original Google Earth files the below images have been generated from can be provided to CPG on request as the GIS data can be extracted from these files, if useful.

Train routes and railway station locations



Public transport bus routes and bus stop locations



## Relevant Council Plans and Strategies

### Reserve Management Plans

Below is a brief summary of recommendations from these plans related specifically to walking

#### Lake Daylesford

##### *Trail connections*

- Develop more effective walking track connections to lower reserve.
- Provide local pedestrian link through northern area of reserve and connections through to Jubilee Lake.
- Provide connection to Great Dividing Trail.
- Provide strong connections to the CBD of Daylesford.

##### *Signage*

Provide commonly themed signage that:

- identifies the reserve and activity nodes (way finding signs);
- provides directional guidance along trail;
- Interprets historical aspects of the reserve;

Reduce or consolidate risk management signs

#### Jubilee Lake

##### *Trail connections*

- Develop more effective walking track loop with signage
- Provide pedestrian link through to Lake Daylesford
- Provide connection to Great Dividing Trail

##### *Signage*

Provide commonly themed signage that:

- identifies the reserve as a public place and what it contains;
- provides directional guidance along trail;
- Interprets historical aspects of the reserve;

Reduce or consolidate risk management signs

##### *Traffic Management*

Provide clear delineation between vehicles and pedestrians/park users

#### Calembeen Park

##### *Trail connections*

- Develop a loop walking track made of an appropriate organic material around site
- Link to surrounding North and West Creswick residents with walkway across to Little King Street and Luttet Street
- Reinstate boardwalk between intermediate pool and lake

#### Hepburn Springs Mineral Reserve

##### *Trail connections*

- Develop a loop walking track connecting Hepburn and Daylesford with the HMSR.

- Provide local pedestrian link through the north-west corner of the reserve
- Improve condition of walking paths

#### *Signage*

Provide commonly themed signage that:

- identifies the reserve and activity nodes
- provides directional guidance along trail
- Interprets historical aspects of the reserve
- Reduce or consolidate signs
- Provide way finding signs

#### *Traffic Management*

- Provide clear delineation between vehicles and pedestrians/park users
- Undertake Traffic Management Plan to investigate one way flow through the reserve
- Restrict vehicle access
- Landscape car park areas more effectively
- Create secondary activity node to reduce congestion

### **Bath Street Reserve**

#### *Trail connections*

- Develop a walking track made of an appropriate organic material on higher ground or board walk
- Link to loop around Trentham township and to Trentham Falls walk

Members of the Trentham community have developed a proposal for a township walk – *The Wombat Trail* along with a walk to Trentham Falls.

### **Community plans**

Councils' commitment to community planning is outlined in the current Council Plan (2009-13) which states that: "Community Planning will build the capacity of our local communities and create places which are highly valued by residents. We think the plans which communities prepare for themselves should guide Council's development priorities"

Further the Council Plan commits Council to:

- Providing support to all Hepburn communities prepared to undertake a Community Plan (Commitment 42)
- Using Community Plans as the basis for fixing priorities for Council's Capital Work Program and developing a Community Plans Funding Program which will provide communities with assistance to implement their Community Plans. (Commitment 43)

The following Community Plans have been developed:

- Creswick Ward (2009-13) adopted July 2009;
- Jim Crow Creek (Clydesdale, Franklinford & Yandoit) adopted 2008;
- Clunes adopted June 2009;
- Lyonville adopted July 2009;
- Newlyn/Rocklyn adopted December 2009 ;
- Trentham adopted November 2009; and,
- Glenlyon adopted June 2010.

A community planning process is to commence in the Leonards Hill, Muskvale, Sailors Hall communities in February 2011.

Many of the existing community plans contain actions around infrastructure improvements or enhanced walking and cycling opportunities as listed below.

**Jim Crow Creek** (Yandoit, Franklinford and Clydesdale)

To develop activities and infrastructure in order to benefit all residents and visitors to the district.

Focus on increasing participation of local residents in sporting, recreation and leisure activities.

**Lyonville**

Re- establish tourist railway/bike walking track to Trentham and repair Coliban Bridge

Town Signage, entrances, historical, walking trails and other

**Clunes**

Improving pedestrian safety and footpath linkages at Clunes Primary School.

**Newlyn/Rocklyn**

Footpath extension and crossing.

Walking tracks

Roadside maintenance including weeds and safer walking

**Trentham**

*Actions*

30. Develop an Open Space Strategy which promotes the concept of Trentham as a walking and cycling town.

31. Investigate the development of additional walking / cycling trails including to the Falls, a rail trail to Lyonville/Bullarto and in the adjoining Wombat Forest to the south of the town.

**Glenlyon**

Walking and bike trails including well signed maps, trail along Loddon River, separate walking and bike trails, bike track to Daylesford and other communities. Link the reserve to the town via a walking track, upgrade track down the Loddon River.

**Creswick**

Increase visitors to the area through trails that link the main street and historic precinct

Promote and improve all recreational facilities

Support the development of a walking track/ bicycle path Master plan that links in with existing footpaths around town

All community plans are available on Council's web site: [http://www.hepburn.vic.gov.au/Page/Page.asp?Page\\_Id=868&h=-1](http://www.hepburn.vic.gov.au/Page/Page.asp?Page_Id=868&h=-1)

**Positive Ageing Strategy (2009-12)**

Key Issues identified in the development of Hepburn Shire's Positive Ageing Strategy were that:

- The median age of Hepburn Shire residents is 44 years compared to the national average of 37 years (ABS 2006).
- It is predicted that by 2021 Hepburn's 50 years plus aged group will be 52.6% and by 2031 58.45%.
- Survey respondents indicated that exercise and physical activity are important to them. 88% of respondents report undertaking some form of regular physical activity, 42% daily. Walking was the most common form of exercise.

The *Positive Ageing Strategy* is at [http://www.hepburn.vic.gov.au/Page/Page.asp?Page\\_Id=62](http://www.hepburn.vic.gov.au/Page/Page.asp?Page_Id=62)

Listed below are actions contained in the Positive Ageing Strategy: Implementation Plan relevant to the development of the Walking & Cycling Strategy,

**Keeping active: promoting participation in physical activity (Creating an environment to support physical activity as we age)**

**Seating**

1. Undertake a review of seating in main shopping areas and highly patronised reserves to ensure there is adequate seating options and include community stakeholders in this process.
2. Investigate and develop a community sponsorship scheme allowing community to recommend a site and fund the installation of seating.

**Footpaths**

4. Conduct a review of footpaths in main shopping centres, significant points of access leading to them and other missing links in the network for quality and need for development.
5. Formalize system of community input for development and maintenance of footpaths.

**Keeping active: promoting participation in physical activity (Knowing what the options are)**

**Transport**

1. Promotion of active transport options through the Front SEEAT Project.

**Promoting Physical Activity**

1. Six monthly promotions focused on keeping active and physically fit, using print media and in collaborating agencies newsletters, i.e. Hepburn Health Service.

**Access and Inclusion plan**

The Hepburn Shire Council Access and Inclusion Plan is currently being reviewed. Those parts of the existing plan that relate to walking and cycling can be found below.

**Footpaths**

- 5.3.1 Ensure that Council's footpath maintenance program identifies and rectifies barriers to access; e.g. cracks, lack of kerb ramps, lack of made footpath, inappropriate guttering, etc., and make recommendations for Action
- 5.3.2 Ensure that priority for maintenance is given to footpaths located in the main thoroughfare and select routes that provide access for all.
- 5.3.3 Implement a systematic review of all kerb ramps on street crossings. Priority for maintenance to be given to high use street crossings.
- 5.3.4 Conduct regular inspections of footpaths to ensure that Private assets (Street furniture, A frames etc) are being placed according to Local Laws Policy 19 to ensure access is maintained.

**Overhanging Branches**

- 5.7.1 To undertake annual inspections of street frontages, where there are established footpaths, to ensure that overhanging branches from private properties are trimmed back.
- 5.7.2 To actively publicise the danger of overhanging branches and requirements of Private Property owners to ensure that footpath access is maintained.

The full plan can be found here: <http://www.hepburn.vic.gov.au/page/Download.asp?name=AccessInclusionPublic.pdf&size=118657&link=../Files/AccessInclusionPublic.pdf>

**Other resources**

[http://www.victoriawalks.org.au/Before\\_your\\_audit/](http://www.victoriawalks.org.au/Before_your_audit/)

[http://www.victoriawalks.org.au/Baw\\_Baw/](http://www.victoriawalks.org.au/Baw_Baw/)

# hepburn shire walking and cycling strategy



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