# Pedestrian Design Concepts



Concept for enhanced pedestrian access and priority on side street crossings



Concept for completing missing links in pedestrian network



Concept for enhanced pedestrian access and priority at mid-block crossings

## COUNTDOWN TIMERS



Dublin, Ireland

- Countdown timers at signalised crossings improve comfort for pedestrians and would be most appropriate for Murray Street.

## MID-BLOCK CROSSINGS



Copenhagen, Denmark

- Mid-block crossings are an effective method of enhancing the permeability of the town for pedestrians, particularly on Murray Street.

## GREEN STREETS



Portland, Oregon, USA

- Green Street schemes are an effective way to introduce sustainable urban drainage and improve the attractiveness of the street.
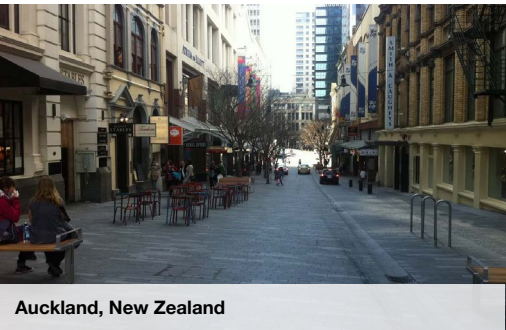
## STREET NARROWING



Portland, Oregon, USA

- Narrowing streets helps to both improve pedestrian access by reducing crossing distances and provide space for landscaping.

## SHARED SPACE



Auckland, New Zealand

- The introduction of shared space on Gellibrand Street adjacent to Memorial Square was a recommendation from the Colac CBD and Entrances Study 2012, which is also supported in this Strategy. New streetscapes like shared space require a public awareness campaign to educate the community on how they are used.

## SIDE-STREET CROSSINGS



South Yarra, Victoria, Australia

- There are several methods of removing footpath interruptions for pedestrians including the use of raised entry treatments to zebra crossings. Colac would benefit from the widespread application of such treatments particularly in areas of high pedestrian activity (e.g. Murray Street and Gellibrand Street).

## PARKLETS



Long Beach, California, USA

- Parklets are an effective way to soften streetscapes dominated by concrete and asphalt while increasing space allocated to pedestrians.

## STREETS FOR PEOPLE



Viana de Castello, Portugal

- A general concept, particularly relevant for main streets, is to design the streetscape in favour of pedestrians rather than motorised traffic.

## London, UK



London, UK

## COURTESY CROSSINGS



Chester, UK

- Courtesy crossings can help improve pedestrian access and increase driver awareness of high pedestrian activity areas.

## WAYFINDING



Dublin, Ireland

- Wayfinding is a critical element in the overall level of legibility of places - the development of a wayfinding Strategy is a key proposal of this Strategy.

# ① Colac

## Cycling Network

The proposals for enhancing the existing bicycle network in Colac are a combination of recommendations from other Council plans and strategies, the outcomes of public consultation and the outcomes of internal workshops on network planning.
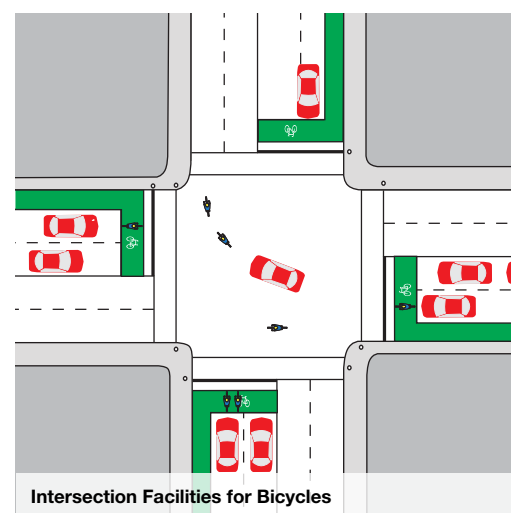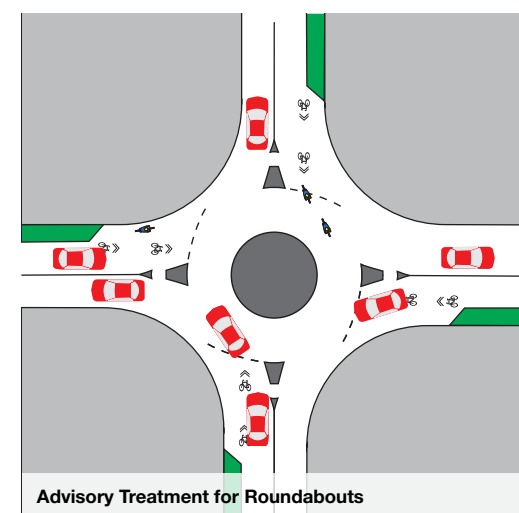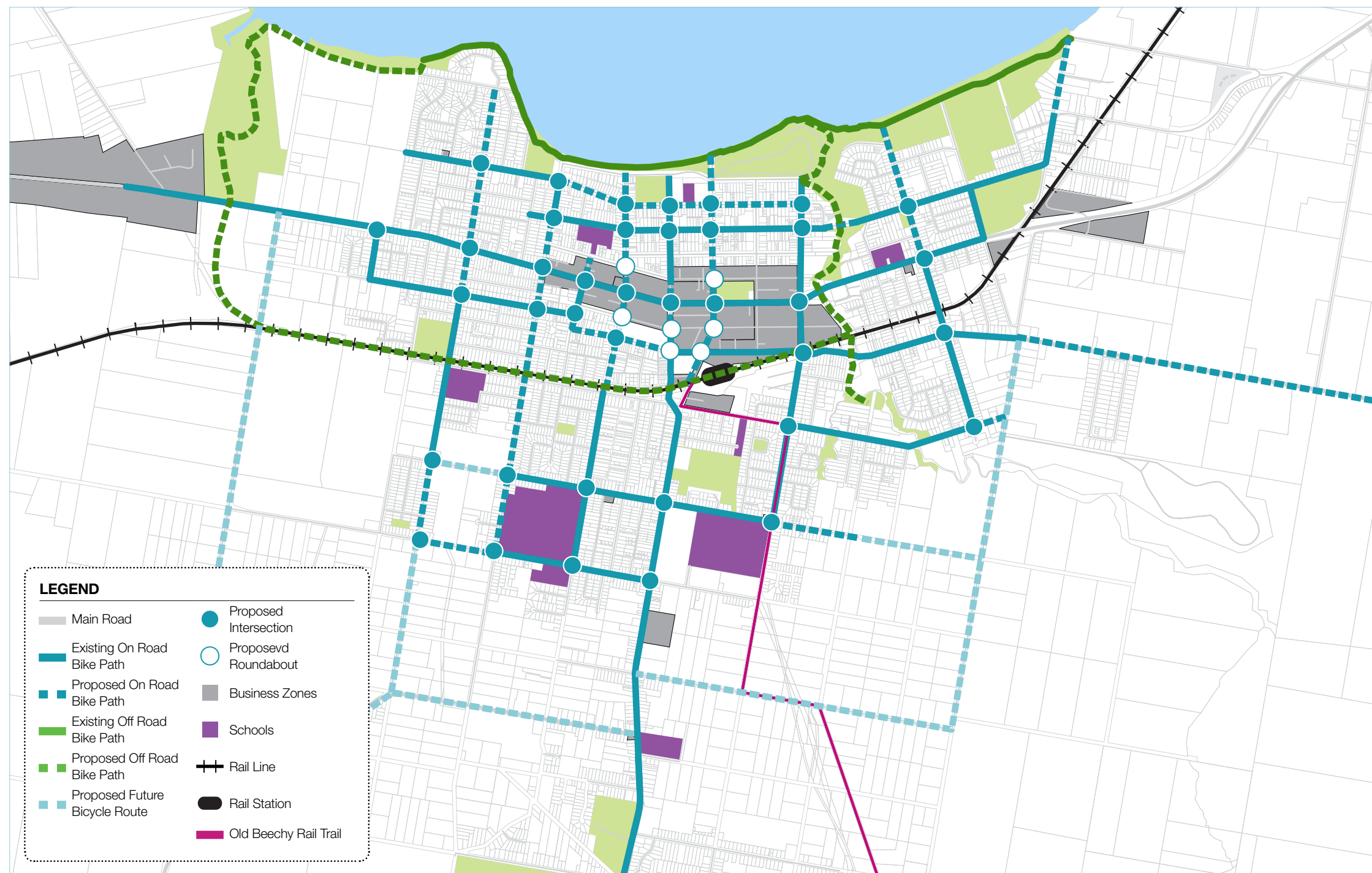
The proposals presented on the map shown opposite have been selected on the following basis:

- The creation of an east-west spine along Murray Street with an alternative lower trafficked routes running parallel providing access to the main shopping area.

- The creation of south-north spine running along Gravesend St and Gellibrand St to Botanic Gardens - providing access to a number of schools and the CBD.

- Completing gaps in existing routes to enhance connectivity.

- Improving the transition between bicycle lanes and intersections.

- Several future schemes have been shown but are not included in the implementation plan.

Details of each proposed link and route are presented in the implementation plan in section 5.5.

### RAILWAY ST - GELLIBRAND ST CORRIDOR

The Colac CBD and Entrances Study proposed the creation of high quality streetscape scheme connecting the railway station with Memorial Square. The corridor was proposed as a priority route for pedestrians. In this Strategy, this proposal is taken a step further with the corridor extended to Botanic Gardens and incorporating cyclists as well as pedestrians. This will provide a connection between the Old Beechy Rail Trail and Botanic Gardens.

### LEGEND

- Main Road
- Existing On Road Bike Path
- Proposed On Road Bike Path
- Existing Off Road Bike Path
- Proposed Off Road Bike Path
- Proposed Future Bicycle Route
- ● Proposed Intersection
- ○ Proposevd Roundabout
- Business Zones
- Schools
- ┼ Rail Line
- ⬛ Rail Station
- Old Beechy Rail Trail

**Advisory Treatment for Roundabouts**

**Intersection Facilities for Bicycles**

**Cross Section Layout for Exclusive Bicycle Lanes on Gellibrand Street**

| 2.2m footpath | 3.0m nature strip | 4.5m angle parking | 1.5m bike lane 0.4m buffer | 7.3 m car lanes | 1.5m bike lane 0.4m buffer | 4.5m angle parking | 3m nature strip | 2.2m footpath |
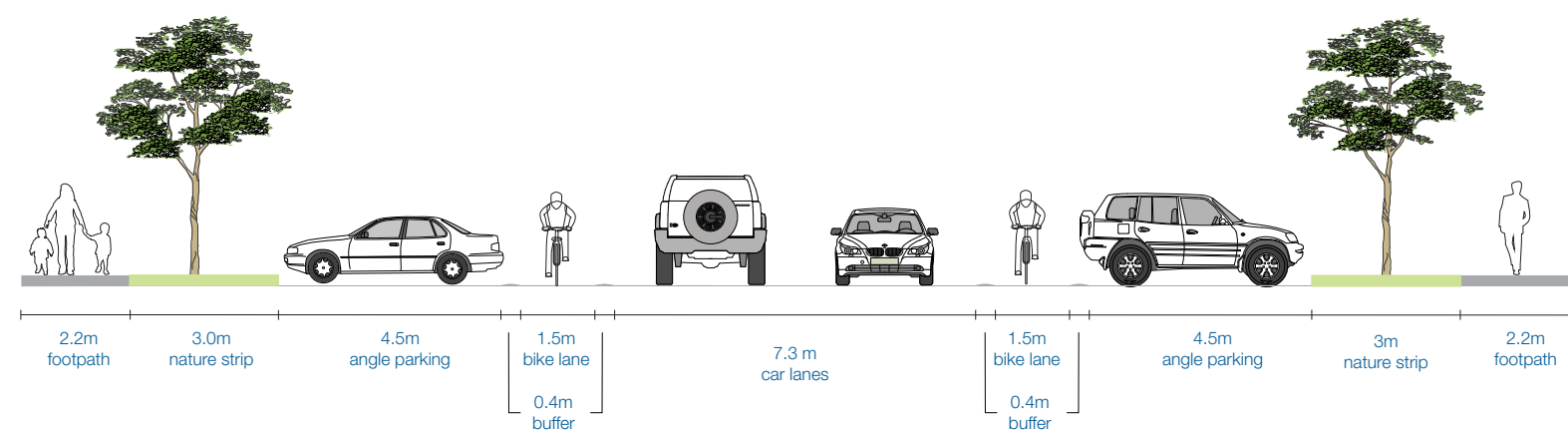
# Bicycle Facility Design Concepts



**Concept for bicycle facility enhancement on side streets**



**Concept for advisory treatment (using sharrows) at roundabouts**



**Concept for enhanced bicycle facilities at Intersections**

## TRANSITION TREATMENTS FROM BICYCLE LANES TO INTERSECTIONS



**Carlton, Victoria**



**Preston, Victoria**



**Newcastle, NSW**

- The use of advisory treatments to encourage cyclists to move into the centre of the road in advance of an intersection is an effective method of mitigating pinch points and conflict at the intersection. Sharrow bicycle symbol stencils are a relatively new, low cost and effective method of addressing this issue.

## BICYCLE FACILITIES AT INTERSECTIONS



**Brunswick, Victoria**



**Hobart, Tasmania**



**Adelaide, SA**

- Enhancing the delineation of bicycle lanes at busy intersections with multiple turning lanes provides greater protection for cyclists.

- Pedestrian and cyclists crossing facilities for shared footpaths mitigates conflict.

- Bike boxes at intersections enable cyclists to move into a high visible position for motorists.

## BICYCLE PARKING



**Malvern East, Victoria**



**Amsterdam, The Netherlands**



**Hobart, Tasmania**

- Long stay bicycle parking must be secure and is generally appropriate for railway stations.

- Long stay bicycle parking facilities can also be provided for medium to high density residential development.

- Bicycle parking can also contribute to the attractiveness of the public realm through artistic design.

## SIDE STREET TREATMENTS



**Prahran, Victoria**

- Green surface treatments on side streets enhance priority for and awareness of cyclists.

## WAYFINDING



**Delft, The Netherlands**

- Wayfinding is a critical component of a bicycle network supporting legibility and connectivity.

## SEPARATION



**Maitland, NSW**

- Separation from motorised traffic provides enhanced safety, especially on heavily trafficked and high speed roads.
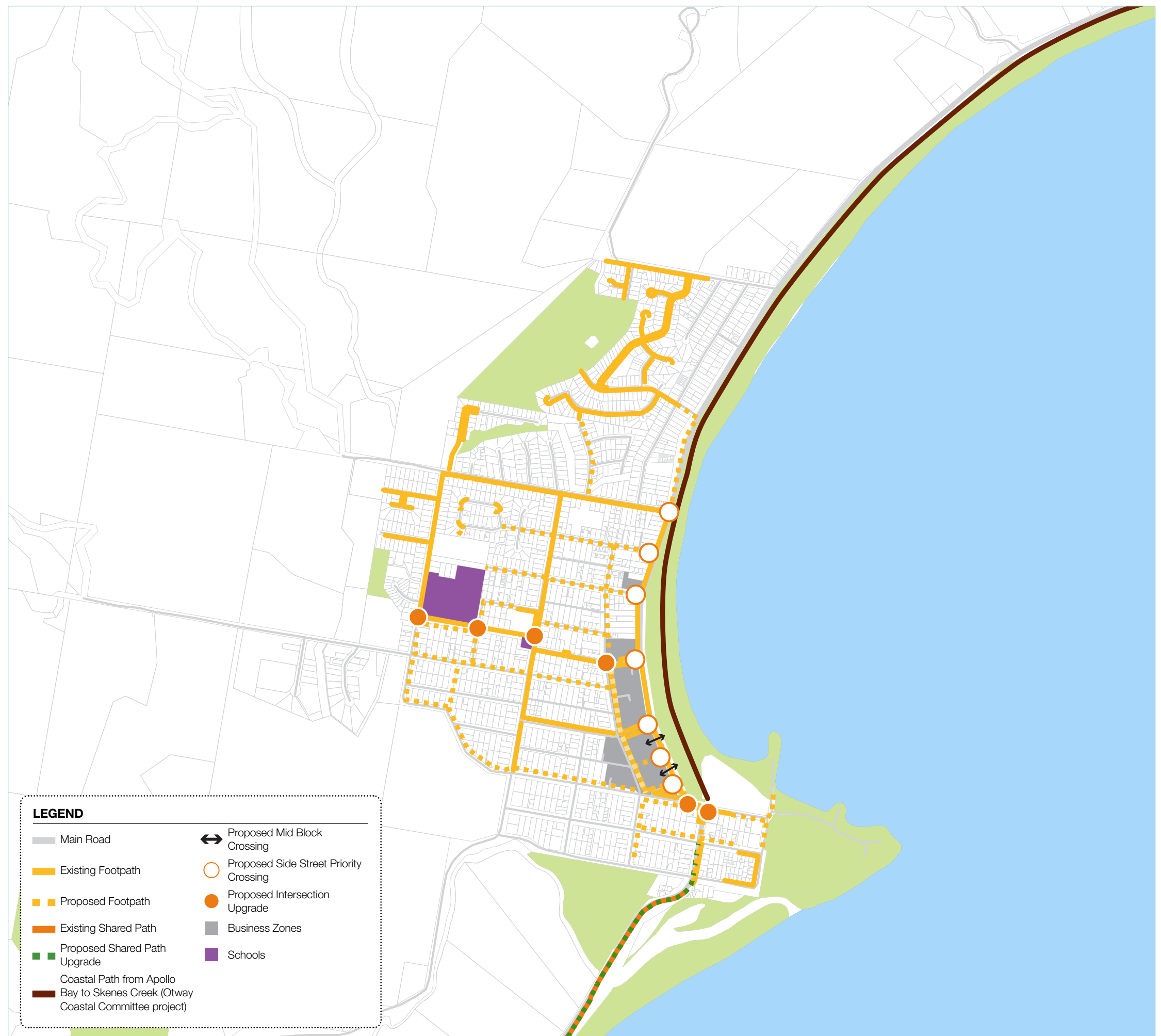
## ② Apollo Bay

### Walking Network

The proposed enhancements of the walking network in Apollo Bay are based primarily on the Apollo Bay Footpath Strategy 2012.

In addition, a number of recommendations are presented here (shown in the map opposite) to enhance pedestrian access and priority at key intersections and on side streets crossings.

The upgrading / repair of the Coastal Path from Apollo Bay to Wild Dog Road and on to Skenes Creek is presented on the map opposite and is supported by the Strategy. However, this is a Coastal Committee Project, who will present details of the infrastructure improvement in due course.

A range of design concepts are presented to inform the development of these proposals - all proposals are subject to detailed investigation and design at the appropriate stage in the design process.



**LEGEND**

| | |
|---|---|
| Main Road | Proposed Mid Block Crossing |
| Existing Footpath | Proposed Side Street Priority Crossing |
| Proposed Footpath | Proposed Intersection Upgrade |
| Existing Shared Path | Business Zones |
| Proposed Shared Path Upgrade | Schools |
| Coastal Path from Apollo Bay to Skenes Creek (Otway Coastal Committee project) | |

# Pedestrian Design Concepts





**Concept for the provision of a parklet on the main street in Apollo Bay**



**Concept for enhanced pedestrian access and priority at the intersection of the Great Ocean Rd and Nelson St**



**Concept for enhanced pedestrian access and priority through provision of additional mid-block crossings**

## *SIDE STREET CROSSINGS*



**Cambridge, Massachusetts, USA**

- Side street crossing priority is proposed for the main streets area of Apollo Bay to enhance access and priority for pedestrians.

## *PEDESTRIAN PRIORITY*



**San Diego, California, USA**

- Pedestrian priority can be provided at intersections across the town for improved access and safety.

## *WAYFINDING*



**Barcelona, Catalonia, Spain**

- Although Apollo Bay is relatively small, wayfinding would enhance the legibility of the town and direct pedestrians to more people-friendly routes and environments.

## *RAISED CROSSINGS*



**Washington DC, USA**

- Raised crossings, both on side streets and for mid-block access, for better connection between the main street and the foreshore.

## *STREETS FOR PEOPLE*



**Malmo, Sweden**

- The main street is currently heavily dominated by cars and lacks a sense of arrival into a high pedestrian activity area.

## *PARKLETS*



**Long Beach, California, USA**

- Footpath crowding and car-dominated streets can be addressed with low-cost and effective installations like parklets.
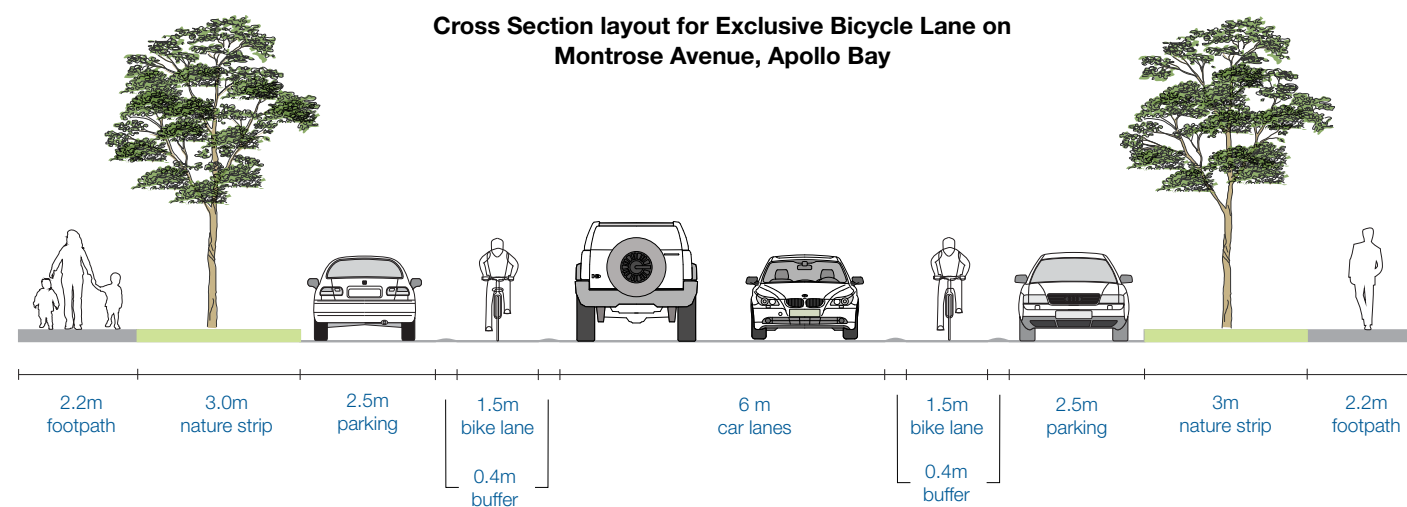
## ② Apollo Bay

### Cycling Network

The development of the local bicycle network has focused on provided east-west and north south connections with key destinations on low trafficked routes.

In addition, enhancements have been proposed for the existing bicycle facilities on the Great Ocean Road, along the main street and extending further west to connect with Nelson Street and the (upgraded) shared path running adjacent to the Great Ocean Road out to Marengo.

A significant number of intersection upgrades are proposed to enhance the safe provision for cyclists. Green surface treatments are also proposed on all side streets on existing and proposed bicycle lanes.

Further proposals include the provision of enhanced bicycle parking and wayfinding.



**LEGEND**

| | | | |
|---|---|---|---|
| ▬ | Main Road | ▬ | Coastal Path from Apollo Bay to Skenes Creek (Otway Coastal Committee project) |
| ▬ | Existing On Road Bike Path | ● | Proposed Intersection |
| ▪▪ | Proposed On Road Bike Path | ○ | Proposed Roundabout |
| ▬ | Existing Shared Path | ▪ | Business Zones |
| ▪▪ | Proposed Shared Path Upgrade | ▪ | Schools |



*Advisory Treatment for Roundabouts*



*Intersection Facilities for Bicycles*

**Cross Section layout for Exclusive Bicycle Lane on Montrose Avenue, Apollo Bay**



| 2.2m footpath | 3.0m nature strip | 2.5m parking | 1.5m bike lane / 0.4m buffer | 6 m car lanes | 1.5m bike lane / 0.4m buffer | 2.5m parking | 3m nature strip | 2.2m footpath |

# Bicycle Design Concepts



Concept for enhanced exclusive bicycle lane on the Great Ocean Road



Concept for enhanced bicycle facilities through the main street of Apollo Bay



Concept for enhanced bicycle facility transition from bicycle lane to intersection

## EXCLUSIVE BICYCLE LANES



Seville, Spain

- Many streets in Apollo Bay can support the provision of exclusive bicycle lanes.

## INTERSECTION FACILITIES



Gold Coast, QLD

- The network in Apollo Bay currently lacks appropriate bicycle facilities at intersections, including side streets.

## WAYFINDING



Delft, The Netherlands

- Wayfinding is an important element of a bicycle network and should be integrated where possible with pedestrian wayfinding.

## BUFFER ZONES



Chicago, Illinois, USA

- The addition of buffers on both sides of exclusive bicycle lanes provide added safety and comfort for cyclists, helping mitigate car dooring.

## ADVISORY TREATMENTS



Newcastle, NSW

- Advisory treatments at roundabouts mitigate conflict created by pinch points where cyclists and motorists are forced together.

## PARKING FACILITIES



Voluisa County, Florida, USA

- Bicycle parking can be integrated into the streetscape as functional art.

## ③ Birregurra



**LEGEND**
- Main Road
- Existing Footpath
- Proposed Footpath
- Proposed Potential Off Road Shared Path (Tiger Rail Trail - not included in this Strategy)
- Proposed Off Road Shared Path
- ⟷ Proposed Mid Block Crossing
- ● Proposed Intersection Upgrade
- Schools
- ┼┼ Rail Line
- ▬ Rail Station



The key proposal for Birregurra is the provision of a shared footpath facility on Roadknight Road to provide safe access to the local railway station and the future Tiger Rail Trail.

**Concept for bi-directional shared footpath on Roadknight Road**



**Cross-section of Shared Path on Roadknight Road, Birregurra**

nature strip | 3.0m new shared footpath | 7 m car lanes | nature strip

## ④ Lavers Hill



**LEGEND**
- Main Road
- Existing Footpath
- Proposed Footpath
- Proposed Future Off Road Shared Path (Old Beechy Rail Trail - not included in this Strategy)
- ⟷ Proposed Signal Activated Pedestrian Crossing
- ◯ Proposed Roundabout
- Schools



The opportunity exists in Lavers Hill to create a streetscape that reduces the dominance of the car, providing a safe and inviting environment for pedestrians and cyclists.

**Concept for streetscape enhancement on the Great Ocean Road**



**Cross-section layout for Great Ocean Road**

nature strip | 2m footpath | 1.5m bike lane | 3.5 m car lanes | 1.5m median | 0.4m buffer | 3.5 m car lanes | 1.5m bike lane | 2m footpath | nature strip
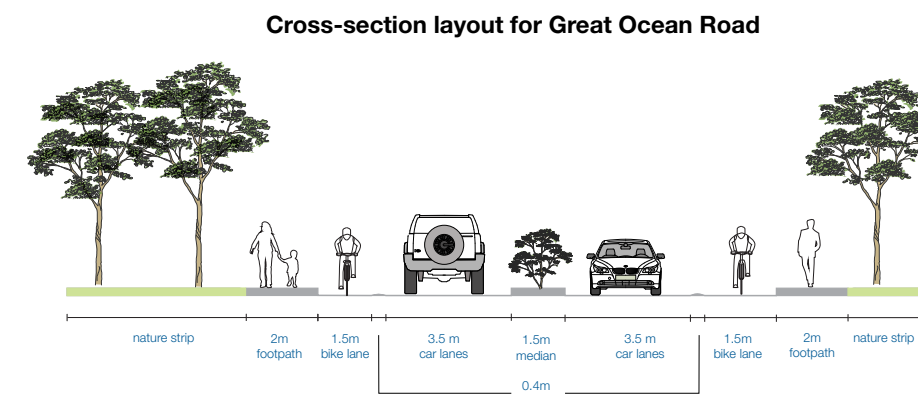
## ⑤ Beeac

Proposals for Beeac combine recommendations from the local masterplan and new actions to enhance access for pedestrians, including footpaths and two crossing facilities on the main road: one to enhance access to the local school, community centre and playing fields and the other for access to the reserve.



LEGEND

━━━ Main Road
━━━ Existing Footpath
▬ ▬ Proposed Footpath
▬ ▬ Proposed Walking Track
↔ Proposed Signal Activated Pedestrian Crossing
● Proposed Intersection Upgrade
■ Schools

## ⑥ Cororooke & Coragulac

Key proposals focus on the provision of new footpath facilities to connect local residential land-uses with local shops. Furthermore, consideration is given to the provision of a connection with Colac. However, this connection is shown as an indicative future scheme.



LEGEND

━━━ Main Road
━━━ Existing Footpath
▬ ▬ Proposed Footpath
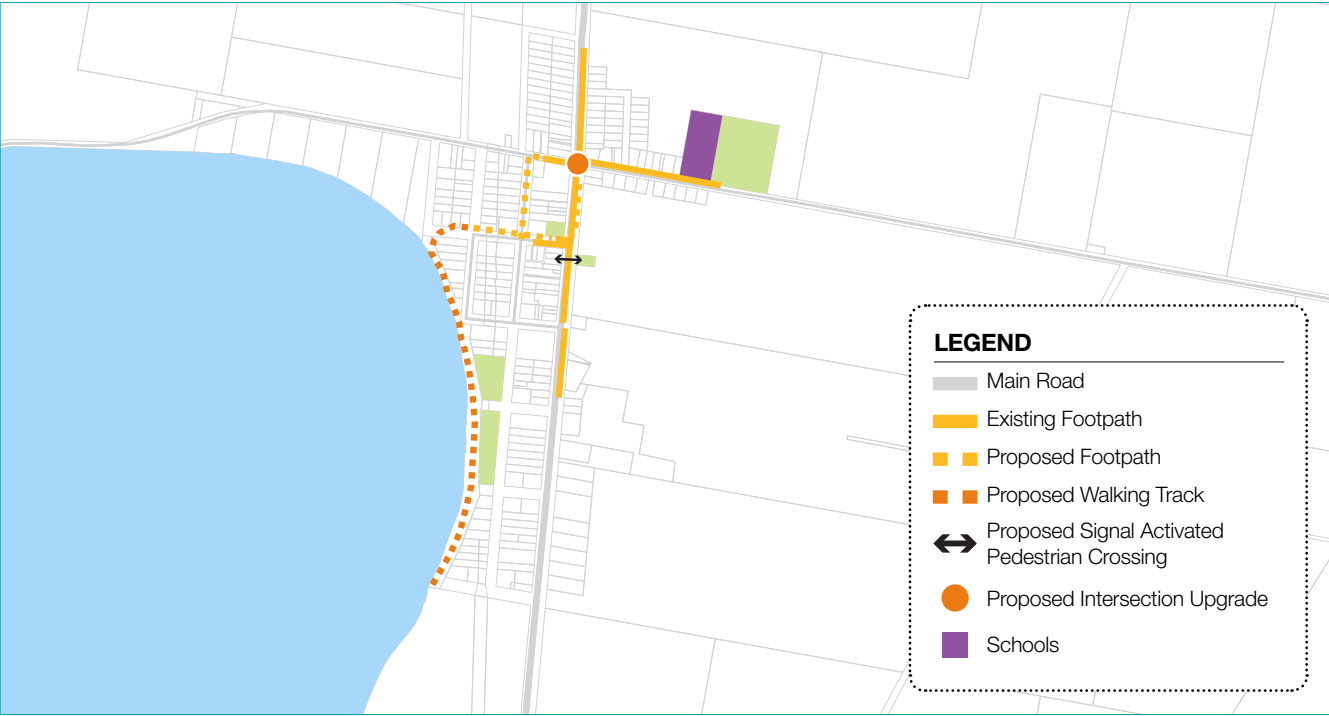▬ ▬ Proposed Future Walking Route (not included in this Strategy)
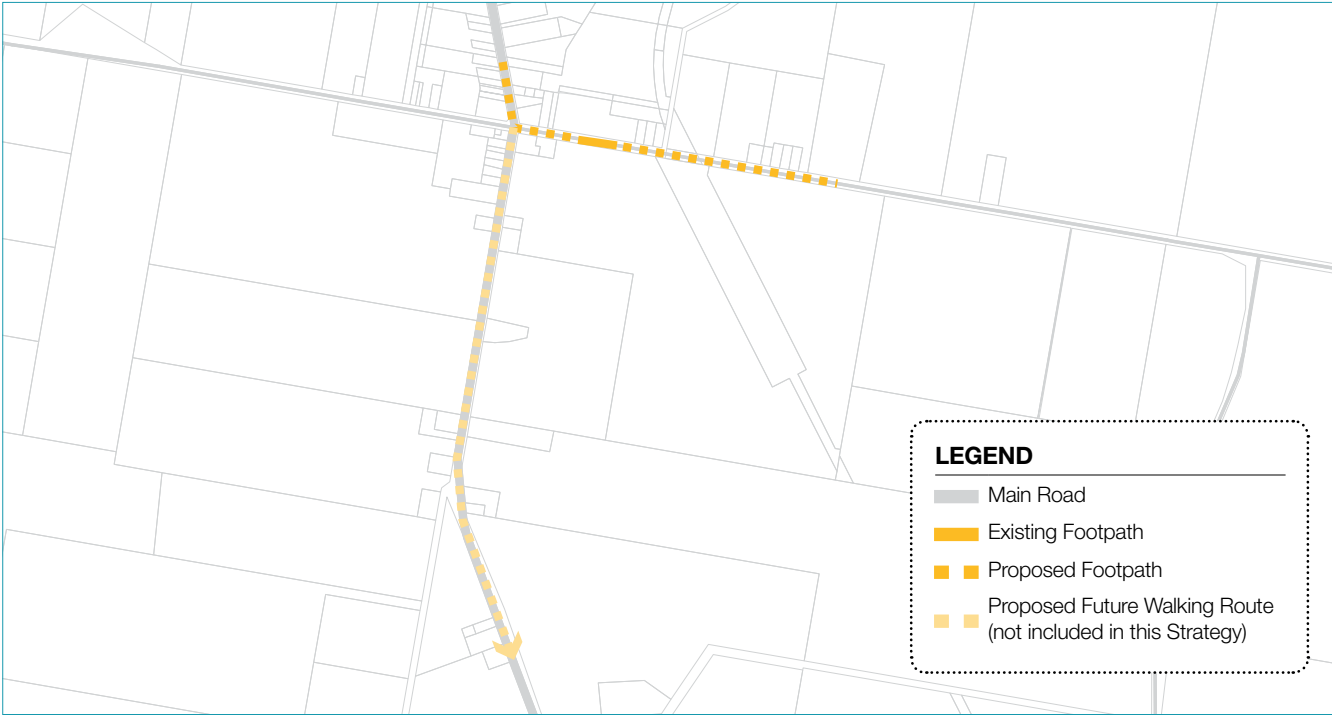
## ⑦ Forrest

Proposals for Forrest focus on the provision of enhanced pedestrian facilities on the main street, including a new footpath on the eastern side and crossings on either end of the main street to provide safe connections with the local shops and cafes. Additional footpath facilities are proposed for residential access.



LEGEND

━━━ Main Road
━━━ Existing Footpath
▬ ▬ Proposed Footpath
━━━ Existing Off Road Walking Path
↔ Proposed Signal Activated Pedestrian Crossing
■ Schools
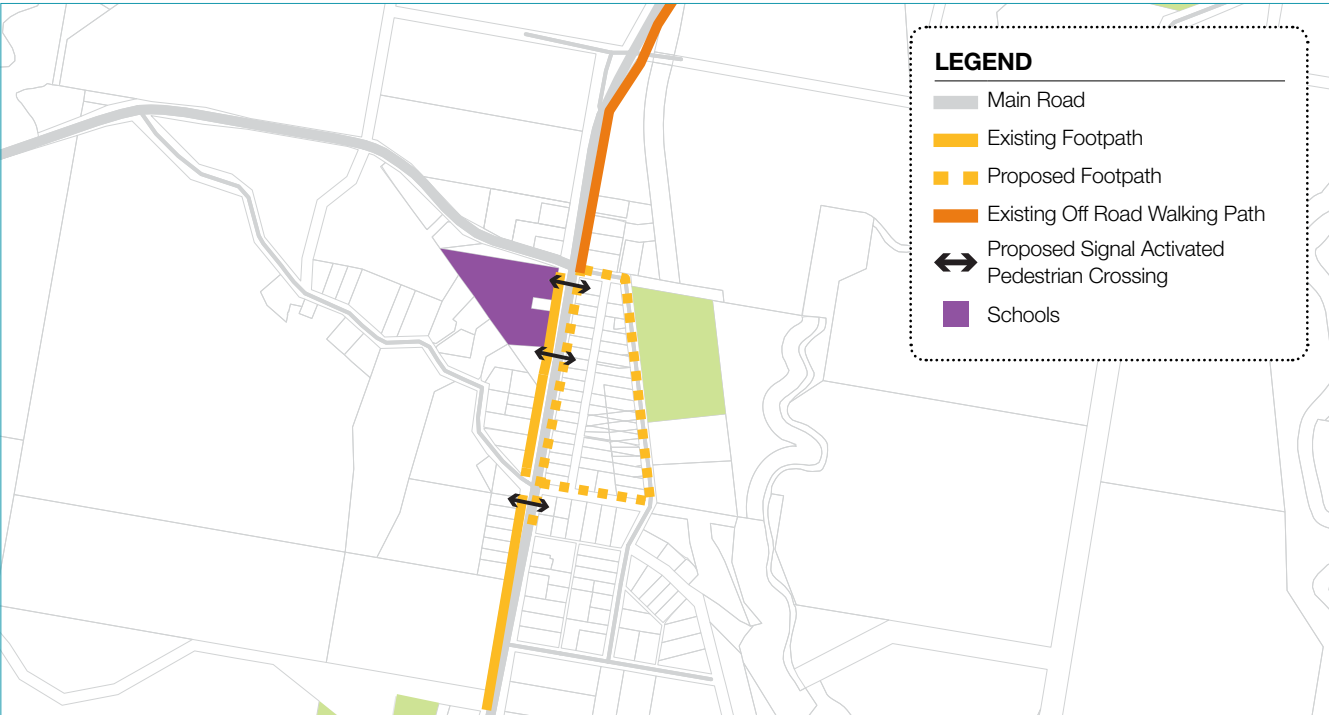
## ⑧ Barwon Downs

No additional proposals have been recommended for Barwon Downs outside those proposed in the local masterplan. These enhanced pedestrian facilities including new footpaths and a crossing facility are supported in this Strategy but not included in the implementation plan.



LEGEND

━━━ Main Road
▬ ▬ Proposed Footpath
↔ Proposed Signal Activated Pedestrian Crossing
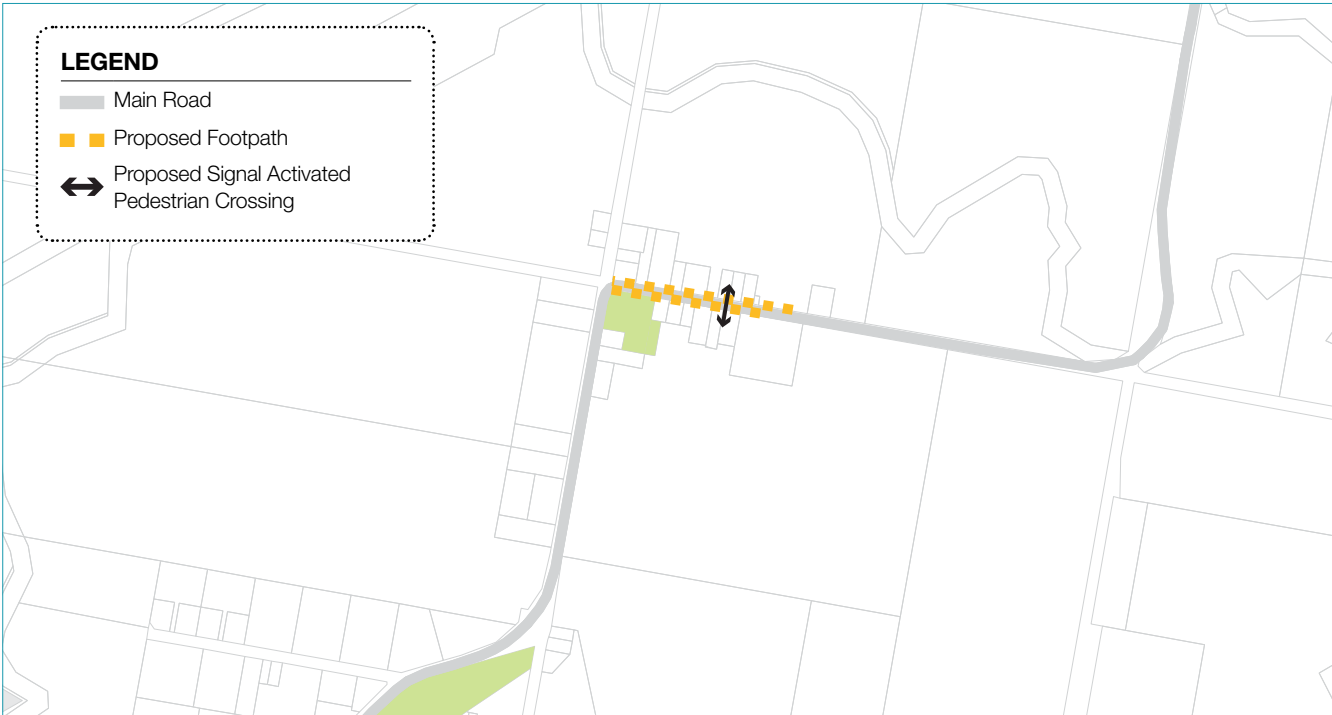
## 9 Gellibrand

Proposals for Gellibrand focus on the provision of pedestrian crossing facilities and the reduction in speed limit on the main street. Proposals from the current masterplan are acknowledged and supported in this Strategy but not included in the implementation plan.



LEGEND

━━━ Main Road
━━━ Existing Footpath
▪ ▪ ▪ Proposed Footpath
↔ Proposed Signal Activated Pedestrian Crossing
▪ ▪ ▪ Proposed Old Beechy Rail Trail
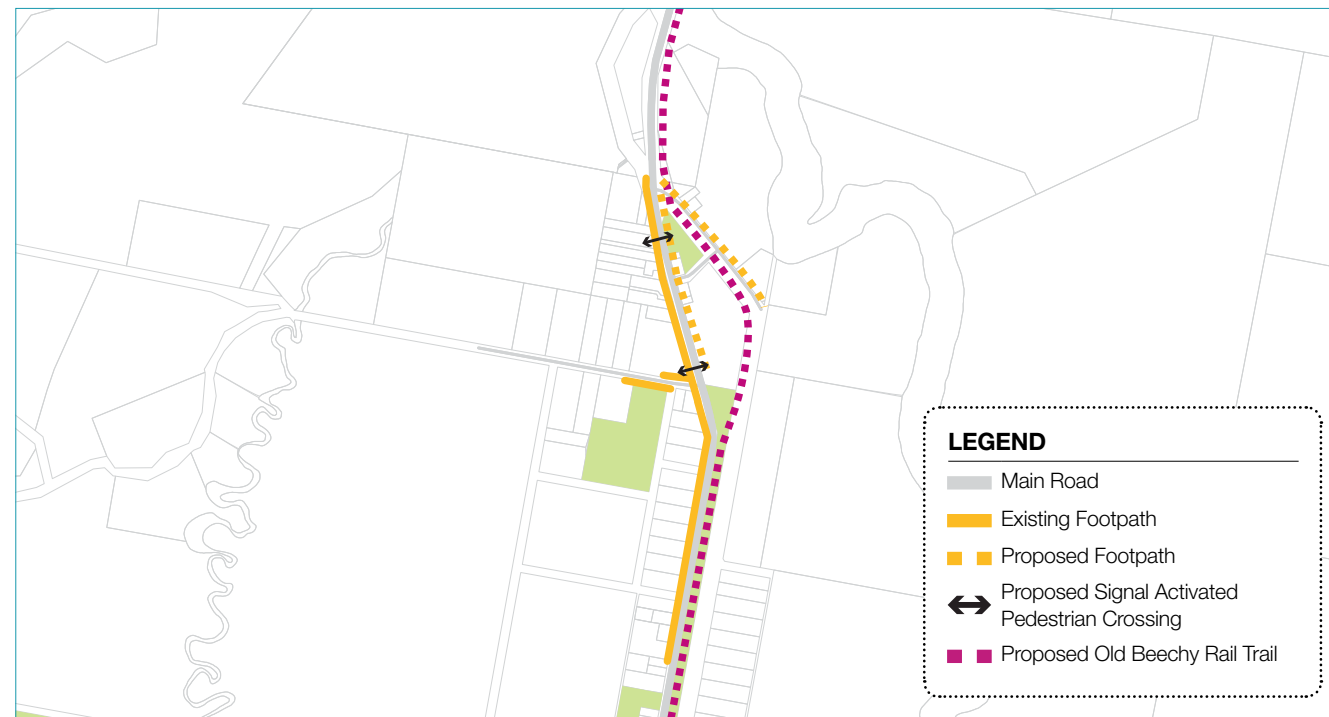
## 10 Beech Forest

Proposals for Beech Forest focus on the reduction in speed limit on the main street. The existing proposals for the completion of the Old Beechy Rail Trail are acknowledged and supported in this Strategy but not included in the implementation plan.



LEGEND

━━━ Main Road
━━━ Existing Footpath
▪ ▪ ▪ Proposed Footpath
━━━ Old Beechy Rail Trail
▪ ▪ ▪ Proposed Old Beechy Rail Trail
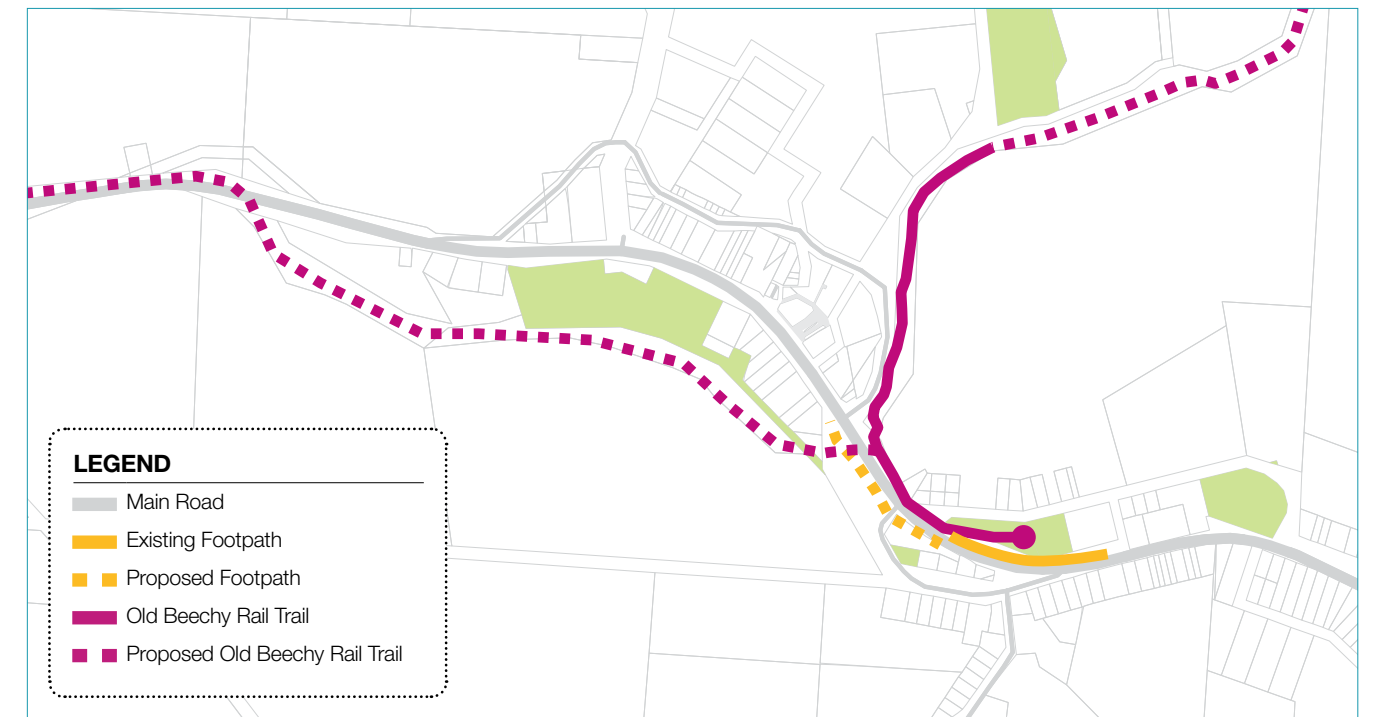
## 11 Swan Marsh

Proposals for Swan Marsh focus on the reduction in speed limit on the main street. Proposals from the current local masterplan are acknowledged and supported in this Strategy but not included in the implementation plan.



LEGEND

━━━ Main Road
▪ ▪ ▪ Proposed Footpath
╫ Rail Line
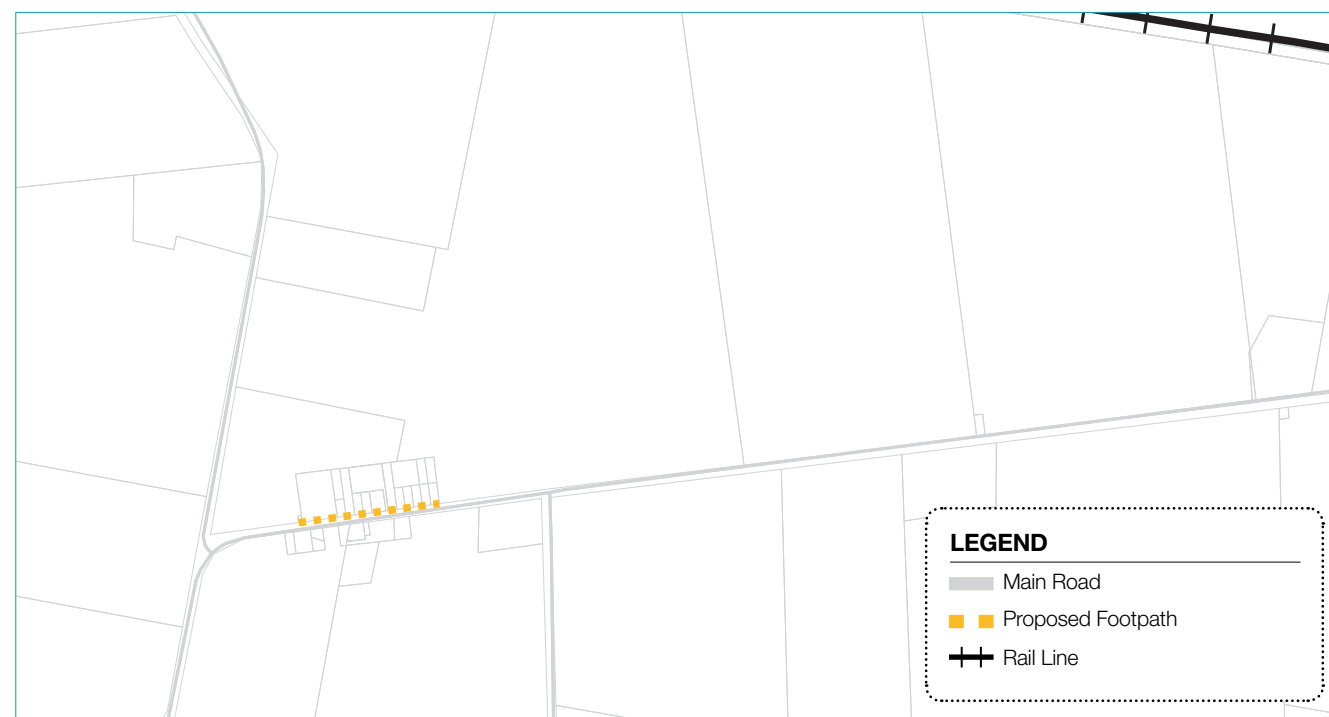
## 12 Marengo

Proposals for Marengo focus on the upgrade of the existing shared path connection with Apollo Bay, from a gravel track to a sealed path with formal shared path signage and surface markings.



LEGEND

━━━ Main Road
━━━ Existing Shared Path
▪ ▪ ▪ Proposed Shared Path Upgrade

## 13 Skenes Creek

Proposals for Skenes Creek focus on the reduction of the speed limit on the Great Ocean Road.



**LEGEND**

Main Road

Existing Off Road Walking Path

Coastal Path from Apollo Bay to Skenes Creek (Otway Coastal Committee project)

↔ Proposed Signal Activated Pedestrian Crossing

## 14 Kennett River

Proposals for Kennett River focus on the reduction of the speed limit on the Great Ocean Road and better connections with the foreshore.



**LEGEND**

Main Road

Existing Off Road Walking Path

↔ Proposed Signal Activated Pedestrian Crossing

## 15 Wye River & Separation Creek

Proposals for Wye River and Separation Creek focus on the reduction of the speed limit on the Great Ocean Road, upgrading Paddy's Path and better connections with the foreshore. In addition, a new pedestrian footbridge has been proposed to provide better and safer connection across Separation Creek.



**LEGEND**

Main Road

Proposed Footpath

↔ Proposed Signal Activated Pedestrian Crossing

↔ Proposed Pedestrian Bridge (Separation Creek)

## 16 Cressy

Proposals for Cressy focus on the reduction of the speed limit on the main street and the provision of footpaths connecting the local shop with residential and recreational land-uses.



**LEGEND**

Main Road

Proposed Footpath

Rail Line

Rail Station

Shire Boundary
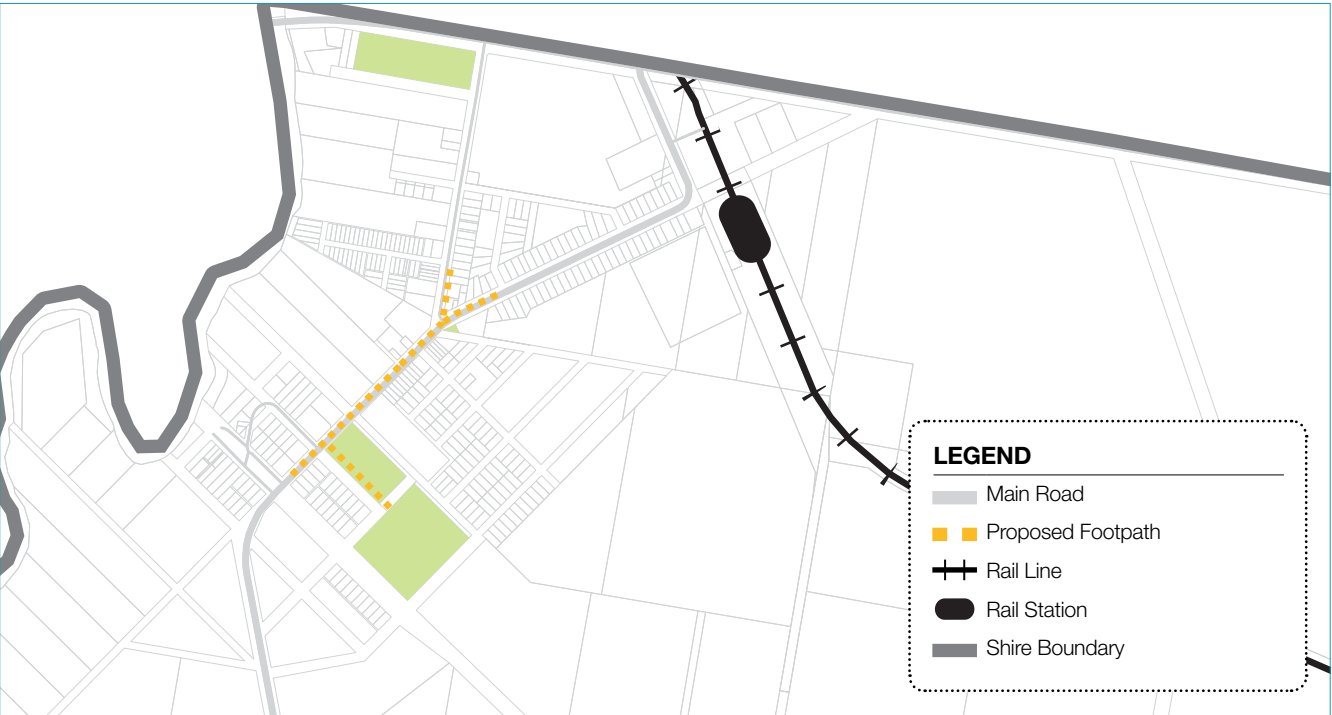
## 4.3 Behavioural Actions

### 4.3.1 Introduction

The following section presents a range of behavioural programs to address the following key barriers (and opportunities) to active transport in the Shire:

- The lack of confidence among the community to share the road with motorised traffic.
- The general lack of self-confidence among the community to ride and maintain a bicycle.
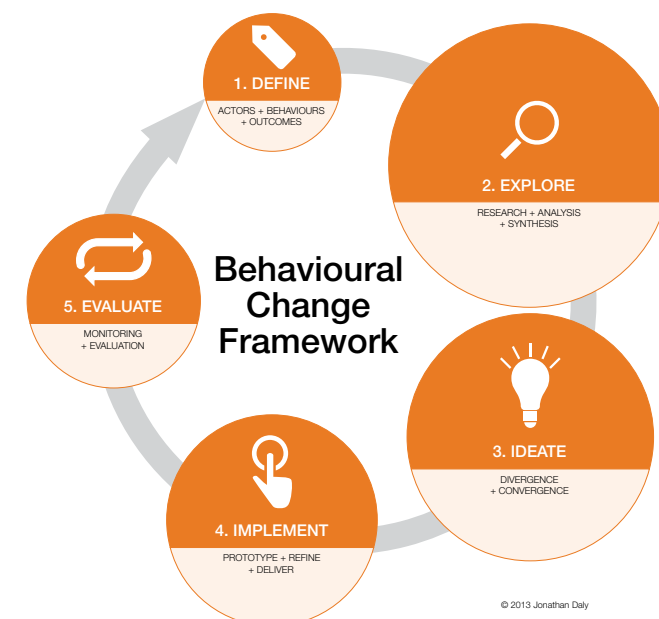- The lack of awareness of, and care and attention given to, pedestrians and cyclists by motorists.

The programs are presented in the form of frameworks, based on the outcomes of the understanding of the local context. Each program will need to be designed using an appropriate behaviour change framework, as discussed in Section 4.3.2. Furthermore, it is unlikely that the Shire Council will have the capacity to deliver these programs without the collaboration of a range of key stakeholders. Some guidance has been provided on appropriate stakeholders, however, it is envisaged that appropriate delivery mechanisms and governance will be determined during the design process.

### 4.3.2 Designing behavioural programs

Behavioural change programs should follow a rigorous design process, in the same way that infrastructure does. The following framework presents a process for designing behavioural programs. This is non-linear in nature, as presented in the figure below.

**Figure 16: Behavioural Change Framework**

Behavioural Change Framework

1. DEFINE
ACTORS + BEHAVIOURS + OUTCOMES

2. EXPLORE
RESEARCH + ANALYSIS + SYNTHESIS

3. IDEATE
DIVERGENCE + CONVERGENCE

4. IMPLEMENT
PROTOTYPE + REFINE + DELIVER

5. EVALUATE
MONITORING + EVALUATION

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Depending on the nature of the behavioural issue, this design process can be completed relatively quickly or may entail more extensive time spent in the exploration or research phase.

### 1. Define

At the outset of the program design the following should be clearly defined:

- Whose behaviour is needed to change from the intervention (the actors – "audiences" are passive, they do not carry actions)
- What explicit behaviours are needed to change and which ones should replace them
- What overall key outcomes the program should deliver

### 2. Explore

The next step requires:

- Research, to understand the social-ecological context in which the program will be delivered (usually involving fieldwork)
- Analysis or organisation of the qualitative and quantitative data and information collected
- Synthesis of the analysed data to extract key patterns, themes and insights

From this process, the key enabling and motivating factors can be identified and the theory of change created.

### 3. Ideate

This step has two key stages:

- First, diverge to identify as many ideas for activities that will activate the identified enablers and motivators, by gathering inspiration from existing literature and through brainstorming with a group of key informants
- Secondly, converge through a process of shortlisting and evaluating the ideas against appropriate criteria.

At the end of this process, the final set of activities can be integrated into a cohesive program that is doable, effective and testable. This program should be based on a set of key design principles that respond to the key enablers and motivators, and appropriate behavioural change models.

### 4. Implement

This step is iterative in nature and starts with "Rapid Prototyping" – where the focus is on quickly and cheaply testing the proposed activities to identity potential design and implementation problems. Once the program has been tested and refined it is ready to roll out.

### 5. Evaluate

The final step, which should occur before the program is fully rolled out, is to determine what are the key performance indicators for the program overall, and the activities that make up the program. Once established, appropriate data collection methods and responsibilities should be assigned. Monitoring should be consistent and continuous from the moment implementation begins. Finally, reporting formats should be agreed.

### 4.3.3 Recommended behavioural programs

Four key behavioural programs are recommended:

- Cycling Efficacy Program.
- Road Coexistence Program.
- Walking Promotion Program.
- School Travel Program.

Each program comprises a range of activities and interventions related to the objectives of these programs.

In the field of behaviour change the term 'actors' is used to represent the people whom behavioural expectations are placed upon. They are 'actors' because they play an active role in the given situation, as opposed to 'audiences' who play a passive role (i.e. they observe) a given situation. Effective behaviour change programs engage actors on a deep and meaningful level. They go far beyond typical marketing and social marketing techniques, and should not be confused as such.

*Inspiration*

All effective behaviour change programs take inspiration from other programs. A selection of programs, which have been delivered around the world, are presented here as inspiration for the design of programs appropriate for the Shire community. Critically, these programs should be adapted to fit the local context, rather than replicated.

The design and delivery of some of these programs can be undertaken as part of a collaboration with key stakeholders. For example, it might be more appropriate to work with existing programs to address 'road coexistence' by collaborating with organisations like the Amy Gillett Foundation. Additional local activities can then be developed to supplement this program.

Melbourne Street Smarts

Bicycle Training Classes - Sydney (City of Sydney)

A Metre Matters - Australia (Amy Gillett Foundation)

Love Living Local - Darebin, Victoria

Bikes Go Round - Oakland, USA

Safer Routes to School - Seattle, USA

Bike 2 Work - Australia

**Table 5: Behavioural programs**

| | **1 Cycling Efficacy Program (B-1)** | **2 Road Coexistence Program (B-2)** | **3 Walking Promotion Program (B-3)** | **4 School Travel Program (B-4)** |
|---|---|---|---|---|
| **PURPOSE** | The purpose of the overall program is to enhance the general level of cycling skill, knowledge and confidence among the community. | The purpose of this program is to improve the relationship between all road users. This program is a cornerstone of the Strategy and a critical supporting measure for the bicycle network. | The purpose of this program is to motivate greater participation in walking among the community. | The purpose of this program is to motivate children (and their parents) to walk and cycle more for the journey to and from school as a foundation for establishing sustainable travel patterns. |
| **OBJECTIVES** | • To increase the level of knowledge of bicycle types, including regulations, appropriate for a range of journey types, cycling styles, genders, ages and personal styles.<br>• To increase the level of knowledge of appropriate gear required to make a range of bicycle journeys including commuting and short local trips.<br>• To increase the level of cycling skill, including defensive riding skills.<br>• To increase the level of bicycle maintenance skills for a range of bicycle types. | • To reduce the incidence of conflict between cyclists and motorists.<br>• To enhance the level of care and attention given from motorist to people who are walking and cycling.<br>• To increase the perception of safety among cyclists when walking and cycling. | • To increase the level of participation in walking for short local trips and recreational trips.<br>• To increase physical activity and reduce obesity and levels of chronic heart disease.<br>• To encourage walking for short local trips to support local businesses and social attractions.<br>• To reduce the perception that walking is unsafe. | • To increase participation in walking and cycling / physical activity among children and young adults.<br>• To reduce the proportion of children being driven to school, particularly for short journeys.<br>• To establish travel patterns among children and young adults that will support greater participation in walking and cycling in later life.<br>• To influence the travel patterns of parents for school journeys and other journey purposes, particularly short local trips. |
| **ACTORS** | Males and females of all ages. | • Motorists – primarily car and truck drivers. | Women's groups; elderly groups; people with disabilities; children and parents. | Primary school children (and their parents); secondary school children/young adults. |
| **ACTIVITIES & INTERVENTIONS** | Key activities might include:<br>• Cycling Skills and Bicycle Maintenance courses.<br>• Run an afterschool bike club for local children – the club will provide workshops for primary school children to learn safe riding skills, basic bike maintenance, and enjoy social interaction with their peers.<br>• Run community bike rides where experienced riders undertake regular rides through neighbourhoods that local people can join at any stage to experience riding in the safety of a group and with instruction from experienced bike riders.<br>• Create a brochure showcasing the many different types of bicycles and how they can be used for various journey purposes; include advice on clothing and other appropriate gear but highlight that short local trips do not require any special equipment.<br>• Run an electric / power-assisted bicycle trial scheme, to include training classes for participants. | Key activities might include:<br>• Branded media campaign: (1) run a series of stories in media and newsletters on potential conflicts between pedestrians and cyclists and motorists with advice on responsibilities and careful and considerate behaviour (2) host an online discussion forum on the scenarios of conflict (3) create a leaflet, based on social proof and empathy, that informs motorists of the rights and needs of cyclists– distribute the leaflet with newly issued parking permits, in conjunction with major local supermarkets and schools.<br>• Run a 'Safe Driving' campaign: encourage local businesses to support a campaign promoting safe driving by displaying a poster with normative messages in their shop windows and handing out the informational leaflets noted above; incentivise the businesses with free advertising in local newspapers and council publications. | Key activities might include:<br>• Host a series of walking route planning workshops with the community to inform the development of maps of recommended routes for accessing key destinations and for recreational purposes (e.g. linking local passive parks and gardens) – the mapping should be coordinated with pedestrian wayfinding.<br>• Explore the use of behavioural graphics and signage as interventions to promote walking for short local trips.<br>• Establish / promote local walking groups: these groups can be specific to cohorts of the community or local businesses (e.g. walking during lunch hours) – incentivise with a community-based 'steps' challenge distributing free pedometers to participants who then log steps taken for various journeys.<br>• Connect activities, where possible, to existing programs like Boot Camp, Pram Walks and Dog Walks.<br>• Explore hosting a car-free event in Colac (streets around Memorial Square) and Apollo Bay (Pascoe Street) – combine with promotion of cycling. | Key activities might include:<br>• Review the Shire's participation in the state funded 'Ride 2 School' program, with the aim of encouraging greater participation among primary and secondary schools.<br>• As part of Ride 2 School or as a standalone 'Safer Routes to School' type study, examine access to schools and aim to address key infrastructural issues specific to school children.<br>• As part of one of the previous activities develop local guidelines to developing 'School Travel Plans', and make available to local schools.<br>• Engage parents to establish site specific physical and social barriers that prohibit them letting their children walk or cycling to school.<br>• Survey the current provision of bicycle parking facilities at schools; create small grants to support schools who develop 'School Travel Plans' to improve and/or provide additional facilities. |
| **BEHAVIOUR CHANGE TECHNIQUES** | • Familiarity – reduce people's perception of fear through familiarity with cycling and knowledge of the diversity of bicycle types to enable different journey purposes.<br>• Social proof – undertaking classes with family, friends and peers will reduce individuals fears that cycling is difficult or that their concerns are unique and cannot be addressed.<br>• Enjoyment – the act of working with others provide a level of social enjoyment for participants helping to lessen the psychological barriers to cycling.<br>• Incentives – the provision of information and free classes reduce the cost of participating in cycling. | • Familiarity – raising awareness and knowledge of the problem among motorists and how to address it.<br>• Disincentives – highlight / raise awareness of the increased penalty for car dooring.<br>• Social proof – businesses displaying their commitment to the program and the use of normative messaging can increase the perception that car dooring is unacceptable and a marginal social practice. | • Reciprocity – the provision of gifts (e.g. pedometers and maps) often motivates people to respond in kind.<br>• Deliberation – the workshop events will enable people to discuss and explore the issues that prohibit walking reduces many of the anxieties and fears associated with participation.<br>• Autonomy – the provision of maps (together with associated infrastructure and wayfinding) creates the conditions that enable people to plan and make their journeys of their own choosing. | • Social proof – as more and more children walk and cycle to school parent's perception of the risks involved will fall.<br>• Enjoyment – the act of walking and cycling with friends, family and/or peers can create a sense of fun and enjoyment among children that encourages continued participation.<br>• Incentives – the provision of information on the benefits of walking and cycling, together with updates on the investments in facilities can incentivise parents to allow their children to participate. |

## 4.4 Policy and Regulatory Actions

### 4.4.1 Introduction

The following section presents actions that support walking and cycling through Council policies and regulations (e.g. road rules).

### 4.4.2 Land-use planning

The spatial form and development of the Shire's towns has a significant bearing on the viability and attractiveness of active transport. Without due consideration of walking and cycling in land-use planning, neither will become realistic options for the community.

**Proposed actions**

- **(PR-1)** Require all new developments to provide for the needs of pedestrians and cyclists: ensure new housing developments (regardless of size) to be connected to existing land-uses by appropriate pedestrian and cycling facilities.

- **(PR-2)** Require all road schemes to give due consideration to the needs and impact on pedestrians and cyclists.

- **(PR-3)** Apply the Australian Urban Design Protocol – Designing for People, for all street scheme projects (refer to section 3.5).

### 4.4.3 Enforcement of road rules

Although Colac and, to a lesser extent. Apollo Bay have a relatively high provision of bicycle lanes, fieldwork revealed that many were being used for car parking, including those designated as 'bicycle only'. Furthermore, for walking and cycling to be considered safe, viable and attractive to the community, people must have confidence that the road rules designed to govern motorised traffic and support vulnerable road users will be well enforced.

**Proposed actions**

- **(PR-4)** Explore with the police how road rules to govern motorists could be more regularly enforced; combine awareness raising activities to educate motorists on the use of bicycle lanes and then undertake regular blitz of non-compliance.

### 4.4.4 Speed limits

Many towns across the Shire have main streets with speed limits of 60 km/h. A pedestrian hit by a car travelling at 60 km/h has a 30% chance of survival. At 50 km/h the chance of survival doubles to 60%. At 40 km/h the chance of survival increases to 85%. At 30 km/h the chance of survival is 96%. Based on the current speed limits across most towns in the Shire, people walking or cycling will most likely be killed if they are struck by a car.

**Proposed actions**

- **(PR-5)** Advocate for the reduction of 60 km/h speed limits to 50 km/h for main streets in all small towns and a blanket 40 km/h speed limit for residential streets and around schools.

- **(PR-6)** Advocate for the reduction of 60 km/h and 50 km/h speed limits to 40 km/h for main streets in Colac and Apollo Bay and 40 km/h speed limit for residential streets and around schools and other early education institutions.



## CREATING PLACES FOR PEOPLE

AN **URBAN DESIGN PROTOCOL** FOR **AUSTRALIAN CITIES**

## 4.5 Promotional Actions

### 4.5.1 Introduction

Promotional actions are actions that relate to the marketing of active transport, both as independent activities and as part of existing local events.

### 4.5.2 Integrate active transport with local events

Active transport should be promoted as part of all local events, such as the Birregurra Sunday Market, Colac Kana Festival, The Gellibrand River Blues and Blueberry Festival, Australia Day events etc.

**Proposed actions**

- **(P-1)** Promote cycling as a form of travel for all events in marketing collateral and on Council's website.

- **(P-2)** Provide valet parking for cyclists at all major events – this service can be outsourced to specialised providers.

### 4.5.3 Promote active transport as a normal everyday activity

Normalising walking and cycling as an everyday activity will make it attractive to the wider community.

**Proposed actions**

- **(P-3)** Imagery should focus on families, women, youth, the elderly, people in normal clothes (avoiding Lycra and any sports-type images of cycling); should feature sit-up, cargo and electric/power assisted bicycles.

### 4.5.4 Use storytelling to spread the word about successful change

One of the most effective ways to encourage more people to adopt a new behaviour is through social influence or social proof. People are more willing to trust and act on the experience of family, friends and peers than experts or officials.

**Proposed actions**

- **(P-4)** Collect stories from people in the community (from a cross section of the community, including age, gender, ethnicity, profession etc.) about their personal journey from overcoming fears about walking and cycling to the benefits they now enjoy from participation. Publish these stories as a series in Council and local media and on the Council website. At the end of the year create a book of stories and invite the public to nominate their favourite story – award this person with a prize, presented to them by the Mayor at the Colac Kana Festival.

### 4.5.5 Support community ideas and innovations

Many innovative ideas to promote and enable cycling already exist within the community. Often the barrier to realising these ideas is funding and the know-how to develop them. In order to tap into this rich source of ideas and innovation the following actions are proposed.

**Proposed actions**

- **(P-5)** Run an annual workshop for local residents or groups to provide training on the development of existing ideas that promote and/or enable a normalised cycling culture.

- **(P-6)** Provide small seed funding grants for well-developed and planned ideas and initiatives. Provide advice and support for the implementation of ideas. Promote the activities in local and Council media.



**Community Grants Program, City of Sydney**



**Valet Bicycle Parking for Major Events**

## 4.6    Leadership Actions

### 4.6.1    Introduction

As the key promoter and supporter of active transport, the community will look to the Shire Council and its Councillors for leadership. The stronger the commitment, action and support provided from Council the greater confidence the community will have in adopting walking and cycling.

### 4.6.2    Supporting sustainable travel

Walking and cycling should be promoted and supported within the Colac Otway Shire Council as part of a broader sustainable travel policy.

**Proposed actions**

- **(L-1)** Develop a Sustainable Travel Plan for council covering walking, cycling and public transport. This plan will examine the existing travel patterns and behaviour of staff and develop a range of initiatives to enable and motivate sustainable travel. If possible, this plan should be integrated with health promotion. The plan should incorporate the remaining actions in this section.

### 4.6.3    Promote active transport among staff

Investments in new facilities, equipment and programs must be complemented with promotional activities, both to raise awareness among staff and to motivate interest and participation.

**Proposed actions**

- **(L-2)** Integrate the promotion of new facilities, gear and equipment during an annual Sustainable Transport Week.

- **(L-3)** Develop a promotional pack to be included with the contract paperwork of new staff.

- **(L-4)** Integrate an introduction to walking and cycling at work as part of staff inductions.

- **(L-5)** Regularly promote new facilities and activities through existing internal communications mediums – intranet, newsletters and noticeboards.



**Ikea Bicycles**

### 4.6.4    End-of-trip cycling facilities

The provision of appropriate end-of-trip facilities is an essential enabler for cycling to work.

**Proposed actions**

- **(L-6)** Undertake an audit of all Council workplaces to determine the current level of provision of end-of-trip facilities; determine needs and opportunities for upgrades; create an implementation action plan endorsed by Council – aim to achieve the Green Star Tra-3 Cyclist Facilities credit level of provision as a working example for developer and other interested parties. Facilities should cover parking (short and long-stay), changing and shower rooms, storage space for gear, and ideally a towel service (can be outsourced to a service provider).

- **(L-7)** Promote the completion of new facilities and invite local businesses and adjoining municipalities for a tour and discussion with facilities managers and users. Aim to become a case study of best practice.

### 4.6.5    Bicycle skills training for staff

As a complementary action for the provision of end-of-trip facilities and a bicycle pool, enhancing the self-efficacy of staff will both enable and motivate greater level of participation in cycling.

**Proposed actions**

- **(L-8)** Run bicycle skills and maintenance training classes for staff on a quarterly basis throughout the year.

### 4.5.6    Support business trips

Providing gear and equipment for staff to use for business journeys is a simple and effective measure to make walking and cycling viable and easy options.

**Proposed actions**

- **(L-9)** Maintain a bicycle pool (including cargo bicycles and power-assisted bicycles) for short local business trips.

- **(L-10)** Provide staff with access to walking and cycling gear including helmets, panniers, wet gear and reflective clothing (if demand exists).

- **(L-11)** Provide appropriate maintenance and repair equipment on-site at workplaces; and develop a maintenance program for the bicycle pool.

- **(L-12)** Develop and make available maps of safe and convenient routes between regular destinations for staff – build up a database of routes which can be accessed by staff.

- **(L-13)** Run an annual workshop with staff who walk and cycle to gather feedback on issues and plan to address these barriers – many will also be important issues for the wider community.

# Delivering the Strategy

5

# 5.  Delivering the Strategy

## 5.1   Introduction

The following chapter presents a framework for delivering the Strategy over the proposed 10-year timeframe. The key aspects of the framework include:

- Management
- Maintenance
- Funding
- Action Implementation plan

## 5.2   Management

The delivery of the Strategy will require the coordination of different teams within the Colac Otway Shire Council and collaboration with a range of key stakeholders.

**Proposed actions**

- **(D-1)** Form a Steering Committee comprising a cross section of officers with responsibility for delivering actions in the Strategy; representatives from local advocacy groups; representatives from relevant agencies. The committee should meet at a minimum quarterly to review the progress of the delivery of the Strategy. The committee could be chaired by a Councillor, who would also be the principal (but not sole) supporter of the Strategy.
- **(D-2)** Appoint an officer to lead the delivery of the Strategy on a day-to-day basis; to act as the main point of contact for all internal and external queries; to monitor and evaluate the impact of the actions delivered; and to report quarterly to the steering committee.
- **(D-3)** Liaise closely with other regional Councils to identify bicycle infrastructure designs that can be adopted.
- **(D-4)** Explore the development of a 'Place-based' approach to providing for walking and cycling, where infrastructure and associated facilities are considered in the wider context of the public realm (e.g. the street).
- **(D-5)** Explore how community engagement can be undertaken across project teams as opposed to within one area of Council to ensure outcomes are more closely aligned to community needs.

## 5.3   Maintenance

The systematic monitoring and maintenance of the condition of infrastructure and associated facilities will be an important factor in creating and maintaining safe and attractive environments for walking and cycling.

**Proposed actions**

- **(D-6)** Provide an online form to enable members of the public to report maintenance issues – the form could support the provision of GIS references.
- **(D-7)** Commission independent audits of facilities every three years - continually update the maintenance program in liaison with the relevant officers.
- **(D-8)** Ensure that existing facilities are reinstated after the completion of road works.

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- **(D-9)** Ensure that all road works take account of the needs of cyclists and adequately cater for their continued safe movement where works are taking place, including (but not limited to) the provision of temporary bicycle lanes adjacent to the road works using temporary barriers.
- **(D-10)** Develop a program cleaning and vegetation pruning for on-road and off-road bicycle facilities.
- **(D-11)** Undertake periodic inspections of bicycle parking facilities to (a) maintain their attractiveness and functionality, and (b) remove abandoned bicycles and other obstructions.

## 5.4   Funding

A number of options exist to source funding for the proposed actions through a range of grants and funding programs at Federal and State level – see table x.

**Proposed actions**

- **(D-11)** Develop business cases for bicycle routes and associated facilities on VicRoads principle bicycle network.
- **(D-12)** Maximise opportunities to implement new bicycle facilities when other road construction projects are being delivered to reduce costs and increase the reach of each annual budget.

## 5.5   Action implementation plan

The action implementation plan presents the full range of actions proposed in the Strategy against:

- A High, Medium or Low priority (as determined by the Weighted Criteria Scoring System) – see Appendix A for scores;
- Over a 10-year timeframe;
- The nominated Lead Agency and Partners; and
- With an indicative cost, based on supplier costs plus a percentage mark-up to cover planning, design and delivery.

The costs assigned to each action has been based (where possible) on supplier rates, with an additional mark up to cover the costs associated with planning, design and delivery, Supplementary costs for planning & design and contingency are applied to all actions. Supplementary costs for construction are estimated on a High, Medium or Low basis for each action. This approach has been taken to provide more realistic costs for the delivery of the Strategy and enable more practical planning and therefore, more effective delivery.

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Table 6: Funding Sources

| FUNDING SOURCE | DETAILS | FUNDING VALUE (AUD) |
|---|---|---|
| DoT | Building New Communities Fund – as noted in the Victorian bicycle Strategy (Cycling Into the Future 2013-2023) | Unknown |
| VicRoads | Principal Bicycle Network Funding<br>VicRoads will provide between 50-100% funding towards projects on the PBN. | $10 million per year (total fund) – as of Jan 2013 this funding is on hold. |
| DPCD | **Putting Locals First Program**<br>The Putting Locals First Program aims to build resilient and adaptable communities with:<br>• improved community infrastructure, facilities and services<br>• improved community connections<br>• communities taking action on their own behalf | • Improved local infrastructure - grants up to $500,000<br>• Local community initiatives - grants up to $150,000<br>• Local strategic and project planning – grants up to $150,000 |
| | **Community Facility Funding Program**<br>The Community Facility Funding Program helps provide high quality, accessible community sport and recreation facilities across Victoria by encouraging:<br>• increased sport and recreation participation<br>• increased access to sport and recreation opportunities<br>• better planning of sport and recreation facilities<br>• innovative sport and recreation facilities<br>• environmentally sustainable facilities<br>• universally designed facilities | • Major facilities up to $650,000<br>• Minor facilities Up to $100,000 |
| | **Community Works Program**<br>Community Works Program (CWP) aims to deliver quality public realm and open space networks that are vibrant, connected and enhance community pride in their local neighbourhood.<br>• create attractive, accessible, stimulating and pedestrian friendly spaces that encourage social interaction, informal recreation, walkability and safety<br>• enhance the interface between private and public spaces. | Up to $200,000 |
| Sustainability Victoria (SV) | **The Sustainability Fund / Neighbourhood Renewal**<br>Neighbourhood Renewal is a Victorian Government program working in partnership with communities in areas with concentrations of public housing. | Unknown |
| Developer Contributions | Development contributions are payments or in-kind works, facilities or services provided by developers towards the supply of infrastructure required to meet the future needs of a particular community, of which the development forms part.<br>All new developments of medium-high density residential; retail; commercial and other workplaces should provide appropriate end-of-trip facilities for cyclists – including parking, shower, changing and possibly towel services.<br>In addition, Council can seek contributions from developers towards the cost of bicycle infrastructure in proximity to the proposed development. | Currently under review (Jan 2013) |

**Table 7: Action implementation plan**

| NO. | REF. | LOCATION | DESCRIPTION | PRIORITY | YEAR 1 | YEAR 2 | YEAR 3 | YEAR 4 | YEAR 5 | YEAR 6 | YEAR 7 | YEAR 8 | YEAR 9 | YEAR 10 | LEAD AGENCY | PARTNERS | INDICATIVE COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **INFRASTRUCTURAL ACTIONS** | | | | | | | | | | | | | | | | | |
| 1 | I-1 | Shire Wide | Provide appropriate short-stay bicycle parking rails in shopping strips – liaise with local businesses to identify appropriate locations and to minimise impact on the operation of the street (particularly to avoid creating clutter that creates a barrier for people with visual and physical impairments). | High | ● | ● | ● | | ● | | ● | | ● | | Colac Otway Shire Council | | N/A |
| 2 | I-2 | Shire Wide | Develop a business case for installing long-stay bicycle parking facilities at all rail stations, working closely with VicTrack to determine appropriate locations. | Medium | ● | ● | | ● | | | | | | | Colac Otway Shire Council | VicTrack | N/A |
| 3 | I-3 | Shire Wide | Work with local leisure and recreation facilities to develop short and long term plans to address immediate and future bicycle parking needs. | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | Leisure Facilities | N/A |
| 4 | I-4 | Shire Wide | Work with local primary and secondary schools (through the Ride 2 School program) facilities to develop short and long term plans to address immediate and future bicycle parking needs – also refer to 'School Travel Program' in section 4.3.3. | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | Department of Transport | N/A |
| 5 | I-5 | Apollo Bay and Colac | Run a design competition to create artistic bicycle parking racks that represent the local culture (indigenous and/or modern). | Low | | ● | | | | ● | | | ● | | Colac Otway Shire Council | Chamber of Commerce | N/A |
| 6 | I-6 | Apollo Bay and Colac | Run an EOI for the provision of Parklets on the main streets of Apollo Bay and Colac. Parklets are a low cost way to soften the feel of a street and provide additional space for people to sit, eat and enjoy the street environment. They increase the allocation of space for people and can be provided in proximity to cafes and restaurants to support local businesses. Furthermore, they provide additional bicycle parking in locations of high demand. | Low | | ● | | ● | | ● | | ● | | ● | Colac Otway Shire Council | Chamber of Commerce | N/A |
| 7 | I-7 | Apollo Bay and Colac | Develop an integrated walking and cycling wayfinding Strategy for Colac and Apollo Bay (see also 'Walking Promotion Program' in section 4.3.3), to include destination, directional and informational signage. | High | ● | ● | | | | | | | | | Colac Otway Shire Council | | N/A |
| 8 | I-8 | Shire Wide | Develop a trails wayfinding Strategy to incorporate mountain bike trails. | Medium | | | ● | ● | | | | | | | Colac Otway Shire Council | DPCD | N/A |
| 9 | I-9 | Shire Wide | Undertake a feasibility study for the development of the Tiger Rail Trail. | Medium | ● | ● | ● | | | | | | | | Colac Otway Shire Council | DPCD | N/A |
| 10 | I-10 | Apollo Bay | Sealed footpath (both sides) - Noel Street: Cartwright St to Trafalgar St | Medium | | | | | | | | | | | Colac Otway Shire Council | | $51,920 |
| 11 | I-11 | Apollo Bay | Sealed footpath (both sides) – Montrose Ave: McLachlan St to Pascoe St | Low | | | | | | | | | | ● | Colac Otway Shire Council | | $32,560 |
| 12 | I-12 | Apollo Bay | Sealed footpath (both sides) – Martin St: McLachlan St to Pascoe St | Low | | | | | | | | | | ● | Colac Otway Shire Council | | $26,400 |
| 13 | I-13 | Apollo Bay | Sealed footpath (both sides) – Thompson St: Jack Pl to Great Ocean Rd | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $61,050 |
| 14 | I-14 | Apollo Bay | Intersection upgrade with pedestrian priority (zebra crossings on all arms) – Pengilley Ave and McLachlin Street | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $88,000 |
| 15 | I-15 | Apollo Bay | Intersection upgrade with pedestrian priority (zebra crossings on Pengilley Ave arms only) – Pengilley Ave and Gallipolli Ave | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $20,000 |
| 16 | I-16 | Apollo Bay | Intersection upgrade with pedestrian priority on Pengilley Ave and Costin St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $20,000 |
| 17 | I-17 | Apollo Bay | Sealed footpath (both sides) – Murray St (full length) | Low | | | | | | | | | | ● | Colac Otway Shire Council | | $59,620 |
| 18 | I-18 | Apollo Bay | Sealed footpath (both sides) – Pascoe St: Whelan St to Murray St | Low | | | | | | | | | | ● | Colac Otway Shire Council | | $42,900 |
| 19 | I-19 | Apollo Bay | Sealed footpath (both sides) – Great Ocean Rd: Cawood St to Joyce St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $37,730 |

| NO. | REF. | LOCATION | DESCRIPTION | PRIORITY | YEAR 1 | YEAR 2 | YEAR 3 | YEAR 4 | YEAR 5 | YEAR 6 | YEAR 7 | YEAR 8 | YEAR 9 | YEAR 10 | LEAD AGENCY | PARTNERS | INDICATIVE COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | I-20 | Apollo Bay | Intersection upgrade with pedestrian priority (zebra crossings on all arms) – Pascoe St and Whelan St; Great Ocean Rd and Nelson St (x2) | High | ● | ● | | | | | | | | | Colac Otway Shire Council | | $176,000 |
| 21 | I-21 | Apollo Bay | Side street pedestrian priority with zebra crossings (x7) – Great Ocean Road: Cawood St to Moore St | Low | | | | | | | | | | ● | Colac Otway Shire Council | | $115,500 |
| 22 | I-22 | Apollo Bay | Mid-block crossings (x3) – Great Ocean Rd: Hardy St to Moore St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $49,500 |
| 23 | I-23 | Apollo Bay | Extension of exclusive bicycle lane – Costin St: Park Ave to Montrose Ave | Low | | | | | | | | | | ● | Colac Otway Shire Council | | $3,196 |
| 24 | I-24 | Apollo Bay | Exclusive bicycle lane – Montrose Ave: Costin St to Pascoe St | Low | | | | | | | | | | ● | Colac Otway Shire Council | | $5,490 |
| 25 | I-25 | Apollo Bay | Advisory treatment (sharrow bicycle symbol) – Pascoe St: Nelson St to Moore St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $55 |
| 26 | I-26 | Apollo Bay | Exclusive bicycle lane – Pascoe St: Moore St to Thompson St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $4,019 |
| 27 | I-27 | Apollo Bay | Advisory treatment (sharrow bicycle symbol) – Pascoe St: Thompson St to Murray St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $55 |
| 28 | I-28 | Apollo Bay | Exclusive bicycle lane – Nelson St: Cartwright St to Great Ocean Road | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $1,748 |
| 29 | I-29 | Apollo Bay | Exclusive bicycle lane – Nelson St: Great Ocean Road to Harbour | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $2,518 |
| 30 | I-30 | Apollo Bay | Exclusive bicycle lane – Cartwright St: Noel St to Nelson St | Low | | | | | | | | | | ● | Colac Otway Shire Council | | $939 |
| 31 | I-31 | Apollo Bay | Upgrade existing exclusive bicycle lane with buffer zones – Great Ocean Road: Cawood St to Moore St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $17,358 |
| 32 | I-32 | Apollo Bay | Extend exclusive bicycle lane with buffer zones – Great Ocean Road: Moore St to Nelson St (connect with shared path to Marengo) | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $7,150 |
| 33 | I-33 | Apollo Bay | Bike boxes on intersections (x15) – refer to map | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $24,750 |
| 34 | I-34 | Apollo Bay | Advisory treatment with sharrow bicycle symbols on roundabouts (x2) – refer to map | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $55 |
| 35 | I-35 | Apollo Bay | Green surfacing on side streets (x21) – on all side streets off an existing or proposed bicycle lane. | Low | | | | | | | | | | ● | Colac Otway Shire Council | | $3,927 |
| 36 | I-36 | Apollo Bay | Bicycle parking provision (capacity for 30 bicycles – 15 rails) – Great Ocean Road: Hardy St to McLaren Pl | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $8,250 |
| 37 | I-37 | Apollo Bay | Bicycle parking provision (capacity for 60 bicycles – 30 rails) – Great Ocean Road: Foreshore area between tourist centre and Harbour | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $16,500 |
| 38 | I-38 | Colac | Exclusive bicycle lane – Sinclair St: Stoddart St to Jennings St and Hearn St to Pound Rd | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $8,616 |
| 39 | I-39 | Colac | Exclusive bicycle lane – Armstrong St: Pound Rd to Ligar St | High | ● | ● | | | | | | | | | Colac Otway Shire Council | | $14,576 |
| 40 | I-40 | Colac | Exclusive bicycle lane – Pound Rd: Sinclair St to Hart St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $6,599 |
| 41 | I-41 | Colac | Exclusive bicycle lane – Hearn St: Queen St to approx. 93 Hearn St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $2,926 |
| 42 | I-42 | Colac | Exclusive bicycle lane – Church St: Murray St to Colac Lake | Low | | | | | | | | | | ● | Colac Otway Shire Council | | $5,529 |

| NO. | REF. | LOCATION | DESCRIPTION | PRIORITY | YEAR 1 | YEAR 2 | YEAR 3 | YEAR 4 | YEAR 5 | YEAR 6 | YEAR 7 | YEAR 8 | YEAR 9 | YEAR 10 | LEAD AGENCY | PARTNERS | INDICATIVE COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43 | I-43 | Colac | Exclusive bicycle lane – Hart St: Railway St to Murray St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $3,735 |
| 44 | I-44 | Colac | Exclusive bicycle lane – Grant St: Murray St to Queens Ave | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $4,836 |
| 45 | I-45 | Colac | Exclusive bicycle lane – Queens Ave: Armstrong St to Queens St | Low | | | | | | | | | | ● | Colac Otway Shire Council | | $978 |
| 46 | I-46 | Colac | Exclusive bicycle lane – Corangamite St: Murray St to Skene St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $1,140 |
| 47 | I-47 | Colac | Exclusive bicycle lane – Railway St: Corangamite St to Broomfield St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $3,065 |
| 48 | I-48 | Colac | Exclusive bicycle lane – Gellibrand St: Broomfield St to Botanic Gardens | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $6,191 |
| 49 | I-49 | Colac | Exclusive bicycle lane – Rae St: Queens St to Scott St | High | ● | ● | | | | | | | | | Colac Otway Shire Council | | $9,579 |
| 50 | I-50 | Colac | Shared path – Extension of Lake Colac shared path westwards to flood plain then south to railway line; then running east through rail reserve connecting with Barongarook Creek path; then running north along Barongarook Creek and reconnecting with the shared path along Lake Colac. | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | Information not available |
| 51 | I-51 | Colac | Bike boxes on intersections (x38) – refer to map for locations. | High | ● | ● | | | | | | | | | Colac Otway Shire Council | | $11,550 |
| 52 | I-52 | Colac | Advisory treatment with sharrow bicycle symbols on roundabouts (x7) – refer to map for locations. | High | ● | ● | | | | | | | | | Colac Otway Shire Council | | $385 |
| 53 | I-53 | Colac | Green surfacing on side streets (x84) – on all side streets off an existing or proposed bicycle lane. | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $15,708 |
| 54 | I-54 | Colac | Bicycle parking provision (capacity for 60 bicycles – 30 rails) – within commercial / business area (shown on map). | High | ● | ● | | | | | | | | | Colac Otway Shire Council | | $16,500 |
| 55 | I-55 | Colac | Long stay bicycle parking at Rail station (x1) | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $165,000 |
| 56 | I-56 | Birregurra | Shared footpath: Roadknight Road – Birregurra Rd to Train Station | Low | | | | | | | | | | ● | Colac Otway Shire Council | | $204,820 |
| 57 | I-57 | Birregurra | Sealed footpath: Birregurra Rd (northern side) – Roadknight Rd to Barwon St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $148,060 |
| 58 | I-58 | Birregurra | Sealed footpath: Birregurra Rd (southern side) – Strachan St to Beal St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $50,160 |
| 59 | I-59 | Birregurra | Sealed footpath: Beal St – Birregurra Rd to Skene St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $58,300 |
| 60 | I-60 | Birregurra | Sealed footpath: Jenner St – Complete missing link to Austin St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $55,880 |
| 61 | I-61 | Birregurra | Sealed footpath: Strachan St – Birregurra Rd to Scouller St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $100,100 |
| 62 | I-62 | Birregurra | Intersection upgrade for improved pedestrian access: Birregurra Rd and Roadknight Rd | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $88,000 |
| 63 | I-63 | Birregurra | Intersection upgrade for improved pedestrian access: Birregurra Rd and Strachan St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $88,000 |
| 64 | I-64 | Birregurra | Mid-block crossing facility on Birregurra Rd connecting park and skate park. | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $16,500 |
| 65 | I-65 | Lavers Hill | Sealed footpath: Great Ocean Rd (southern side) – College Drive to Motor Inn | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $48,290 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 66 | I-66 | Lavers Hill | Roundabout: Great Ocean Rd and Colac-Lavers Hill Rd | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $440,000 |
| 67 | I-67 | Lavers Hill | Roundabout: Colac-Lavers Hill Rd and Lavers Hill-Cobden Rd | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $440,000 |
| 68 | I-68 | Lavers Hill | Pedestrian crossing facility: Great Ocean Rd at Tennis Courts | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $25,300 |
| 69 | I-69 | Lavers Hill | Pedestrian crossing facility: Great Ocean Rd at College Drive | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $25,300 |
| 70 | I-70 | Lavers Hill | Explore extension of Old Beechy Rail Trail along disused rail line | Low | | | | | | | | | | ● | Colac Otway Shire Council | | N/A |
| 71 | I-71 | Lavers Hill | Explore streetscape scheme for Great Ocean Rd: College Dr to Lavers Hill-Cobden Rd (to include enhanced pedestrian access, exclusive bicycle lanes, landscaping and street lighting. | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | N/A |
| 72 | I-72 | Beeac | Upgrade intersection for enhanced pedestrian access: Main St and Mingawalla Rd | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $88,000 |
| 73 | I-73 | Beeac | Pedestrian crossing facility: Main St to reserve | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $25,300 |
| 74 | I-74 | Cororooke | Seal Footpath: Factory Rd – 150m along Factory Rd from Corangamite Lake Rd. | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $8,250 |
| 75 | I-75 | Cororooke | Seal Footpath: Corangamite Lake Rd – for 50 m heading north | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $2,750 |
| 76 | I-76 | Cororooke | Explore future scheme to provide pedestrian connection with Colac | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | N/A |
| 77 | I-77 | Forrest | Seal Footpath: Henry St – Grant St to Station St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $5,720 |
| 78 | I-78 | Forrest | Seal Footpath: Station St – Henry St to Blundy St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $22,605 |
| 79 | I-79 | Forrest | Seal Footpath: Blundy St – Station St to Grant St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $11,220 |
| 80 | I-80 | Forrest | Seal Footpath: Grant St – Blundy St to Henry St | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $22,605 |
| 81 | I-81 | Forrest | Pedestrian crossing facility: Grant St – at Henry St, between Henry St and Blundy St; at Blundy St / Turner Drive | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $25,300 |
| 82 | I-82 | Gellibrand | Pedestrian crossing facility: Colac-Lavers Hill Rd – at reserve | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $25,300 |
| 83 | I-83 | Gellibrand | Pedestrian crossing facility: Colac-Lavers Hill Rd – at Tourist Pk entrance (also a connection for Old Beechy Rail Trail) | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $25,300 |
| 84 | I-84 | Marengo | Shared footpath upgrade: full length into Apollo Bay | High | ● | ● | | | | | | | | | Colac Otway Shire Council | | Information not available |
| 85 | I-85 | Kennett River | Pedestrian crossing facility: Great Ocean Rd – connection to foreshore | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $25,300 |
| 86 | I-86 | Wye River & Separation Creek | Upgrading of Paddy's Path (connection between Wye River & Separation Creek) | Low | | | | | | | | | | ● | Colac Otway Shire Council | | Information not available |
| 87 | I-87 | Wye River & Separation Creek | Constructing a gravel walking track from the end of Dunoon Rd to Paddy's Path | Low | | | | | | | | | | ● | Colac Otway Shire Council | | $3,080 |
| 88 | I-88 | Wye River & Separation Creek | Constructing a bridge over a small gully at the intersection of The Boulevard and Koonya St into Harrington Park | Low | | | | | | | | | | ● | Colac Otway Shire Council | | Information not available |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 89a | I-89a | Wye River & Separation Creek | Pedestrian crossing facility: Great Ocean Rd – connection to foreshore | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $25,300 |
| 89b | I-89b | Wye River & Separation Creek | Pedestrian footbridge over Separation Creek | High | ● | ● | ● | ● | | | | | | | Colac Otway Shire Council | Vic Roads | $130,000 |
| 90 | I-90 | Cressy | Seal Footpath: Lyons St: Duverny St to Yarima Rd | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $74,580 |
| 91 | I-91 | Cressy | Seal Footpath: Tennant St: Lyons St to reserve | Medium | | | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | | $12,265 |
| **BEHAVIOURAL ACTIONS** | | | | | | | | | | | | | | | | | |
| 92 | B-1 | Shire Wide | Cycling Efficacy Program | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | | Colac Otway Shire Council | Roadsafe Otway & Colac | $10,000 p.a. |
| 93 | B-2 | Shire Wide | Road Coexistence Program | High | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | Vic Roads & Roadsafe | $20,000 p.a. |
| 94 | B-3 | Shire Wide | Walking Promotion Program | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | Victoria Walks | $10,000 p.a. |
| 95 | B-4 | Shire Wide | School Travel Program | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | DoT | $15,000 p.a. |
| **POLICY AND REGULATORY ACTIONS** | | | | | | | | | | | | | | | | | |
| 96 | PR-1 | Shire Wide | Require all new developments to provide for the needs of pedestrians and cyclists: ensure new housing developments (regardless of size) to be connected to existing land-uses by appropriate pedestrian and cycling facilities. | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | N/A |
| 97 | PR-2 | Shire Wide | Require all road schemes to give due consideration to the needs and impact on pedestrians and cyclists | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | VicRoads | N/A |
| 98 | PR-3 | Shire Wide | Apply the Australian Urban Design Protocol – Designing for People, for all street scheme projects (refer to section 3.5). | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | N/A |
| 99 | PR-4 | Shire Wide | Explore with the police how road rules to govern motorists could be more regularly enforced; combine awareness raising activities to educate motorists on the use of bicycle lanes and then undertake regular blitz of non-compliance. | High | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | Police | N/A |
| 100 | PR-5 | Shire Wide | Explore the reduction of 60 km/h speed limits to 50 km/h for main streets in all small towns and a blanket 40 km/h speed limit for residential streets and around schools. | High | ● | ● | ● | ● | | | | | | | Colac Otway Shire Council | VicRoads | N/A |
| 101 | PR-6 | Shire Wide | Explore the reduction of 60 km/h and 50 km/h speed limits to 40 km/h for main streets in Colac and Apollo Bay and 40 km/h speed limit for residential streets and around schools. | High | ● | ● | ● | ● | | | | | | | Colac Otway Shire Council | VicRoads | N/A |
| **PROMOTIONAL ACTIONS** | | | | | | | | | | | | | | | | | |
| 102 | P-1 | Shire Wide | Promote cycling as a form of travel for all events in marketing collateral and on Council's website. | Low | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | $5,000 p.a. |
| 103 | P-2 | Shire Wide | Provide valet parking for cyclists at all major events – this service can be outsourced to specialised providers. | Low | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | $8,000 p.a. |
| 104 | P-3 | Shire Wide | Imagery should focus on families, women, youth, the elderly, people in normal clothes (avoiding Lycra and any sports-type images of cycling); should feature sit-up, cargo and electric/power assisted bicycles. | Low | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | N/A |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 105 | P-4 | Shire Wide | Collect stories from people in the community (from a cross section of the community, including age, gender, ethnicity, profession etc.) about their personal journey from overcoming fears about walking and cycling to the benefits they now enjoy from participation. Publish these stories as a series in Council and local media and on the Council website. At the end of the year create a book of stories and invite the public to nominate their favourite story – award this person with a prize, presented to them by the Mayor at the Colac Kana Festival. | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | N/A |
| 106 | P-5 | Shire Wide | Run an annual workshop for local residents or groups to provide training on the development of existing ideas that promote and/or enable a normalised cycling culture. | Low | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | $1,500 p.a. |
| 107 | P-6 | Shire Wide | Provide small seed funding grants for well-developed and planned ideas and initiatives. Provide advice and support for the implementation of ideas. Promote the activities in local and Council media. | Low | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | $2,000 p.a. |
| **LEADERSHIP ACTIONS** | | | | | | | | | | | | | | | | | |
| 108 | L-1 | Shire Wide | Develop a Sustainable Travel Plan for council covering walking, cycling and public transport. This plan will examine the existing travel patterns and behaviour of staff and develop a range of initiatives to enable and motivate sustainable travel. If possible, this plan should be integrated with health promotion. The plan should incorporate the remaining actions in this section. | High | ● | ● | | | | | | | | | Colac Otway Shire Council | | $30,000 p.a. |
| 109 | L-2 | Shire Wide | Integrate the promotion of new facilities, gear and equipment during an annual Sustainable Transport Week. | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | N/A |
| 110 | L-3 | Shire Wide | Develop a promotional pack to be included with the contract paperwork of new staff. | Medium | ● | ● | | | | | | | | | Colac Otway Shire Council | | N/A |
| 111 | L-4 | Shire Wide | Integrate an introduction to walking and cycling at work as part of staff inductions. | Medium | ● | ● | | | | | | | | | Colac Otway Shire Council | | N/A |
| 112 | L-5 | Shire Wide | Regularly promote new facilities and activities through existing internal communications mediums – intranet, newsletters and noticeboards. | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | N/A |
| 113 | L-6 | Shire Wide | Undertake an audit of all Council workplaces to determine the current level of provision of end-of-trip facilities; determine needs and opportunities for upgrades; create an implementation action plan endorsed by Council – aim to achieve the Green Star Tra-3 Cyclist Facilities credit level of provision as a working example for developer and other interested parties. Facilities should cover parking (short and long-stay), changing and shower rooms, storage space for gear, and ideally a towel service (can be outsourced to a service provider). | High | ● | ● | ● | | | | | | | | Colac Otway Shire Council | GBCA | N/A |
| 114 | L-7 | Shire Wide | Promote the completion of new facilities and invite local businesses and adjoining municipalities for a tour and discussion with facilities managers and users. Aim to become a case study of best practice. | Low | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | N/A |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 115 | L-8 | Shire Wide | Run bicycle skills and maintenance training classes for staff on a quarterly basis throughout the year. | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | $5,000 p.a. |
| 116 | L-9 | Shire Wide | Maintain a bicycle pool (including cargo bicycles and power-assisted bicycles) for short local business trips. | High | ● | ● | | | | | | | | | Colac Otway Shire Council | | $3,000 p.a. |
| 117 | L-10 | Shire Wide | Provide staff with access to walking and cycling gear including helmets, panniers, wet gear and reflective clothing (if demand exists). | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | $1,500 p.a. |
| 118 | L-11 | Shire Wide | Provide appropriate maintenance and repair equipment on-site at workplaces; and develop a maintenance program for the bicycle pool. | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | $500 p.a. |
| 119 | L-12 | Shire Wide | Develop and make available maps of safe and convenient routes between regular destinations for staff – build up a database of routes which can be accessed by staff. | Low | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | N/A |
| 120 | L-13 | Shire Wide | Run an annual workshop with staff who walk and cycle to gather feedback on issues and plan to address these barriers – many will also be important issues for the wider community. | Low | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | N/A |
| **DELIVERY ACTIONS** | | | | | | | | | | | | | | | | | |
| 121 | D-1 | N/A | Form a Steering Committee comprising a cross section of officers with responsibility for delivering actions in the Strategy; representatives from local advocacy groups; representatives from relevant agencies. The committee should meeting at a minimum quarterly to review the progress of the delivery of the Strategy. The committee could be chaired by a Councillor, who would also be the principal (but not sole) supporter of the Strategy. | High | ● | | | | | | | | | | Colac Otway Shire Council | Various | N/A |
| 122 | D-2 | N/A | Appoint an officer to lead the delivery of the Strategy on a day-to-day basis; to act as the main point of contact for all internal and external queries; to monitor and evaluate the impact of the actions delivered; and to report quarterly to the steering committee. | High | ● | | | | | | | | | | Colac Otway Shire Council | | N/A |
| 123 | D-3 | N/A | Liaise closely with other regional Councils to identify bicycle infrastructure designs that can be adopted. | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | N/A |
| 124 | D-4 | N/A | Explore the development of a 'Place-based' approach to providing for walking and cycling, where infrastructure and associated facilities are considered in the wider context of the public realm (e.g. the street). | Medium | ● | ● | | | | | | | | | Colac Otway Shire Council | | N/A |
| 125 | D-5 | N/A | Explore how community engagement can be undertaken across project teams as opposed to within one area of Council to ensure outcomes are more closely aligned to community needs. | Medium | ● | ● | | | | | | | | | Colac Otway Shire Council | | N/A |
| 126 | D-6 | N/A | Provide an online form to enable members of the public to report maintenance issues – the form could support the provision of GIS references. | Medium | ● | ● | | | | | | | | | Colac Otway Shire Council | | N/A |
| 127 | D-7 | Shire Wide | Commission independent audits of facilities every three years - continually update the maintenance program in liaison with the relevant officers. | High | ● | | | ● | | | ● | | | ● | Colac Otway Shire Council | | $50,000 every 3 years |
| 128 | D-8 | Shire Wide | Ensure that existing facilities are reinstated after the completion of road works. | High | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | VicRoads | N/A |
| 129 | D-9 | Shire Wide | Ensure that all road works take account of the needs of cyclists and adequately cater for their continued safe movement where works are taking place, including (but not limited to) the provision of temporary bicycle lanes adjacent to the road works using temporary barriers. | High | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | VicRoads | N/A |
| 130 | D-10 | Shire Wide | Develop a program of cleaning and vegetation pruning for on-road and off-road bicycle facilities. | Medium | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Colac Otway Shire Council | | N/A |
| 131 | D-11 | Shire Wide | Undertake periodic inspections of bicycle parking facilities to (a) maintain their attractiveness and functionality, and (b) remove abandoned bicycles and other obstructions. | Medium | ● | | ● | | ● | | ● | | ● | | Colac Otway Shire Council | | N/A |
| 132 | D-12 | Shire Wide | Develop business cases for bicycle routes and associated facilities on VicRoads principle bicycle network. | High | ● | | | | | | | | | | Colac Otway Shire Council | VicRoads | N/A |

# Monitoring and Evaluating the Strategy

6

# 6. Monitoring and Evaluating the Strategy

## 6.1 Introduction

This chapter presents a framework for the continuous and consistent monitoring, evaluation and reporting of the measures proposed in the Strategy.

The Strategy should be monitored and evaluated at both a 'Program-level' and 'project-level'. The program-level is the overarching outcome associated with increasing participation in walking and cycling. The project-level outcomes are associated with specific actions in the Strategy.

## 6.2 Goals

Three overarching goals are proposed, under which sit a range of specific actions:

### (1) Healthy People

The Strategy aims to support the health and wellbeing of the Shire's residents by enabling and promoting physical activity through walking and cycling for transport and recreation.

### (2) Healthy Communities

The Strategy aims to support the health and sustainability of local communities through the provision of enhanced walking and cycling infrastructure, which will encourage more people onto the street supporting social interaction while reducing reliance on car-based travel for local trips.

### (3) Healthy Economy

The Strategy aims to contribute to the health and sustainability of the local economy by supporting local cycling tourism and local businesses.

## 6.3 Targets and indicators

### 6.3.1 Targets

Targets are the metrics for quantifying the outcomes of the Strategy:

- **Target 1:** Increase participation in cycling to 30% for the proportion of the population who have ridden a bicycle at least once in the last 7 days[1].
- **Target 2:** Increase participation in walking to 40% of the proportion of the population who have walked at least once in the last 7 days[2].
- **Target 3:** Zero fatal and serious pedestrian and cyclist injuries by 2023[3]
- **Target 4:** 95% confidence levels that it is safe to walk and cycle[4].

### 6.3.2 Indicators

Indicators are measurable or tangible signs that something has been done or that something has been achieved.

Seven different types of indicator are proposed:

- **Infrastructural:** Relates to the delivery of walking and cycling facilities, including on-road and off-road lanes, parking, other end-of-trip facilities, and wayfinding and signage.
- **Participation:** Relates to changes in the proportion of trips by walking and cycling and by whom (e.g. gender and age groups). They also cover participation in Strategy programs (behavioural and promotional).
- **Safety:** Relate to changes in the reporting and severity of pedestrian and cyclist-related crashes. Also covers the perception of safety.
- **Accessibility:** Relates to changes in the level of access to key destinations.
- **Attitudinal:** Relates to the perception of the walking and cycling experience.
- **Financial:** Relates to the level of investment in walking and cycling and contribution to the local economy.
- **Health:** Relates to the impact of walking and cycling on levels of physical activity.

## 6.4 Monitoring

The following section presents data collection methods for monitoring the progress of the Strategy.

### Super Tuesday Counts

Super Tuesday Bike Counts are undertaken by Bicycle Network in collaboration with municipalities and local volunteers. The project aims to answer two questions:

- How many riders are there?
- Which routes are riders using?

The Colac Otway Shire Council should liaise with Bicycle Network Victoria to explore participation in the annual surveys.

### Automated counters

Automated counters can be placed on bicycle routes to measure the level of usage of that route. It is recommended that council use this approach (or undertake manual counts) to measure levels of service on bicycle routes.

### Facility audits

Annual audits of walking and cycling facilities, combined with feedback from the public and the local advocacy groups, will provide regular updates on condition, utilisation and provision. These methods can be supplemented from information collated from officers with responsibility for asset management and capital works.

### Road Safety Audits

Road Safety Audits provide an important assessment of the condition of these facilities. Section 5.3 provides recommendations on the continuing use of these audits to monitor the condition of facilities.

### Intercept surveys

Intercept surveys are a useful tool to monitor the impact of newly delivered facilities or to assess a specific issue. The biggest challenge with this method is that people may refuse to participate (especially if they are cycling). The key is to make the interview very succinct. It may also be worthwhile advertising in appropriate media and with the target cohort and offering incentives to participate, such as a sports drink or a free cycle map. Ample signage would need to be posted to ensure that cyclists who are travelling fast can read the notice in time to decide to stop. Questions will depend on the nature of the survey. The number of intercept surveys done needs to be proportional to the budget for the project, as small projects may merit less investigation as this is a more costly process.

### Observational surveys

For selected routes or locations (e.g. where a specific behavioural issue is commonplace) observational surveys should be undertaken to collate both quantitative and qualitative data. The surveys should quantify a behaviour(s) and also attempt to contextualise these observations by examining the impact of the physical environment, and interviewing users of the facility.

### Census data

The Australian census takes place every 5 years and records information on transport modes and destination for the journey to work. The last Census took place in 2011 and this data provide useful demographic statistics to inform the overall monitoring and evaluation framework.

### National Participation Survey

This survey is administered by the Australian Bicycle Council and is open to local councils across Australia. Participating councils are provided with information about:

- proportion of residents that ride a bike in a typical week, month and year
- cycling participation by gender
- cycling participation by age
- the purpose of bicycle riding (including a range of transport journeys)
- the number of bicycle trips and time spent riding, and
- the number of bicycles in households.

The data allows councils to set benchmarks for cycling strategies, understand how residents use bicycles and identify opportunities for behaviour change and promotions.

### Media monitoring

Some basic media monitoring of references to key words such as "active transport Strategy" and the negative or positive sentiments linked to the terms will provide information on the positions taken by opinion leaders in the wider community.

### Most Significant Change (MSC)

MSC is a form of participatory monitoring and evaluation. It is participatory because project stakeholders are involved both in deciding the sorts of change to be recorded and in analysing the data. It is a form of monitoring because it can occur throughout the program cycle and provides information to help people manage the program. It contributes to evaluation because it provides data on impact and outcomes that can be used to help assess the performance of the program as a whole.

Whilst MSC is a very powerful tool, it is not used as a standalone tool for monitoring and evaluation for accountability purposes. It is best seen as a very powerful supplementary tool for accountability based systems. Unlike conventional approaches to monitoring, the MSC approach does not employ quantitative indicators, and, because of this, is sometimes referred to as 'monitoring without indicators'.

MSC is an effective tool for monitoring and evaluating the impact of behavioural programs.

---

[1] Based on the National Participation Survey for Cycling in Regional Victoria.
[2] Based on ABS Census data for walking participation in Regional Victoria.
[3] Based on the National and State Road Safety Strategy targets of 'Vision Zero'
[4] Based on [to be confirmed]

## 6.5    Evaluation

It is important to note that evaluation takes place at the end of a project, while monitoring occurs during the delivery of the project - if you do not monitor, you cannot evaluate.

Four levels of evaluation are proposed for the Strategy:

### 6.5.1    (1) Self-evaluation

Self-evaluation is proposed for small / short projects (e.g. promotional activities and some behavioural programs) that are delivered over a short timeframe (e.g. 1 day to 1 week).

### 6.5.2    (2) Participatory evaluation

This is a form of internal evaluation. The intention is to involve as many people with a direct stake in the work as possible. This may mean project staff and beneficiaries working together on the evaluation. If an outsider is called in, it is to act as a facilitator of the process, not an evaluator. This form of evaluation is recommended where projects are undertaken in collaboration with other agencies.

### 6.5.3    (3) External evaluation

This form of evaluation is recommended for determining the success towards the program-level outcomes i.e. the main goals of the Strategy. This evaluation should be undertaken independently.

### 6.5.4    (4) Annual program reflection workshop

One of the key failings of many monitoring and evaluation systems is that the outcomes do not get used to inform decision making. To ensure that learnings from the monitoring and evaluation are reflected on and actioned, a reflection workshop is critical. The key purpose of the workshop is to enable a review of the Strategy's performance and impact, and to identify key findings and learnings to inform ongoing or future work and ways of working. Annual reflection and reporting would be informed by the findings from monitoring and evaluation processes undertaken during the financial year.

During this annual reflection workshop the extent to which outcomes have been met will be examined (and if not, why not), and the Steering Committee will reflect on the appropriateness of the goals and the logic themselves. This will be done by examining the discrepancies between expectations and achievements, and the discrepancies between expectations and emergent outcomes. A set of key reflection questions may also be used to examine the achievements.

## 6.6    Reporting

There will be requirements to report against the Strategy to a number of different internal and external stakeholders at regular intervals throughout the five year timeframe.

On this basis it is vital to adopt a reporting system that is able to satisfy a number of these obligations simultaneously and most importantly, to support continuous learning and adaptation of projects and programs throughout the life of the Strategy. The following system is recommended as a way of systematically capturing information relevant to a diverse range of stakeholders for each project.

### 6.6.1    Project-level reporting

For each project (infrastructure, facilities, behavioural program and promotional campaign/activity) an end of project performance story report should be produced. It will comprise a short report of approximately 10 pages covering:

- background and context
- quantified and qualified results
- key achievements, key issues, unexpected outcomes and recommendations
- stories
- evidence base

These reports can be summarised as news stories and published on the Colac Otway Shire Council website and newsletters to communicate progress with the community.

### 6.6.2    Program-level reporting

An evaluation of the Strategy itself should be conducted on an annual basis. In this case it is suggested that the findings of the methods conducted at the Strategy level be combined with data collected at the project level to create a whole of Strategy performance report. The project-level performance reports would be included as an appendix in this report.

This report could be structured against the following headings:

- Executive summary
- Background to the program
- Background to the evaluation
- Key findings
- Conclusions
- Recommendations
- Appendices including project performance story reports.

Recommended reports will need to combine quantitative and qualitative data (stories) in an engaging and visually appealing manner. An executive summary version should be developed and issued to all households and businesses.

### 6.6.3    Steering Committee reporting

Quarterly reports should be prepared and issued to the Steering Committee in advance of the quarterly meetings.

These reports will summarise: the project-level reports; progress on the delivery of the implementation plan; projects to be delivered in the next quarter, and a budgetary review. Project-level reports can be included in the appendix.

## 6.7    Data management

A central database should be created for the systematic storage of data and information relating to the monitoring and evaluation of all projects and the program.

## 6.8 Summary

Table 8 below presents a summary of the final monitoring and evaluation framework.

**Table 8: Monitoring and Evaluation Framework Summary**

| PERFORMANCE INDICATORS | | | RELATED TARGETS | DATA COLLECTION | | |
|---|---|---|---|---|---|---|
| NO. | TYPE | DESCRIPTION | | PRIMARY | SECONDARY | OTHER |
| 1 | Infrastructural | % increase in bicycle routes | Target 1 | Capital Works | Facility Audits | |
| 2 | Infrastructural | % increase in footpaths | Target 2 | Capital Works | Facility Audits | |
| 3 | Infrastructural | % increase in wayfinding (signs, stencils and boards) | Target 1 & 2 | Capital Works | Facility Audits | |
| 4 | Infrastructural | % increase in bicycle parking at green open space | Target 1 | Capital Works | Facility Audits | |
| 5 | Infrastructural | % increase in bicycle parking on shopping strips | Target 1 | Capital Works | Facility Audits | |
| 6 | Infrastructural | % increase in bicycle parking at rail stations | Target 1 | Capital Works | Facility Audits | |
| 7 | Infrastructural | % increase in bicycle parking at educational facilities | Target 1 | Capital Works | Facility Audits | |
| 8 | Infrastructural | % increase in bicycle facilities at intersections | Target 1 | Capital Works | Facility Audits | |
| 9 | Infrastructural | % increase in transitions from bicycle lanes to intersections | Target 1 | Capital Works | Facility Audits | |
| 10 | Infrastructural | % increase in pedestrian crossing facilities | Target 2 | Capital Works | Facility Audits | |
| 11 | Participation | % increase in participation in walking and cycling | Target 1 & 2 | Annual Active Transport Survey | National Participation Survey | Super Tuesday Counts |
| 12 | Participation | % increase in regular walkers and cyclists | Target 1 & 2 | Annual Active Transport Survey | National Participation Survey | Super Tuesday Counts |
| 13 | Participation | % increase in new walkers and cyclists | Target 1 & 2 | Annual Active Transport Survey | National Participation Survey | Super Tuesday Counts |
| 14 | Participation | % increase in female to male ratio of cyclists | Target 1 | Annual Active Transport Survey | National Participation Survey | Super Tuesday Counts |
| 15 | Safety | % decrease in serious and fatal pedestrian and cyclist injury crashes | Target 3 | VicRoads CrashStats | Police Records | Hospital Records |
| 16 | Safety | % decrease in residents not cycling due to traffic safety concerns | Target 3 | VicRoads CrashStats | Police Records | Hospital Records |
| 17 | Accessibility | % of stations with direct links to walking and bicycle routes from all directions | Target 1 & 2 | Annual Active Transport Survey | | |
| 18 | Accessibility | % of residents within 500m of a walking and cycling route | Target 1 & 2 | Annual Active Transport Survey | | |
| 19 | Accessibility | % increase in residents able to access destinations by walking and cycling routes | Target 1 & 2 | Annual Active Transport Survey | | |
| 20 | Attitudinal | % of residents who feel safe and comfortable walking and cycling | Target 4 | Annual Active Transport Survey | | |
| 21 | Attitudinal | % of residents who are satisfied with walking and cycling routes | Target 4 | Annual Active Transport Survey | | |
| 22 | Attitudinal | % of residents who are satisfied with the legibility of the network | Target 4 | Annual Active Transport Survey | | |
| 23 | Attitudinal | % of residents satisfied with availability of public bicycle parking | Target 4 | Annual Active Transport Survey | | |
| 24 | Financial | AUD value increase in funding for walking and cycling | Target 1 | Annual Report | BiXE Account | |
| 25 | Health | % of residents meeting min level of physical activity through walking and cycling | Target 1 & 2 | Annual Active Transport Survey | VicHealth Community Indicators | |

# Appendix A
# Weighted Criteria Scoring Outcomes

# Scoring Outcomes & Prioritisation Framework

| Category | Subcategory | Criteria | ACTIONS | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | Number of attractors/ generators (locations) | >5 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 3-5 | 8 | | | | | 8 | 8 | 8 | | | | | | | | | | | | | | | | | | | | | | 8 | 8 | | 8 | |
| | | 1-2 | 5 | 5 | | | 5 | | | | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | | | 5 | 5 |
| | | 0 | 0 | | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Land Use Type | Schools | 10 | | | | | 10 | 10 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | commercial / retail | 8 | | | | 8 | | | | | | 8 | | | 8 | | 8 | 8 | 8 | 8 | | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | | 8 | |
| | | residential | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | 5 | 5 | 5 | 5 | 5 | 5 | | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| | | other | 1 | 1 | | | | 1 | 1 | 1 | | | | | | | | | | | | | 1 | | | | | | | | | 1 | 1 | 1 | 1 | 1 |
| | Proximity to activity centre | <250m | 10 | 10 | 10 | 10 | 10 | | | | 10 | 10 | | 10 | 10 | 10 | | 10 | 10 | 10 | 10 | 10 | | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 | |
| | | 250-500m | 8 | | | | | | | | | 8 | | | | | | 8 | | | | | | | | | | | | | | 8 | | | | |
| | | 500-1000m | 5 | | | | | 5 | 5 | 5 | | | | | | | 5 | | | | | | | | 5 | | | 5 | | | | | | | | 5 |
| | | >1000m | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 |
| | Future Development with attractors | High | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Medium | 3 | | | | | | | | | | | | | | | | | | | | | | 3 | | | | | | | | 3 | | | |
| | | Low | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 |
| Traffic Impact | Road Hierarchy | VicRoads Network | 15 | | | | | | | | | | 15 | | | 15 | | | | | | | | | 15 | | | | | 15 | 15 | | | | | |
| | | Link | 10 | | | | | | | | | | | | | | | | | | | | | | | 10 | | | | | | | | | | |
| | | Collector | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 | 8 | | | |
| | | Access | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | 5 | 5 | | 5 | 5 | | 5 | 5 | 5 | 5 | 5 | | | | 5 | 5 | 5 | | | | 5 | 5 | 5 |
| | | Minor | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Safety | Identified hazardous area | High | 10 | | | | | | | | | | | 10 | | | | | | | | | 10 | | | | | | | | | | 10 | | | |
| | | Medium | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 | | |
| | | Low | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | None | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 |
| | Crash History | Multiple ped / cycle casualties | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 15 | 8 | | | |
| | | Single ped / cycle crash | 8 | | | | | | | | | | | 8 | | | | | | | | | 8 | | | | | | | | | | | | | |
| | | None | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 |
| Continuity of Routes | Addition to existing facility | Connect existing facilities | 10 | 10 | | 10 | | 10 | 10 | 10 | | | 10 | | | | | | | | | | | | | | | | | | | 10 | 10 | | | |
| | | Extend existing facility | 8 | | | | | | | | 8 | 8 | | | | | 8 | | 8 | | 8 | 8 | 8 | | | | | | | | | | | 8 | 8 | 8 |
| | | Improve existing facility | 5 | | 5 | | 5 | 5 | 5 | 5 | | | | 5 | 5 | 5 | | 5 | | 5 | | | | | 5 | 5 | 5 | 5 | 5 | | | | | | | |
| | | **TOTAL SCORE** | | 37 | 26 | 31 | 39 | 50 | 50 | 50 | 34 | 34 | 44 | 57 | 31 | 44 | 29 | 24 | 39 | 42 | 39 | 42 | 53 | 32 | 49 | 41 | 39 | 39 | 34 | 44 | 44 | 49 | 76 | 43 | 36 | 30 |
| | | **Priority** | | Medium | Low | Low | Medium | Medium | Medium | Medium | Low | Low | Medium | High | Low | Medium | Low | Low | Medium | Medium | Medium | Medium | Medium | Low | Medium | Medium | Medium | Medium | Low | Medium | Medium | Medium | High | Medium | Medium | Low |

| | | ACTIONS | | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | Number of attractors/ generators (locations) | >5 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 3-5 | 8 | 8 | 8 | | | | 8 | 8 | 8 | 8 | 8 | | 8 | | | 8 | 8 | | | | | | | | | | | | | | |
| | | 1-2 | 5 | | | 5 | 5 | 5 | | | | | | 5 | | 5 | 5 | | | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | 5 | 5 |
| | | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Land Use Type | Schools | 10 | | | | | | | | 10 | | 10 | | | | | | | | | | | | | | | | | | | | |
| | | commercial / retail | 8 | 8 | 8 | | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | | | 8 | 8 |
| | | residential | 5 | 5 | 5 | 5 | 5 | | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | | | | | | | | | | | | | | | | | |
| | | other | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | |
| | Proximity to activity centre | <250m | 10 | 10 | 10 | | 10 | 10 | 10 | 10 | | 10 | | 10 | 10 | 10 | | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | | 10 | | 10 | 10 |
| | | 250-500m | 8 | | 8 | | | | | | | | 8 | | | | 8 | | | | | | | | | | | | 8 | | | | |
| | | 500-1000m | 5 | | | | | | | | 5 | | | | | | | | | | | | | | | | | | | | | | |
| | | >1000m | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Future Development with attractors | High | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Medium | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Low | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Traffic Impact | Road Hierarchy | VicRoads Network | 15 | | | | | | | | | | | | | | | | | | | | | | | 15 | 15 | | | | | | |
| | | Link | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Collector | 8 | 8 | 8 | | | | | | | | | 8 | 8 | 8 | | 8 | 8 | | | | 8 | 8 | 8 | | | 8 | 8 | 8 | 8 | 8 | 8 |
| | | Access | 5 | | | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | | | 5 | | | 5 | 5 | 5 | | | | | | | | | | | |
| | | Minor | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Safety | Identified hazardous area | High | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Medium | 8 | | | | | | | | | 8 | | | | | | | | | | | | | | | | | | | | | |
| | | Low | 5 | | | | | | | 5 | | | 5 | 5 | 5 | 5 | | | | | | | | | | | | | | | | | |
| | | None | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Crash History | Multiple ped / cycle casualties | 15 | | | | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | |
| | | Single ped / cycle crash | 8 | | | | | | | | | 8 | 8 | 8 | 8 | 8 | | | | | | | | | | | | | | | | | |
| | | None | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Continuity of Routes | Addition to existing facility | Connect existing facilities | 10 | | 10 | 10 | | | 10 | | | | | | | | | | | | 10 | | | | | | | | | | | | |
| | | Extend existing facility | 8 | 8 | | | | 8 | | 8 | | | | | | | | 8 | 8 | 8 | | 8 | 8 | | | 8 | | | | | | | |
| | | Improve existing facility | 5 | | | | 5 | | | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | | | | | | 5 | 5 | 5 | | 5 | 5 | 5 | 5 | | 5 | 5 |
| | | TOTAL SCORE | | 49 | 51 | 35 | 39 | 38 | 48 | 66 | 48 | 59 | 64 | 55 | 59 | 50 | 33 | 44 | 44 | 38 | 40 | 38 | 45 | 38 | 38 | 48 | 45 | 38 | 36 | 38 | 9 | 37 | 37 |
| | | Priority | | Medium | Medium | Low | Medium | Medium | Medium | High | Medium | High | High | Medium | High | Medium | Low | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Low | Medium | Medium |

| Category | Subcategory | Option | ACTIONS | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89a | 89b | 90 | 91 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | Number of attractors/ generators (locations) | >5 | 10 | | | | | | | | | | | | | | | | | | | | |
| | | 3-5 | 8 | | | | | | | | | | | | 8 | | | | | | | | |
| | | 1-2 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| | | 0 | 0 | | | | | | | | | | | | | | | | | | | | |
| | Land Use Type | Schools | 10 | | | | | | | | | | | | | | | | | | | | |
| | | commercial / retail | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| | | residential | 5 | | | | | | | | | | | | 5 | 5 | | | | | 5 | | |
| | | other | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | | 1 | 1 |
| | Proximity to activity centre | <250m | 10 | 10 | 10 | 10 | | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | | | 10 | | 10 | 10 |
| | | 250-500m | 8 | | | | 8 | | | | | | | | | | | 8 | | | 8 | | |
| | | 500-1000m | 5 | | | | | | | | | | | | | | | | 5 | | | | |
| | | >1000m | 0 | | | | | | | | | | | | | | | | | | | | |
| | Future Development with attractors | High | 5 | | | | | | | | | | | | | | | | | | | | |
| | | Medium | 3 | | | | | | | | | | | | | | | | | | | | |
| | | Low | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Traffic Impact | Road Hierarchy | VicRoads Network | 15 | | | | | | | | | | | | 15 | 15 | | | | 15 | 15 | | |
| | | Link | 10 | | | | | | | | | | | | | | | | | | | | |
| | | Collector | 8 | 8 | 8 | 8 | 8 | | | | 8 | 8 | 8 | 8 | | | | | | | | | |
| | | Access | 5 | | | | | 5 | 5 | 5 | | | | | | | | | | | | 5 | 5 |
| | | Minor | 0 | | | | | | | | | | | | | 0 | 0 | 0 | 0 | | | | |
| Safety | Identified hazardous area | High | 10 | | | | | | | | | | | | | | | | | | 10 | | |
| | | Medium | 8 | | | | | | | | | | | | | | | | | | | | |
| | | Low | 5 | | | | | | | | | | | | | | | | | | | | |
| | | None | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| | Crash History | Multiple ped / cycle casualties | 15 | | | | | | | | | | | | | | | | | | | | |
| | | Single ped / cycle crash | 8 | | | | | | | | | | | | | | | | | | | | |
| | | None | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Continuity of Routes | Addition to existing facility | Connect existing facilities | 10 | | | | 10 | | | | | | | | | | | | | | 10 | | |
| | | Extend existing facility | 8 | | 8 | 8 | | 8 | 8 | 8 | 8 | | | | 8 | 8 | 8 | 8 | | | 8 | 8 | 8 |
| | | Improve existing facility | 5 | 5 | | | | | | | | 5 | 5 | 5 | | | | | 5 | 5 | 5 | | |
| | | TOTAL SCORE | | 38 | 41 | 41 | 41 | 38 | 38 | 38 | 41 | 38 | 38 | 38 | 56 | 53 | 33 | 30 | 25 | 45 | 75 | 38 | 38 |
| | | Priority | | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | Medium | High | Medium | Low | Low | Low | Medium | High | Medium | Medium |

**Prioritisation Framework**

| PRIORITY | FROM | TO |
|---|---|---|
| High | 56 | and over |
| Medium | 36 | 55 |
| Low | 0 | 35 |