

City of Greater Shepparton

Bicycle Strategy

Prepared by



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1 FOREWORD

2 EXECUTIVE SUMMARY

The City of Greater Shepparton is a major provincial City with a population of 56,000 people of which 26,000 live in Shepparton, 7,700 in Mooroopna and 4000 in Tatura.

The area is growing through the success of the food industry in the region. The terrain is flat and the road system is set out in blocks around the extensive farmland.

Shepparton has a proud history of providing cycling facilities and has excellent marked bicycle lanes. Shepparton was at the forefront on trialling footpath cycling.

This strategy was developed through a process of consultation with the Council and agencies. An open public consultation process was also used with a number of community forums, meetings and access to the consultants.

The Public consultation indicated a very strong interest in development of a Shared Path along Verney Road with nearly 30 direct contacts from residents. There was also interest in bicycle facilities in Tatura, Dobson Estate and Kialla.

The strategy recommends development of Planning, design, maintenance and co ordination actions to provide a focus on cycling. Recommendations are made on treatment of Shared Path materials, linemarking and roundabouts.

An on road network has been identified which uses the existing bicycle lanes and joins and extends

them into newly developing areas. The network includes:

- Shepparton Priority routes for 35 Km
- Shepparton other routes for 18 Km
- Mooroopna Priority routes of 7.7 Km and 2.8 Km other routes.
- Tatura Priority Routes for 4 Km and other routes of 4 Km
- Actions in Murchison

Other actions include Bike and Bus network, Bicycle safe suburbs, review of Footpath cycling network, End of Journey facilities and Mountains bike or BMX investigations.

An off road shared path network is also recommended with the focus on co ordinated planning along the Goulburn and Broken Rivers and Murchison to Rushworth rail trail. Most shared path development including the Victoria Lake paths would stem from this review.

Touring and Training Circuits have been identified to provide a facility for racing cyclists and to start to build a touring cycle focus in the area.

Other actions recommended include maps, signs, activities and events, enforcement support and support for the successful cycling clubs in the City.

A work Program identifying the cost and timing for the works is shown.

The strategy recommends works:

- on road for \$1M over ten years,
- shared path development of \$1.9M not including the Goulburn River
- other actions costing \$78,500.

A monitoring and review process is recommended.

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5 INTRODUCTION

The City of Greater Shepparton has actively promoted cycling by providing \$900, 000 for bicycle facilities over the last five years. This work has concentrated in the Shepparton and Mooroopna areas and followed the existing bicycle Strategies for Shepparton (1990) and Mooroopna (1986 / 96).

Most of the actions recommended in these strategies have now been completed.

VicRoads administers a program for funding of on road bicycle facilities for municipalities and requires a strategic plan setting out the priority routes within a municipality as a requirement for providing funding to Municipalities.

The objectives of the bicycle strategy conform to the Councils corporate plan and VicRoads Guidelines for funding of bicycle projects in rural cities and Towns.. these are:

City of Greater Shepparton

- 1 Expand the shared path network in Shepparton, Mooroopna and Tatura.
- 2 Implementation of shared pathways along the river system to improve awareness of the river network and management of pedestrian flows.

VicRoads

- 3 Provide a strategic bike plan map designating Priority Bicycle Routes as defined by VicRoads Guidelines
- 4 Develop a clear action plan to implement works.

6 CITY OF GREATER SHEPPARTON

6.1 Population

Greater Shepparton City Council has an area of 2,427 square kilometers and a population of approximately 56,000 people. There are approximately 26,000 living in Shepparton itself with 7,000 in Mooroopna and 3,000 in Tatura. Other major towns include Murchison, Merrigum, Tallygaroopna, and Dookie that includes a major farm education campus.

The area had an annual growth rate between 1991 and 1996 of 0.52% and the City has continued to grow in recent years.

The area is relatively young compared to the rest of rural Victoria with higher than average numbers in the age groups below the age of 25.

It is also a relatively better off area financially with above average incomes in the higher income brackets.

The largest industries in the city are retail trades, health and community services, education and then agriculture which reflects the regional nature of the city which provides services for a wider area.

6.2 Council

The City of Greater Shepparton Council has an organizational structure with four major units.

- Commercial operations
- Development / Infrastructure
- Organisation Development
- Finance Administration

The majority of actions for bicycle activities and facilities will be undertaken by the Development and Infrastructure and the Commercial and Operations Units.

Overall the Council has major interest in developing:

- Mooroopna causeway
- Verney Road
- Connection of Shared Paths in general
- Murchison to Rushworth rail trail and
- Trails along the Goulburn River between Shepparton and Murchison.
- Connections to and within Tatura..

6.2.1 Infrastructure.

The Department is responsible for the broader issues of design services and input into the Capital Works Program Investigation, Design and Delivering of resources.

Capital Works Budget of \$5 million, plus other funds from other sources. There is an annual Bicycle Budget in the order of \$180,000, with further funding from VicRoads. As well work is undertaken through Asset Maintenance, where linemarking, signs and other facilities are provided.

The major cycling activities within the department are preparation of the Bike Strategy, Maintenance of the Bicycle Network Plan and handling community requests on cycling issues, which are then passed on to the Design Group.

Shepparton is responsible for all Shared Paths and bike paths within the municipality and uses AUSTRROADS Part 14 Bicycle as a guide for design.

6.2.2 Design Services

There are five people in the department and the major responsibilities are: Design, with Civil, Traffic and Road Designs being the predominant issues.

The major cycling related activities involve the design of on-road and off-road paths and routes.

6.2.3 Environmental Services

This department has a staff of two, and contracts out with another 50 people. Major responsibilities for this department are Waste Management and Parks and Gardens Management. The budget is mainly involved in maintenance, there is only a small capital works budget.

Most of the work involving cycling relates to paths and trails.

6.2.4 Tourism

This Department has 3.5 employees and is responsible for the management of the Visitor Information Centre, tourism publications and delegate to a number of committees such as the Goulburn-Murray Waters Tourism Group. This is part of the Regional Tourism for the Jigsaw Puzzle of Tourism Victoria.

Major cycling-related activities within the department include co-ordination of the 'Herald-Sun Tour' where a day's racing is held in Shepparton.

There has been a team entered for Shepparton in the 'Herald-Sun Tour' for the last two years. This was one of the recommendations of the previous bicycle strategy.

The Tourism Department works with the Cycle Clubs and provides support

for the New Year's Day event, with radio programs, advertising, promotion material, collection of samples of fruit, etc, accommodation bookings and other activities.

The Department works with the Cycle Club and has been involved in providing fold-down signs on the Midland Highway and flashing lights for races, so that it makes it simpler when they are holding races.

There are maps being developed.

The Greater Shepparton Tourism Association co-ordinates activities within this area and local tourism groups have been set up. The Kialla Tourism Association, has 60 or 70 members.

6.2.5 Leisure Services

There are four people in the Department. The major responsibilities for the Department are:

- facility management and development, parks and sports grounds,
- the Aquatic Centre, known as Acquamoves, where they have bike hire with 22 bikes
- policy development.

They also have responsibility for Youth Services, where there may be some opportunity to involve 'Riding for Youth at Risk', etc.

There is interest in developing open space Shared Paths.

Annual budget of \$1 million, annual maintenance budget of \$250,000. The annual bicycle budget of \$1,000 is put towards 'Ride to Work' Day'.

Major bicycle issues for the department involve developing access

to facilities. There needs to be better bike and pedestrian networks through to sports areas, which can provide access for people.

The sports precinct, to the North of Shepparton, attracts 27 per cent of the total population, which is a significant number, and access needs to be improved.

At the sports precinct, there is a cycling velodrome, which is managed by a Cycle Club. There is a need for new lighting at the stadium, to bring it up to a national standard.

There are a number of events being held at this area, including a New Year's Eve event, which is becoming very popular and of national importance. Lighting will considerably improve this.

There is a resistance to using the bike paths at night for security reasons.

Bicycle Clubs have fairly strong membership. The Shepparton Cycling Club has a good junior development program, and the Council supports this group. They have had some sporting successes including well-known Olympians.

Bicycle lanes on roads are seen to be essential for even the recreation users as they provide access to the facilities.

6.2.6 Planning Department

There are five members in this department. Major responsibilities on the Council involves the strategic and statutory planning

Major cycling related activities involve development of outline plans for future land development, with three areas being developed for future residents of

up to 5-10,000 people. These are at Kialla Lakes, Kialla West, and at Hawkin Heights, which is near the Verney Road.

The Planning Department would incorporate requirements for bicycle paths in any development in subdivisions, parking rails and facilities within commercial building developments. There are no policies at the moment to ensure this, and require guidelines and policies that could be adopted.

Any planning documents prepared for the bicycle strategy could be used as referral documents through the planning area.

With regard to parking rails requirements, based on floor area of new developments, could be used as a basis for putting in parking rails.

With regard to other facilities, such as taps and showers, the Planning Department would like to encourage rather than enforce provision of these facilities.

7 Research and Consultation

7.1 Cycle Safety

The City of Greater Shepparton was ranked 13 Th. of all Victorian municipalities for the most bicyclist casualties per 100,000 population between 1994 and 1998 according to the report “the Road Safety Challenge”. The report identified 101 casualties in this time frame with a rate of 183 casualties per 100,000 population.

A review of VicRoads Crash Stats 1990 to 1998 revealed that there had been 171 casualties in this time with two fatalities, 49 serious casualties and 120 minor casualties.

The casualties had occurred with 51 % not at intersections and 49% at intersections. A collision with a vehicle occurred in 83% of occasions, 2.9 % involved pedestrians and 9.9 % did not involve any other person or object, they fell off the bike.

Nearly 73 % occurred at locations where there was no traffic control.

Nearly all accidents were in the dry weather (at 94.2%) and during daylight hours(87.7%).

The casualty rate had been trending down from a high of 38 in 1991 but had a major jump to 31 in 1996 but then dropped back to 16 in 1997.

February has the most casualties with 17%, and Monday is slightly more dangerous than other days at 19.9% of casualties.

The most dangerous times on the road appear to be between:

8.000AM and 9.00 AM with 12.9%
 3.00 to 4.00 PM at 15.8%,
 4.00 to 5.00 PM with 14.0%
 5.00 to 6.00 PM with 12.3%

These are obviously the busy times when people are commuting to school and work.

In Tatura there have been 9 casualties of whom none were fatal and four were serious between 1990 and 1998.

The attached figure 1 graphically identifies the information on casualties.

Figure 1 Graphs of Crash Stats information for Shepparton

7.2 Community Consultation

As part of the consultation process for the bicycle strategy the following actions have been undertaken.

- A Press release was placed in the local papers advising of the strategy and providing contact details.
- A community forum process was made available for residents in Shepparton to directly approach the Consultants. Seven people took the opportunity to directly approach the consultant and several phone calls were received from others unable to attend on the day.
- The action group for Verney Road distributed contact details for the consultant and twenty eight residents rang in support of a Shared Path.
- A community forum process was made available for residents in Tatura to directly approach the consultants.
- Personal meetings were held with several residents of Tatura.

In summary the following comments were received through this process.

- Verney road requires a separate bicycle path because of the danger on the roads in this new area.
- The Dobson estate requires an on road route along Old Dookie Road to provide safe access.
- Road improvements are required in several areas to improve the surface, the line work and signs.
- On road routes and Shared Paths need to be developed in Tatura

A full listing of comments is contained in Appendix 1

7.3 Review of Previous Bicycle Strategies

There are three previous bicycle strategies.

1. The Shepparton Bicycle Strategy by Gutteridge Haskins and Davey, Bill Dix and Associates, March 1990 and reviewed in Shepparton Municipal Transport Plan volume 6 Bicycle Planning and Pedestrians by PPK Environment and Infrastructure. November 1998,

The plan recommended 16 engineering actions. The major components of the 1990 strategy have been completed.

The report identified behavioral programs focussed on education and enforcement. Review has shown none of these programs are currently operating although some actions may have been undertaken earlier.

2. Mooroopna Traffic Strategy Review by Turnbull Fenner, June 1996

Council is implementing the Mooroopna actions and designs have been prepared.

3. A Bicycle Plan was prepared for the Shire of Rodney for the townships of Tatura, Merrigum and Mooroopna in 1986.

There is no evidence of any implementation of this within Tatura.

7.4 Saddle Survey of existing facilities

In April and May 2000 two experienced cyclists undertook a survey of the existing and possible new routes and Shared Paths within Shepparton, Mooroopna and Tatura. The survey measured lane widths and lengths and picked up details of conditions and available facilities.

8 CYCLING GROUPS

The many cycling groups with an interest in cycling in the Shepparton area were contacted. The following sections include details of these organisations and a summary of their wishes and requirements.

8.1 Bicycle Victoria

Bicycle Victoria is a membership based organisation that provides cycling support services to members. These services include insurance, cycling and touring advice, organised rides such as the Great Victorian Bike Ride and a campaigns Department.

The Campaigns Department works with Local Government and agencies to improve the facilities and infrastructure for cyclists.

Bicycle Victoria has worked with the City Of Greater Shepparton to provide advice on further development of the bicycle network.

Bicycle Victoria has suggested a network in Shepparton consisting of:

- Archer St. Midland Highway
- Dainton Bridge
- St Georges Road, Railway Parade, Hawdon Street, Verney Road, Palmer Rd, Bradford Rd in the south through to Wellington in Kialla
- Wilmot Street (Longstaff St)
- Wyndham St – Goulburn Valley Highway
- Knight Street, The Boulevard, Batman Ave.
- Balaclava St, Packham St
- Colliver Rd
- Corio St
- Railway route (Hayes St, Johnson St, Hoskin St, North St, Fryers St)

- CBD Circle (Fryers, Corio, Maude, Midland Highway)
- The Causeway Path
- The Broken River Path

Within Mooroopna:

- O'Brien St
- McLennan St
- Echuca St
- Toolamba Rd

In particular BV identified detailed works in:

- Railway Parade with linemarking
- Knight St at the Welsford St intersection
- St George's Rd
- Wilmot Rd

There were suggestions for improvement with:

- Continuity lines
- Parking in exclusive Bicycle Lanes
- Finding space for bicycle lanes
- Improvements in Mooroopna

It was also recommended that a bicycle count should be undertaken every March.

8.2 North-East Cycling Group

The North East Cycling Group is one of the eight regions made up of Cycle Sport Victoria. This Group has responsibility for 12 clubs in this area, with a total membership of about 350.

8.3 Shepparton Cycling Club

The Shepparton Cycling Club has a membership of about 120, with 80 active.

Cycling seems to have a well-known four-year cycle of membership and it is a down year this year, but it will build up next year, after the Olympics.

The club races during the summer, (November to March) on the Velodrome on Wednesday nights, and during the winter months, from May to September, on Saturday afternoons they undertake road racing.

They use circuits from 40 to 108 kms around Shepparton.

They have a number of age groups: seniors which can be 16 and above, up to the age of 61, the oldest, and then they have Junior A and B.

Membership of the Club costs \$10 - \$20 per annum and there is a racing fee on Saturdays from \$3 - \$5.

The Club earns most of its funds through the track season through a limited Liquor Licence and food fund-raising at the Clubrooms.

The major requirements for the Club are lighting at the velodrome at a cost of \$143,000, for which an approach has been made to Sport and Recreation, for funding for lighting at the Velodrome. There is a major issue with poor lighting.

The Club holds four major events each year, and is looking to get another major event if it can get the lighting. The Country Championships and other activities, and the New Year's Eve event.

The greatest need was for the use of signs along the training circuits. The Club uses portable signs and other safety devices, such as lead and tail cars and marshals, but there was a great desire to have "Caution Cyclists" signs on the various training and racing circuits.

The attached Figure 4 shows several of these circuits.

Verney Road and Ford Road area was a major "Black Spot" and caused concern.

Only three members have been hit by cars within the Club, which is still quite a significant number, but there are more injuries caused in the Club by individual accidents such as falling off bikes.

8.4 Trans-Shepp Cycling Group,

This group is specifically formed to participate in The Sun Tour.

This group requires funding of about \$35,000 a year, which includes sponsorship in kind and funds from the City of Greater Shepparton.

8.5 Greater Shepparton Cycling Club Inc.

The Community based Club was formed in 1999 and has a membership of 137.

This group of recreation and touring cyclists meet on a regular basis. The basic routes undertaken on their rides focus around Shepparton. These rides range from 20 to 80 kms in distance.

The Group has a set of aims that include increasing public awareness of cycling, further the interests of cyclists and to encourage provision of facilities.

9 OTHER AGENCIES

9.1 VicRoads

VicRoads Program Development Department in the North East Region. is responsible for managing the VicRoads Traffic and Road Use Management Department Program and the Road Safety Department Program for VicRoads' North Eastern Region. The Department has an annual Capital Works Budget of \$4.0 million and an annual bicycle budget of \$0.2 million.

The major cycling related activities within the Department are the provision of bicycle infrastructure through funding to councils and the sealing of shoulders on major roads.

The Department encourages councils to plan for cycling by providing funding support for developing and updating bicycle strategy plans.

In addition, the Department through its Road Safety Co-ordinators has a role in Bike Ed Programs in schools and the Safe Routes to Schools Program. The Department is also involved in the Great Victorian Bike Ride on a rotational basis when the Ride travels through the North East Region.

The major bicycle issue for the Department is the identification of Priority Bicycle Routes to ensure that funds are allocated strategically to Councils for bicycle works.

VicRoads does not have a basis for funding the construction of bicycle routes without the identification of Priority Bicycle Routes.

VicRoads is responsible for sealing shoulders and maintaining the major highways in the area. VicRoads has

commenced the duplication of the Goulburn Valley Highway from the Hume Highway to Shepparton.

VicRoads has a formal bicycle co-ordination and liaison process through the Road Safety Co-ordinators in the Department.

9.2 Community Road Safety Council

The Goulburn Valley Community Road Safety Council has initiated programs to increase bicycle helmet wearing in the area.

9.3 Goulburn Broken Catchment Management Authority

Major responsibilities of the CMA are management of the rivers and streams from an environmental viewpoint, with recreation including Shared Paths being part of their responsibilities.

The CMA has a budget of \$2.2m for the Lower Goulburn, and in recent years has spent up to \$40,000 on bicycle facilities.

As well as this it has repaired erosion which also helped to protect the bike path, at a cost in the order of \$150,000.

The Goulburn River has been identified as a Heritage River and this may have some impact on development.

There is interest in having a Recreation Plan for the Lower Goulburn from the Murray River to Nagambie. There are a number of issues that would need to be looked at, including environment, recreation, access, and heritage aspects.

A management plan would help to build on the good liaison between the existing organisations that all have responsibilities in the area.

9.4 Parks Victoria

Parks Victoria has responsibility for Parks and Reserves in the region and within Greater Shepparton there are two major sections of reserves.

Parks Victoria's budget is about \$20,000 plus ongoing projects for which they have to bid.

The granting of Forest and Grazing Licences, down to the river's edge on a one to five-year basis may impact on the ability to develop Shared Paths. However, Grazing Licences do not prevent public access and therefore pedestrians and cyclists can enter.

Parks Victoria has rules about vehicles within their reserves and vehicles including bicycles must be on Shared Paths. Pedestrians can walk anywhere.

9.5 Goulburn Murray Water

Goulburn-Murray Water provides water to the area and the headquarters are based in Tatura.

There may be an opportunity to develop trails along the Water Supply Reserves or along some of the drainage channels.

The drainage channels are generally to the North of Tatura, but there is a major Water Supply Reserve, with a wide open channel, known as the Stuart Murray Channel. This connects from Goulburn Weir to Wharanga Basin and crosses the Murchison to Rushworth rail trail.

The Nagambie Lakes Committee, are undertaking a Recreation Study, including bike trails around Lake Nagambie. There would be interest in a proposed Recreation Management Study along the Lower Goulburn area, which incorporates this area as well.

9.6 Victoria Police

There is a positive attitude to cycling amongst police at Shepparton where there is strong support for the continuing development of a safe cycling environment and the increased use of bicycles in the Shepparton area.

Police involvement in cycling activities is concentrated on:

- supervision of traffic during events such as local races, triathlons and the Sun Tour,
- the Safe Cycle campaign,
- a local helmet/safety campaign directed at secondary schools,
- bicycle law enforcement and
- bicycle theft issues.

In the past a police bicycle patrol has operated in Shepparton, but is out of service through staff shortages. However, the necessary equipment and trained personnel are still available should the staffing situation change.

The major cycling issues relate to safety and law compliance and include:

- Lack of bicycle lighting at night,
- Non use of helmets
- Safety of cyclists in areas of high traffic flow around schools
- Safety along the Causeway
- Squeeze points.

10 DEVELOPMENT ACTIONS

The following actions have been identified from the consultation process and the review of required facilities.

These actions are required to further develop Shepparton as a bicycle city.

10.1 Planning, Design and Co ordination

There are no focused cycling requirements in the planning processes undertaken in Shepparton and this should be rectified in both the policy and strategic planning processes.

There is no Open Space Plan identifying the total Shared Path network within Shepparton. A plan is needed to facilitate co ordinated development of sections of Shared Path to eventually create the network.

Shepparton has a high quality standard for design and implementation of bicycle facilities. The standards used are comparable to AUSTROADS part 14 Bicycles.

Some older sections of bicycle facilities need to be upgraded to the current standards or refreshed after wear.

10.1.1 Planning requirements

To be most effective in providing bicycle facilities the Council will need the support of council policies, guidelines and criteria that recognise cycling. This will also include design and construction briefs that allow for bicycle facilities and Standards of construction, maintenance and service that focus on the bicycle facilities.

The key policies that will need to be developed and then used will be in the area of-

- **Land development**

All new and redeveloped areas should be required to provide a bicycle connection to the approved council on road and off road bicycle network.

- **Road Development**

It should also include local area traffic management that calms traffic to a safe speed without impeding cycling and providing other cycling facilities.

- **Building Development**

All new and redeveloped commercial and major buildings should be required to provide secure accessible, visible and sheltered bicycle parking rails for occupants and visitors. Other features such as showers and refreshment areas are also required.

Council will need State Government Policies and support in which to be able to justify the actions at Administrative Appeals Tribunals and other approval and appeal processes.

City of Greater Shepparton to undertake the following actions:

10.1.1.1 Develop policies requiring bicycle facilities in all land developments.

10.1.1.2 Develop policies for development of commercial buildings that will require bicycle parking and other facilities.

10.1.1.3 Prepare a Shared Path focussed open space plan for the City.

10.1.1.4 Consolidate design standards into a design manual and have this formally adopted by Council

10.1.1.5 Upgrade all facilities to the adopted design standard

10.1.2 Council Bicycle Liaison

Cycling is not identified clearly in many aspects of Council, agency work and the media in the area and cycling could benefit from a higher profile.

City of Greater Shepparton to undertake the following actions:

10.1.2.1 *Establish a regular Community liaison forum or committee to focus on cycling issues.*

10.1.2.2 *Undertakes a training program for Council Staff in bicycle awareness.*

10.1.2.3 *Council holds regular intra-council briefings and seminars on bicycle issues to focus on bicycles and co-ordinate activities.*

10.1.2.4 *Develop media activities such as a regular column in newspapers, radios, etc. to focus on bicycle issues and draw attention to the needs.*

10.1.2.5 *Commission radio reports linking items such as the weather to cycling*

10.1.3 Maintenance Standards

Many bicycle facilities can be provided at relatively low cost through the on going maintenance program. This includes actions on following items:

- Line repainting
- Surface improvements
- Edging of the paths.
- Control of Bindi Weed, a three-cornered star weed that can puncture tyres and cause pain to pedestrians.

- overhanging trees, falling limbs are risk management issues, debris, etc. cause problems.
- Paths should not be located underneath tree canopies.
- Co ordination of maintenance with other agencies. Major areas where the City has responsibility, is Kialla Lakes, along the Goulburn River, on the Shepparton side, but on the Mooroopna side, it is Crown land, administered by DNRE
- Control access for Cars, motor bikes etc onto Shared Paths.
- Improve security on Shared Paths by use of lighting, and keeping vegetation clear for better vision.

10.1.4 Design Standards

Bicycle facilities should be included in design briefs.

The Council needs to highlight Standard bicycle friendly engineering designs for general construction activities. Many of the existing designs are already bicycle friendly but have not been identified for this purpose.

Vehicle Crossings

So bicycles can safely cross

Kerbs

Mountable kerbs for cyclists to cross

Side Entry Pits

Not obstruct passing cyclists

Grates

Not obstruct bicycle wheels.

Bollards

Placed to not obstruct bicycles

- **Bicycle Parking Rails**

Parking rails to Australian Standard.

- **Signs**

Bicycle signs are uniform.

- **Roundabouts**

Designed for safer cyclists' access

- **Speed Humps**

Minimise impact on cyclists

- **Traffic Islands**

Not obstruct cyclists

Shared Path Construction Materials

Shepparton has used both asphalt and concrete-surfaced paths in the past. Concrete has been used, particularly along roadways such as the Goulburn Valley Highway to Kialla, and asphalt has been used in more natural areas, such as through the rear of Lake Victoria and other areas.

The Shepparton experience with asphalt is good, in that there are no known paths that have broken up severely, although some tree root issues have arisen.

The oldest known asphalt paths in Shepparton are about ten years old, which is approaching the end of the expected lifetime of an asphalt path, with no extensive signs of wear.

Residents have commented about the smoothness of the asphalt being a preferable ride, and concern at the clack-clack that occurs with the construction joints in concrete.

However, in areas subject to inundation, asphalt is not deemed suitable, and in areas where edge-cutting is needed, such as at Kialla Lakes and other high maintenance areas, the use of concrete is preferred.

Colored concrete is already being used for the footpaths at the new developments at Kialla Lakes.

This matter has been discussed with numerous officers within the City of Greater Shepparton and other departments and the matter is evenly balanced in the responses.

Relative costs are about \$70 a metre for asphalt and \$90 a metre for concrete.

However concrete is more economical over the long term.

City of Greater Shepparton to undertake the following action:

10.1.4.1 Adopt concrete as the preferred path material. This is subject to the budget able to afford saw-cutting to remove the “noisy” construction joints and full colour-through where aesthetic requirements are needed, such as in bushland areas.

Roundabouts

There are a number of roundabouts within Shepparton which have been identified as problem areas. In particular, Knight Street, at the Railway, and Archer Street, at the railway crossing, near the Showgrounds.

Roundabouts are difficult to negotiate for cyclists. However, a well-designed roundabout, which reduces the speed of traffic, makes an intersection considerably safer for cyclists. This is because the speed of a vehicle has been reduced, so the difference between a cyclist travelling through a roundabout, and a vehicle speed, is minimal and any crashes, which do occur, may not be as serious.

There will always be a difficulty in maneuvering through a roundabout, for cyclists, as they are difficult to see in many circumstances.

City of Greater Shepparton undertake the following actions at roundabouts:

10.1.4.2 On the approaches, erect a warning sign, advising "Caution Cyclists on Roundabout".

10.1.4.3 Where there are a significant number of younger children, particularly near primary schools, it may be desirable to construct an off-road path around the roundabout.

This is not entirely desirable, as it will involve crossing the road on a number of occasions to move around. However, with suitable stopping locations, it may be a safer alternative for young children.

Figure 2 Sketches of Roundabout Treatments

Line Marking

It is recommended that line marking be undertaken on all bicycle routes in Shepparton. The line marking should be a standard 100-mm line either side of the lane and numerous bicycle symbols, at least at the start and end of each block, is identified with blocks more than 1 km having another symbol in the middle, at least. The bicycle lane should be, ideally, 1.5 to 2 meters. However, in circumstances, where this space is not available, anything over a metre would be acceptable. A number of bicycle lanes exist in Shepparton, which are not to the standard, and these should be repainted.

It is also recommended that long-life paint be used, particularly on the priority routes, which may receive funding from VicRoads. This will ensure a longer life of at least seven years, and possibly up to ten years, and will ensure the longevity of the bicycle route.

Consideration should be given to the Council's resealing program, and in places where a roadway is to be resealed, long-life paint should not be used within the scope of that resealing program.

Figure 3 Sketch of Linemarking

**Figure 4 Plan of Routes and Shared
Paths within City of Greater
Shepparton**

**Figure 5 Plan of bicycle routes
within Shepparton and Mooroopna**

**Figure 6 Plan of Bicycle Routes
within Tatura**

10.2 On Road Network

The attached Figures 4, 5 and 6 detail the extent of the Bicycle routes within Shepparton, Mooropna and Tatura. The plans also show on road touring and Training routes and major Shared Paths within City of Greater Shepparton.

In Shepparton the major population area is to the east and the attractions are to the West with open space, Goulburn River, Aquamoves, Lake Victoria, Sports Precinct, Civic Centre and the town business centre.

Mooroopna, further to the West, also has access to this area along the Mooroopna Causeway.

Development of the bicycle network seems to have been focused around schools and has developed in a North-south pattern and East-west connections are not as well developed.

Access is also required for new development areas to the South of the township at Kialla Lakes, Kialla West and at Hawkins Heights to the North, along Verney Road.

City of Greater Shepparton to undertake the following actions:

10.2.1.1 *Develop an on and off road network which upgrades existing sections and provides improved East-west connections, bringing the population of Shepparton to the bicycle attraction areas for recreation and business.*

10.2.1.2 *Provide connections across the network so that all destinations and attractions are joined. The aim is to provide a one*

kilometre grid so that cyclists do not have to ride more than one kilometer to get onto a main arterial bicycle route.

10.2.1.3 *Focus on development of connections to areas of high need and community demand such as Mooroopna causeway, Verney Road and Tatura*

10.2.2 Shepparton Priority Routes

The attached Figure 5 identifies an arterial bicycle route network for Shepparton. In particular a series of priority routes that conform to VicRoads requirements has been identified for priority funding and action.

These priority routes cover a distance of 35 kilometers and incorporate the existing extensive north south routes with extensions for new areas and improved east west links. The total population of Shepparton was 26,000 in 1996 and has since grown.

The total population of Greater Shepparton is 53,000 people and the total priority route network for Greater Shepparton is only 47 Kilometers. The City of Shepparton being a regional centre attracts many residents, such as school children from the rest of the municipality who could access the priority routes.

The total cost for these works is in the order of \$1,000,000 which includes approximately \$350,000 for works on the Mooroopna Causeway.

City of Greater Shepparton to undertake the following action:

10.2.2.1 *In conjunction with VicRoads provide funding and*

implement the priority bicycle routes identified in this report.

There are a number of specific links that are detailed below.

Mooroopna Causeway

City of Greater Shepparton to undertake the following actions:

10.2.2.2 Construct a 3.0 m contra flow bicycle lane on the south side of the roadway and delineate with a shallow rollover kerb.

The existing south causeway has a 2.0 meter shoulder and a 2.0 to 2.4 metre sealed shoulder that provides sufficient space for the contra flow lane.

At the four bridges a cantilever extension to provide a 3.0 m lane and safety fencing is to be provided.

A white centre line and direction symbols should be painted on the Shared Path and signage erected for both motorists and cyclists advising that it is a contra flow lane.

This work is interim until such time as circumstances permit duplication on the north embankment

At the Midland Highway within Mooroopna there are a number of concrete outstands which take up road space which could be used for bicycle lanes. These are to be removed to provide more space for a cycle lane. The line marking should reviewed and altered in other places.

Verney Road

There have been numerous presentations and recommendations

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put to the Consultant and Council, regarding development of Verney Road.

It is recommended that the City of Greater Shepparton undertake the following actions:

10.2.2.3 A preliminary gravel Shared Path be constructed on land, where available, on the West side of Verney Road, between the existing off-road Path at Balaclava Road and Ford Road roundabout. It is recognised that land is not entirely available in this area and future development may bring on further land.

10.2.2.4 Where title or land is already available, the Shared Path should be constructed to a higher standard, preferably concrete, to be consistent with other construction in this area.

10.2.2.5 As development proceeds in this area, it should be a requirement on the Development Permit for Shared Paths to be provided so that residents can have access from the area.

10.2.2.6 Develop an On Road Route along Verney Road between Balaclava Road and Ford Road with shoulder sealing as required.

10.2.2.7 North of Ford Road seal the shoulders on either side for 1 metre, where space is available and reduce the lane width on the road to 3.2 meters to assist in reducing traffic speed and to develop a 1.5 metre wide bicycle lane on the verges.

10.2.2.8 In this area all development and sub-division approvals include requirements for an

off-road Shared Path on the West side of Verney Road.

Goulburn Valley Highway

The Highway between Broken River Bridge and Guthrie Street requires new line marking and there is a missing link of off road section between Guthrie and Wilmot for 200 meters. Access to the off road path is not clear and requires improvement.

The on road route should continue northwards from MacIntosh Street to Sobroan Street.

Vaughan and Knight Street intersections through the CBD requires cyclist features at Welsford St. Cyclist space is not available in Wyndham Street for some time but planning should provide for cyclists in the very long term.

Cyclist facilities are required on the Highway between Knight Street and Balaclava Road to form part of a continuous link through the City.

There have been complaints about the surface material in this area and the constrictions, which occur at several refuges, particularly in the vicinity of the Base Hospital.

City of Greater Shepparton to undertake the following actions:

10.2.2.9 Undertake a resealing program to provide a smooth surface, particularly in areas where bicycle lanes have been identified on the Goulburn Valley Highway.

The Highway between Balaclava and Ford Road should have Shared Paths and paths developed in a similar

fashion to the entry to Shepparton in the south.

Thompson Street and Fryers Road Railway Crossing

These are two difficult intersections to improve. However there are a large number of school children that use these areas and some improvements should be undertaken.

Previous designs appear the most workable but may require more extensive fencing and lane control to encourage cyclists to stay in safer areas. More signage advising on cyclist actions is required.

One suggestion is to continue the bike lane around intersection and over railway with rollover kerbing to keep vehicles out and encourage cyclists to stay in lane.

East West route

This route will provide the central east west connection.

Coming from Benalla on the Midland Highway at Thompsons Road cyclists should have a head start storage area or Hook turn (Fig 5-16 in Austroads part 14) to enable safer right turns from the east into Thompsons Road.

Fryers Street is a busy road with centre parking but traffic is slower than alternative routes and the cyclist's speed will be comparable to other traffic. There is a cyclist space problem with priority right turns at North Street that needs alteration to enable safe passage for cyclists.

Between Welsford Street and the Dainton Bridge the route will need to pick up the existing Shared Paths and safe turning areas will need to be provided for cyclists to turn onto the

Shared Path. All cyclists should be discouraged from using the roadway accessing the Dainton Bridge after the contra flow lane has been installed.

Old Dookie Road

Representations have been made from residents of Dobson Estate which is an area of 1 acre blocks within a few kilometers of the town and is an ideal distance to encourage more cycling.

City of Greater Shepparton to undertake the following actions:

10.2.2.10 *Work be undertaken to provide better bicycle access to the Dobson Estate area from Shepparton*

The road varies in width, but in general shoulder sealing on either side of the road is required and the installation of a bike lane. The bike lane would not be up to standard, because the road width does not permit extensive expansion of the road surface. However, any improvement that can be obtained would be desirable. Traffic lanes could be reduced.

Encouraging slower speeds could make a marked improvement in the numbers riding in the area.

This route is also used by touring cyclists as part of their main touring and training circuit in Shepparton.

Kialla Connections

Kialla is a growing area of the City with many attractions, which will require a good bicycle connection. The connecting Shared Path in some locations is narrow.

City of Greater Shepparton to undertake the following actions:

10.2.2.11 *Extend the existing off-road Shared Path along the Goulburn Valley Highway, to the Heritage Farm, opposite the Shepparton Airport.*

10.2.2.12 *Re construct existing Shared Path to 2.5 metre standard by duplicating to enable a uniform standard. Construction standards are to include signage for direction and safety, and holding rails at intersections.*

10.2.2.13 *Reconstruct the existing gravel / grass Shared Paths in vicinity of Schools at Kialla.*

10.2.2.14 *Investigate alternative routes, either along the Goulburn Valley Highway or along the Goulburn River to provide a connection to Moira Park at some stage in the future. This work may be incorporated in the overall planning for the Goulburn River Recreation and Management Study.*

Archer Street

Archer Street already contains a good bicycle route. However, in most locations, it needs to be upgraded to a current standard of 100-mm line on either side of a lane identified with numerous bicycle symbols. In many places the line markings for bicycles has faded, and causes difficulties with motorists who do not recognise the lane.

Archer Street south of Asim Drive requires shoulder sealing for the line marking to take place to provide access to the rapidly developing area at Kialla.

10.2.3 Shepparton Other Routes

Shepparton is a compact city with the population grouped in a block arrangement that facilitates an accessible bicycle network.

There are only a few routes in Shepparton, which have not been identified as priority routes at this time. With expected growth patterns in Shepparton these will eventually be included.

These routes cover a distance of 18 Kilometers.

10.2.4 Mooroopna Priority Routes

The routes identified in Mooropna conform closely to recommendations of previous strategies except that O'Brien Street has been identified instead of Elizabeth Street.

O'Brien Street provides better access to schools and facilities. City of Greater Shepparton has designs for the bicycle facilities in Mooropna and are awaiting funding to enable implementation.

O'Brien Street, Echuca Road to Midland Highway. This the preferred route to Elizabeth Street as there is access to the primary school and there are lights to control crossing and access to the Midland Highway.

The priority routes cover a distance of 7.7 kilometers out of the total of 10.5 kilometers of total routes. The works on priority routes should cost in the order of \$27,000 out of a total of \$38,000

City of Greater Shepparton to undertake the following action:

10.2.4.1 Develop the recommended bicycle routes within Mooroopna.

10.2.5 Tatura Priority Routes

There is no existing bicycle network within the township of Tatura.

The Town has very wide streets and is fairly compact and it has potential to be developed as a safe cycling town.

The sustainable Irrigation Agriculture Institute have a site 3 kms out of Tatura on the Ferguson Road, where 300 people work, and a number cycle to this area.

A priority route network of 4.4 kilometers out of a total of 8 kilometers has been identified. The cost for priority routes would be \$22,000 out of a total of \$42,000

Cousins Park is a natural park being developed next to an old tip site to the North of town, with numerous Shared Paths throughout the park.

The Tatura Revitalisation Committee is promoting traffic improvements in Hogan Street and wish to divert traffic down Casey Street. A bike lane may assist in this matter.

Service Street is extremely wide and traffic management using bicycle lanes could help to help control traffic flow.

There has been concern raised about heavy vehicle in the area of the racecourse. Although the area and road are not suitable for a bicycle lane some form of treatment using signs at the intersection of Langdon Road and O'Reilly Road should be undertaken.

City of Greater Shepparton to undertake the following actions:

10.2.5.1 *Develop the recommended network based on the street patterns, tying in the major destinations for bike riders.*

10.2.5.2 *Provide connection to a new off road Shared Path network based on available open space within parks, waterway reserves, and rail reserves.*

10.2.5.3 *Undertake intersection treatment using signs on Langdon and O'Reilly road intersection*

10.2.5.4 *Shoulder seal Ferguson Road to provide safer cycle access to industries.*

10.2.6 Murchison Actions

Murchison is an attractive Riverbank Garden Town. There is a gravel Shared Path, 1.8 meters wide, running for several kilometers past the sportsground, football ground, caravan park, tennis courts, into town.

Considerable interest has been shown by a number of organisations in the development of a rail trail between Murchison and Rushworth.

City of Greater Shepparton to undertake the following actions:

10.2.6.1 *Encourage community support of trail development proposals around Murchison*

10.2.6.2 *Investigates improvement of the river Shared Path through town as part of other trail proposals for the Goulburn River and the rail trail.*

10.2.7 Bike and Bus Network

The smaller outlying towns within the City Of Greater Shepparton would benefit from the development of Bike and Bus Stations.

This would enable people to ride to the long distance Bus Stations and securely park their bikes.

The type of facilities that will be required include secure parking and lockers, lighting, refreshment facilities such as drink stations and washing facilities and importantly an easy and safe connection route.

City of Greater Shepparton to undertake the following actions:

10.2.7.1 Encourage Bus Companies to provide bicycle facilities.

10.2.7.2 Develop Bike and Bus Stations by incremental provision of parking rails, lockers, and other facilities according to demand.

10.2.7.3 Include Bike and Bus Stations in all new bus route development planning.

10.2.8 Bicycle Safe Suburbs

The ultimate aim of this Strategy is to make all roads and Shared Paths in the region safe and suitable for cyclists.

The areas within and bordered by the arterial priority routes also need to be made safe and suitable.

Planners will need to ensure traffic management is undertaken in new and existing areas to promote safer cycling.

Within the block created by the Arterial Bicycle Routes, the ideal

situation is to reduce the speed of other traffic so that the speed difference between cyclists and others is minimal.

The speed of cyclists is typically 20 to 30 km/ hr and therefore the ideal speed for traffic would be about 30 to 40 km /hr so that the difference is only about 10 km /hr.

The recent changes to speed limits will reduce speeds in local areas to 50 KPH which will assist the safety of cyclists.

Local Area Traffic Management, including provision of bicycle lanes, should be developed to reduce the speed of vehicles. As the cyclist is already travelling at a desirable speed in the local area these traffic management measures should not impede the progress of cyclists.

City of Greater Shepparton to undertake the following actions:

10.2.8.1 As part of Local Area Traffic Management, actions recognise the need of cyclists.

10.2.8.2 Progressively install signs at entrances to local areas advising that people are entering a pedestrian and cycle precinct

10.2.9 Footpath Cycling Network

Footpath cycling has not been raised as an issue within Shepparton.

Shepparton was the original City in which a trial footpath cycling program was developed. This was seen to be successful and was continued for many years.

In the Australian Road Rules, Footpath cycling is now legal for children under 12, except in specially defined areas.

There has been no reassessment on the need for signing, etc. now that footpath

cycling has been made legal in the area. There may need to be an assessment of pavement markings, which was seen to be more effective than the other signs, etc.

City of Greater Shepparton to undertake the following actions:

10.2.9.1 *In conjunction with community review footpaths and areas suitable for footpath cycling.*

10.2.10 End of Journey Bicycle facilities

As well as development of bicycle routes and Shared Paths there is a need for appropriate end of journey facilities.

These will predominantly consist of appropriate bicycle parking rails consistent with Australian Standard AS 2890.3 1993 Parking Facilities Part 3 Bicycle Parking Facilities.

The areas where these facilities are most required are at major destinations such as shopping centres and community facilities.

These are areas where the City Of Greater Shepparton has influence and could provide the appropriate parking rails.

Other facilities that are required are showers and refreshments at workplaces, recreation venues and major destinations.

Toilets are an essential requirement for all cyclists and these should be located at regular intervals on popular routes.

It has already been identified that all these facilities should be provided as part of new developments through the planning and design process. However, a certain amount of retro fitting of these facilities will be required.

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City of Greater Shepparton to undertake the following actions:

10.2.10.1 *Survey all major destinations and determine locations and numbers of required bicycle parking rails.*

10.2.10.2 *Survey major Council facilities to determine ability to provide showers and drinking taps.*

10.2.10.3 *Assist Schools with advice and other support in providing secure bicycle Storage.*

- *Provide Leaning rails at all intersections of Shared Paths with roads.*

10.2.11 Mountain Bike and BMX Circuits

There are a number of areas where mountain bikes can be used.

Free-style riding in the Kialla Lakes bush land area is being developed by parents. There is a concern with risk management and the standards being applied in this area. The City has no responsibility for the development of this area.

There is a possibility of having a mountain bike circuit developed at the tip site at Kialla, in between Shepparton and Mooroopna, when the tip is due for rehabilitation in about the year 2002.

City of Greater Shepparton to:

10.2.11.1 *Investigate possible sites for development of Mountain Bike Circuits.*

10.3 Off Road Shared Paths

There are many natural areas within Greater Shepparton that could attract off road Shared Path cyclists.

In recent years a system of off road Shared Path has started to be developed generally along the Goulburn and Broken Rivers including around Lake Victoria.

These Shared Paths although very popular are not yet complete as a network and require further work to provide full connections to other Shared Paths, population areas, and attractions.

One issue with development of a Shared Path along the Goulburn River is the fragmented management with several organisations having responsibilities with a slightly different focus.

Lake Victoria is a natural feature that already attracts cyclists but has no continuous Shared Path around it.

The rail trail between Murchison and Rushworth has considerable potential for development.

There are a number of operating train lines in the area, which have very wide reserves. All are very little used, particularly out in the country areas, which could provide the basis for Shared Path connections.

There is potential for new trail developments to be identified along the proposed Bypass freeway and along the Toolamba rail line where a water board track already exists.

City of Greater Shepparton to undertake the following actions:

10.3.1.1 *In conjunction with other agencies prepare a Management Plan for the Goulburn River between Murchison and to the North of Shepparton. The Management Plan should define management responsibilities and provide a focus on developing a continuous Shared Path network in this area.*

10.3.1.2 *Implement plans for a continuous path around Lake Victoria.*

10.3.1.3 *Encourage community involvement and support for development of the Murchison to Rushworth Rail Trail.*

10.3.1.4 *Develop plans for the Murchison to Rushworth rail trail, incorporating the natural features of the area,*

10.3.1.5 *Investigate VicTrack requirements and feasibility of establishing Shared Path connections along rail lines, which operate on an infrequent basis or through the city, where there is a wide reserve and existing desire lines are indicated.*

10.3.1.6 *Investigate trail and path opportunities along Proposed Freeway Bypass*

Goulburn River Planning

Future development and funding of any trails on the Goulburn River, in the vicinity of Shepparton, will require a regional context in order to facilitate funding and a number of agencies have responsibilities and other planning issues, which need to be resolved in that area. The following agencies may be involved:

- City of Greater Shepparton
- Shire of Campaspe
- Shire of Strathbogie

- Goulburn Murray Waters
- Land Victoria
- Parks Victoria
- Department of Natural Resources
- Department of Infrastructure
- Goulburn and Broken River Catchment Management Authority
- Murray Valley Tourism Association
- Kialla Tourism Association
- VicRoads
- Rail Trails Program

The following issues will need to be considered as part of any Recreation and Management Study for the Lower Goulburn River:

- waterway requirements and environmental effects
- Shared Path location and standards
- camping and fishing requirements
- bridges, rail and road
- location of the Shepparton Freeway By-pass
- Nagambie Lakes Recreation Study
- Goulburn Weir Recreation Study
- Lake Victoria Development Plan
- Gemmul Swamp Development
- Days Mill
- The wineries and tourist attractions
- Military Trail
- Ossario War Cemetery.

10.4 Touring and Training Routes

Shepparton has no touring brochures, maps, or any identified touring routes within the municipality.

There are a number of on-road cycle routes around Shepparton, which are used for training and racing by sports cyclists and some touring activities.

There are a number of attractions in the area, which could be highlighted and quite a few country roads, which could be developed for touring routes.

City of Greater Shepparton to undertake the following actions:

10.4.1.1 *Identify on the ground a series of training, racing and touring circuits in and around Shepparton taking in Dookie, Tatura, Toolamba and Murchison, using the quiet road networks in this area.:*

10.4.1.2 *Within Shepparton, develop a series of recreation and tourism routes, focusing on features such as tours of the canneries, Kids Town and museums*

10.4.1.3 *Develop brochures and maps, identifying the various circuits and routes.*

10.4.1.4 *Develop a uniform system of signage, which includes a "Caution Cyclists" sign, using the standard two cyclists identification, and*

10.4.1.5 *develop a unique symbol and signs for Shepparton, identifying Shepparton touring routes. This symbol to be used on a range of tourist and recreation routes.*

This sign should be able to be added to the "Caution Cyclists" sign to reduce cost and would be used in places where the training and racing circuit coincides with a touring circuit.

The following opportunities for touring and racing circuits have been identified:

1. main Old Dookie Road Touring Circuit,
2. South Shepparton Racing Block of 40 kms,
3. Dookie Racing Circuit of 80 kms,
4. Tatura West Training Circuit,
5. Shepparton North Training Circuit,
6. Winery Tour Route,
7. Orchards and Blossoms Touring route,
8. Shepparton-Tatura-Murchison Touring Route,
9. Cannery Route,
10. Museums Route.
11. Dhurringle Prison Farm, historic building on the Murchison/Tatura Road, the Governor is undertaking restoration works and will open up parts of it.

10.5 Other actions

There are a number of other actions that can improve cycling within the City of Greater Shepparton

10.5.1 Maps

There are no existing maps or brochures focussing on the touring or recreation cyclists within the City.

These include simple bike route maps for school kids to get to school and encourage parents to let them ride.

Short touring rides for visitors to be used at motels etc.

City of Greater Shepparton to undertake the following actions:

10.5.1.1 Develop a series of simple, reproducible maps and brochures, highlighting various aspects of bicycle riding in Shepparton.

10.5.1.2 Develop a series of long-distance touring routes and rides for tourists taking in the Murchison, Rushworth, Dookie, the canneries, the orchards, the blossom rides etc.

10.5.2 Signage System

A unique system of signs for City Of Greater Shepparton needs to be developed for both the on road and off road network. The system needs to be low cost and provide signs that provide direction, distance, maps, warning, and interpretation of features, regulatory information and line marking

10.5.3 Sports Cycling

There are a number of sport cycling and touring clubs within Shepparton. These Clubs generally do not request significant support and many of their needs can be satisfied by development of safe bicycle routes and signs.

Shepparton has a proud history and a large membership in cycle racing, with successful clubs and individuals.

There are a number of facilities needed to upgrade and encourage the conduct of a number of events in this area.

City of Greater Shepparton to undertake the following actions:

10.5.3.1 Provide support for a Shepparton Sun Tour team

10.5.3.2 Provide support for cycling clubs with road maintenance, road closures, traffic control and signage.

10.5.3.3 Support installation of lights at the velodrome

10.5.4 Activities and Events

There are a number of activities where cycling is encouraged, but this needs to be increased to promote cycling even further and raise awareness about the facilities that exist.

These facilities have been developed at high cost and they need to be promoted to ensure that better value for the community is obtained through their development.

City of Greater Shepparton to undertake the following actions:

10.5.4.1 *Encourage 'Ride to Work Day'.*

10.5.4.2 *Encourage participation in 'The Great Victorian bike Ride' and the 'Herald Sun Tour' through Shepparton and continue the encouragement of a Shepparton-based team in the 'Sun Tour'.*

10.5.4.3 *Develop and run Discovery Tours for Shepparton, which will highlight a number of the routes and maps, which have already been discussed, just to make people aware of the facilities that exist.*

10.5.4.4 *Investigate use of rebates, rate relief, or other incentives for employers who encourage people to cycle to work.*

10.5.5 Enforcement

There are large numbers of bicycle thefts within Shepparton and part of the problem is that not all bicycle thefts are reported. More bikes are recovered than are actually reported stolen.

Australian Road Rules regarding helmet-wearing and lights are not strictly complied with and this can lead to dangerous situations.

City of Greater Shepparton to undertake the following actions:

10.5.5.1 *Develop in conjunction with Victoria Police of enforcement strategies.*

E.g. strategies developed to minimise theft and improve return of bicycles to the owners.

10.5.5.2 *Develop education programs to educate people to lock their bicycles and report thefts,*

10.5.5.3 *Encourage awareness amongst police for enforcement of bicycle issues.*

10.5.5.4 *Encourage enforcement of helmet and other bicycle laws*

11 WORKS PROGRAM

This is strategic report and therefore the works program is necessarily of a general concept nature. In the program of works, individual sections of Shared Path and on-road routes have been identified and considered using a “typical treatment”. The final design treatments may need to be modified to meet specific needs at each location.

The following typical works have been identified:

Linemarking and Signs (L&S and NL&S)

Lines and signs and New lines and Signs where replacement work is required.

This work will normally only require painting of bicycle lanes and symbols and the erection of signs to identify the route. There will be occasions where more concrete works such as pram crossings and other modifications will be required.

Typically the type of works required will include lines painted along roads to define space for cyclists. This will vary according to the width available on the road.

The current standard is to provide a 100 mm line either side of the bicycle lane. To facilitate Shire maintenance long life paint with a life in the order of seven years is recommended.

The cost for this is approximately \$1000 per line and about \$140 per bicycle symbol. Therefore for each kilometre of route there will be four lines required and at least six symbols. A cost of \$5000 per kilometer has been adopted for this project.

It is anticipated that VicRoads will provide the bulk of the funding for the priority bicycle routes identified as the arterial network in this report.

Where there is over 1.5 m available for a bicycle lane the areas should be identified with bicycle logos painted on the ground as well as signs identifying it as a bicycle route.

Where there is less space available on the road lines should still be painted to provide space where a cyclist can travel.

Bicycle lane lines should continue through minor intersections as dashed lines but should always be accompanied by Stop and Give Way lines on the entering road. This is to stop cars from using the bicycle lane line as the stopping line.

The cost of signs could vary considerably depending on the number of intersections and other changes in the bicycle route geometry.

Intersection Treatment (IT)

This work involves the painting of new linework and removal of old lines at an intersection.

This work is generally considered as part of the line marking process but in some cases this will also involve other works such as kerb relocation.

An allowance of \$2000 per intersection has been made in the costings but this could vary considerably.

One intersection action could be to install roundabouts to solve problems.

Install Signs (SNS)

This work involves the installation of signs, some line painting and the occasional concrete work to improve the routes.

The signage would include Caution Cyclist signs on many of the training and event routes used by racing and touring cyclists.

Other bicycle signs could be used on quiet streets and roads where traffic is less than 3000 vehicles per day to provide route identification and as another reminder to motorists that the route is regularly used by cyclists.

Signs have been costed at \$250 per kilometre. This rate will be higher in areas where there are many cross streets where more signs are required.

In rural areas a sign every two or three kilometers near towns and intersections and elsewhere every ten kilometers depending on circumstances would be sufficient.

Shared Path construction (T1)

This work has allowed for quality Shared Path construction with a sealed surface and some associated works such as signs and landscaping. Not all Shared Paths would be constructed to this high standard but would be determined for each particular section.

The use of concrete is recommended as most Shared Paths will be along waterways. This would cost in the order of \$90,000 per kilometre for a 2.5 m wide Shared Path.

Shared Path Construction (T2)

This work is for unsealed trails in more remote locations where a sealed trail is not warranted because of the usage, terrain or aesthetics of the area.

The cost for this type of construction would be in the order of \$25,000 per kilometre.

Shoulder Sealing (SS)

Shoulder sealing may be required for particular sections of road. However, in nearly all cases the work would be undertaken as part of road works for other purposes and should not be considered as a bicycle only cost.

An allowance of \$70,000 per kilometre has been made for the cost of shoulder sealing.

Bridge Construction (B1)

Major works on some bridges at a cost of \$750 per metre will be required

Cost Distribution

The Works Program identifies the total cost for the works proposed over a ten year period.

This cost will be distributed generally between VicRoads, City of Greater Shepparton and other funding agencies and the community. This particularly the case for proposed Shared Paths.

Possible funding sources include:

VicRoads

Parks Victoria

Community and other State Grants

Commonwealth Grants

Sport and Recreation Victoria

Business Victoria

Department of Natural Resources and Environment

Catchment Management Authority

Communities and Service Clubs

Figure 7 Works Program Road Routes

**Figure 8 Works Program Training
and Touring routes**

**Figure 9 Works Program Shared
Paths and other Actions**

12 MONITORING AND REVIEW

The implementation of the bicycle network will require constant monitoring to ensure it is properly and continuously developed. This is particularly needed as many elements have been identified as being components of other works such as open space development and road works rather than direct bicycle facility works.

The role of the existing cycling clubs and community groups will be essential to maintain contact and monitor the progress of actions by all the agencies involved.

This will provide the strategic overview for the region. However monitoring within Council will still be required.

A Community Bicycle Advisory Committee will need to be established within the City of Greater Shepparton to ensure that the works of various departments contribute wherever possible to the development of the bicycle network. Liaison with the adjoining municipalities will be essential to maintain continuity of routes and Shared Paths.

Bicycle users will have an essential role in monitoring the work from the users' perspective and bringing this to the attention of the responsible agency.

13 MAJOR RECOMMENDATIONS

There have been numerous recommendations for works and actions identified within this report.

The City of Greater Shepparton will need to undertake the following major actions to create the environment for the detail actions to take place.

These recommendations are more general than others already listed but are required to ensure other actions can be undertaken.

City of Greater Shepparton to:

13.1.1.1 Accept the proposed on-road route network for incremental development.

13.1.1.2 Approach VicRoads to adopt priority routes for development and funding.

13.1.1.3 Provide, in association with VicRoads, a total budget of \$1 M to implement on-road routes.

13.1.1.4 Provide in association with VicRoads a total budget of \$67,000 to implement training and

touring routes over the next five years.

13.1.1.5 Commence planning in conjunction with other agencies for a range of Shared Paths along rivers, waterways, rail Shared Paths and rail reserves

13.1.1.6 Provide a total budget of \$78,500 over the next five years to fund bicycle activities and programs including maps and events.

13.1.1.7 Promote the establishment of a Community Bicycle Advisory Committee to monitor and evaluate the implementation of the strategy.

13.1.1.8 Adopt bicycle planning, design, construction and maintenance objectives in all relevant works.

Figure 10 List of Action Recommendations

10 DEVELOPMENT ACTIONS

10.1 Planning, Design and Co ordination

- 10.1.1 Planning requirements
 - 10.1.1.1 Develop policies requiring bicycle facilities in all land developments.
 - 10.1.1.2 Develop policies for development of commercial buildings that will require bicycle parking and other facilities.
 - 10.1.1.3 Prepare a Shared Path focussed open space plan for the City.
 - 10.1.1.4 Consolidate design standards into a design manual and have this formally adopted by Council
 - 10.1.1.5 Upgrade all facilities to the adopted design standard
- 10.1.2 Council Bicycle Liaison
 - 10.1.2.1 Establish a regular Community liaison forum or committee to focus on cycling issues.
 - 10.1.2.2 Undertakes a training program for Council Staff in bicycle awareness.
 - 10.1.2.3 Council holds regular intra-council briefings and seminars on bicycle issues to focus on bicycles and co-ordinate activities.
 - 10.1.2.4 Develop media activities such as a regular column in newspapers, radios, etc. to focus on bicycle issues and draw attention to the needs.
 - 10.1.2.5 Commission radio reports linking items such as the weather to cycling
- 10.1.3 Maintenance Standards
- 10.1.4 Design Standards
 - 10.1.4.1 Adopt concrete as the preferred path material. This is subject to the budget able to afford saw-cutting to remove the “noisy” construction joints and full colour-through where aesthetic requirements are needed, such as in bushland areas.
 - 10.1.4.2 On the approaches, erect a warning sign, advising "Caution Cyclists on Roundabout".
 - 10.1.4.3 Where there are a significant number of younger children, particularly near primary schools, it may be desirable to construct an off-road path around the roundabout.

10.2 On Road Network

- 10.2.1.1 Develop an on and off road network which upgrades existing sections and provides improved East-west connections, bringing the population of Shepparton to the bicycle attraction areas for recreation and business.
- 10.2.1.2 Provide connections across the network so that all destinations and attractions are joined. The aim is to provide a one kilometre grid so that cyclists do not have to ride more than one kilometer to get onto a main arterial bicycle route.
- 10.2.1.3 Focus on development of connections to areas of high need and community demand such as Mooroopna causeway, Verney Road and Tatura
- 10.2.2 Shepparton Priority Routes
 - 10.2.2.1 In conjunction with VicRoads provide funding and implement the priority bicycle routes identified in this report.
 - 10.2.2.2 Construct a 3.0 m contra flow bicycle lane on the south side of the roadway and delineate with a shallow rollover kerb.
 - 10.2.2.3 A preliminary gravel Shared Path be constructed on land, where available, on the West side of Verney Road, between the existing off-road Shared Path in Hudson Street and Ford Road roundabout. It is recognised that land is not entirely available in this area and future development may bring on further land.
 - 10.2.2.4 Where title or land is already available, the Shared Path should be constructed to a higher standard, preferably concrete, to be consistent with other construction in this area.
 - 10.2.2.5 As development proceeds in this area, it should be a requirement on the Development Permit for Shared Paths to be provided so that residents can have access from the area.
 - 10.2.2.6 Develop an On Road Route along Verney Road between Hudson Street and Ford Road with shoulder sealing as required.
 - 10.2.2.7 North of Ford Road seal the shoulders on either side for 1 metre, where space is available and reduce the lane width on the road to 3.2 meters to assist in reducing traffic speed and to develop a 1.5 metre wide bicycle lane on the verges.

- 10.2.2.8 In this area all development and sub-division approvals include requirements for an off-road Shared Path on the West side of Verney Road.
- 10.2.2.9 Undertake a resealing program to provide a smooth surface, particularly in areas where bicycle lanes have been identified on the Goulburn Valley Highway.
- 10.2.2.10 Work be undertaken to provide better bicycle access to the Dobson Estate area from Shepparton
- 10.2.2.11 Extend the existing off-road Shared Path along the Goulburn Valley Highway, to the Heritage Farm, opposite the Shepparton Airport.
- 10.2.2.12 Re construct existing Shared Path to 2.5 metre standard by duplicating to enable a uniform standard. Construction standards are to include signage for direction and safety, and holding rails at intersections.
- 10.2.2.13 Reconstruct the existing gravel / grass Shared Paths in vicinity of Schools at Kialla.
- 10.2.2.14 Investigate alternative routes, either along the Goulburn Valley Highway or along the Goulburn River to provide a connection to Moira Park at some stage in the future. This work may be incorporated in the overall planning for the Goulburn River Recreation and Management Study.
- 10.2.3 Shepparton Other Routes
- 10.2.4 Mooroopna Priority Routes
 - 10.2.4.1 Develop the recommended bicycle routes within Mooroopna.
- 10.2.5 Tatura Priority Routes
 - 10.2.5.1 Develop the recommended network based on the street patterns, tying in the major destinations for bike riders.
 - 10.2.5.2 Provide connection to a new off road Shared Path network based on available open space within parks, waterway reserves, and rail reserves.
 - 10.2.5.3 Undertake intersection treatment using signs on Langdon and O'Reilly road intersection
 - 10.2.5.4 Shoulder seal Ferguson Road to provide safer cycle access to industries.
- 10.2.6 Murchison Actions
 - 10.2.6.1 Encourage community support of Shared Path development proposals around Murchison
 - 10.2.6.2 Investigates improvement of the river Shared Path through town as part of other trail proposals for the Goulburn River and the rail trail.
- 10.2.7 Bike and Bus Network
 - 10.2.7.1 Encourage Bus Companies to provide bicycle facilities.
 - 10.2.7.2 Develop Bike and Bus Stations by incremental provision of parking rails, lockers, and other facilities according to demand.
 - 10.2.7.3 Include Bike and Bus Stations in all new bus route development planning.
- 10.2.8 Bicycle Safe Suburbs
 - 10.2.8.1 As part of Local Area Traffic Management, actions recognise the need of cyclists.
 - 10.2.8.2 Progressively install signs at entrances to local areas advising that people are entering a pedestrian and cycle precinct
- 10.2.9 Footpath Cycling Network
 - 10.2.9.1 In conjunction with VicRoads review footpaths and areas suitable for footpath cycling.
- 10.2.10 End of Journey Bicycle facilities
 - 10.2.10.1 Survey all major destinations and determine locations and numbers of required bicycle parking rails.
 - 10.2.10.2 Survey major Council facilities to determine ability to provide showers and drinking taps.
 - 10.2.10.3 Assist Schools with advice and other support in providing secure bicycle Storage.
- 10.2.11 Mountain Bike and BMX Circuits
 - 10.2.11.1 Investigate possible sites for development of Mountain Bike Circuits.

10.3 Off Road Shared Paths

- 10.3.1.1 Prepare a Management Plan for the Goulburn River between Murchison and to the North of Shepparton. The Management Plan should define management responsibilities and provide a focus on developing a continuous Shared Path network in this area.
- 10.3.1.2 Implement plans for a continuous path around Lake Victoria.
- 10.3.1.3 Encourage community involvement and support for development of the Murchison to Rushworth Rail Trail.
- 10.3.1.4 Develop plans for the Murchison to Rushworth rail trail, incorporating the natural features of the area,
- 10.3.1.5 Investigate VicTrack requirements and feasibility of establishing Shared Path connections along rail lines, which operate on an infrequent basis or through the city, where there is a wide reserve and existing desire lines are indicated.

10.4 Touring and Training Routes

10.4.1.1 Identify on the ground a series of training, racing and touring circuits in and around Shepparton taking in Dookie, Tatura, Toolamba and Murchison, using the quiet road networks in this area.:

10.4.1.2 Within Shepparton, develop a series of recreation and tourism routes, focusing on features such as tours of the canneries, Kids Town and museums

10.4.1.3 Develop brochures and maps, identifying the various circuits and routes.

10.4.1.4 Develop a uniform system of signage, which includes a "Caution Cyclists" sign, using the standard two cyclists identification, and

10.4.1.5 develop a unique symbol and signs for Shepparton, identifying Shepparton touring routes. This symbol to be used on a range of tourist and recreation routes. This sign should be able to be added to the "Caution Cyclists" sign to reduce cost and would be used in places where the training and racing circuit coincides with a touring circuit.

10.5 Other actions

10.5.1 Maps

10.5.1.1 Develop a series of simple, reproducible maps and brochures, highlighting various aspects of bicycle riding in Shepparton.

10.5.1.2 Develop a series of long-distance touring routes and rides for tourists taking in the Murchison, Rushworth, Dookie, the canneries, the orchards, the blossom rides etc.

10.5.2 Signage System

10.5.3 Sports Cycling

10.5.3.1 Provide support for a Shepparton Sun Tour team

10.5.3.2 Provide support for cycling clubs with road maintenance, road closures, traffic control and signage.

10.5.3.3 Support installation of lights at the velodrome

10.5.4 Activities and Events

10.5.4.1 Encourage 'Ride to Work Day'.

10.5.4.2 Encourage participation in 'The Great Victorian bike Ride' and the 'Herald Sun Tour' through Shepparton and continue the encouragement of a Shepparton-based team in the 'Sun Tour'.

10.5.4.3 Develop and run Discovery Tours for Shepparton, which will highlight a number of the routes and maps, which have already been discussed, just to make people aware of the facilities that exist.

10.5.4.4 Investigate use of rebates, rate relief, or other incentives for employers who encourage people to cycle to work.

10.5.5 Enforcement

10.5.5.1 Develop in conjunction with Victoria Police of enforcement strategies.

10.5.5.2 Develop education programs to educate people to lock their bicycles and report thefts,

10.5.5.3 Encourage awareness amongst police for enforcement of bicycle issues.

10.5.5.4 Encourage enforcement of helmet and other bicycle laws

13 MAJOR RECOMMENDATIONS

13.1.1.1 Accept the proposed on-road route network for incremental development.

13.1.1.2 Approach VicRoads to adopt priority routes for development and funding.

13.1.1.3 Provide, in association with VicRoads, a total budget of \$850,000 to implement on-road routes.

13.1.1.4 Provide in association with VicRoads a total budget of \$67,000 to implement training and touring routes over the next five years.

13.1.1.5 Commence planning in conjunction with other agencies for a range of Shared Paths along rivers, waterways, rail trails and rail reserves

13.1.1.6 Provide a total budget of \$78,500 over the next five years to fund bicycle activities and programs including maps and events.

13.1.1.7 Promote the establishment of a Community Bicycle Advisory Committee to monitor and evaluate the implementation of the strategy.

13.1.1.8 Adopt bicycle planning, design, construction and maintenance objectives in all relevant works.

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Ron Mildred Shire of Strathbogie

Community

Chris Wilkins Shepparton Cycling Club

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15 APPENDICES

15.1 Appendix 1 Community comments

- The poor surface of roads in certain areas around the city, particularly in front of the hospital, Cordon Street, Railway Parade, past the Showgrounds.
- Potholes, manhole covers and rough surface caused concern.
- There was concern at the dirt and debris on roads and roads need more sweeping.
- The training circuits for the racing cyclists needed more signs and the signs need to be clearly marked for use by racing cyclists, as distinct from touring cyclists.
- Bindi, a three-cornered jack weed, causes a lot of problems along paths and along the roads. Punctures are a major problem and the Council should spray the paths, using boom sprays at regular intervals.
- The drivers of cars need to be educated to the rights of cyclists.
- Another concern was the refuge islands in front of the hospital, on the Goulburn Valley Highway. That causes trucks to sweep out to the side and affect cyclists.
- Separate signs were required for touring and mountain bikes.
- Signs needed to be put in place for directions, so that people didn't get lost, for facilities such as taps and toilets and to avoid sending people down sealed roads that ended up as dirt roads. Sweeping was needed.
- concerns about safety of people using Verney Road. A lot of people travel between the Grammar School and other schools and an off-road path was required.
- concern that good off-road paths and Shared Paths, as well as roadside routes have been built in the South of Shepparton, but not in the North end, between Ford and Verney.
- The corner of Ford and Verney Road had been declared a "Black Spot", with a fence creating a problem of visibility and a Bus Stop at the roundabout for secondary students, which makes the area very dangerous.
- concern about Verney Road and felt that a path should be constructed.
- There needed to be a bicycle path to the Grammar School. The channel in part of the area had recently been filled in and there were already a lot of people walking through, so the space is available to put the path there. This is North of Knight Street; there is a Special School being built in the new sub-division.
- The constriction at the bridge on the Goulburn Valley Highway, over the No.3 drain, causes a problem.
- There needs to be development of a service road, with development taking place in the Hawkins Heights area.
- There was concern about getting past the hospital because the side street there is very busy. Grace Road from East to West caused some concern and she has to undertake footpath cycling to be safe in that area.
- The roundabout at Balaclava Road caused concern, with lots of trucks in New Dookie Road. Traffic lights were needed for school kids to cross.
- Graham Street was dangerous, with gravel, and side on the footpath, it went past the Old People's Home and so the path should be designated as footpath on the South side, with the Old People's Home on the North side.

- 1,000 people work in the hospital and so a lot of people are potentially able to ride to the hospital if facilities were provided.
- Boscher Street Primary School needs a path to be able to use the area safely.
- The area definitely needs a bicycle track along Verney Road and would prefer it to be off road. There are lots of trucks in the area and so an on-road path would not be suitable, it needs to be off road.
- There also needs to be access at Barker Road and Knight Street, where there are school issues. People are avoiding the main roads to use these areas.
- There needs to be access to the sporting precinct from the area.
- a connection along the Goulburn Valley Highway from Kialla to Moira Park, a distance of about 2.5 to 3 kms from the existing path. It is essential to at least get a connection to the Heritage Farm at Kialla, just near the airport, because of the number of attractions and it is about a kilometre from the finished path and on to Moira Park.
- Moira Park is a park, which has picnic facilities and all sorts of other activities. The Australian Championship Dog Sled Races are held at Moira Park, over a distance of about 5 kms, including night activities, where the sledders use miners' lamps.
- One resident took up riding at the age of sixty-seven, when his children gave him a bicycle, and he rides around the Kialla Lakes. He was given the bike because of the attractive bike paths in the area and now rides on a daily basis for up to an hour or so, with his wife.
- prefers asphalt for riding, because of its faster surface, because the existing concrete has construction joints, which cause thumps on the bike and causes problems
- Dobson Estate, Dobson Road looking for better access from this area to the East of Shepparton to enable access into Shepparton and to the Shared Paths along the Goulburn River and Lake Victoria.
- Kids also would like to ride to school from Dobson estate. They live in an area of one acre blocks and there are about 100 houses in this estate. They have to use Old Dookie Road, which is busy and unsafe, particularly where it comes into town near the SPC factory. Of concern are the uneven road edges and they need shoulder sealing and a connection to the city.
- Bindi is a problem also in this area.
- concerns with Verney road and the danger to people in the new estate. There was a need for a footpath along Verney road for cyclists and people with prams.
- Cycling paths in Tatura are needed because of the danger from Milk Trucks near the racecourse.
- Strategies needed to minimize gravel on road edges, particularly on bike routes.
- Provision for Cyclists on Archer Street from south of the intersection with Kialla Lakes Drive to north of the Broken River bridge.
- Plan to complete closed loops of the road network, in the west of the Municipality.
- Pursue the establishment of rail trails (Dookie, Katamatite, Murchison and Rushworth).
- On local bike lanes, riding surfaces should be hazard free (pit lids etc.)
- Establish a periodic review process by bike users of bike facilities and needs.
- Shepparton Cyclists would like to review the Draft Report and help promote the outcome