



Benalla Rural City Council

PATHWAYS TO THE FUTURE – SHARED PATH PROJECT

Final Report

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CONTENTS

- 1.0 INTRODUCTION 1**

 - 1.1 Preamble..... 1
 - 1.2 Typical Bicycle Network Elements..... 1
 - 1.2.1 Types of Bicycle Paths / Lanes 1
 - 1.2.2 Off Road Bicycle Paths 2
 - 1.2.3 On Road Bicycle Lanes 2
 - 1.2.4 Local Bicycle Routes..... 4
 - 1.2.5 Terminal Treatments..... 4
 - 1.2.6 Holding Rails at Road Crossings 5
 - 1.2.7 Bicycle Parking and Storage Facilities..... 6

- 2.0 CRASH HISTORY REVIEW 7**

- 2.1 Crash Analysis 7

- 3.0 EXISTING NETWORK 8**

- 3.1 Shared Paths 8
 - 3.1.1 Mansfield Road 8
 - 3.1.2 Nicholson Court..... 8
 - 3.1.3 Waminda Park..... 8
 - 3.1.4 Clarke Street 9
 - 3.1.5 Thomas Street..... 9
 - 3.1.6 Bridge Street 10
 - 3.1.7 Lake Benalla Walking Track 10
 - 3.1.8 Sydney Road..... 11
 - 3.1.9 Noarana Drive 11
- 3.2 Off-Road Bicycle Path 12
 - 3.2.1 Mansfield Road 12
- 3.3 On-Road Bicycle Lanes 12
 - 3.3.1 Goodwin Street 12
 - 3.3.2 Ackerly Avenue 12
 - 3.3.3 Mackellar Street 13
 - 3.3.4 Carrier Street..... 13
 - 3.3.5 Benalla Street..... 14
 - 3.3.6 Church Street..... 14
 - 3.3.7 Salisbury Street..... 14
 - 3.3.8 Coster Street 15
 - 3.3.9 Thomas Street..... 15
 - 3.3.10 Wedge Street 16
 - 3.3.11 Arundel Street 16
- 3.4 Footpaths 17
 - 3.4.1 Sealed Footpaths..... 17
 - 3.4.2 Unsealed Footpaths..... 17

- 3.5 Bicycle Parking Facilities 17
 - 3.5.1 Aldi Supermarket & Local Store 17
 - 3.5.2 Benalla CBD 18
 - 3.5.3 Schools 18
- 3.6 Stakeholder Consultation 19
- 3.7 Summary of Issues with Existing Network 20
- 4.0 PROPOSED NETWORK ENHANCEMENTS AND PRIORITIES 21**
 - 4.1 A Three Stage Improvement Strategy 21
 - 4.2 Priority 1 Action List 22
 - 4.3 Priority 2 Action List 24
 - 4.4 Priority 3 Action List 27
 - 4.5 Public Feedback 30
- 5.0 EDUCATION, ENFORCEMENT & ENCOURAGEMENT PROGRAMS 31**
 - 5.1 BikeEd 31
 - 5.2 Road Safety Education Victoria 31
 - 5.3 Bicycle Network Victoria 31
- 6.0 PROMOTION AND TOURISM 32**
 - 6.1 Promotion Initiatives 32
 - 6.2 The Local Newspaper 32
- 7.0 CONCLUSIONS AND RECOMENDATIONS 33**
 - 7.1 Conclusions 33
 - 7.2 Recommendations 34

APPENDICES

- A. Crash History Map
- B. Maps of Existing Network
- C. Online Community Bicycle Questionnaire
- D. Maps of Proposed Network Enhancements

ENCLOSURES

- 1. 2017 Community Questionairre – Detailed Responses (not for public distribution)
- 2. 2017 Public Consultation Feedback – Detailed Responses (not for public distribution)

1.0 INTRODUCTION

1.1 Preamble

Benalla has a higher than average proportion of older people and together with Benalla community's level of social disadvantage, there are many vulnerable people using footpaths and cycle ways to complete daily tasks and activities. The current infrastructure has not been reviewed or updated for more than 30 years. During this time, formal standards have changed (such as the requirement for compliance with the Disability Discrimination Act (DDA), in particular for those who are mobility or sight impaired). In addition, the level of use of footpaths and roadways by pedestrians, cyclists and other vulnerable users (e.g. scooters) has increased dramatically, while community expectations regarding safe and convenient movement for these groups is much higher than in the past. When coupled with higher traffic volumes within the township due to its growing population, there are increased safety risks for vulnerable users of the road network.

With such high demands for competing road space from various road transport options, it is considered essential to develop a strategy for now and into the future to ensure that all road user groups are safely managed and that road network infrastructure is developed in an environmentally friendly but economically practical manner.

The Council has engaged the services of HDS Australia Pty Ltd, who are road safety and traffic engineering specialists, to develop a strategic document for shared paths and bicycle lanes for Benalla. The project was undertaken in three stages over a six month period. In the first stage, a survey of existing facilities was completed, following which the second stage involved development of various works priorities. Both of these stages have been the subject of interim reports. The final stage of the project involved a period of community consultation, based upon information contained in the draft report, following which this final report has been prepared for formal consideration and adoption by the Council.

Consultation has been an important aspect of this project. In addition to the initial public questionnaire, and the public consultation period which followed release of the draft report, a Pathways to the Future Project Steering Committee has operated throughout the project, comprising representatives from various community interest groups. The first steering committee meeting was held on 11 April 2017 and the community wide questionnaire was launched following this meeting. Findings of stakeholder consultation, along with results from the community questionnaire, formed the basis for discussion at the second steering committee meeting held on 16 May 2017. Detailed proposals for improvement works, and associated work priorities, were discussed at the third meeting held on 6 July 2017. Public consultation feedback was discussed at the final steering committee meeting on 24 August 2017.

1.2 Typical Bicycle Network Elements

At the request of the Pathways to the Future Project Steering Committee, general information describing typical bicycle and footpath network elements has been included in this section, to enable the Council and the community to fully understand the options available before such elements are proposed for inclusion in the Benalla footpath/bicycle network.

Those readers with sufficient knowledge of footpath/bicycle network terminology and associated types of infrastructure may wish to skip to Section 2.0, where specific analysis for the Benalla network commences.

1.2.1 Types of Bicycle Paths / Lanes

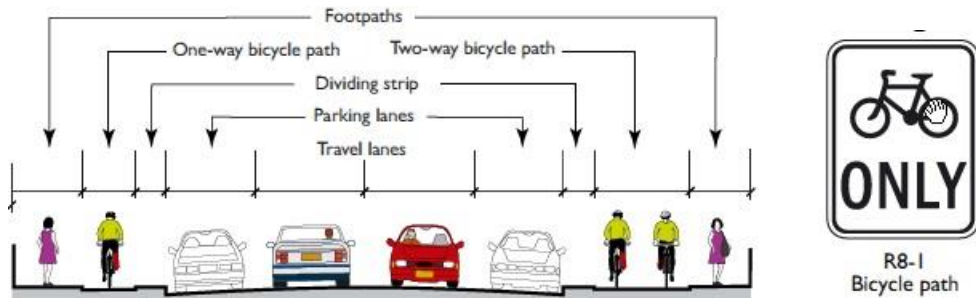
Off Road Paths – a bicycle path or shared path is said to be off road when it is located on a road-related area paralleling a road, or through parks or reserves, or within public transport corridors and other public or private land not open to motor vehicle traffic.

On Road Paths – a bicycle facility is said to be on road when it forms part of the road such as a bicycle lane or a shoulder shared with parked vehicles.

1.2.2 Off Road Bicycle Paths

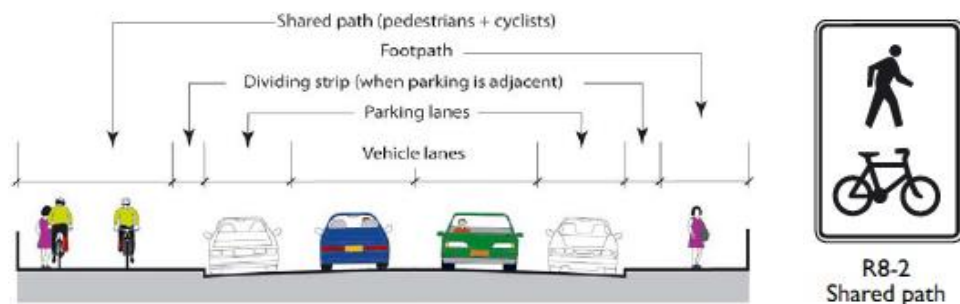
Bicycle Paths are a length of path for the exclusive use of bicycle riders, characterised by the following:

- Significant cycling demand but few pedestrians desire to use it;
- Limited motor vehicle access across the path;
- Alignment allows cyclists uninterrupted and safe travel at relatively high constant speed (e.g. 30 km/h); and
- Desirable width is 2.5m (local access path).



Shared Paths provide an area open to the public that is designated for use by both cyclists and pedestrians, characterised by the following:

- Demand exists for both pedestrians and cyclists but no intensity of use is expected;
- Existing low use footpath can be upgraded for cyclists;
- Minimum width is 2.5m (local access path) for low volume use; and
- Desirable width is 3.0m for moderate volumes.



1.2.3 On Road Bicycle Lanes

Exclusive Bicycle Lanes are lanes created by pavement marking and signs. This is the preferred treatment for cyclists on roads without any physical separation, characterised by the following:

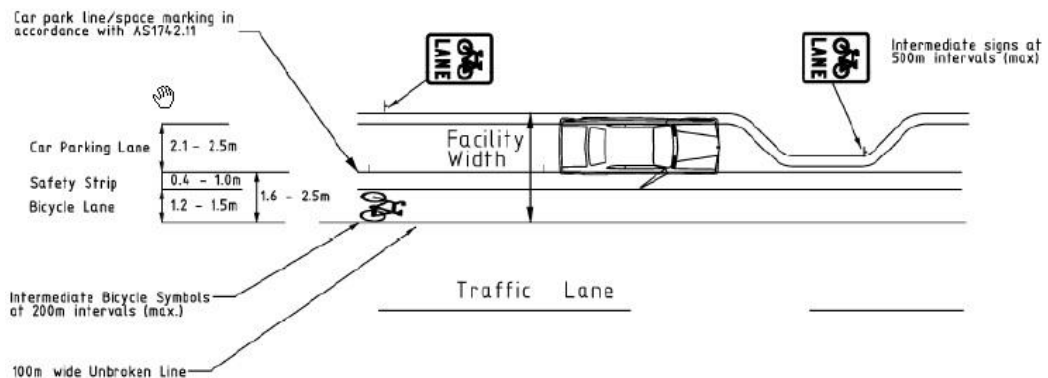
- Need to be legalised by signs and linemarking;
- Generally located at the left side of a road; and
- Should be provided on both sides of the road where possible.



Recommended bicycle lane widths depend on the speed environment, namely:

Road Speed (km/h)	Overall Bicycle Facility Width (m)		
	60	80	100
Desirable	1.5	2.0	2.5
Acceptable Range	1.2 - 2.5	1.8 - 2.7	2.0 - 3.0

Bicycle / Car Parking Lanes are most appropriate on a wide street where a demand for parking exists. A typical arrangement in this case is:



Wide Kerbside Lanes incorporate a normal marked lane on the left side of a carriageway of sufficient width to safely allow cyclists to travel beside the main traffic stream and to permit motorists to overtake cyclists without having to change lanes. This network element is designated by the white on blue bicycle route marker, rather than the black on white bicycle lane signs.



Wide kerbside lanes are characterised by the following:

- Generally appropriate in speed zones of 70 km/h or less; and
- Appropriate on all major traffic routes and collector roads, whether divided or undivided, where parking is either minimal or prohibited during peak periods.

Total kerbside lane width needs to meet the following criteria:

Road posted speed limit ⁽¹⁾ (km/h)	Lane width ^{(2),(3)} (m)	
	60 km/h	80 km/h
Desirable minimum	4.2	4.5
Acceptable range	3.7 - 4.5	4.3 - 5.0

Sealed Shoulders can be used where a road is not kerbed and provision for cyclists is required, a smooth sealed shoulder being the preferred treatment. Once again, this network element is designated by the white on blue bicycle route marker, unless sufficient width is available and appropriate signage used to create an exclusive on road bicycle lane.



The width required to create sealed shoulders for bicycle usage is generally the same as the widths required for exclusive bicycle lanes, namely:

Road Speed (km/h)	Overall Bicycle Facility Width (m)		
	60	80	100
Desirable	1.5	2.0	2.5
Acceptable Range	1.2 - 2.5	1.8 - 2.7	2.0 - 3.0

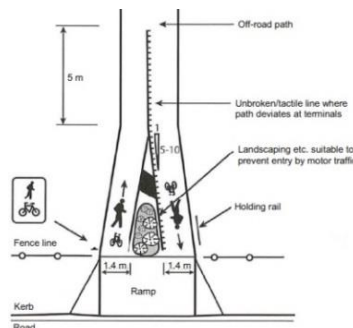
1.2.4 Local Bicycle Routes

These types of routes provide cyclists with access to nearby destinations such as schools, shops and community facilities within a local community. They tend to be located on quieter roads and through local parks and reserves. They support cycling that is more recreational in nature and provide access to local amenities. A white on blue bicycle route marker may, at the local council’s discretion, be used on these routes, but care needs to be taken by both cyclists and vehicles when such signs are in use, since the road width is likely to be insufficient for vehicles to safely pass cyclists without deviating partially into the opposing traffic lane.

1.2.5 Terminal Treatments

The purpose of bicycle path and shared path terminal treatments is to restrict unauthorised vehicles from entering the path, as well as to control bicycle movements when exiting the path.

Option 1: Installation of a separate entry and exit is the preferred treatment, but it needs space.



Option 2: Bollards or u-rails are a common option, but are not preferable due to the risk of collision for cyclists at night time.



Option 3: Staggered fence treatments slow cyclists but need to be properly delineated.



Option 4: Offset path treatments are similar to Option 3 but may not be suitable for primary school children due to riding skills.



1.2.6 Holding Rails at Road Crossings

Where prevention of unauthorised vehicle entry through the above terminal treatments is not considered necessary, suitable road crossing treatments are still required to ensure that cyclists are encouraged to enter and exit bicycle paths and shared paths in a controlled manner. A u-shaped rail placed in close proximity to the left side of a path on the approaches to an intersection with a road or another path is the standard treatment, combined with suitable signage and pavement markings warning of the road or path crossing.



1.2.7 Bicycle Parking and Storage Facilities

Examples of the facilities already installed in Benalla at the schools, information centre and shops are shown below:



Similar, but smaller, versions of these bicycle parking facilities could be considered at appropriate locations throughout the town centre and at the local shopping centre.

2.0 CRASH HISTORY REVIEW

2.1 Crash Analysis

Benalla Rural City Council has supplied crash data relating to vulnerable road user collision incidents reported to police for all roads in Benalla township, covering the period from 2009 to 2013.

There were a total of thirteen casualty crashes reported in the five year period from 1 January 2009 to 31 December 2013 within Benalla. All crashes occurred in a dry road condition and twelve crashes occurred during daylight. Crash details are described below:

- Friday 6 February 2009 5:15 – Ackerly Avenue westbound cyclist was hit by a vehicle exiting Mitchell Street (minor injury).
- Thursday 9 April 2009 15:30 – Pedestrian was hit by Bridge Street eastbound vehicle between Mary Street and Clarendon Street (minor injury).
- Friday 22 May 2009 17:00 – Witt Street southbound cyclist off carriageway between Anthony Street and Mackellar Street (serious injury).
- Monday 15 June 2009 8:38 – Nixon Street northbound vehicle failed to give way at intersection and collided with Benalla Street westbound cyclist (minor injury).
- Sunday 15 November 2009 12:28 – Bridge Street westbound vehicle veered left off carriageway and hit a pedestrian (serious injury).
- Friday 15 January 2010 16:10 – Carrier Street southbound scooter was hit by a vehicle without detailed information available (minor injury).
- Saturday 25 December 2010 20:00 – Ballintine Street westbound vehicle veered left off the carriageway and hit a pedestrian during night (serious injury).
- Tuesday 15 February 2011 17:30 – Garden Street southbound vehicle failed to give way at intersection and collided with Benson Street eastbound cyclist (serious injury).
- Tuesday 10 May 2011 16:20 – Pedestrian was hit by Carrier Street northbound vehicle without clear location (serious injury).
- Friday 18 November 2011 15:18 – Pedestrian was hit by Clarke Street northbound vehicle between Wedge Street and Midland Highway (serious injury).
- Sunday 5 February 2012 18:15 – Eastbound cyclist was hit by a vehicle exiting driveway on Midland Highway between Charles Street and Clarke Street (minor injury).
- Monday 12 March 2012 11:30 – Railway Place westbound vehicle failed to give way at intersection and collided with Midland Highway southbound cyclist (minor injury).
- Wednesday 2 May 2012 15:45 – Pedestrian was hit by Bridge Street westbound vehicle between Midland Highway and Carrier Street (serious injury).

The location of these crashes is shown on the map in Appendix A.

3.0 EXISTING NETWORK

There are currently four types of paths within Benalla Township. The locations and current connectivity of these facilities are shown on the maps in Appendix B, and are further discussed in the following paragraphs.

3.1 Shared Paths

3.1.1 Mansfield Road

The majority section of this shared path is located along the east side of Mansfield Road. The path is unsealed and its width varies from 2.0m to 2.5m due to overgrown grass. It starts at Evan James Drive and finishes at Waller Street. See photo below at left.

The remaining section of this shared path is located along the west side of Mansfield Road. The path is concrete and 2.0m wide. It starts from the school crossing south of Ballintine Street and finishes at Gaskin Street. See photo below at right.



Figure 3.1.1: Mansfield Road Shared Path

3.1.2 Nicholson Court

There is a shared path located at the end of Nicholson Court which provides local access from / to Mansfield Road. The path is approximately 1.5m wide and has edges covered by overgrown grass.



Figure 3.1.2: Nicholson Court Shared Path

3.1.3 Waminda Park

There are shared paths located at Waminda Park, which has a small playground. The paths link to Nicholson Court and provide local access for Kelly Court, Crilly Court and Gaskin Street in the neighbourhood. The paths are approximately 2.0m wide, with edges covered by overgrown grass.



Figure 3.1.3: Waminda Park Shared Path

3.1.4 Clarke Street

A 2.5m shared path starts at the VicRoads office frontage. The path narrows to approximately 2.0m and kinks to the north-west beside the drain at Deas Street, then goes under the railway bridge and finishes at Goodwin Street. The path provides access to Benalla P-12 Faithful Street (Primary + Secondary Campuses).



Figure 3.1.4: Clarke Street Shared Path

3.1.5 Thomas Street

A short section of shared path is located along the west side of Thomas Street from Martin Place to Bridge Street. The path is sealed and approximately 2.0m wide.



Figure 3.1.5: Thomas Street Shared Path

3.1.6 Bridge Street

A shared path is located along the south side of Bridge Street from Arundel Street to Fawckner Drive. The path is approximately 2.5m at the Arundel Street end, then widens to 3.2m before the bridge. The shared path continues and the width drops to approximately 2.6m on the bridge. See below first two photos.

A short section of shared path is also located on the north side of the bridge and its width is approximately 2.5m. See below the third photo.



Figure 3.1.6: Bridge Street Shared Paths

3.1.7 Lake Benalla Walking Track

The shared path located around Lake Benalla is very popular. The path width varies from 2.0m to 3.0m. The path on the south side of Bridge Street is sealed and in good condition, whereas on the northern side of the bridge the path has some gravel sections. In some places, the path is narrow due to overgrown grass. See photo on next page at left.

There are a few access points to the path which are located at Bridge Street, Arundel Street, Parkview Parade, Tower Road, Fawckner Drive, Mair Street, Church Street, Benalla Street, Ackerly Avenue, Lakeview Close, Deas Street and the Benalla Botanical Gardens. See photo on next page at right.



Figure 3.1.7: Lake Benalla walking track Shared Path

3.1.8 Sydney Road

Two short sections of concrete shared paths exist along Bridge Street East starting at the western leg of the Sydney Road roundabout. The paths are approximately 3.0m wide prior to the roundabout. After the roundabout, the path narrows to approximately 1.5m. It continues on the north side of the Sydney Road verge and ends at Lowens Lane.



Figure 3.1.8: Sydney Road Shared Path

3.1.9 Noarana Drive

A section of shared path is located in the new subdivision area to connect Noarana Drive and Evan James Drive. The path is unsealed and approximately 4.5m wide.



Figure 3.1.9: Noarana Drive Shared Path

3.2 Off-Road Bicycle Path

There is only one short section of off-road bicycle only path in the Benalla township.

3.2.1 Mansfield Road

The concrete path is located at Mansfield Road and is 2.0m wide. It starts from Gaskin Street and ends at Baddaginnie – Benalla Road.



Figure 3.2.1: Mansfield Road Off-Road Bicycle Path

3.3 On-Road Bicycle Lanes

Existing designated on-road bicycle lanes in Benalla township are discussed in the following paragraphs.

3.3.1 Goodwin Street

Goodwin Street is a council road running in an east west direction from Faithfull Street at its western end to Arundel Street. The road is posted 60 km/h and runs parallel to the railway line. The on-road bicycle lanes are located on both sides of Goodwin Street. The westbound bicycle lane width is 1.6m and generally consistent along the entire length of road. The eastbound bicycle lane is combined with on-street parking. The width is generally 3.5m but there is a 2.5m narrow section between Harold Street and Cook Street. Onsite observation confirms that most residents normally park their cars in driveways rather than on the street.



Figure 3.3.1: Goodwin Street Bicycle Lanes

3.3.2 Ackerly Avenue

Ackerly Avenue is a council road running in an east west direction from Arundel Street to Maginness Street (Midland Highway). It connects to Goodwin Street with a roundabout at the intersection. It is posted 60 km/h with approximately 1.6m bicycle lanes on both sides along the entire length of the road.



Figure 3.3.2 Ackerly Avenue Bicycle Lanes

3.3.3 Mackellar Street

Mackellar Street is a council road running in an east west direction south of the railway line. The road is subject to the 50 km/h urban default speed. The bicycle lanes start at Nunn Street and finish at Carrier Street. The road provides access to the Benalla Railway Station and to the Benalla Central Business District (CBD) for residents from the northern side of Benalla township.



Figure 3.3.3 Mackellar Street Bicycle Lanes

3.3.4 Carrier Street

Carrier Street is a council road running in a north south direction. The road is subject to the 50 km/h urban default speed. Carrier Street provides angle parking on both sides along most of the section of the road. There are also a few parallel parking bays on the western side of Carrier Street near Bridge Street. Bicycle lanes of 1.5m width are marked on both sides of Carrier Street. The road provides access to the Benalla Railway Station and Benalla CBD.



Figure 3.3.4 Carrier Street Bicycle Lanes

3.3.5 Benalla Street

Benalla Street is a council road running in an east west direction in the CBD. The road is subject to the 50 km/h urban default speed. The road is approximately 11.5m wide with two lane two way traffic. The bicycle lanes are on both sides of the road with a consistent width of more than 2.0m. They start at Mitchell Street and finish at Mackellar Street.



Figure 3.3.5 Benalla Street Bicycle Lanes

3.3.6 Church Street

Church Street is a council road running in an east west direction in the CBD. The road is subject to the 50 km/h urban default speed. The road is approximately 21.5m wide with two lane two way traffic flow. Unmarked angle parking is available on both sides of the road. Bicycle lanes are also provided on both sides of the road. They start at Nunn Street and finish at Salisbury Street.



Figure 3.3.6 Church Street Bicycle Lanes

3.3.7 Salisbury Street

Salisbury Street is a council road running in a north south direction. The road is posted 40 km/h between Mackellar Street and Church Street, then subject to the 50 km/h urban default speed for the remaining section to Coster Street. The road is approximately 9.0m wide with two lane two way traffic flow. Bicycle lanes of 1.5m width are provided on both sides of the road.



Figure 3.3.7 Salisbury Street Bicycle Lanes

3.3.8 Coster Street

Coster Street is a VicRoads road generally running in a north south direction. The road is posted 50 km/h. The road connects the CBD to the hospital precinct and south east suburbs. On-street parking is provided on both sides of the road. Bicycle lanes of 1.5m width are provided on both sides of the road.



Figure 3.3.8 Coster Street Bicycle Lanes

3.3.9 Thomas Street

Thomas Street is a council road generally running in a north south direction. The road is subject to the 50 km/h urban default speed. On-street parking is provided on both sides of the road. The northbound bicycle lane starts from Waller Street and ends at Martin Place. Cyclists then divert to a shared path on the western side of Thomas Street after Martin Place, due to Thomas Street being one-way before Bridge Road. The southbound bicycle lane starts from Bridge Street and finishes at Waller Street.



Figure 3.3.9 Thomas Street Bicycle Lanes

3.3.10 Wedge Street

Wedge Street is a council road running in an east west direction immediately to the west of Lake Benalla. The bicycle lanes start at Clarke Street and finish at Arundel Street.

The road is subject to the 50 km/h urban default speed from Clarke Street to Goomalibee Street. In this section, the sealed carriageway is approximately 9.5m wide with two lane two way traffic flow. Bicycle lanes of 1.5m width are located on both sides of the road.

The posted road speed reduces to 40 km/h from Goomalibee Street to Arundel Street along FCJ College frontage. Approximately 3.6m wide of combined on-street parallel parking and bicycle lanes are located on both sides of the road.



Figure 3.3.10 Wedge Street Bicycle Lanes

3.3.11 Arundel Street

Arundel Street is a council road running in a north south direction immediately to the west of Lake Benalla. The bicycle lanes start at Bridge Street and finish at Wedge Street. The road is subject to the 50 km/h urban default speed. The sealed carriageway is approximately 15m wide with two lane two way traffic flow. Bicycle lanes of 1.5 m width are located on both sides of the road.



Figure 3.3.11 Arundel Street Bicycle Lanes

3.4 Footpaths

Existing footpaths in Benalla township are described in the following section.

3.4.1 Sealed Footpaths

The widths of sealed footpaths in Benalla are inconsistent. Generally the footpaths are 1.0m to 1.4m wide, of concrete or asphalt construction, and built to out-dated standards. These paths are located on both sides of roads in the CBD area, but on only one side of roads in some residential streets. The footpaths in recent subdivisions, generally in the south west corner of Benalla, are built to 1.5m width on both sides of the road.



Figure 3.4.1: Typical Sealed Footpaths

3.4.2 Unsealed Footpaths

Unsealed gravel footpaths are common on residential streets in most of the old subdivision areas within Benalla. These paths are generally 1.0m to 1.2m wide, but occasionally some are as low as 0.9m due to overgrown vegetation. These paths are generally located on only one side of the road and often with missing sections.



Figure 3.4.2: Typical Unsealed Footpath

3.5 Bicycle Parking Facilities

Several bicycle parking facilities were observed within Benalla township.

3.5.1 Aldi Supermarket & Local Store

Aldi Supermarket provides a covered bicycle parking facility which is located at its car park. See photo on next page at left.

A local store on Coster Street provides an uncovered bicycle parking facility at its shop frontage. See photo on next page at right.



Figure 3.5.1: Bicycle Parking Facilities at shops

3.5.2 Benalla CBD

The CBD precinct provides uncovered bicycle parking facilities at a number of locations.

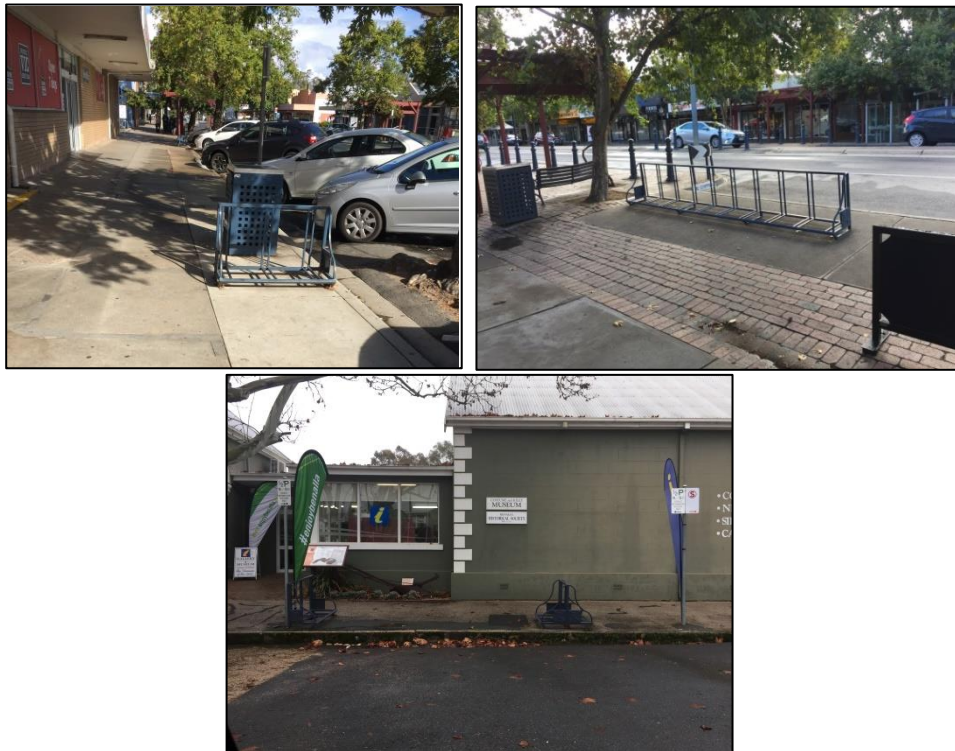


Figure 3.5.2: Bicycle Parking Facilities in the CBD

3.5.3 Schools

Benalla P-12 College provides covered bicycle parking facilities at all five local campuses.

Australian Christian College provides a covered bicycle parking facility at its entrance.

FCJ College provides a covered bicycle parking facility within the campus.

St Joseph's Primary School provides an uncovered bicycle parking facility within the campus.

GoTafe also provides a covered bicycle parking facility at its entrance.



Figure 3.5.3: Bicycle Parking Facilities at schools

3.6 Stakeholder Consultation

Various forms of consultation have been undertaken to ensure the footpath/bicycle network meets the requirements of the local community and visitors to the district, in the process providing direction for the study and ensuring that relevant issues are covered.

An online community bicycle questionnaire (refer to Appendix C) was developed and posted on the Council's website on 11 April 2017 and closed on 8 May 2017, with a total of 49 responses received. There were 31 questions asked in the questionnaire. A summary of responses is provided below. Detailed questionnaire responses, including quite a few who have included their names and phone numbers, have been separately provided to nominated council staff and elected members as Enclosure 1 to this report. These detailed responses are not available for general publication by reason of respondent privacy.

Analysis of the online survey results revealed the following:

- 89% of respondents are from Benalla and 98% of respondents are aged over 18.
- 49% and 46% of respondents are male and female respectively (5% preferred not to say).
- 52% of respondents walk more than 30 mins during the week.
- 4% of respondents scooter between 10 and 30 mins during the week.
- 19% of respondents cycle more than 30 mins during the week.
- 50% of respondents drive or take public transport more than 30 mins during the week.
- Only 1 respondent had his/her bicycle/scooter stolen in the last 5 years (stolen from Mair Street swimming pool).
- 60% of respondents would like to see more bicycle/scooter parking facilities such as at shopping precincts, around lake walk / playground, railway station, library, swimming pool, etc.
- 68% of respondents own a bicycle and an additional 2% of respondents have access to a bicycle.
- 75% of respondents own a bicycle helmet but only 42% of respondents wear them.
- 15% of respondents use a bicycle every day, 23% at least once a week, 36% occasionally.
- 24% of respondents often use a bicycle at night but only 44% of those who ride at night have a light.
- 83% of cyclists are relatively confident with their cycling skills.
- 80% of cyclists ride for fitness and recreational purposes.

- 23% of respondents do not ride bicycles in town due to safety concerns.
- 7% of respondents own a scooter and an additional 5% of respondents have access to a scooter.
- 3 out of 49 respondents use a scooter every day and 1 often uses it at night.
- Bridge Street, Carrier Street, Nunn Street, Coster Street and Benalla Lake Walk are repeatedly shown as respondents' common walking, cycling or scootering routes.
- Respondents have strong concerns about lack of safe crossing facilities on Bridge Street and other roundabouts, uneven paths not being well maintained, and a lack of paths on some streets with poor linkages.
- Respondents express strong needs to have paths or cycle lanes to Winton Wetlands.

3.7 Summary of Issues with Existing Network

The following issues regarding safe and effective operation of the existing path network in Benalla were identified as part of the initial desktop and site based analysis:

- The off street shared paths are generally not wide enough to allow adequate mixed use by pedestrians and cyclists, increasing the risk of collision.
- The shared paths connectivity is poorly defined.
- There is poor connectivity between shared paths and the on-road bicycle lanes.
- There is a lack of signage and clear linemarking for on-road bicycle lanes.
- Some footpaths in residential streets are too narrow to accommodate mixed use by pedestrians and mobility scooters.
- There are some high usage paths leading to main destinations which require widening or to be sealed.
- There are missing or discontinued paths in numerous locations.
- There is a lack of bicycle parking facilities at some key destinations.

Overall, the existing network of shared paths and designated on-road bicycle lanes are poorly connected. In addition, the widths of existing shared paths are below the currently minimum standard of 2.5m, and on-road bicycle lane signage and linemarking is inadequate. Footpaths in several places are narrow with missing links.

There is significant potential to expand the number of designated bicycle lanes or shared paths and footpaths, if the community identifies this as a priority. This potential opportunity is explored in Section 4.0 of this report.

4.0 PROPOSED NETWORK ENHANCEMENTS AND PRIORITIES

As part of the shared path strategic plan for Benalla, an enhanced shared path network has been developed by the HDS Australia consultant team in conjunction with staff from Benalla Rural City Council and VicRoads. This new shared path network for Benalla aims to provide safer facilities for cyclists and pedestrians, with completed links into the existing network and various new elements based upon community identified needs. The new network aims to link residential developments with schools and educational institutions, recreational facilities, trails and paths, as well as catering for commuting trips and, where cost effective, the needs of all groups.

This plan incorporates a suggested three stage implementation program for the delivery of proposed network enhancements. The following sections provide specific recommendations regarding prioritisation of network improvements.

4.1 A Three Stage Improvement Strategy

Future growth and staging of development within the Benalla township may ultimately impact on the priority for implementing proposed enhancements to the network. While specific timing and priority of enhancements cannot be accurately determined, as it is subject to current and future council decisions regarding funding, based on the information currently at hand a set of recommendations with regard to likely timing and priority have been established.

For the purpose of this strategy, three stages have been identified for implementation of network enhancements, namely:

Priority 1 – Works (generally of low cost) required to ensure that existing paths comply with the current standard and proper crossings are provided at critical desired locations. Widening or sealing of existing narrow paths is not included in the list as it will be a higher cost to implement. Priority 1 works should be undertaken as soon as funds and resources become available, but not later than 12 months. Priority 1 work activity is included in the Priority 1 Action List shown in Section 4.2.

Priority 2 – Works (generally of low to medium cost) required to complete critical linkages in the existing network. Priority 2 works should be undertaken in the next 2 to 4 years. Priority 2 work activity is included in the Priority 2 Action List shown in Section 4.3.

Priority 3 – Works (generally of medium to high cost) to expand other opportunities within the Benalla township. Priority 3 works should be undertaken in the next 5 to 10 years, if the works fit within the Council's overall capital works funding priorities. Most Priority 3 works will need to be separately scoped, with preliminary design and cost estimates provided (plus further public consultation where appropriate), before implementation of these recommendations. A Priority 3 Action List is shown in Section 4.4.

All proposed works are depicted on the maps in Appendix D.

4.2 Priority 1 Action List

Pathways to the Future Priority 1 Action List				
Road	Location	Deficiency	Treatment	Estimated Cost (\$)
Footpaths				
Coster St	Bridge St to Samaria Rd	Narrow width, uneven surface & steep pram crossings	Widen path to 1.5m where possible, repair surface & re-grade pram crossings	25,000
Bridge St	Entire length	Narrow width, uneven surface & steep pram crossings	Widen path to at least 1.5m, repair surface & re-grade pram crossings	25,000
Shared Paths				
Mansfield Rd (east side)	Evan James Dr to Waller St	Narrow width (irregular width less than 2.5m due to overgrown grass)	Regular trimming & weeding required	500
Mansfield Rd	Evan James Dr to Baddaginnie-Benalla Rd	Lack of holding rails	Install holding rails	3,000
Mansfield Rd	Evan James Dr to Baddaginnie-Benalla Rd	Lack of signs to legally terminate a shared path	Install shared path 'End' signs at back of existing signs	1,000
Sydney Rd (north side)	Witt St to Lowens Ln	Narrow path	Widen 2.5m shared path	30,000
Samaria Rd (east side)	Go TAFE to Estia	Wide path	Install sign / pavement marking to define shared path	500
Samaria Rd (east side)	Estia to River Gum Dr	No path	Install 2.5m shared path	10,000
On Road Bicycle Lanes				
Existing bike lanes	Several routes	Worn linemarking and missing signs	Refresh linemarking and install signs	40,000

Other Works				
Benalla CBD	Bounded by Mair St, Church St, Smythe St, Coster St, Lowry Pl and Fawckner Dr	Busy area with high vehicle and pedestrian volume	40 km/h speed reduction	1,000
Bridge St	Mair St / Fawckner Dr intersection	Lack of bicycle access	Modify islands to cater for cyclist movements	5,000
Bridge St CBD	Nunn St to Smythe St	Lack of formal crossing for pedestrians	Upgrade the current informal crossing x 3 to zebra crossings with flat top humps (wombat crossings)	45,000
Denny St	Access to major CBD off street car park	Busy car park with high pedestrian volume	Install speed reduction device at Denny St entry points and implement 10 km/h shared zone	5,000
Faithfull St / Goodwin St / Ackerly Av	Along this route	Currently unsigned heavy vehicle detour route	Reinforce the route for heavy vehicles	1,000
Bridge St	Nunn St intersection	Short pedestrian crossing time	Provide pedestrian early starts at signal. Also fully control right turns and modify approach lane on Nunn St	3,000

4.3 Priority 2 Action List

Pathways to the Future Priority 2 Action List			
Road	Location	Deficiency	Treatment
Footpaths			
Boger St (south side)	Faithfull St to Arundel St North	No footpath	Install 1.5m wide footpath
Arundel St North (west side)	Boger St to Goodwin St	No footpath	Install 1.5m wide footpath
Faithfull St (west side)	Robinson Ct to Goomalibee Rd	No footpath	Install 1.5m wide footpath
Waller St (both sides)	Mansfield Rd to Garden St	No footpath / narrow footpath	Install / widen to 2.0m wide footpath
Cowan St (north side)	Mansfield Rd to 70m east, plus Clarke St to Oloughlin Dr	No footpath	Install 1.5m wide footpath
Cowan St (south side)	Mansfield Rd to 20m east	No footpath	Install 1.5m wide footpath
Perth St (north side)	Salisbury St to 180m east	No footpath	Install 1.5m wide footpath
Wedge St (south side)	Clarke St to Charles St, plus Arundel St to Lake Benalla Walk	No footpath	Install 1.5m wide footpath
Deas St (north side)	Clarke St to Charles St, plus Arundel St to Lake Benalla Walk	No footpath	Install 1.5m wide footpath
Charles St (east side)	South of Deas St to Kent St	No footpath	Install 1.5m wide footpath
Benson St (north side)	Cecil St to Market St	No footpath	Install 1.5m wide footpath
Clarke St (east side)	Waller St to Bond St	No footpath	Install 1.5m wide footpath
Clarke St (west side)	Deas St to Kent St	No footpath	Install 1.5m wide footpath
Margaret St (west side)	Waller St to Bond St	No footpath	Install 1.5m wide footpath
Cecil St (west side)	Waller St to Egmont St, plus Benson St to Arundel St	No footpath	Install 1.5m wide footpath
Market St (east side)	Waller St to Crockford St	No footpath	Install 1.5m wide footpath

Garden St (west side)	Waller St to Arundel St	No footpath	Install 1.5m wide footpath
Crofton St (both sides)	Clarke St to Margaret St	No footpath	Install 1.5m wide footpath
Egmont St (north side)	Margaret St to Market St	No footpath	Install 1.5m wide footpath
Arundel St (east side)	North of Bridge St to Wedge St	No footpath	Install 1.5m wide footpath
Fawckner Dr (south side)	Coster St to Bridge St	No footpath	Install 1.5m wide footpath
Thomas St (west side)	Cowan St to Egmont St	No footpath	Install 1.5m wide footpath
Goomalibee St (west side)	Deas St to Kent St	No footpath	Install 1.5m wide footpath
Shared Paths			
Samaria Rd (east side)	Sydney Rd to Go TAFE, River Gum Dr to Shawbrook Av	Missing shared path	Install missing 2.5m shared path and upgrade existing 2.5m path to shared path
Baddaginnie-Benalla Rd & Cemetery Rd	Ballintine St to Cemetery Rd	No existing path	Install 2.5m shared path
Sydney Rd (north side)	Lowens Ln to Winton Wetlands	No existing path	Install 2.5m shared path
Road reserve and Taungurong Park	Diagonally from Kitson Ct to Benson St then to Maud St / Arundel St intersection	Lack of shared paths	Construct 2.5m shared path to connect Waller St and Benalla Showground
Waminda Park	Waminda Park	Narrow width (less than 2.5m)	Widen the shared path to 2.5m
Nicholson Ct	Mansfield Rd to Nicholson Ct	Narrow width (less than 2.5m)	Widen the path to 2.5m
Mansfield Rd Shared Path (west side)	Waller St to Gaskin St	Narrow width (irregular width less than 2.5m)	Widen the path to 2.5m
Mansfield Rd Shared Path (west side)	Gaskin St to Baddaginnie-Benalla Rd	Narrow width (irregular width less than 2.5m)	Widen the path to 2.5m
Thomas St (east side)	Cowan St to Amber Av	No path	Install 2.5m shared path
Thomas St (east side)	Amber Av to Waller St	Narrow footpath	Widen to 2.5m shared path

On Road Bicycle Lanes			
Nunn St	Bridge St to Church St	Lack of space for cyclists	Install 1.5m on-road bicycle lanes on both sides between existing parking lanes and traffic lanes
Nunn St	Church St to Mackellar St	Lack of space for cyclists	Reduce to 2 lane 2 way along most of the section, install 1.5m on-road bicycle lanes on both sides
Other Works			
Church St	Nunn St intersection	Lack of ped crossing point and potential angle crashes	Roundabout or splitter islands installation
Deas St	Charles St, Goomalibee St and Arundel St intersection	Lack of crossing points	Install ped refuge islands x 6 on 3 intersections (i.e. both sides of Deas St)
Wedge St	Charles St, Goomalibee St and Arundel St intersection	Lack of crossing points	Install ped refuge islands x 6 on 3 intersections (i.e. both sides of Wedge St)
Fawckner Dr	Senior Citizen Centre	Uncontrolled crossing point	Provide zebra crossing (not wombat crossing which will restrict CFA movements)
Fawckner Dr	Nunn St intersection	Lack of ped crossing point and potential angle crashes	Roundabout or splitter islands installation
Coster St	near Lowry Pl	Lack of crossing point	Provide wombat crossing
Mair St	near Bridge St	Lack of crossing point	Provide wombat crossing
Carrier St	Outside Coles	Uncontrolled crossing point	Formalise existing pedestrian crossing as wombat crossing
Salisbury St	Bridge St intersection	Dangerous intersection has near misses crash history	Signalise the intersection or roundabout

4.4 Priority 3 Action List

Pathways to the Future Priority 3 Action List			
Road	Location	Deficiency	Treatment
Footpaths			
Kent St (south side)	Lake Benalla Walk to western end	No footpath	Install 1.5m wide footpath
Charles St (west side)	South of Deas St to Kent St	No footpath	Install 1.5m wide footpath
Goomalibee St (east side)	Wedge St to Kent St	No footpath	Install 1.5m wide footpath
Clarke St (east side)	Deas St to Kent St	No footpath	Install 1.5m wide footpath
Meadows Ave (either side)	Samaria Rd to Salisbury St	No footpath	Install 1.5m wide footpath
Melrose St (south side)	Samaria Rd to Salisbury St	No footpath	Install 1.5m wide footpath
Mary St (east side)	Mackellar St to Bridge St	No footpath	Install 1.5m wide footpath
Olivers Rd (both sides)	Cowan St to Grant Dr	No footpath	Install 1.5m wide footpath as part of future subdivision development
Grant Dr (both sides)	Olivers Rd to Mansfield Rd	No footpath	Install 1.5m wide footpath as part of future subdivision development
Mackellar St (south side)	Midland Hwy to Mitchell St	No footpath	Install 1.5m wide footpath
Mitchell St (east side)	Mackellar St to Benalla St	No footpath	Install 1.5m wide footpath
Shared Paths			
Lake Benalla Walk (north section)	Bridge St to Bridge St	Narrow width (irregular width less than 2.5m)	Seal current unsealed section to 2.5m
Kilfeera Rd (south side)	Peppermint Pl to east of Ironbark Dr	Narrow footpath	Widen the footpath to 2.5m shared path
Kilfeera Rd (south side)	Samaria Rd to Peppermint Pl, Ironbark Dr to Willis Little Dr	No shared path	Install 2.5m shared path

On Road Bicycle Lanes			
Faithfull St	Bridge St to Goomalibee Rd	Wide road with no linemarking	Provide proper linemarking incl edgeline and possible space for central painted medians. Install parking lanes and 1.5m on-road bicycle lanes on both sides
Witt St	Bridge St to railway line	Lack of space for cyclists	Provide linemarking for 1.5m on-road bicycle lanes on the existing shoulders on both sides
Other Works			
Bridge St West (both directions)	Faithfull St to Arundel St	Narrow and missing path	Reduce existing four lane two way carriageway to two lane two way; retain existing central turning lane. Widen the existing footpaths to 1.8m and install separate 1.5m wide off-road bicycle path. Reconstruct kerblines and on-road parking lane
Bridge St West (eastbound)	Arundel St to Monash Bridge	Narrow width for shared path and lack of separation between cyclists and pedestrians	Reduce existing four lane two way carriageway to two lane two way. Construct 1.5m on-road bicycle lane with safety buffer zones in between the new traffic lane and angle parking on eastbound

Bridge St West (westbound)	Arundel St to Monash Bridge	Lack of separation between cyclists and pedestrians	Reduce existing four lane two way carriageway to two lane two way. Construct new kerblines and separated 1.5m off-road bicycle path next to the existing path. Downgrade the existing path from shared path to footpath. Install new on-street parking lane
Bridge St East (both directions)	Smythe St to Witt St	Narrow and missing path	Reduce existing four lane two way carriageway to two lane two way; retain existing central turning lane. Widen the existing footpaths to 1.8m and install separate 1.5m wide off-road bicycle path. Reconstruct kerblines and on-road parking lane
Bridge St	Clarke St intersection	High demand for straight through movement across Bridge St	Signalise Clark St intersection in lieu of the current POS to the west of Clark St
Bridge St	Monash Bridge	Narrow heritage bridge with no separation between pedestrians and cyclists	Investigate possibility of separation of pedestrians and cyclists
Bridge St	Monash Bridge	Narrow heritage bridge with no physical barrier between cars and pedestrians	Investigate possibility of a physical barrier between vehicle lanes and paths
Grant Dr	Mansfield Rd	Lack of splitter island	Install splitter island at Grant Dr similar to Waller St and Cowan St

4.5 Public Feedback

Benalla Rural City Council released the “Pathways to the Future – Shared Path Project – Draft Report (for Consultation)” on 8 August 2017 and it was open to the public until 21 August 2017. During this period, 23 responses were received from interested parties in Benalla.

The following key issues were identified:

- Most of the respondents agree that introduction of a 40 km/h zone in the CBD is a good idea and provides a safer environment for cyclists and for pedestrians crossing the road.
- Most of the respondents agree that the proposed pedestrian crossings with flat top speed humps (wombat crossings) at Bridge Street, Coster Street, Mair Street and Carrier Street will greatly improve pedestrian safety.
- Most of the respondents support proposed signalisation or a roundabout at the Salisbury Street / Bridge Street intersection.
- With regard to proposed lane reduction and narrowing in Bridge Street, some respondents are against this proposal and are concerned about traffic congestion during peak hours. On the other hand, some respondents support the proposal to improve cyclist safety on the road.
- A resident would like Council to construct the agreed and previously planned shared path on Kilfeera Road between Ironbark Drive and Willis Little Drive.
- A resident recommended improving pedestrian accessibility from the north west area to the CBD.
- A resident would like Council to regularly maintain existing footpaths in Benalla.
- A resident recommended improving pedestrian accessibility on Mackellar St from Mitchell St to the railway station.

5.0 EDUCATION, ENFORCEMENT & ENCOURAGEMENT PROGRAMS

Currently there are several education programs and courses available to the wider community on the benefits, safety and resources available to cyclists. There is also a wide variety of information available over the internet dedicated to providing cyclists with a large amount of information ranging from tips for commuting on main roads to planning a recreational cycling journey.

This section highlights some of the educational programs and other resources available to cyclists within Victoria.

5.1 BikeEd

BikeEd is run by VicRoads and delivered in schools and community settings. The program helps children aged 9 to 13 years to develop the skills they need to ride safely and independently on roads and paths.

The program involves a mix of practical activities conducted off-road (in the school grounds) and on-road (on local roads) together with classroom activities. The Bike Ed Instructor's Manual is the key component of Bike Ed. The manual consists of four modules:

- Getting started
- Basic bike skills
- Building skills for riding in traffic
- Riding on paths and riding on-road.

The BikeEd Instructor's Manual is available to purchase by visiting <https://www.vicroads.vic.gov.au/safety-and-road-rules/road-safety-education/primary-schools/bike-ed> or calling (03) 8391 3255.

5.2 Road Safety Education Victoria

Road safety education is the program of educational activities around road safety that should be provided to children and young people in formal and community education settings – early childhood services, primary and secondary schools.

Road safety education also encourages and supports the role that parents and carers need to play in helping their children to be safe in traffic and to learn about road safety.

Road safety education seeks to develop the behaviours and attitudes for safe road use relevant to the development of children and young people as passengers, pedestrians, cyclists and as novice drivers.

Detailed information can be found at <http://www.roadsafetyeducation.vic.gov.au/home>.

5.3 Bicycle Network Victoria

Bicycle Network Victoria is an independent not-for-profit association dedicated to providing support to all recreational and commuting cyclists and members of the organisation in Victoria. It provides a variety of services included organised rides, education courses as well as advocating for the improvement of road and path conditions for cyclists, together with associated facilities and infrastructure.

Detailed information can be found at <https://www.bicyclenetwork.com.au/rides-and-events/?category=programs>.

6.0 PROMOTION AND TOURISM

Benalla Rural City Council is able to promote and support cycling by providing readily available information linking to key organisations, cycling maps, encouragement initiatives and participation in future cycling events.

6.1 Promotion Initiatives

Benalla Rural City Council should endeavour to increase its advertising and promotion of specific cycling events and other cycling related information, as well as related environmental and health events, through its Community Newsletter and on local radio spots, plus the community notice board and Council's website. The website could also include cycling related links to National and State Government, Cycling Maps and Organisations as listed below.

Internet Links

National Bodies:

Australian Bicycle Council: <http://www.austroads.com.au/abc/>

Cycling Australia: <http://www.cycling.org.au/>

Cycling Promotion Fund: <http://www.cyclingpromotion.com.au/>

Bicycle Federation of Australia: <http://www.bfa.asn.au/>

TravelSmart Australia: <http://www.travelsmart.gov.au/>

VIC State Government:

Cycling Victoria: <http://vic.cycling.org.au/>

Transport for Victoria: <http://economicdevelopment.vic.gov.au/transport/cycling-and-walking/cycling/cycling-projects/cycling-resources>

TravelSmart Victoria: <http://www.travelsmart.vic.gov.au/>

VIC Cycling Organisations

Victoria Cycling Federation: <http://vic.cycling.org.au/>

Bicycle Network Victoria: <https://www.bicyclenetwork.com.au/>

6.2 The Local Newspaper

Positive media coverage of cycling is vital in lifting the profile of cycling as a fun, healthy and popular activity.

The local newspaper is an excellent method of encouraging and disseminating educational information to the community. On-going publicity of new bicycle lanes or paths, local and regional cycling news, and upcoming events would help to increase cycling. It may be possible for the newspaper to run a regular column on cycling, listing local and regional bicycle news, upcoming events and the environmental, recreational and health benefits of cycling to individuals and the community.

Promoting public awareness and respect for bicycle users educates motorists and bicycle users to better understand each other's needs and helps to increase road safety and improve motorist behaviour.

7.0 CONCLUSIONS AND RECOMENDATIONS

7.1 Conclusions

The process for development of the “Pathways to the Future – Shared Path Strategy” for Benalla has proved effective in identifying deficiencies in the current network and opportunities for improvement. Implementation of proposed enhancements to physical infrastructure will be dependent on the Council’s funding priorities over the next few years and, in the case of more significant Priority 2 and Priority 3 improvements, further public consultation as well as detailed design.

More detailed conclusions follow:

1. There were thirteen bicycle / pedestrian related crashes in Benalla in the five year period from 1 January 1999 to 31 December 2013.
2. The existing network has a number of deficiencies, most notably –
 - a) The off street shared paths are generally not wide enough to allow adequate mixed use by pedestrians, cyclists and mobility scooter users, increasing the risk of collision.
 - b) The shared paths connectivity is poorly defined.
 - c) There is poor connectivity between shared paths and the on-road bicycle lanes.
 - d) There is a lack of signage and clear linemarking for on-road bicycle lanes.
 - e) Some footpaths in residential streets are too narrow to accommodate mixed use by pedestrians and mobility scooters.
 - f) There are some high usage footpaths leading to main destinations which require widening or to be sealed.
 - g) There are missing or discontinued footpaths in numerous locations.
3. An enhanced network for Benalla is proposed which aims to provide safer facilities for vulnerable road users, with completed links into the existing network and various new elements based upon community identified needs. The enhanced network aims to link residential developments with schools and educational institutions, recreational facilities, trails and paths, as well as catering for commuting trips and, where cost effective, the needs of road cycling groups. Key elements of the expanded network are –
 - a) Provide more footpaths in high population density areas.
 - b) Upgrade existing shared paths.
 - c) Upgrade existing on-road bicycle lanes.
 - d) Improve connectivity between footpath and shared paths.
 - e) Identify other infrastructure improvements.
4. A suggested three stage implementation program for the delivery of proposed physical infrastructure enhancements has been developed. Works priorities are defined below –

Priority 1 – Works (generally of low cost) required to ensure that existing paths comply with the current standard and proper crossings are provided at critical desired locations. Widening or sealing of existing narrow paths is not included in the list as it will be a higher

cost to implement. Priority 1 works should be undertaken as soon as funds and resources become available, but not later than 12 months.

Priority 2 – Works (generally of low to medium cost) required to complete critical linkages in the existing network. Priority 2 works should be undertaken in the next 2 to 4 years.

Priority 3 – Works (generally of medium to high cost) to expand other opportunities within the Benalla township. Priority 3 works should be undertaken in the next 5 to 10 years, if the works fit within the Council's overall capital works funding priorities. Most Priority 3 works will need to be separately scoped, with preliminary design and cost estimates provided (plus further public consultation where appropriate), before implementation of these recommendations.

7.2 Recommendations

The following recommendations are presented for consideration by the Council:

1. The "Pathways to the Future – Shared Path Strategy", as described in this Final Report, be adopted by Council and operate for an initial five year period from October 2017 to September 2022.
2. Subject to an interim review of its continuing relevance, to be completed not later than September 2022, operation of this plan be extended for a further period of up to five years from October 2022 to not later than September 2027.
3. The Priority 1 Action List for the network enhancements, as described in Section 4.2 of this report, be approved by the Council for implementation between October 2017 and September 2018.
4. The Priority 2 Action List for the network enhancements, as described in Section 4.3 of this report, be approved by the Council for implementation between October 2018 and September 2022 (at the latest), subject to an appropriate level of further design and community consultation for each individual project.
5. Individual projects within the Priority 3 Action List for network enhancements, as described in Section 4.4 of this report, be considered by the Council for implementation within a maximum ten year time frame, subject to funding priorities and an appropriate level of further design and community consultation for each individual project.
6. The Council approves development of a bicycle awareness and education program, including appropriate presentations to school and community groups, as well as signage at key entrances to the township, which identifies Benalla as a "bicycle friendly" community offering safe opportunities for the use of bicycles in and around the township.


Appendix A

Crash History Map



- LEGEND:**
- SCHOOL CROSSING: ●
 - SIGNALISED INTERSECTION: ●
 - ROUNDABOUT: ○
 - MINOR INJURY: ■
 - SERIOUS INJURY: ■

Designed and Documented by



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Client
BENALLA RURAL CITY COUNCIL

Project
**PATHWAYS TO THE FUTURE -
SHARED PATH PROJECT
BENALLA TOWNSHIP
CRASH HISTORY
JAN 2009 - DEC 2013**

Drawn: PC	Checked: KY
Scales: As shown	Sheets in Set: -

Drawing Number:
BE303-A01

July 2017


Appendix B

Maps of Existing Network



- LEGEND:**
- ON ROAD BICYCLE LANE:
 - OFFROAD BICYCLE LANE:
 - FOOT PATH:
 - SHARED PATH:
 - SCHOOL CROSSING:
 - SIGNALISED INTERSECTION:
 - ROUNDABOUT:

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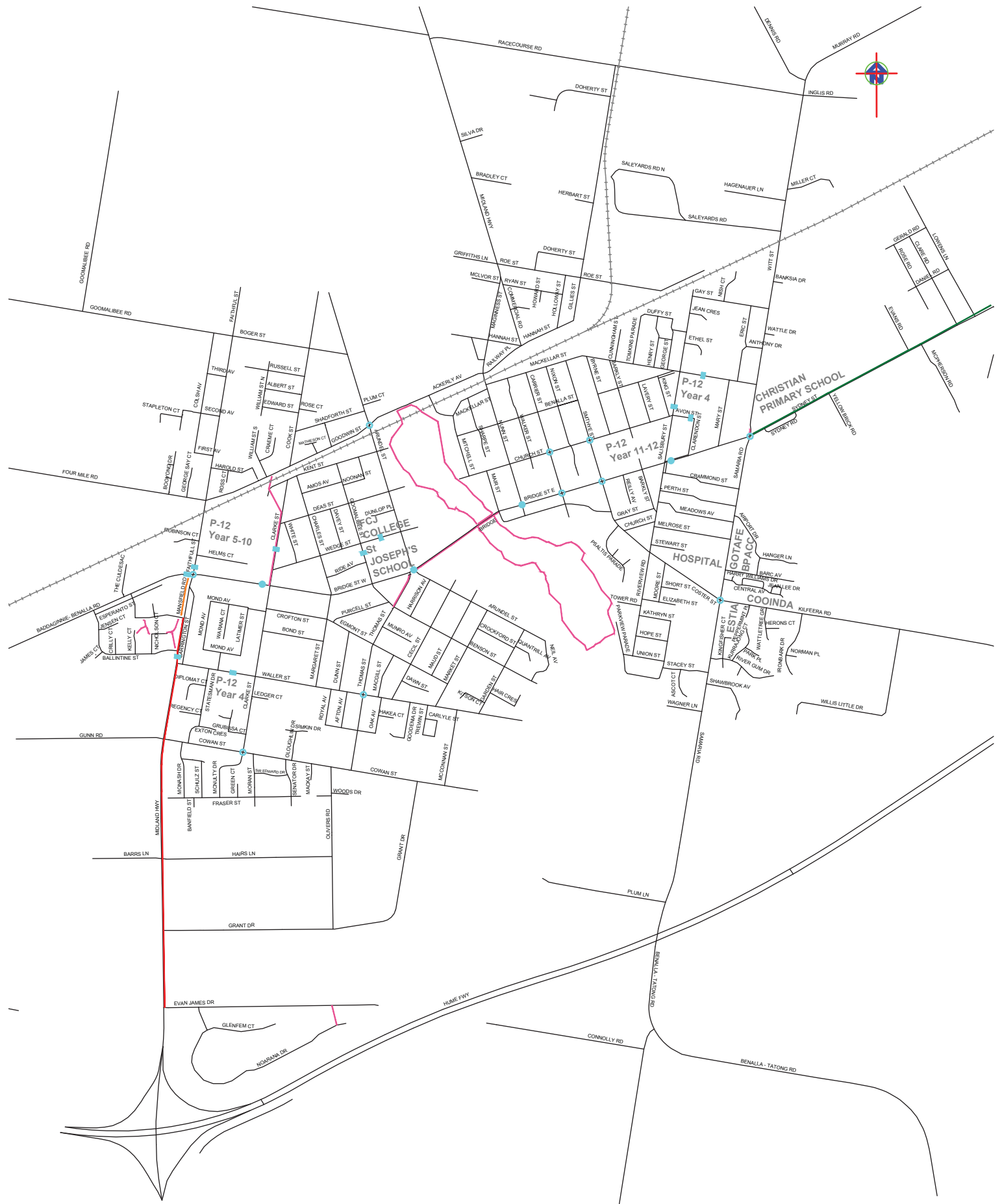
Client
BENALLA RURAL CITY COUNCIL

Project
PATHWAYS TO THE FUTURE -
SHARED PATH PROJECT

FOOT PATH
EXISTING CONDITION

Drawn: PC	Checked: KY
Scales: As shown	Sheets in Set: .
Drawing Number: BE303-B01	

July 2017



- LEGEND:**
- ON ROAD BICYCLE LANE: —
 - OFFROAD BICYCLE LANE: —
 - FOOT PATH: —
 - SHARED PATH: —
 - SCHOOL CROSSING: ●
 - SIGNALISED INTERSECTION: ●
 - ROUNDABOUT: ○

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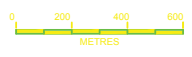
Project
**PATHWAYS TO THE FUTURE -
SHARED PATH PROJECT**

**SHARED PATH AND OFFROAD BICYCLE LANE
EXISTING CONDITION**

Drawn: PC Checked: KY
Scales: As shown Sheets in Set: .

Drawing Number:
BE303-B02

July 2017



- LEGEND:**
- ON ROAD BICYCLE LANE: —
 - OFFROAD BICYCLE LANE: —
 - FOOT PATH: —
 - SHARED PATH: —
 - SCHOOL CROSSING: ●
 - SIGNALISED INTERSECTION: ●
 - ROUNDABOUT: ○

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Project
PATHWAYS TO THE FUTURE - SHARED PATH PROJECT

ON ROAD BICYCLE LANE EXISTING CONDITION

Drawn: PC	Checked: KY
Scales: As shown	Sheets in Set: -
Drawing Number: BE303-B03	
July 2017	

Appendix C

Online Community Bicycle Questionnaire

**Pathways to the Future – Shared Path
For Benalla Township**

Survey Questionnaire

The Pathways to the Future project is to plan for the delivery of a safe shared path network that provides space for pedestrians, cyclists and scooter drivers to travel. The project will establish locations for signage, speed changes or other treatments where paths intersect or travel alongside roadways. The project will also develop goals for road safety for the Benalla community.

PART A – BENALLA TOWNSHIP FOOTPATH & SHARED PATH NETWORK

Q1. Please list the major streets / shared paths within Benalla that you commonly use when walking, cycling or scootering.

Q2. During the week, when travelling in Benalla, please advise how long you travel by each mode of transport for each trip? (Tick one in each timeframe)

	<10 mins	10 to 30 mins	>30 mins
Walking			
Mobility scooter			
Cycling			
Driving/Public Transport			

Q3. Have you had a bicycle / scooter stolen in the last 5 years? If so, was it securely locked? From where was it stolen? (Tick one answer on each line)

- | | |
|--|--|
| <input type="checkbox"/> No, I haven't. | <input type="checkbox"/> Yes, I have |
| <input type="checkbox"/> No, it was not locked | <input type="checkbox"/> Yes, it was locked. |

Please specify from where it was stolen from_____

**Q4. Are secure bicycle / scooter parking facilities needed in Benalla? (Tick one)
Please specify the location if you say yes.**

- | | |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

Q5. If you experience any specific problems related to walking, cycling and scootering in Benalla, please describe.

Q6. What improvements could the Council make which would encourage you to walk, cycle and use a mobility scooter more frequently?

Q7. Where should new footpaths / shared paths be located to best meet your needs? (Please name either the street or local destination)

PART B – BICYCLE OWNERSHIP AND GENERAL USAGE

Q1. Do you own or have access to a bicycle? (Tick one)

- Yes, I own a bicycle
- I have access to a bicycle
- No, I don't have access or own a bicycle

Q2. Do you own a bicycle helmet? Do you wear a bicycle helmet? (Tick one answer on each line)

- | | |
|--|---|
| <input type="checkbox"/> Yes, I own a helmet. | <input type="checkbox"/> No, I don't own a helmet. |
| <input type="checkbox"/> Yes, I wear a helmet. | <input type="checkbox"/> No, I don't wear a helmet. |

Q3. How frequently do you use a bicycle? (Tick one)

- Every day
- At least once a week
- Occasionally
- Never

Q4. Do you often use the bicycle at night? Do you have a light? (Tick one answer on each line)

- | | |
|--|---|
| <input type="checkbox"/> Yes, I often travel at night. | <input type="checkbox"/> No, I don't often travel at night. |
| <input type="checkbox"/> Yes, I have a light. | <input type="checkbox"/> No, I don't have a light. |

Q5. How confident are you about using a bicycle? (Tick One)

- Highly skilled, no issues using a bicycle
- I am confident using a bicycle
- I am interested in using a bicycle but concerned about safety and travel paths
- Not confident using the bicycle but interested in learning
- Not confident using a bicycle and not interested in learning

Q6. If you do ride, what is the main reason you ride a bike? (Tick multiple boxes)

- Recreation
- Fitness
- Commuting (including to work or taking the kids to school)
- Utility (e.g. shopping, appointments)
- Touring or holiday activity
- Other (please specify)

Q7. If you don't ride, what are the reasons you don't cycle? (Tick multiple boxes)

- Physical
- Safety concerns
- Lack of adequate paths / lanes
- Don't want to ride on the road
- Lack of facilities when I get to destination (secure parking, shower & like)
- Other transport options are more convenient
- Physical concerns (balance, ability, vision or similar)
- Don't own / have access to a bike
- Lack of time
- Other (please specify)

Q8. What are the major benefits you experience from cycling? (Tick multiple boxes)

- Physical
- Health & fitness
- Enjoyment or social activity
- Mental health or ability to get away
- Financial benefit, compared to car / bus
- Convenience and flexibility
- Other (please specify)

Q9. Do you use current on road bicycle lanes or off roads paths? (Tick one on each line)

On road bicycle lanes

Yes

No

Off road bicycle lanes

Yes

No

Which do you prefer and why?

PART C – MOBILITY SCOOTER OWNERSHIP AND GENERAL USAGE

Q1. Do you own or have access to a mobility scooter? (Tick one)

- Own
- Have access to a mobility scooter
- Don't have access, own or need one

Please continue to Part E if you answered NO to this question.

Q2. Do you own a scooter helmet? Do you wear a scooter helmet? (Tick one answer on each line)

- | | |
|--|---|
| <input type="checkbox"/> Yes, I own a helmet. | <input type="checkbox"/> No, I don't own a helmet. |
| <input type="checkbox"/> Yes, I wear a helmet. | <input type="checkbox"/> No, I don't wear a helmet. |

Q3. How frequently do you use a mobility scooter? (Tick one)

- Every day
- At least once a week
- Occasionally
- Never

Q4. Do you often use the mobility scooter at night? Do you have a light? (Tick one answer on each line)

- | | |
|--|---|
| <input type="checkbox"/> Yes, I often travel at night. | <input type="checkbox"/> No, I don't often travel at night. |
| <input type="checkbox"/> Yes, I have a light. | <input type="checkbox"/> No, I don't have a light. |

Q5. How confident are you about using a mobility scooter? (Tick One)

- Highly skilled, no issues using a scooter
- I am confident using a scooter
- I am interested in using a scooter but concerned about safety and travel paths
- Not confident using the mobility scooter but interested in learning
- Not confident using a mobility scooter and not interested in learning

Q6. If you use a scooter, what is the main reason you ride a scooter? (Tick one)

- Recreation
- Fitness
- Commuting
- Utility (e.g. shopping)
- Other (please specify)

Q7. What are the reasons you don't ride a scooter? (Tick multiple boxes if relevant)

- Perceived/actual safety concerns
- Lack of adequate paths/lanes
- Lack of adequate end of trip facilities
- Other transport modes are more convenient
- Don't own/have access to a scooter
- Lack of time
- Can't ride
- Other (please specify)

Q8. What are the major benefits you experience from riding a scooter? (Tick multiple boxes)

- Enjoyment
- Financial
- Convenience
- Other (please specify)

PART D – FURTHER INFORMATION

Q1. Are there any other issues relating to footpaths / shared paths in Benalla you wish to raise?

Q2. Would you like to receive an email of future public meetings in relation to the study?

Yes No

PART E – PLEASE TELL US SOME THINGS ABOUT YOURSELF

Name (Optional):

Phone or email (Optional):

Place you reside (Circle One): Benalla / Other (Please Specify) _____

Age:

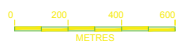
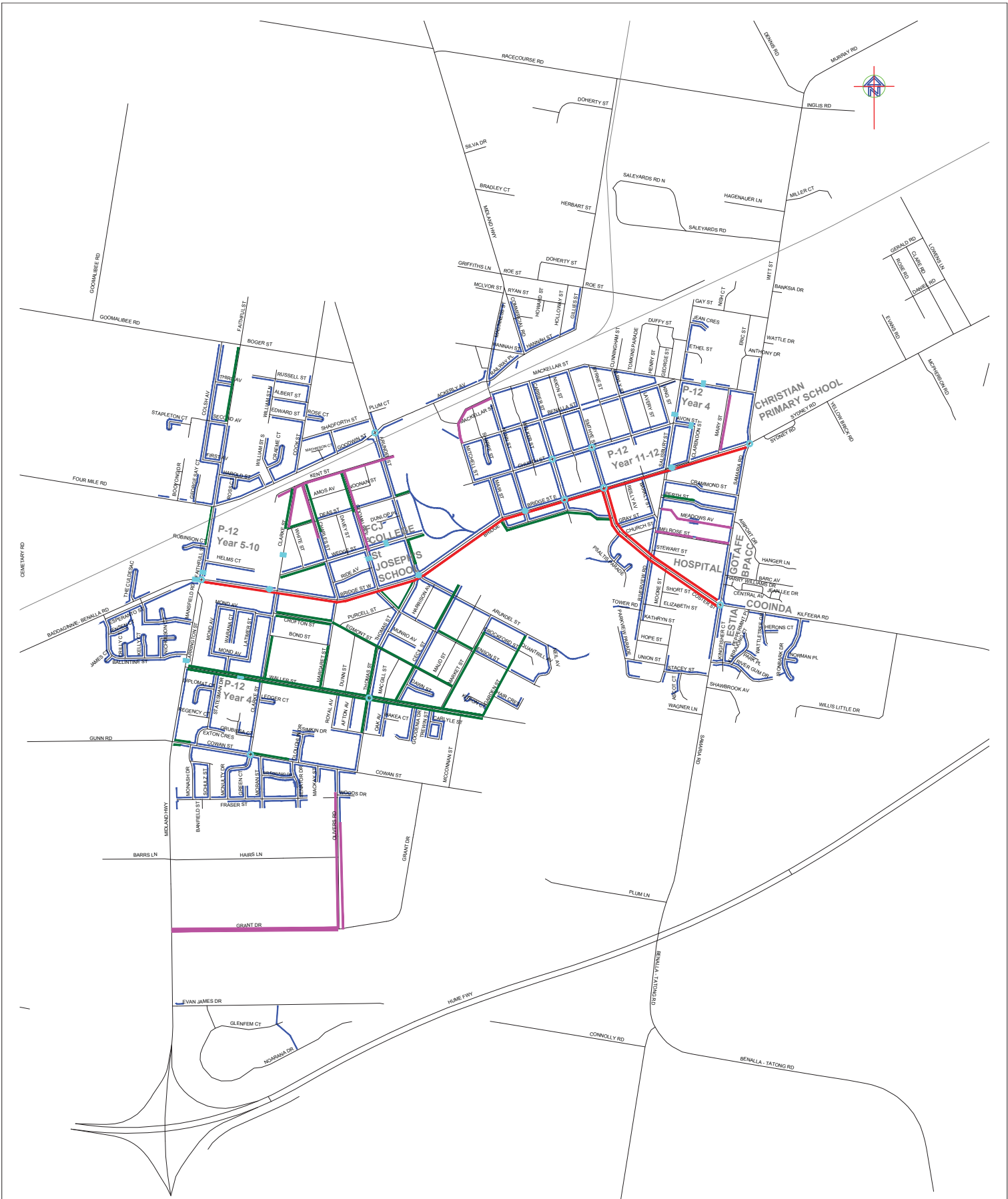
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<input type="checkbox"/> 31-40	<input type="checkbox"/> >80

Gender:

Male Female Prefer not to say

Appendix D

Maps of Proposed Network Enhancements



LEGEND:

- EXISTING FOOT PATH: —
- PROPOSED FOOTPATH PRIORITY 1: —
- PROPOSED FOOTPATH PRIORITY 2: —
- PROPOSED FOOTPATH PRIORITY 3: —
- SCHOOL CROSSING: ■
- SIGNALISED INTERSECTION: ●
- ROUNDABOUT: ○

Designed and Documented by

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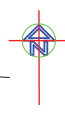
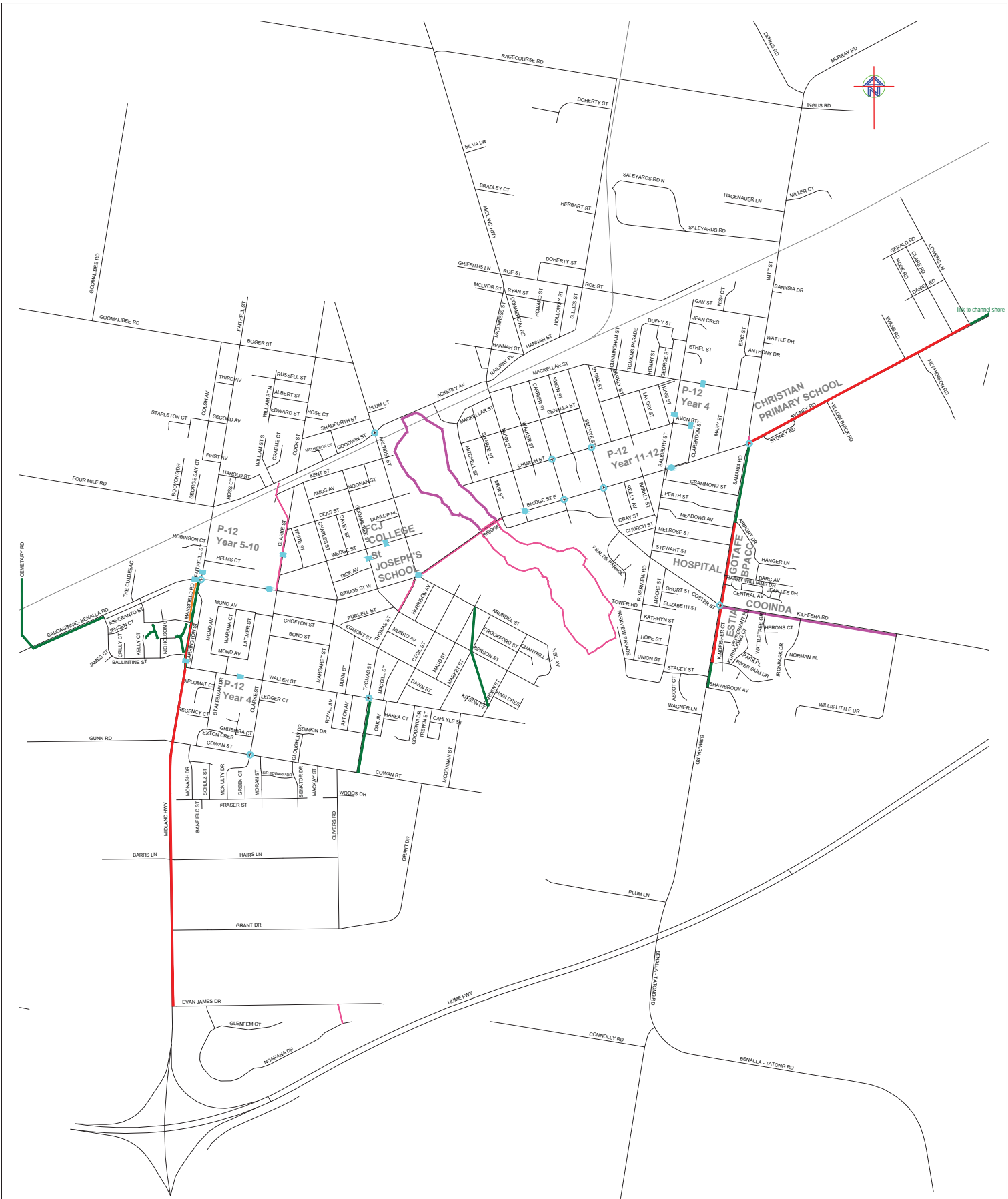
Project: **PATHWAYS TO THE FUTURE – SHARED PATH PROJECT**

FOOT PATH PROPOSED WORKS

Drawn: PC	Checked: KY
Scale: As shown	Sheets in Set: -

Drawing Number: **BE303-D01**

October 2017



LEGEND:

- EXISTING SHARED PATH: —
- PROPOSED SHARED PATH PRIORITY 1: —
- PROPOSED SHARED PATH PRIORITY 2: —
- PROPOSED SHARED PATH PRIORITY 3: —
- SCHOOL CROSSING: ■
- SIGNALISED INTERSECTION: ■
- ROUNDABOUT: ○

Designed and Documented by

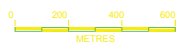
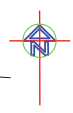
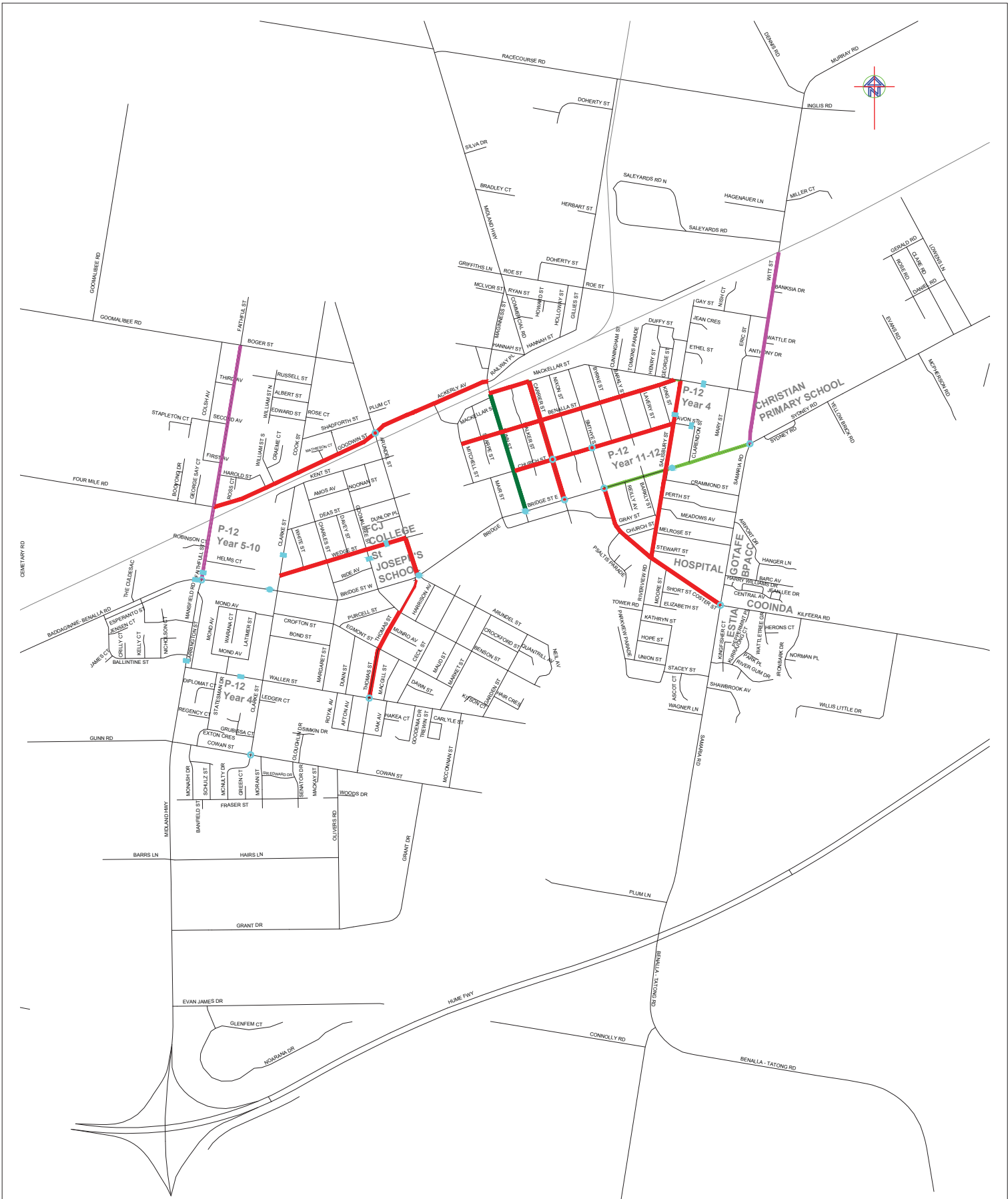
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Project: **PATHWAYS TO THE FUTURE – SHARED PATH PROJECT**

SHARED PATH PROPOSED WORKS

Drawn: PC	Checked: KY
Scale: As shown	Sheets in Set: -
Drawing Number: BE303-D02	
October 2017	



LEGEND:

- EXISTING BIKE LANE: —
- PROPOSED BIKE LANE PRIORITY 1: —
- PROPOSED BIKE LANE PRIORITY 2: —
- PROPOSED BIKE LANE PRIORITY 3: —
- SCHOOL CROSSING: ■
- SIGNALISED INTERSECTION: ■
- ROUNDABOUT: ○

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Project: **PATHWAYS TO THE FUTURE – SHARED PATH PROJECT**

ON ROAD BICYCLE LANE PROPOSED WORKS

Drawn: PC	Checked: KY
Scales: As shown	Sheets in Set: .
Drawing Number: BE303-D03	
October 2017	

