

Walking and Cycling Strategy

Rural City of Wangaratta



Demand and Consultation Findings

About this document

This document is the Demand and Consultation Finding for the Wangaratta Walking and Cycling Strategy prepared by @leisure Planners.

The views expressed in this document are those provided by the community and stakeholders. They do not necessarily reflect the views held by @leisure or Council.

Acknowledgements

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1. Introduction

1.1.1 The project

@leisure planners assisted Council to prepare a Walking and Cycling Strategy for 2019 to 2029 to increase the number of people walking and cycling in Wangaratta.

What will the plan do?

The plan will identify the following:

- Ways to make walking and cycling easier and more enjoyable for more people
- Priority improvements to the quality, safety and continuous nature of facilities to better connect people to where they want to go
- What can be done to create a culture of cycling and walking in Wangaratta planning and management functions
- How to encourage more people of all ages, backgrounds and abilities to ride and walk for longer and more often.

Why is Council doing this plan?

There are considerable benefits of cycling and walking. These include the personal benefits of physical exercise and the mental health benefits of being outdoors. Walking and cycling are very affordable ways to travel and stay fit, to socialise and reduce stress, and see the outdoors.

More people walking and cycling in Wangaratta will mean better health outcomes for the community, less traffic congestion and demand for parking, a quieter, cleaner, greener Wangaratta. More visitors walking and cycling in Wangaratta will mean economic benefits for the City.

The last cycling plan was prepared in 1999.

The plan will guide Council's planning and management priorities over the next 10 years, determine how Wangaratta could be more pedestrian and bicycle friendly and as well as guide funding decisions and what projects should seek external funding.

2 Demand for walking and cycling

2.1 Context and demographics influences

The Rural City of Wangaratta is located in north-eastern Victoria, about 235 kilometres north-east of the Melbourne CBD.

Wangaratta City is identified as one of 10 regional cities in the State and one of the three regional cities within the Hume Region. It is identified as a growth centre for regional development. Hume is a fast-growing region in Victoria with a social, cultural fabric and heritage to match its natural beauty. This region is renowned for world-class wines, gourmet food, and is part of the 'food bowl of Australia.' The Goulburn, Broken, Ovens, Kind and Kiewa Rivers are important to the region for environmental, lifestyle and business.

The Strathbogie Ranges are a gateway to the famous High Country and the region is renowned for nature based and cycle tourism.

The region's diversity and new opportunities in key industries will ensure steady economic development and jobs growth that is reflected in Hume's population growth, which is projected to grow by over 38% over the 20 years to 2031.

Population

There were over 28,857 residents living in the Rural City of Wangaratta in 2017, 19,930 of whom live in urban Wangaratta. Council's vision is to be a City of 40,000 people by 2030.

Two growth areas on the outskirts of Wangaratta have been identified by Council that will accommodate projected population growth (of some 5000 people) over the next 10-15 years. These localities are currently used for farming and rural residential purposes. The images below illustrate the location of these areas (and the provision of planned walking and cycling paths).

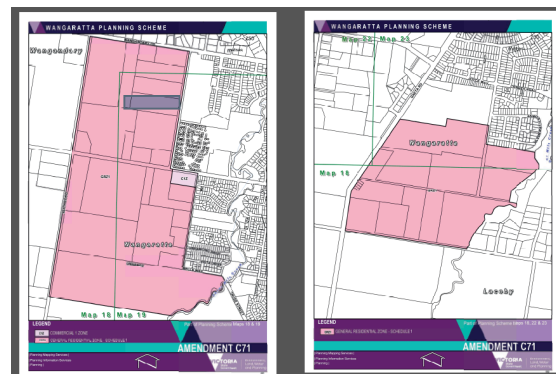
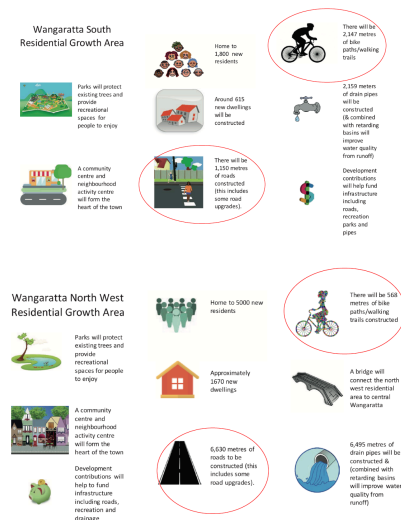


Figure 1. Areas that will experience residential growth in Wangaratta



2.1.1 Localities in the Rural City of Wangaratta

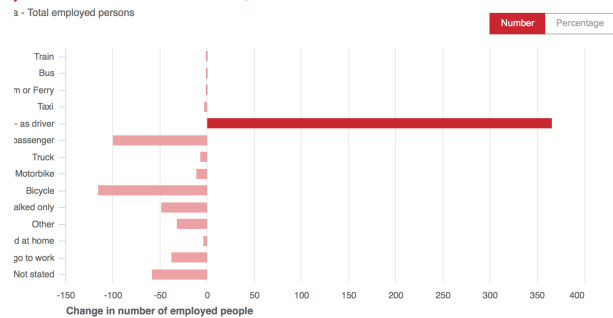
The main rural townships and villages in the City include Boorhaman, Carboor Cheshunt, Eldorado, Everton, Edi Upper Glenrowan, Oxley, Milawa, Moyhu, Myrree, Peechelba, Springhurst, Tarrawingee, Whitfield and Whorouly. The census small areas divide the City into seven districts such are used in this plan. The population of these (2016) is shown in the following table.

Table 1: Number of residents by locality Rural City of Wangaratta

Locality	Total residents 2016
Glenrowan and District	2823
Moyhu and King Valley	1861
Oxley-Milawa and Ovens Valley	3205
Springhurst-Eldorado and District	1719
Wangaratta (Central-East)	3696
Wangaratta (South)	5895
Wangaratta (West)-Waldara	9076
Wangaratta	18,667
Rural City of Wangaratta	2831

In Wangaratta 477 people rode their bike (115) or walked to work (362) in 2016, compared to more than 5900 who travelled in a private car. There has been some significant change in mode of travel to work since 2011, as shown by the following graph.

Change in method of travel to work, 2011 to 2016



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 and 2016 (Usual residence data). Compiled and presented in profile.id by .id, in partnership with the Australian Bureau of Statistics.

Demographic Influences

Age, income, ethnicity and education, in addition to remoteness are key determinants of physical activity and health.

People born in non-English speaking countries have lower levels of physical activity than English. Country of birth is not likely to be a factor in the residents walking and cycling in Wangaratta as only 8% of residents were born overseas in total. This is compared to 11% for regional Victoria as a whole.

The age profile of the population is not likely to significantly affect participation in cycling and walking as it has a slightly higher average of school aged children for whom participation in cycling is generally high and walking for recreation relatively low. However, the population has a slightly smaller proportion of young adults and a larger proportion of middle aged and older adults than for Victoria as a whole, where participation in walking for recreation is likely to be higher than in younger groups.

Wangaratta has a slightly higher proportion of people with a disability, who are unemployed, and have a relatively low income.

Perceptions of Safety

Most (95.8%) Wangaratta residents agreed that they felt safe walking alone during the day, which is similar to the Victorian estimate (92.5%). Two-thirds (66.6%) of Wangaratta residents agreed that they felt safe walking alone in their local area after dark, which is significantly more than the Victorian estimate (55.1%). There has been no significant change in perceptions of safety for Wangaratta between the 2007, 2011 and 2015 surveys.¹

¹ VicHealth Indicators Survey 2015

People Engaged in Adequate Physical Exercise

Individuals who participate in physical activities are healthier in mind and body and have a reduced risk of cardiovascular and related diseases. Participation also builds social cohesion and connectedness, thereby reducing isolation, a recognised social determinant of health.

Wangaratta has a higher percentage (67.9%) of residents who regularly engage in adequate physical exercise compared to the Hume Region and Victorian averages (both 63.9%).²

People who are obesity or overweight

The percentage of the Australian population who are considered obese has been increasing rapidly over the past twenty-five years. In 1980, one in 14 Australians were obese, however based on current trends by 2025, a third of the population could be obese.³

The percentage of children under 17 yrs. who are overweight or obese (27.3%) is lower than for the Victoria as a whole (29.4%). However, the percentage of the Wangaratta population 18 years and over that are overweight or obese is higher (67.7%) than for Victoria (62.8%).

Due to the aging demographic and their weight profile, encouraging more people to walk or cycle could have significant benefits.

² Adequate Physical Exercise defined as completing at least 5 sessions per week with an accrued minimum of 150 minutes of moderate and/or vigorous activity.

³ Colin Bins (Department of Health and Aging). 2006.

School Walkability

For young people, independent mobility (i.e. walking or cycling in the neighbourhood without adult supervision) is important for their physical, social, cognitive and emotional development. It appears, however, that many parents restrict their children's movement around their local neighbourhood due to safety concerns⁴. Active travel, for example walking, bicycling to school is a key way of increasing levels of physical activity. In 2016 Wangaratta had the same Walkability index score as the Hume Region, both of which is below the State index for walkable primary schools⁵.

A number of schools were interviewed for this project. Whilst the culture of cycling differs between school most of the key issues and themes were the same: "There tends to be a lot of helicopter parents who won't let kids do anything on their own- need to support change in this area." "Ride and walk to school days are popular but generally the numbers drop away straight away after those promotional days." "Some kids get the bus from outside Wangaratta and therefore cannot walk or ride." "I think educating parents along with students is the key, many students would like to ride but their parents do not allow them to as it is perceived as 'not safe.' Realistically we have a great network of bike paths in town, many running close to schools, providing links to these paths would be a good step."

Transport Limitations

In 2016 some 26% of people living in Wangaratta had experienced transport limitations in the previous year, compared to 22.6% in the Hume Region and the Victorian

State average of 23.7%⁶. This was reinforced during the community and stakeholder consultation. A number of people raised the poor quality of bus services and that it was not possible to take bikes on trains.

Good access to public transport is an important feature of a sustainable community. Public transport access is seen as a tool to improve social inclusion and community wellbeing and is inevitable associated with the need to walk.

As the table shows, although Wangaratta may be on par with the Hume Region, both areas are significantly underserved by public transport access compared to the rest of Victoria.

Table 2. Comparison of Transport Accessibility

Indicator	Wangaratta	Hume	Victoria
Proportion of LGA within 400m of a Bus/Tram Stop or within 800m of a Train Station (%)	0.4	0.3	0.9
Average Distance to Nearest Public Transport Stop (km).	5.2	6.2	2.1

Road Traffic Fatalities and Road Traffic Major Injuries

It is important that roads are safe for all users, as a sustainable community is one that has many integrated transport options so that residents are not forced to rely on cars. It is equally important that increased levels of walking and cycling do not lead to higher numbers of pedestrian and cycling casualties.

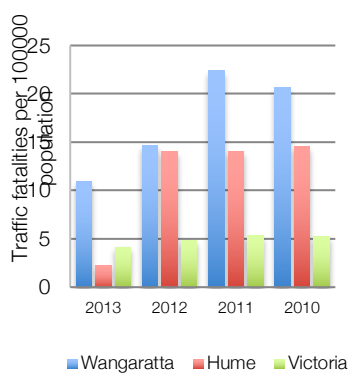
⁴ Ms Alison Carver Centre for Physical Activity and Nutrition Research Deakin University Undated.

⁵ DEECD & Department of Sustainability and Environment, 2012.

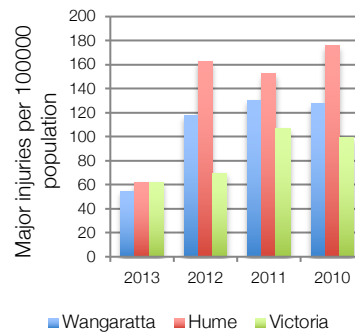
⁶2011 VicHealth Indicators Survey.

The following graphs show a comparison of traffic fatalities and major injuries in Wangaratta versus Hume Region and Victoria between 2010 and 2013. The graphs indicate that both Wangaratta and the Hume region had serious road safety issues during this period.

Road Traffic Fatalities Comparison 2010-2013



Road Traffic Major Injuries Comparison



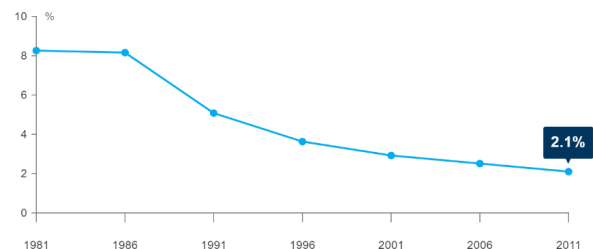
This study will update this with 2018 data.

In the last 2 years there were 5 road fatalities in the RC of Wangaratta, including one pedestrian in 2018. See following table.

Road User type	Gender	Age	Nature of Road
Driver	Male	83	Arterial Road
Motorcycle rider	Male	60	Arterial Road
Driver	Male	69	Arterial Road
Driver	Male	19	Local Road
Other/unknown	Male	47	Local Road
Pedestrian	Female	53	Local Road

Method of Travel to Work – Cycling, Wangaratta

The share of people walking and cycling for transport has been falling steadily since 1981, and currently just 1% of people ride to work, with 4% walking and more than 70% travelling by car. See image following.



Method of Travel to Work – Cycling – Wangaratta

Source: Profile.id – Method of Travel to Work, ABS Census 2016

⁷ Transport Accident Commission.

Cycling Participation

Findings from the National Cycling Participation survey (from the 2017 study) were as follows:

- 15.5% of the Australian population had ridden in the previous week, 21.8% had ridden in the previous month and 34.2% had ridden at least once in the previous year.
- Young children have high levels of cycling participation, with 43.8% of males and 37.4% of females aged under ten years having ridden in the previous week. Male participation increases in the 10 to 17-year age bracket, with 50.4% having ridden in the previous week.
- However, female cycling participation falls markedly in the 10 to 17-year age bracket, with 16.9% having ridden in the previous week.
- Of those who cycled in the past month, a much higher proportion did so for recreational purposes (80.6%) compared to those who cycled for transport purposes (30.7%). This proportion has not changed significantly since 2011.
- Males are significantly more likely to participate in cycling than females with 20.4% of males and 10.7% of females having ridden in the past week.
- Among those who had ridden in the past week, the average time ridden was 2 hours and 32 minutes.
- Around 55.8% of households have at least one bicycle in working order.

The Victorian Cycling Strategy 2018-28 vision is to increase the number, frequency and diversity of Victorians cycling for transport by investing in a safer, lower-stress, better-connected network, prioritising strategic cycling corridors making cycling a more inclusive experience.

About 60 percent of Victorians like to ride, but they don't cycle, or cycle less, because they want a safer, lower-stress, better-connected network and a more inclusive cycling culture. If we had such a network and culture, four in 10 Victorians say they would be encouraged to cycle, or cycle more often, to destinations close to where they live. They would be attracted by the comfort and safety of the cycling experience, the predictability of the journey time and the low cost.

2.1.2 Potential participation in walking and cycling

Somewhere between 5000 and 11,000 Wangaratta residents are likely to ride a bicycle.

- If we assume that 4 in 10 Wangaratta residents would cycle (see above) that means over 11,000 residents may cycle, if the right encouragements and support were provided.
- If we apply the participation rates from the National Cycling Participation Rates for Victoria, to Wangaratta's population (34% cycled in the last year) some 9800 residents are likely to cycle.
- Based on the current population of the City of Wangaratta using AusPlay 2018 statistics for cycling an estimated 5100 people are likely to ride.

The number of people who are likely to walk for recreation in Wangaratta, based on AusPlay 2018 statistics is estimated at over 10,000.

If you combine likely users of off-road shared paths, based on AusPlay 2018 state average participation rates, applied to the Wangaratta resident population suggests some 10,000 people are likely to use off-road shared paths.

3 Community and Stakeholder Engagement

3.1 Methods and responses

Council asked the community to contribute to this plan by identifying:

- What problems you encounter when you ride or walk
- Opportunities to expand the current path network, off road trails or bike lanes or gaps in existing facilities
- How your school, work place or local community could encourage more people to walk or ride.

A number of methods were used to engage with residents and stakeholders about walking and cycling in the Rural City of Wangaratta. A web page was created as a portal for exchange of information and a poster and Facebook page was created for comments. The Facebook page was promoted to Facebook users in Wangaratta over a period of few days in February 2019.

The following table outlines the number of people who responded to an invitation to contribute to this plan, and the form of engagement.

Method of Engagement	Approx. no. of people reached / attempts
Telephone interviews of schools, local clubs surrounding Councils and community groups and other stakeholders	30
Facebook	1300/6
Reference/advisory group meetings	
Community drop in sessions	5
Council officer's workshop	10
On-line survey respondents	125
Email comments/submissions	12
Comments on the map	166

3.2 Household survey findings

A greater proportion of survey respondents walk and cycle than participate in just one of those activities. More females walk than cycle and more males cycle than walk. This is consistent with other participation data.

Some sixty percent of respondents both walked and cycled, 20% walked and 14.5% cycled. One respondent who cycled was over 80 years of age.

The majority of respondents who cycle or walk do so several times a week, followed by every day. A slightly higher proportion of females walk every day than men and a higher proportion of males cycle every day than males. A higher proportion of people cycle 3 times a week followed by every day. For females, the second most common frequency of riding is once a week.

More than 88% of survey respondents would like to cycle or walk more, 90% of males and 87% of females. Interestingly, more information about off-road trails and destinations outside Wangaratta ranked first (17.8%), followed by Better road conditions / lanes for bikes around Wangaratta (17.5%), More information about safe routes around Wangaratta, for my family and I (15.9%), and better quality paths (14.3%).

Three of the top four things that would encourage respondents to walk and ride were the same. For cyclists: Better road conditions/lanes for bikes around Wangaratta was the ranked second, whereas for walkers More toilets/seat drinking water along trails was ranked fourth.

Other specific things listed included:

1. Reduction in cars/speed into CBD/park and walk options/safer roundabouts etc
2. More shade along footpaths and trails
3. More designated tracks/trails
4. Work with adjacent councils on cross border trails e.g. Mansfield Council for a Mansfield/ King Valley link
5. Create more trail circuits
6. Well delineated and signed bike lanes
7. Promotion of cycling
8. Educate people on existing bike /shared pathways that exist as safest routes to destinations
9. Better signage
10. Programs
11. Better maintenance
12. Linking facilities, off road and on road cycling facilities
13. Better engineering / town planning
14. Support facilities on trails -lighting and water etc.
15. Parking /safe place to store bikes when in town
16. More budget/ maintenance
17. Cycle sport facilities

A very large number of specific infrastructure issues were identified and often photographed including hazards, design issues and gaps in paths. These issues have been sorted by locality in addition to the items logged on the interactive map and are provided in Appendix 1.

3.3 Key themes raised by different stakeholders during interviews

3.3.1 Schools

Issue	Theme
Safety-Cycling	<ul style="list-style-type: none"> • There is a crossing on the Main Rd. • Near the school (Appin Rd) that is a bit dangerous to cross if the crossing person is not there.
Infrastructure	<ul style="list-style-type: none"> • Continue to maintain and improve all paths/tracks, crossings. • Improve/widen the shoulders on roads for the road bike riders. • Some stretches of the bike tracks around Wangaratta are a bit lonely and there have been incidents of bullying and strangers in some of these areas. • Some feeling that the roads leading into and out of town are dangerous and busy- off putting to kids and families. • Perhaps coloured bike lanes to make people feel safer.
Promotion /programs	<ul style="list-style-type: none"> • Tends to be a lot of helicopter parents who won't let kids do anything on their own-need to support change in this area • Ride and walk to school days are popular but generally the numbers drop away straight away after those promotional days. • Some feeling that local community sport has taken over cycling and walking in popularity by locals in recent years. Needs to be addressed. • There is a school program for grade 5 and 6 that is a 5-6 week cycling program within PE that culminates in a big ride out to Glenrowan. Have considered running it for grade 3 and 4 as this is where attitudes to cycling can be really influenced. • Biggest issue is changing the attitude of a car centric community. • Kids who ride to school tend to have other family members who ride recreationally. Need to get those who don't ride recreationally to start riding in the region. Start with recreational riding and then promote commuting • Programs used include walk 2 school, ride 2 school, Bike Education • More community walking and Bike riding events • Continue adds on TV around safety and respect for bike riders. • Currently participating in programs such as Walkathon. The school has a strong PE program and many kids are involved in community sport. • Some kids get the bus from outside Wangaratta and therefore cannot walk or ride but on walk to school days, they get off the bus a few stops early • 3-4 bike education programs run throughout the year in the school using the bike-ed trailer. Also have a weekly bike track riding session on the off-road bike track. • Need to promote safe routes to school to the kids and their families • I think educating parents along with students is the key, many students would like to ride but their parents do not allow them to as it is perceived as 'not safe'. Realistically we have a great network of bike paths in town, many running close to schools, providing links to these paths would be a good step.

3.3.2 Walking clubs/community groups and health providers

Issue	Theme
Information availability	<ul style="list-style-type: none"> • Need to direct people from the train to the Murray to Mountains trail better than is done now.
Infrastructure	<ul style="list-style-type: none"> • Need the continuation of the path around the northern beaches. It links into showgrounds and schools but peters out at College St; unsealed section; need to continue due to more development out at those estates, supposedly to be shared path but not. • In town the destinations are well supported in the older part of town, but it is the newer areas are not so well serviced; • Gaps include the northern beaches area, but the schools are already well catered for. • I think a lot of the walking/bike paths around town are pretty safe. There are always things that can be done to improve safety e.g. lighting, seating, fixing cracks holes in paths etc. I am unsure about rail trails and trails in the mountains. I don't have extensive knowledge of all the paths but from a parkrun perspective our path is pretty good. There are a few sections that require some attention (a few holes, raising part of the path so it doesn't flood etc) but overall it is good. There are always opportunities to make running/walking more attractive and I think that is about how we talk about and promote these activities. Language can be a huge benefit or pitfall of activities and if you purely use the work 'run' you automatically put people off as they think if they can't run, they can't participate. I think also promoting and talking about the benefits of exercise in general not just health but also the social side of things meeting new people, doing things as a family helps. • Making things available to them, low cost or free also helps as not everyone can afford or wants to go to a gym. Market other benefits of exercise, not just the health benefits. Specific targeting would also be good e.g. to families, to youth, to females, elder adults, low income etc • The addition of water bubblers and seats along popular walking paths would help, fixing up some of the damage to the paths, building up the parkrun path so it doesn't flood as easily will benefit the whole community not just parkrun. • Popular routes are the Riverlink Track and up to Yarrawonga Rd, the Rail Trail, and the multitude of walking pathways. • There is lack of drinking taps along the pathways, with runners needing to share where they found an accessible tap. • At times where there is a Council installed drinking tap the water comes out hot and undrinkable (near the Prevue) or the taps don't work or drain (opposite the post office). • Parkrun have issues with flooding of the Riverbank Track between the boat ramp and the ramp up to the showgrounds. They have also had to cancel their very popular weekly social/running event due to council closure of Apex Park or the pathway around the

Issue	Theme
	<p>showgrounds.</p> <ul style="list-style-type: none"> • There are very vicious magpies during spring on the path to Oxley that deter people on longer runs. • Wangaratta to Glenrowan is a popular running destination, however it means running on the side of a 100km road from Tone Rd until Hamilton Park. A pathway linking Wangaratta to Glenrowan would be great and then onto Winton which is connected to Benalla. • The Warby Ranges, particularly the Mt Glenrowan track are popular with trail runners. However, the track signage in the Warbys is terrible and although there are many side tracks there is no information about the tracks, where they go, or how long they are. A lot could be done to improve the Warbys. • Many runners also bicycle. Much could be done to make Wangaratta bicycle friendly such as dedicated cycling lanes on roads within the township. For example, with the revamping of the road outside the Co-store a bicycle lane could have been included. Bicycle lanes would also make cycling much safer for cycling families with primary school aged children. • Also, the splash park is a great initiative and fun to bicycle ride to, however, there is no drinking water, or shade or seating for parents.
<p>Promotion/programs</p>	<ul style="list-style-type: none"> • Walking is not all that good on the rail trail but perhaps some moonlight walks could be organised • Offer different levels walks and requires 2 people as leaders - issue of finding people to lead walks; • Some ideas re further promotion include: <ul style="list-style-type: none"> -good web presence -standard article in the paper in amongst sporting sections -do come and try -don't leave footprint -offer different levels of walk • Need to identify ways to attract investment by cyclists in Wangaratta instead of them going straight out of town. • Heart Foundation walking program works well includes dog walking group. • People don't tend to like walking on their own. Need program to promote walking in groups. • Bike donations to disadvantages communities would be great. Cycling can be perceived as expensive • Fleet bikes for workplaces are a great concept but need to be supported with safety programs and education re the benefits of cycling and walking compared to car use. • We average about 80 runners per week. This does ebb and flow with seasons, in the winter months we would get between 30-60 each week and in summer between 80-120. Our biggest attendance has been 146. • I think we do have a good running and walking culture in Wang. The Wang fun run is popular, and parkrun is extremely well received in



Issue	Theme
	<p>the community, especially for those who aren't elite athletes, this gives them something they can participate it with no pressure. I think promoting the things we already have in place more broadly will help. Those that are already interested in running or cycling are aware of all the different paths and trails around town and also in surrounding areas. Others who don't participate probably are unaware of what they have access too. Promoting these and also anything that is FREE to the whole community rather than select groups will always help. One thing that has helped parkrun is taking the 'stigma' away promoting it to everyone and that it isn't about being an elite athlete or super-fast, but about participating, enjoyment and meeting new people.</p> <ul style="list-style-type: none">• There is a very strong running culture in Wangaratta. Wangaratta parkrun averages around 90 runners/walkers every Saturday morning at 8am. They recently had over 140 participants. Wangaratta Runners provide group run coaching, team entries into events, social gatherings plus support and encouragement. We have a Facebook Page, a Facebook closed group and a website.• As we are a not-for-profit offering very low-cost run coaching, we struggle with promoting our club via advertising. It would be great to have council sponsored promotion in the local newspaper, a Wangaratta Runners sign at the Appin Street Athletics Track, a Wangaratta Runners and parkrun sign on the community notice board at Apex Park. Council subsidised hire of the athletics track and assistance in the financial cost of training our volunteer coaches would make a huge difference to our club.



3.3.3 Tourism stakeholders

Issue	Theme
Information availability	<ul style="list-style-type: none"> • Horse riding or bike riding; not having the information for people to know where to go walking • Need signage and all other information (including services within towns) in place to ensure the trails work well • Need to promote the different experiences that you can get from different trails, rides and walks in the area. Not all the same. • The shared path network in Wangaratta is easy to get lost on-need more signage and info on this trail. • A lot of potential for MTB in Warbies and Eldorado, but signage and info is relatively poor.
Safety-Cycling	<ul style="list-style-type: none"> • Cycling; getting cyclist is difficult as part of road is narrow. • Continued focus on signage on the roads to ensure that motorists are fully aware that there are likely to be cyclist in the area.
Infrastructure	<ul style="list-style-type: none"> • Maintenance of path at Eldorado and also issues with funds after floods • Signage into Eldorado and access to town is difficult. This can be a barrier to access area. • Apex Park needs upgrading-This would be the perfect place for the Bike Hub. Existing Bike Hub is in the wrong location. • Beechworth trail has potential for connection in the future. • Signage and providing easier access are important. • Murray to Mountains Trail is the biggest asset to the region and the shared trail in town is also popular • Smaller towns like Eldorado need an off-road trail network. Not safe when needing to ride or walk on the road. This may promote walking and riding for short trips.
Promotion/programs	<ul style="list-style-type: none"> • Need to focus more on tourism (food and wine) rather than only history • Lots going on regarding the promotion of tourists to the area but need to also promote locals to ride and walk in the region and for short trips. • Really like the “Healthy Parks Healthy People program with Parks Vic-something similar to this would be good for cycling and walking. • Wangaratta should have its own branding in this area. • Maybe a “Come and try” day (once a month) that also potentially close some roads to get locals and some visitors to experience the rail trails and other cycling and walking in the area. • Food and wine as a secondary benefit to cycling promotions.



Issue	Theme
	<p>Food and wine go well with cycling.</p> <ul style="list-style-type: none"> • As tourism bodies, we need to work closely and promote event organisers to run rides in the area. Need to be at least two-day rides. • Riding and walking in the region need to link in better with things to do in the area, not just riding from a to b. Natural areas and things to do, cafes, interpretive signage required. • Riding and walking opportunities should not just be about food and wine. Need to also promote day and short rides and walks for families in the area.

3.3.4 Safety organisations

Issue	Theme
Safety-Cycling	<ul style="list-style-type: none"> • Passing of cyclists especially on mountain roads has become a big issue • Need to educate driver about cycle awareness • Bike rides need to single up
Infrastructure	<ul style="list-style-type: none"> • Path loops only targets the fitness walkers/riders Need to think about those walking from a to b; to walk to shops or library but needs safe / easy surface to walk on • Footpath surfaces are important • Lighting to feel secure • Seating at set distances and drinking fountains • Connectivity of trails and lanes is critical • Maybe need a combo type ride-Beechworth to Everton then the backroads to Milawa returning on the Milawa bike track.
Promotion/programs	<ul style="list-style-type: none"> • Difficult to get local people to ride on the rail trail and road networks. These are not just for tourists. • Maybe need cycling ambassadors • Plenty of informal rides around town but nothing very formal. Could be coordinated through bike shops.

3.3.5 Cycling groups and retailers

Issue	Theme	Issue
Bike shops/hire	Information availability	<ul style="list-style-type: none"> The shop is starting to put together some ride guides. Tourism NE road rides guides. Gravel rides. QR codes on the maps so you can download the route through google map. Maps are often out of dates in the region and not updated. Need interpretive signage to support tourists.
	Safety-Cycling	<ul style="list-style-type: none"> Need to quash the media arguments against cyclist. Does not think that it is more dangerous on the road than it was 30 years ago. Media paints cyclist as bad people. Helmets do work but he thinks that helmets restrict bike use. Shift the focus to biking as a transport form rather than only a recreation.
	Infrastructure	<ul style="list-style-type: none"> One-mile creek bike path-where it hits Cribb's Road and Rattray Avenue-tricky crossing the road. Where Mitchell Ave hits Cripps Rd-dirt track only half sealed. Joins the bike path onto Murdoch road. Needs to be fully sealed. Maybe a bike path behind Wenham's Road estate. Getting the bike path from train station to behind gateway health. (Docke Street meets Norton St- need the bike path to go from the carpark follow the train line and down behind McKay St. (Templeton St) to join the bike path near Rowan St. Need some way of getting out to the King Valley. Wider shoulders needed and safer cycling infrastructure. Some sections are wider but not all of the way. Need to do some work on the Warby's MTB area. Need to formalise the trails. National parks ownership. Red Hill (Mornington Peninsula) have used road side reserves-single track along-May work in the King Valley. Water availability an issue on the tracks Connecting Milawa with Everton would provide a loop.
	Promotion/programs	<ul style="list-style-type: none"> The shop runs women's rides a few mornings a week. Numerous other groups ride in the community (informal rides) many in MTB. Maybe a challenge re finding a group to ride with. Information not public-more word of mouth.

3.3.6 Neighbouring Councils

Issue	Theme
Safety-Cycling	<ul style="list-style-type: none"> • Almost all cycling in Alpine is up and down the hills to the ski resort areas. • Numbers are booming and they are trying to deal with what is expected to be continued growth. • There is a growing divide between car drivers and cyclists, and she believes that an educational program is required to teach people that the road needs sharing. Cycle safety program being developed.
Infrastructure	<ul style="list-style-type: none"> • Road widening in places will help • Signage and other road treatments currently being developed. • Joint rails trail funding for extension of trial trails
Program/programs	<ul style="list-style-type: none"> • Age and impairment-older community in Indigo. Older people tend to be less active. Need to get them to try many different activities-reliance re vehicle use. • Need more education re bike use and walking as well as getting them involved in other activities. • Bicycle network have promoted school bike safety programs in the past. Walk to school programs are already run. Apart from these, not any other programs are run. • There is a grant program called 'Get Active Grant'-providers can apply to run programs—could be used for cycling and walking programs in the future.

3.4 Telephone Interviews-Issue/Opportunities by Location

Wangaratta township

- The shared path network in Wangaratta is easy to get lost on-need more signage and info on this trail.
- Apex Park needs upgrading-this would be the perfect place for the Bike Hub. Existing Bike Hub is in the wrong location.
- Maybe a “Come and try” day (once a month) that also potentially closes some roads to get locals and some visitors to experience the rail trails and other cycling and walking in the area.
- Riding and walking opportunities should not just be about food and wine. Need to also promote day and short rides and walks for families in the area.
- Need to direct people from the rain to the Murray to Mountains trail better than is done now.
- Need the continuation of the path around the northern beaches. It links into showgrounds and schools but peters out at College Street; unsealed section; needs to continue due to more development out at those estates, supposedly to be shared path but not.
- In town the destinations are well supported in the older part of town but it is the newer areas are not so well serviced.
- Gaps include the northern beaches area but the schools are already well catered for.
- Walking is not all that good on the rail trail but perhaps some moonlight walks could be organised
- Need to identify ways to attract investment by cyclists in Wangaratta instead of them going straight out of town.
- Fleet bikes for workplaces are a great concept but need to be supported with safety programs and education re the benefits of cycling and walking compared to car use.
- There is a crossing on the main road near the school (Appin Road) that is a bit dangerous to cross if the crossing person is not there.
- Some feeling that the roads leading into and out of town are dangerous and busy- off putting to kids and families.
- Perhaps coloured bike lanes to make people feel safer.
- Some stretches of the bike tracks around Wangaratta are a bit lonely and there have been incidents of bullying and strangers in some of these areas.
- Tends to be a lot of helicopter parents who won't let kids do anything on their own-need to support change in this area
- Some feeling that local community sport has taken over cycling and walking in popularity by locals in recent years. Needs to be addressed.
- Ride and walk to school days are popular but generally the numbers drop away straight away after those promotional days.
- There is a school program for grade 5 and 6 that is a 5-6 week cycling program within PE that culminates in a big ride out to Glenrowan. Have considered running it for grade 3 and 4 as this is where attitudes to cycling can be really influenced.
- Some kids get the bus from outside Wangaratta and therefore cannot walk or ride but on walk to school days, they get off the bus a few stops early
- Currently participating in programs such as Walkathon. The school has a strong PE program and many kids are involved in community sport.

- 3-4 bike education programs run throughout the year in the school using the bike ed trailer. Also have a weekly bike track riding session on the off-road bike track.
- Plenty of informal rides around town but nothing very formal. Could be coordinated through bike shops.
- The shop is starting to put together some ride guides. Tourism NE road rides guides. Gravel rides. QR codes on the maps so you can download the route through google map.
- One-mile creek bike path-where it hits Cripps Road and Rattray Avenue-tricky crossing the road.
- Where Mitchell Avenue hits Cripps Road-dirt track only half sealed. Joins the bike path onto Murdoch Road. Needs to be fully sealed.
- Maybe a bike path behind Wenham's Road. estate.
- Getting the bike path from train station to behind gateway health. Docker Street meets Norton Street-need the bike path to go from the carpark follow the train line and down behind McKay Street. Templeton Street to join the bike path near Rowan Street.
- The shop runs women's rides a few mornings a week. Numerous other groups ride in the community (informal rides) many in MTB. Maybe a challenge re finding a group to ride with. Information not public-more word of mouth.
- I think educating parents along with students is the key, many students would like to ride but their parents do not allow them to as it is perceived as 'not safe'. Realistically we have a great network of bike paths in town, many running close to schools, providing links to these paths would be a good step.

Regional areas

- Horse riding or bike riding; not having the information for people to know where to go walking
- Signage and all other information (including services within towns) is in place to ensure the trails work well
- Need to promote the different experiences that you can get from different trails, rides and walks in the area. Not all the same.
- Cycling; getting cyclists is difficult as part of road is narrow.
- Continued focus on signage on the roads to ensure that motorists are fully aware that there are likely to be cyclist in the area.
- Signage and providing easier access are important.
- Murray to Mountains Trail is the biggest asset to the region and the shared trail in town is also popular
- Need to focus more on tourism (food and wine) rather than only history
- Lots going on regarding the promotion of tourists to the area but need to also promote locals to ride and walk in the region and for short trips.
- Really like the "Healthy Parks Healthy People" program with Parks Vic-something similar to this would be good for cycling and walking. Wangaratta should have its own branding in this area.
- Food and Wine as a secondary benefit to cycling promotions. Food and wine go well with cycling.
- As tourism bodies, we need to work closely and promote event organisers to run rides in the area. Need to be at least two-day rides.
- Riding and walking in the region need to link in better with things to do in the area, not just riding from a to b. Natural areas and things to do, cafes, interpretive signage required.

- Offer different levels walks and requires 2 people as leaders-issue of finding people to lead walks
- Some ideas re further promotion include:
 - -good web presence
 - -standard article in the paper in amongst sporting sections
 - -do come and try;
 - -don't leave footprint;
 - -offer different levels of walk
- Heart Foundation walking program works well includes dog walking group.
- People don't tend to like walking on their own. Need program to promote walking in groups.
- Bike donations to disadvantages communities would be great. Cycling can be perceived as expensive
- Continue to maintain and improve all paths/tracks, crossings.
- Improve/widen the shoulders on roads for the road bike riders.
- Biggest issue is changing the attitude of a car centric community.
- Kids who ride to school tend to have other family members who ride recreationally. Need to get those who don't ride recreationally to start riding in the region. Start with recreational riding and then promote commuting
- Programs used include walk 2 school, ride 2 school, Bike Education
- More community walking and Bike riding events
- Continue adds on TV around safety and respect for bike riders.
- Need to promote safe routes to school to the kids and their families
- Passing of cyclists especially on mountain roads has become a big issue
- Need to educate driver about cycle awareness.
- Bike rides need to single up.
- Path loops only targets the fitness walkers/riders Need to think about those walking from a to b; to walk to shops or library but needs safe/easy surface to walk on
- Footpath surfaces are important
- Lighting to feel secure
- Seating at set distances and drinking fountains
- Connectivity of trails and lanes is critical
- Difficult to get local people to ride on the rail trail and road networks. These are not just for tourists.
- Maybe need cycling ambassadors
- Maps are often out of dates in the region and not updated. Need interpretive signage to support tourists.
- Need to quash the media arguments against cyclists. Do not think that it is more dangerous on the road than it was 30 years ago. Media paints cyclist as bad people.
- Helmets do work but he thinks that helmets restrict bike use.
- Shift the focus-to biking as a transport form rather than only a recreation.
- Wider shoulders needed and safer cycling infrastructure. Some sections are wider but not all of the way.

- Water availability an issue on the tracks
- Almost all cycling in Alpine is up and down the hills to the ski resort areas. Numbers are booming and they are trying to deal with what is expected to be continued growth. There is a growing divide between car drivers and cyclists and she believes that an educational program is required to teach people that the road needs sharing. Cycle safety program being developed.
- Road widening in places will help
- Need more education re bike use and walking as well as getting them involved in other activities.
- Age and impairment-older community in Indigo. Older people tend to be less active. Need to get them to try many different activities less reliance re vehicle use.
- Bicycle network have promoted school bike safety programs in the past. Walk to school programs are already run. Apart from these, not any other programs are run.
- There is a grant program called Get Active Grant-providers can apply to run programs—could be used for cycling and walking programs in the future.

Milawa

- Maybe need a combo type ride-Beechworth to Everton then the backroads to Milawa returning on the Milawa bike track.
- Connecting Milawa with Everton would provide a loop.

Warby's National Park

- A lot of potential for MTB in Warby's and El Dorado but signage and info is relatively poor.
- Need to do some work on the Warby's MTB area. Need to formalise the trails. National parks ownership.

Everton- Milawa

- Maybe need a combo type ride-Beechworth to Everton then the backroads to Milawa returning on the Milawa bike track.
- Beechworth trail has potential for connection in the future

King Valley (General)

- Need some way of getting out to the King Valley.
- Red Hill (Mornington Peninsula) have used road side reserves-single track along-may work in the King Valley.

Eldorado

- A lot of potential for MTB in Warby's and El Dorado but signage and info is relatively poor.
- Maintenance of path at Eldorado and also issues with funds after floods
- Signage into Eldorado and access to town is difficult. This can be a barrier to access area.
- Smaller towns like Eldorado need an off-road trail network. Not safe when needing to ride or walk on the road. This may promote walking and riding for short trips.

3.5 Drop-in session notes

Drop in sessions were held at the following locations and times.

- Friday the 1st of February 2019–Vintage Hall Café, Glenrowan 11am to 12pm
- Monday the 4th February 2019–Springhurst Hall, 11am to 12pm
- Tuesday the 5th February 2019–Whitty Café, Whitfield 11am to 12pm
- Monday the 11th February 2019–Gamze’s Smokehouse, Milawa 11am to 12pm
- Tuesday the 12 February 2019–Whorouly Café, 11am to 12pm
- Monday 18th Feb 3:30pm to 4:30pm–Eldorado Gunhouse Park
- Tuesday the 19th February 2019–Council Foyer, Wangaratta, 11am to 12pm

Specific comments about specific sites identified during the drop-in sessions are provided in the summary of locational issues.

Overall themes arising from these drop-in sessions are as follows.

3.5.1 Signage

- Signage has regularly been raised in discussions. The current facilities are a real asset to Wangaratta however there is not adequate, effective informative or signage to direct people and educate people how to use pathways.
- Signage may include stencilling and line markings which either do not exist or have faded (not been maintained).

3.5.2 Maintenance

- Time and time again people said that current pathways are not well maintained. There needs to be a better maintenance budget allocated specifically to pathways (particularly shared and bike paths).
- Someone indicated that people are deciding to ride on the road instead of using a path because of the condition that the path is in.
- Another person said that they believe less people would ride on the road if pathways were sealed and properly maintained. This also included discussion about prompt response to storms/extreme weather and prioritising pathways just as much as roads.

3.5.3 Amenity/Beautification

- There was discussion about creating more shade(with trees), artistic flair, amenities along the way etc. and about the materials used for pathways. Council have a lot of gravel and thick stones on our pathways making them less safe and desirable for riding.

3.5.4 Use of paths by horses

- Horses were brought up a couple of times in relation to path uses and how they can interfere with walking and cycling.

3.6 Summary of submissions made

Theme	Summary
Information availability	<ul style="list-style-type: none"> A lack of comprehensive and clear way-finding signage, with maps and directions to assist people moving around the CAA and making connections with shared path and rail trail networks around the urban area of Wangaratta and beyond. As a local example, Bright, in the Alpine Shire, has recently installed a series of way finding signs throughout its commercial centre and along the path along the Ovens River; An education/safety campaign targeting motorists to assist with the community transitioning to a more shared road network. This could be done through the RCOW website; Community Matters newsletters; information on social media and in the local media, as well as signage in the streets
	<ul style="list-style-type: none"> Would like to see more prominent signage on the bridges over the Ovens River, Turner St etc. Would like to see signs to indicate the exits to our suburban streets and in prominent places. The signs on bridges need to identify which trail runs under the bridge.
Safety-Cycling/Walking	<ul style="list-style-type: none"> SAFETY: In conversations with the community, it is often a perceived lack of safety and accessibility that prevents people themselves, and their children, from walking or cycling to certain destinations. In turn, this reduces overall health outcomes for the community and entrenches dependence on motor vehicles. Issues relating to safety and accessibility include: <ul style="list-style-type: none"> The excessive speed of traffic, especially within the CAA; Lack of safe crossing points across busy roads, particularly where people access shared path networks; Poor driver attitudes and behaviours towards walkers and cyclists Missing links in infrastructure(e.g. missing kerbs, sealed paths, or way- finding signage) Misunderstanding around road rules, particularly regarding right-of-way for pedestrians crossing at roundabouts. Proposed 40kmph zone-we are very supportive of Council's proposal to reduce vehicle speeds to 40kmph within the CAA. We note that some areas are already 40kmph(e.g. adjacent St Patrick's School Primary on Ovens and Ryley Streets and Wang Primary School on Chisholm Street) but often these are poorly signed; during school hours only; and interspersed with 50-60kmph limits. We ask that the proposed 40kmph limit be extended along Ryley Street from Ford Street to the Warby Street intersection. In order for this reduction in speed to be successful, we believe it must be comprehensively supported by: <ul style="list-style-type: none"> Clear and consistent signage throughout the CAA Promotion not only of the new speed limit, but a new focus on the shared nature of our roads in the CAA area (and beyond) For example: 'You are now entering a shared travel zone–please slow down!' An education program to help facilitate a change in attitude by all road users to better share the road between walkers, cyclists and motorists. Proposed pedestrian priority crossings-SSW made a detailed submission to this project last year, and we are pleased to see both the new Reid Street crossing and upgraded Ovens Street crossing detailed for construction. With regard the proposed upgrade to the crossing between the WPAC and Big W, we are concerned that there may not be room for right turning traffic exiting Big W to turn onto Ford Street, then stop for walkers. Similarly, will traffic turning left from Ryley Street onto Ford Street have enough space and time to stop for walkers at the proposed crossing opposite St Patrick's church, without impacting on traffic through the adjacent roundabout? In our analysis of the existing crossings around the CAA, we did highlight both the Ford/Ovens Street and Ford/Murphy Street roundabouts as intersections with high risk for pedestrians. This is because a high volume of traffic moves quickly through these intersections; the focus is maintaining a flow of traffic; and drivers perceive vehicles to have clear priority over walkers in these locations. These intersections are also located close to St Catherine's Aged Care Facility and St Patrick's Primary School. Comments we have received from the community reflect concerns about the safety of elderly residents in this area. We ask that these roundabouts be

Theme	Summary
	reconsidered for additional treatments as a priority
	<ul style="list-style-type: none"> A cyclist needs to be very confident with their abilities to navigate road situations otherwise it can be quite hostile at times depending on where you are wishing to ride. For example, the CBD can be quite intimidating for those lacking confidence. All changes designed to slow down traffic, decrease the amount of cars in the CBD, increase the use of public transport and to cycle and walk, are excellent initiatives. This will bring the city alive and be vibrant. Sadly, the car-centric attitudes of this community have held sway for decades and this has caused our community to plan and develop our city poorly when considering the other modes of transport.
Infrastructure	<ul style="list-style-type: none"> The approximately 20km Oxley-Milawa Cycling Loop would incorporate very desirable elements of food, wine, gin, natural beauty & preferred distance for cycling enthusiasts. A sealed loop could be travelled in either direction providing cyclists with additional stops at John Gehrig's Winery & Hurdle Creek Still PLUS the beautiful scenic countryside with Alpine views in between to enjoy a wonderful unbroken ride.
	<ul style="list-style-type: none"> Wangaratta has become a cycling hub that provisions a central hub to our region through rail trails and marked distance routes. The next step should be to create a plan that has a focus on cycling within the city of Wangaratta. The cycling strategy for Wangaratta should have a commuter focus with the provision of top-quality cycling routes that would encourage children to ride to school, workers to ride to work and access for shoppers. Wangaratta's on-road cycling routes are almost non-existent and there are 2 shared paths that are narrow and generally not bike-friendly. Wangaratta could take the initiative and commit to making the town cycle-friendly and to build a culture that moves our car culture to a more sustainable future.
	<ul style="list-style-type: none"> The Valley Rail Trail has been spoken about for over 20 years with numerous feasibility studies. As a Committee, we hope to see the conceptualised shared path be executed in sections, in the short term with an overall path from Oxley to Cheshunt being completed in the medium term.
	<ul style="list-style-type: none"> I understand the focus is to extend the existing Trail from Oxley, but this route does not offer the experiences required, other than for Road Cyclists. Wouldn't it make more sense to bring the Warby Trail across to Moyhu? Certainly, more family-friendly, as well as opportunities for other styles of riders. Now from Moyhu the road narrows at Edi Cutting and the last Committee agreed it should go up over the hill (away from the Trail) and cut across to Cemetery Lane before re-joining the Whitfield-Wangaratta Rail Trail. Once arriving at Gentle Annie Lane, Whitfield you are faced with a choice: continue along the Whitfield-Wangaratta Rail Trail, turn left into the Lane and either again look at creating a walking trail from Gentle Annie Reserve along the King River to Cheshunt or a better opportunity, continue up to the Edi-Cheshunt Road. If the Edi-Cheshunt Road became a made road with both a walking/cycle track to Cheshunt it would open safe walking and riding possibilities along a very scenic road, it would deliver the ideal cycling distance for families as identified by Tourism North East and could return along King Valley Road.
	<ul style="list-style-type: none"> Council brief regarding the future development of a trail for Whitfield, Cheshunt, King Valley and signage. The objectives and goals of this project are: * Document existing rail Trail from Wangaratta to Whitfield * Liaise with KVTA regarding commitment to maintain signage * map cycling trail opportunities already identified * identify grant opportunities.
	<ul style="list-style-type: none"> Identify key road cycling routes around the municipality and ensure adequate signage is installed. Council needs to recommit to the Murray to Mountains Rail Trail. Over recent years the condition of the trail has suffered from minimal maintenance practices. This piece of vital tourist infrastructure is falling apart! It is a separate entity from other "in town" paths. Act on ALL cycling/walking items contained in "Place-making Project"

Theme	Summary
	<ul style="list-style-type: none"> • An audit of key road cycling routes focusing on identifying locations where work needs to be done on sealed shoulders. This could then feed into the works program. • Identify possible sites within RCOW • Identify potential walking tracks& lookouts in RCOW
	<ul style="list-style-type: none"> • A concerted effort to plan and build the MMRT stage 3 from Oxley to Whitfield/Cheshunt. This would need to involve King Valley community and business
	<ul style="list-style-type: none"> • MISSING LINKS AND BARRIERS: identified range of missing links and barriers to safe walking and riding. These are: <ul style="list-style-type: none"> ○ A crossing point/connection across Swan Street to access the new bridge at the western end of Turner Street; ○ A clear link from Merriwa Park (corner Meldrum/Millard Streets) to the Oxley-Milawa Rail Trail, preferably directing cyclists along the Murdoch Road service road. The current signage sending cyclists along Crisp Street and onto the One Mile Creek path is very confusing; ○ A clear pedestrian crossing at the intersection of Warby Street and Ovens Street. Currently pedestrians crossing over Ovens Street have to negotiate right turning traffic from Warby Street as well as left turning traffic from Ovens Street, without any pedestrian refuge, or proper kerb treatments; ○ Better pedestrian prioritisation at the Greta Road/Tone Road/Ryley Street intersection opposite Kmart. This intersection has fast moving traffic that does not easily see, or acknowledge when pedestrian lights are green and walkers are to be given priority; ○ A crossing point over Murdoch Road in the vicinity of Crisp and Harper Streets;
	<ul style="list-style-type: none"> • Issues include poor design, poor maintenance, lack of connectivity for cyclists, a less ad-hoc approach is needed, a focus of off road only cycling. There is a mix of old and new initiatives in Wangaratta. Some good and some completely fail the cyclist.
	<ul style="list-style-type: none"> • Need to consider the needs of three different cycling types-recreational, fitness and commuter
	<ul style="list-style-type: none"> • On-road lanes for the fitness cyclist or the commuter cyclist have been neglected for many years and are generally disconnected with obstacles strewn throughout. Little thought appears to have been given to maintain, improve and link these facilities to create a better experience for these types of cyclists.
	<ul style="list-style-type: none"> • The Bike Hub in its current form, it represents much that is wrong with the planning and provision for cyclists in this city. The Hub represents <ul style="list-style-type: none"> • A facility geographically isolated from those that need to use it as access to it as a cyclist is very difficult. • A lack of thought into its location. King George Gardens would have been a more accessible site. • Ad-hoc planning. The cart before the horse mentality whereby a facility is put where cyclists don't venture as there is no off or on-road network to access the hub. • A lack of knowledge as the requirements of cyclists. Examples include into and out of roundabouts, disappearing bike lanes(on road), lack of connectivity, maintenance examples
	<ul style="list-style-type: none"> • Poorly designed on road facilities-an overwhelming aspect of this city's on-road and to a lesser extent the off-road facilities is the enormous sense of abandonment as a cyclist when approaching busy areas such as school crossings, intersections, roundabouts etc. Cycling lanes simply cease to function and there is NO clear delineation between cyclists, vehicles and pedestrians.
	<p>Some on road opportunities which could create links across Wangaratta could include: Templeton St into the CBD • Williams Road, linking to Phillipson Street and other networks • Perry Street–Harper Street, linking onto Murdoch Road and into Merriwa Park • Perry Street–Ryan Avenue, linking to Handley Street and on to Sisley Av • Swan St as a North–South connection to Sisley Av/Cruse St • Tone Rd. Both on-road and off-road facilities can be offered on this section. • Green Street. This would link with the Greta Road path making a brilliant North South connection, including a connection with the hospital and the surrounding facilities. • A North-South connection along the railway easement from the South Wangaratta sports Reserve to Templeton Street.</p>

Theme	Summary
	<p>Bullawah Cultural Trail-I actually feel that the construction of this track is far too narrow for the amount and range of users already accessing it. It should have been considerably wider and over time this problem will grow as the number of users increases</p>
	<p>In reference to creating enhanced pedestrian safety in Wangaratta I fully support the two major initiatives being considered by RCOW</p> <p>4 new pedestrian crossings (in addition to the two being constructed on Ovens street next to King George Gardens)</p> <p>Reducing the traffic speed in the entire CBD to 40 km an hour.</p> <p>I also wish to draw your attention to the need for shade in the CBD as part of the strategy to keep pedestrians safe. This week I had to administer first aid to a resident who experienced heat exhaustion after walking 2 km across our town. More people die from heat related affects than perish in bush fires during extreme temperature periods. Pedestrian safety requires extensive planning for shade to counter the heat island affect created by so many hard surfaces and concrete expanses. Accordingly, I will support any efforts the RCOW make to create a larger CBD tree canopy. I also would support a redevelopment of the Ford Street bus stop so as to provide a greater area of shade for waiting bus passengers.</p>
	<p>Desperately need a footpath on Wilson Rd so kids and residents can walk and ride safely to school, work and the CBD. This would encourage more people to be active and would also be a great point of interest for locals and tourists to make a walking loop around the levy banks.</p>
	<p>The King Valley TA identified the need for a cycle trail in the area. No progress as yet. King Valley has accommodation to satisfy their needs and potential to grow with demand. An engineering firm has provided a quote to do a scope of works for the proposed trail of approx. \$118,000.</p> <ul style="list-style-type: none"> • The trail would be referred to as a cycle trail (shared trail rather than a rail trail) as it would not follow rail corridors for the whole journey. • We have an existing Rail Trail, but it has been replanted with natives over the years. I understand the focus is to extend the existing Trail from Oxley, but this route does not offer the experiences required, other than for Road Cyclists. • Wouldn't it make more sense to bring the Warby Trail across to Moyhu? Certainly, more family friendly, as well as opportunities for other styles of riders. Now from Moyhu the road narrows at Edi Cutting and the last Committee agreed it should go up over the hill(away from the Trail) and cut across to Cemetery Lane before re-joining the Whitfield-Wangaratta Rail Trail. Once arriving at Gentle Annie Lane, Whitfield you are faced with a choice: continue along the Whitfield-Wangaratta Rail Trail, turn left into the Lane and either again look at creating a walking trail from Gentle Annie Reserve along the King River to Cheshunt or a better opportunity, continue up to the Edi-Cheshunt Road. If the Edi-Cheshunt Road became a made road with both a walking/cycle track to Cheshunt it would open safe walking and riding possibilities along a very scenic road, it would deliver the ideal cycling distance for families as identified by Tourism North East and could return along King Valley Road. Finally, once you enter Whitfield, you can either go to Mansfield or return the way you came basically. Another option, although not a universal solution would be to extend the works on the Edi-Cheshunt Road north to the Buffalo Road which would deliver a ride for the more adventurous cyclists through to Myrtleford.
	<ul style="list-style-type: none"> • The shared path along Wangaratta-Yarrowonga road presents as a safety issue, particularly just north of Old School road. Discussions have been had with Council and VicRoads/Regional Roads Victoria and since then VicRoads have installed plastic reflectors as a temporary fix. The only long-term fixes would be to move the path further away from the road. And/or a reduction in speed limit in this area.
	<ul style="list-style-type: none"> • The bike path/rail trail obviously needs to be extended to Whitfield and Cheshunt from Oxley as a matter of priority for tourism and community development. The process then needs courageous planning and forward thinking to link with Mansfield. My family often host cycle tourers on their way through to bright and there is huge potential in this area. • The King Valley needs some dedicated mountain bike paths/parks. Areas that could be developed are the Moyhu timber reserve. Black Range state park. Pipers Lane state forest. Area behind lake William Hovel. A great downhill run could exist from roomiest to Whitfield on old road lines also. Other mountain parks in the north east region are amazingly popular and the king valley is missing out on tourism and economic development because their development is

Theme	Summary
	<p>not prioritised nor strategized. There are community groups already keen and interested in this area.</p> <ul style="list-style-type: none"> The 'old ghost road' in New Zealand is an amazing example of community and strategic development. There is great potential to create a link using our old bridle trails and existing paths to link Lake William Hovel with Mt Stirling and their existing world class mountain bike trails. This could create a cycle touring link also. A section of easy riding bike trail linking wineries in the king valley would be an outstanding project. The promotion that would come from this would potentially be huge. The shoulder of road in many sections of the Whitfield/Wangaratta is in poor condition. Where it exists, it encourages people/family/tourists to ride and where it does not, it is unsafe. This is a necessary short-term fix if the rail trail cannot be built.
	<ul style="list-style-type: none"> The bike path between Warby Range Rd and Waldara Dve is gravel. This serves as an exercise and recreation path for people living in Arlington and Baltimore estates, Waldara, Wonga Park, Kensington Park and Killawarra. It is used by school children and work commuters riding weekdays, weekend riders heading out to mountain bike trails. There is no alternate footpath and running, riding or walking with prams along the road's edge is not an option as the speed limit is 100kph. In Winter the bike path can be submerged for several months a year, especially around Old School Road. There is also no street lighting. Being unsealed, the bike path has major ant's nests resulting in dogs and children being frequently bitten. The gravel path is generally 2-3m wide and about 10-15m from the road edge in most parts, except a much narrower raised section approximately 100m long before 678 Wangaratta Yarrowonga Rd where it is 1-2 metres from the road with no pedestrian protection. On the inside edge, the path has eroded from water run-off to the point where the concrete outlet from the pipe beneath the road has collapsed. VicRoads advised that the path is too narrow to support a roadside barrier. Our view is that if no protection can be afforded to pedestrians and cyclists and maintenance works are required in the near future to address the erosion, it is a timely opportunity to decouple the bike path from the edge of a 100kmh road. With Council recently approving several new subdivisions along the Wangaratta Yarrowonga Rd, a sealed, lit recreational path would fulfil its role of linking communities and encouraging greater health outcomes for its new and existing residents. It would also provide a measure of visible value for landowners paying substantial rates contributions with otherwise limited service provision.
	<ul style="list-style-type: none"> Newer areas are planned for cars- minimal verge leaving no room for trees-shade issue Highly cyclable characteristics-20 m wide road reserves-grass and tree verges-options for cycling and walking. Results in safe, cool, interesting cycling and walking options. Templeton St is a model for a cycling street. Adults on street, teenagers on verges, children on the footpaths. Need pre 60's town planning in the scheme-20m road reserves-grid pattern, grass verges with shade trees. Need to promote Wangaratta as a cyclable city. Yarrunga Street road reserves are too narrow Arlington Park and new estates have no trees. More shade trees required in Cusack Street, Norton Street, Docker Street and Rowan Street. Templeton Street is good for cycling and walking.
<p>Program/pro grams</p>	<ul style="list-style-type: none"> Demonstrate that Council is supportive and is "buying into" the strategy and the cycle/walking community Revamp the Cycle Reference Group into an "advisory body" Identify and communicate with the various cycle and Walking groups within the municipality.

Theme	Summary
	<ul style="list-style-type: none"> • To become more proactive in the management and promotion of MMRT locally • Suggest that a Community Reference Group be established to oversee the preparation, implementation and monitoring of the Strategy. A Community Reference Group could be made up of Council and agency officers, and relevant community advocacy groups. This would ensure accountability and transparency in the delivery of the Strategy; and empower the community in the development of the Strategy. • Identification of a “Sister City” which promotes best practice to compare to and aspire to. Example is Uppsala in Sweden. • Suggestions re a slogan for the city–“BRING YA BIKE”
Walking	<ul style="list-style-type: none"> • We ask that the scope of the strategy suitably reflect the types and locations of walking activities that are occurring across the urban area of Wangaratta. These include walking for health and wellbeing along shared path networks; walking to schools; kindergartens and childcare centres; working to work and sporting facilities and walking to and around the shopping areas of Wangaratta. • Understanding existing movement patterns helps identify barriers to safe and connected walking routes. There should be a particular focus on movement patterns: <ul style="list-style-type: none"> ○ Around primary and secondary schools, kindergartens and childcare centres. ○ That provide access and connection points to shared path networks. ○ Adjacent to facilities with a concentration of people with limited mobility such as aged care facilities and hospitals. ○ Adjacent to and servicing public transport infrastructure (such as bus stops and taxi ranks). ○ We ask that along with a comprehensive analysis of the movement patterns and desire lines within, and connection points to the CAA, that the Strategy include these additional areas of concentrated walking activity.

3.7 Notes from previous reference group meetings

What does the Bicycle Reference Group see the Walking & Cycling Strategy important for (from a cycling perspective):

- Vision: Wangaratta has a vibrant, healthy and connected cycle-friendly community.
- The strategy should allow a coordinated and strategic approach to delivering cycling infrastructure.
- The strategy should facilitate Council to grow and support cycling and reach the vision for Wangaratta.
- A Cycle Plan will provide a blueprint to guide Council and the bike reference group in achieving the Vision, strategic directions and actions for implementation, to improve opportunities for cycling over the next 5 years.

What have we heard from the Bicycle Reference Group in the last 3 years?

- We need a cycling strategy!
- Signage needs to be improved, particularly in certain areas of the rail e.g.:Everton to Milawa, Beechworth/Everton intersection, the Vine Hotel. Nigel Walker runs the Bike Hire Company in Beechworth and has an abundance of feedback on these elements, particularly from a tourist perspective, based on what people have said to him who whose his service- 0400345648 or info@thebikehirecompany.com.au. Also, worth speaking to Tourism North East (Eddie Wilson).
- More exploration needs to be made around who is responsible for the upkeep, maintenance and improvement of the rail trails. John Bridges coordinates the Friends of the Mountains to Murray Rail Trail group and advocates for changes which need to be made to improve the trails- jakeandnicky@bigpond.com. Previous (and potentially current) issues include Clarkes and Plemings Lane, Cattle on the Tarrawingee trail, snow road intersection, vehicle/tractor traffic and North Wangaratta football ground.
- Rail trail maps need updating. It would be worth talking to the Visitor Information Centre about what work has already been done in this space-Melissa Gonzalez or ex-employee who as heavily involved in this work-Mary Ann Sergeant- 0438433545 or msarg34@hotmail.com. Tourism North East (Eddie Wilson) also worth speaking to. In May 2017 a survey monkey was out for community to complete at the Visitor Information Centre around way finding.
- Carrying bikes on public transport remains an issue for the Rural City of Wangaratta (busses and trains). What is public transport Victoria doing about this? Cathy McGowan (local MP) at one point was advocating for change?
- Water fountains-we need more of them. Examples of key locations-boat ramp at Ovens River, Scout Hall on Vincent Road and the end of Appin Street.
- Flooding of pathways is an issue in Wangaratta e.g. Rowan Street bridge- One Mile Creek. What's the alternative route that can be provided? Matt Flanagan has some more insight in to these sorts of issues-himattandlisa@gmail.com
- Mapping-Matt Flanagan and Mary-Ann were going to put together some cycling routes on an A1 map-need to find out what current information may already be out there!
- Need for improved shared zones in the CBD, but also "Shared" paths can be tricky-walkers and cyclists have different needs. "Have Your Say" survey identified that there was a fear of walking on shared paths due to bike riders' lack of etiquette. On this topic, interesting article-
https://www.bicyclenetwork.com.au/newsroom/2018/12/06/bike-vs-pedestrian-crash-myth-exposed/?utm_medium=email&utm_campaign=In+the+Loop+%E2%80%93+VIC+FRI

[ENDS+6+December+2018&utm_content=bicyclenetwork.com.au%2Fnewsroom%2F2018%2F12%2F06%2Fbike-vs-pedestrian-crash-myth-exposed%2F&utm_source=www.vision6.com.au](https://www.vision6.com.au/newsroom/2018/12/06/bike-vs-pedestrian-crash-myth-exposed?utm_source=www.vision6.com.au)

- Trails need to try to avoid road crossings e.g. at College Street and White Street in Wangaratta.
- Current Bike Hub in Wangaratta-how does this get utilised more? There are currently issues with access for bikes, the stairs beside the hub going down to Merriwa Park need a hand rail for pedestrians, stencilling could help to direct people, and utilisation of noticeboard might draw people there. Example of improvement-after the Railway Precinct redevelopment occurs, the shared path on Docker Street could be extended down Ford Street to meet up with Bike Hub.
- Train Station as a key tourist connector-what facilities exist(recently installed a bike shed, how utilised is this?). There is a strong need for improved signage. Vic Tracks and Transport Vic manage this space so what part can they play? Can Council get permission to put signage up or take the lead for other initiatives in this space? Engage with the Stationers Group?-Initial contact could be made with Nathan Mullane who manages the Railway Precinct Masterplan project(Infrastructure, Wang Council).
- Need for stencilling, path/road markings and signage, including “share the road” signs.
- Murdoch Road as a key issue for pedestrians and cyclists. Are the recent pedestrian islands enough?
- Ovens Street is also a key issue are for cyclists. Project about to commence here-Ovens Street and King George Gardens upgrade, which has a big focus on pedestrians, but not cyclists-<https://www.wangaratta.vic.gov.au/planning-development/projects>
- Recently better signage was out in place to direct people to the Milawa Rail Trail and Mountains to Murray Rail Trail. Is this enough/is there still room for improvement here? So far feedback has been mostly positive.
- Holistic Health perspective-How do we link people on foot and bike with healthy food i.e.: where is the local fresh produce in relation to walking and bike paths?
- Utilisation of Facebook pages for education and communication:
 - Bicycle Wangaratta
 - Council (Rural City of Wangaratta)
 - Safe Streets Wangaratta
 - RoadSafe North East
 - Others?
- Idea for magpie maps-has been done previously? Mary-Ann Sergeant worked on this.
- Chicanes may be safe for pedestrians but are a hindrance for cyclists e.g. Mitchell Avenue Reserve bridge hoop chicanes are a barrier.
- Safety at night-glow in the dark bike paths. Example seen in Canberra-<https://www.canberratimes.com.au/national/act/bruce-glow-in-the-dark-bike-track-trial-a-first-for-the-act-20151216-glp96w.html>. This has been proposed for the Wangaratta loop identified in the CBD masterplan. This masterplan can be found in Dropbox(The Wangaratta Project).
- Mountain biking-good contacts include Matt Flanagan and Parks Victoria
 - Warby Ranges-Wilson Road, issues with Cinnamon Fungus
 - Eldorado-Centennial Park
 - Chisholm Street
 - Edi Cutting-christison.peter.b@edumail.vic.gov.au (also a teacher at Cathedral College)

- Could a café implemented in Eldorado attract cyclists?
- Events
 - Sam Miranda Bike Ride
 - Moyhu Easter Event
 - Great Victorian/ Australian Bike Ride
 - High County Women's Cycling Festival - <https://www.hcwcf.com.au/>
 - [Ride2Work Day](#)
 - [Ride2School Day](#)
- As redevelopments occur, upgrades/ additions of bike racks should be included in these plans.

Bicycle Reference Group Meeting: Responses to 'Where do we want to be?'

- Dedicated D-carriages to hold bikes on trains.
- Milawa bike profile lifted, more signage, interpretation and engagement needed.
- Improved maintenance of the Wangaratta end of the rail trail.
- Implementation of the Hume Significant Tracks & Trails. *This plan is in Dropbox.*
- Tourism NE work with reference group to prioritize actions on their plan. *There currently is a TNE rep. on the Reference Group- Eddie Wilson (eddie.wilson@tourismnortheast.com.au)*
- Increase number of businesses accredited with 'cycle friendly' business stickers.
- Rural City of Wangaratta to provide support for road signage.
- An extremely safe cycling destination.
- Work towards mountain bike style road side verge trails to enable the greater public to ride safely to the trail heads proposed for the Warby Ranges.
- Consideration for a "Dirt Roads" project.
- Read in publication that we are 3rd in cycling venues in Victoria.
- Provision of cycle transport on V-Line.
- Have cycling events such as Gran Fondos and Master Games.
- The largest and best road racing destination in Victoria/Australia.
- Support from the broader community.
- Full support of Council and other community groups.
- Cycle friendly culture.
- Known as a cycle tourism destination.
- More kids cycling to primary & secondary schools. *Council currently support the Ride2School and Walk to School programs.*
- Promote health, cost, community, parking benefits of cycling.
- A single voice for cyclist.
- Pulling together.
- Increase participation in cycling.
- Raising awareness of cycling.
- Raising funding.
- Secure long term facilities for track, road and mountain biking.
- Continue to enhance our culture and programs (education programs in schools).
- Attract more volunteers.
- Junior development programs.
- Major events hosted or included with Cycling Victoria Christmas Carnival Series.
- State Junior Road Championships–Sale yards.
- Traffic management.

- Leader in encouraging cycling to work.
- Provision of facilities to store bikes and access showers and lockers.
- Better utilization of bike cage under Big W.
- Promote the benefits of cycling.
- Wangaratta to become a truly 'cycle friendly' city through effective signage, stenciling on roads and street/art furniture.
- Health: Ride2Work Day/Ride2School.
- Encourage women through programs. *Gateway Health have just started a North East Women get Active campaign and also addressing this through a Respect and Equity in Sport project.*
- Tourism – Cycle Brand that welcomes cycle tourists: e.g. murals at train station; bike sculptures at roundabouts; and cafes with bike racks. *Some of this beginning to be addressed with the Railway Precinct Masterplan.*
- Make cycling 'cool'.

3.8 Notes from the staff workshop April 2019

- Staff were keen to know what level of detail was gained in the consultation. There was some level of concern that on previous projects, there has been a chance that projects identified through consultation have not always met need or identified benefit to the community.
- Need to be clear regarding the strategic planning of cycling and walking facility projects and trails across Wangaratta.
- Staff would like an identified priority network of trails and cycling routes across the region that meet the need of the community and have identified benefits.
- Planning in new developments: There was some concern within consultation that new developments are not always designed to support cycling and walking. They can be disjointed, and in the future, there needs to be a planned ability to connect new developments with each other as well as older areas within the community. Is there a way that developers can develop connectedness in new developments?
- Surfaces: There has been concerns raised regarding the surfaces of some off-road trails. Trails can be very rough in places which can be off putting to young or new riders and in some cases force riders onto roads due to the condition of the surface. Does not help support the need to change the culture regarding cycling. Some of the newer sections of rail trails are the worst in terms of condition. Doesn't promote use.
- Identify the use of each road: Staff believe that not every road can be suitable for every user group. Need to identify the priority routes across the city and region to focus on that meet the needs of each user.
- Broader principles: Staff do not need micro details in the strategy, rather broader goals and the research and detail to be completed over time for each project.
- Safety for kids: Safety of kids going to and from school require improvements to infrastructure and some concern re safety of kids on paths-riding/walking alone.
- Subdivision Planning: Developers need to build what they can see and therefore it tends to be cheaper- Should not forget that connectivity and good design in planning is important.
- Warburton Range Rd: Training riders use this road a lot and tend to not ride on the shared path. Some demand for a wider shoulder to make it safer on this 100km road.
- Surfaces: Discussion around surfaces–large loose materials not suitable for paths, surfaces like Lilydale toppings–fines wash away and leave large loose stones.
- Old Nature strips: What to do with the areas that were once nature strips that are now gravel-inconsistent surfaces for walking.
- Speed limits: Within some streets they may need to be changed-makes cycling much safer if they are on the road when the speed is lower.
- Issues re blocking spaces outside shops: Need to keep ensuring people have knowledge re the needs of walkers.
- Need to be careful when using the footpath or bike lane for signage or elevated platform as these can significantly block walking and cycling opportunities.
- Both visitors and locals should be considered when developing projects. The more people to walk and cycle, the better!
- There should be some focus on developing some gravel roads as loops or destination routes. These can be an important part of the network and will need signage and promotion once identified.

- Pump tracks are very popular and one of these within central Wangaratta would be good.
- Facilities for E Bikes may need some consideration as they are becoming popular with those who may not cycle on regular bikes.
- Council should focus on basic infrastructure initially such as condition of existing trails and lanes (pot holes, signage, lanes at intersections etc.).

What role does and shouldn't Council play in cycling and walking?

- Council does not have a big role in running programs-more of a facilitator.
- Road safety (RSNE) need Council as a partner but Council does not need to be the leader in the area of road safety campaigning.
- Need to map the whole cycle network.
- Council needs to continue to engage with key stakeholders throughout the strategy implementation.
- Council needs to continue to work with partners to promote and encourage people to cycle and walk regularly.
- How do we create a community of people who will consider alternative transport and health and well-being/leisure activity?

Roles: Planning and design

- Need to consider the needs of walking and cycling when development applications for subdivisions are assessed or before if possible. Connectedness and reduction on car dependency is important.
- Need to be aware that there are numerous organizations out there that are funded to do a job such as RSNE-they need Council as a partner.
- Council can provide funding for events to activate spaces for cycling/walking.
- Council should be able to promote many activities from across the activity-coordinated approach to promotion.
- Have continued engagement with key stakeholders.
- Need to be aware of the potential gaps between new subdivisions. Should they be funded by Council? Need to reduce car dependency.
- Currently receiving large open spaces within developments but do not yet know what it will be used for. Need to know what spaces should be in the future.

Roles: Off-road Infrastructure

- Need to be promoting more people to cycle on off road as well as on road.
- Need a way to identify which projects are developed and which ones are not. Not about numbers necessarily. Can consider the "not a viable alternative" concept.
- Need to separate out the infrastructure v education and promotional actions.
- Ride the High-Country routes should be marketed better.
- Is there the potential for a circuit that can be multipurpose?
- Albury/Wodonga cycling also use a motor racing circuit for cycling.

3.9 Vic Roads and Transport for Victoria workshop April 2019

- There is the need to gain an understanding of the different types of cycling user groups (road, MTB, hybrid, gravel, tourist, commuter, recreational) and different needs for each user for each route/trail.
- Safety for users is the biggest issue and number one priority on VicRoads roads. Other issues are important such as cycle tourism and recreational cycling, but the first priority is safety.
- VicRoads are interested in Active Transport and are happy to share resources and partner with other interested groups.
- VicRoads consider proposals to upgrade lower level cycling corridors (on VicRoads roads). These proposals can still fit within the “movement and place framework” and can be considered for funding and development if benefits are identified. Can still go into the pipeline if meets identified benefits and user groups.
- VicRoads to look at the rural road network and ‘C’ roads can be considered for funding if tourism, cycling and other uses are important to the communities.
- Funding from TAC: TAC will be keener to fund cycling projects that have been identified within a strategic approach.
- Council can identify the important cycling corridors (on VicRoads roads) but no need to look at any design elements—any cycling related infrastructure will be designed at the time of funding by VicRoads.
- Better to have projects in the draw that can be submitted when funds arise.
- It is important to be careful to not over clutter the roads with signs regarding safety. Too many signs often mean that they are ignored by user groups.
- Gradient signage has been used to support cyclists in the Alpine areas.
- Off road networks are good in Wang. The main issue within these networks is the signage and wayfinding. Needs to be more consistent and informative.

Council

- Highest priority should be for Council to do what they do best—repair and renew identified infrastructure to support cycling.
- Identify strategic routes for cycling infrastructure both on and off road to support commuting, recreation and road cycling training.
- Council could explore bike hire with Wangaratta.
- Council could investigate and promote best practice in end of trip facilities and fleet bike including training for bike riding.
- Council and @leisure should utilize the Victorian Cycling strategy-pillars to link the strategy into this important planning. Also valuable is the Movement and Place Cycling Classifications). Is there a chance that these could be overlaid on any mapping done as part of the Strategy?
- This will help with funding. No other cycling strategy has done this.
- The State Government has a focus on the reduction of private vehicle use for transport.

How does Council facilitate partnerships?

- Transport for Victoria and Vic Roads will merge. May stream line things.
- Keep Victoria Beautiful-road side sponsorship teams are good partners.
- Potential to partner with these groups.
- RDV-potential partner.
- Can mapping be done in the Movement and Place format? Cycling Classification C1, C2, etc. that helps get projects into the pipe line and funded
- Also supporting women's event in Alpine.
- There is \$3k to support freight operators to put imagery of truck curtains-safety message opportunities.
- VicRoads and Council continue to look for Partnerships in regard to things like safety, signage and education.
- Vic Roads have worked with "Keep Victoria Beautiful". These groups are usually passionate and knowledgeable locals.
- Regional Development Victoria are a potential partner but are not always as strategic in how they identify projects.

Management of conflicts / different objectives/ co-ordination

VicRoads have a primary focus on safety but if a route or a road is identified as a strategic route for cycling for tourism, commuting or recreation, it can be considered for development to ensure it meets the needs of all user groups.

3.10 Notes from meeting with other stakeholder groups

- Some concern regarding the culture of cycling in Wangaratta.
- There has been a strong focus on off road facilities in the past, which is great, but the focus on on-road facilities has not been as good.
- Bikes have never been cheaper-people's perception is that they need to buy an expensive bike.
- Guidelines for developers needed.
- New subdivisions not connected–new housing estates are not connected to the surrounding suburbs or to each other. Why can't Council require the development to connect to the next development?
- Separation is very important for cyclists. Any kind of separation is better than none.
- Need to ensure review of planning (DA's and during the development planning process) with staff such as Recreation and others including engineers and developers.
- Are repair stations valuable along routes?
- Bike pumps in areas in the CBD would be valuable.
- Concern regarding the CBD focus of the comments so far. Need to increase the focus on the potential issues on rural roads in the RCOW.
- Need to consider the rural roads cycling needs. These can be very dangerous.
- People are concerned on near miss events.
- There is a disregard for cycling by other road users-needs to change.
- Hamilton Park connection missing. Would be a valuable connection.
- Potential of using the roadside verges for trails-example is in Red Hill on the Mornington Peninsula.
- Some countries have the same surface for off road cycle routes as the on-road surfaces.
- Lowering the speed limits will make the most difference for safety and motivation to cycle. 30km of very small local streets.
- 1/Off road, 2/on road, 3/preferred route.
- Signage is important. Can be specific color separate to other signs.
- Promote ourselves as the bike friendly town, easy to ride and spectacular scenery etc., this is part of who we are.
- Pot holes and mud–should be a culture to say it will be ten years before the development will provide this link–we will in the interim.
- E Bikes are growing–they have opened up the market to people who can't or wouldn't ride so far.
- Are there charging locations–for people working in the CBD–and tourists?
- Need to co locate charging stations with other destinations facilities cafes, libraries, work places etc.
- Promote the gravel riding routes–that end at a local hotel-offer unique to Wangaratta.
- Wangaratta–Whitfield Rd is a Vic Roads Road–very dangerous. Great need to address rural roads. Whitfield rail trail–no interest by Tourism North East to pursue.
- In South Wangaratta 100km speed limit for cars meaning there have been lots of near misses. Can't allow children to ride that road.
- Separation is the only answer–full separation–like Alpine.

- Cycling Australia—going to use off road motor sports venues for training—roads too dangerous.
- Can't just apply the standards everywhere—along the rivers the standards are far too small because of the numbers who use it.
- Big picture routes i.e. to Mansfield should be included—maybe will take 20 years +
- Need to change the culture re cycling- not safe getting in and out of Wangaratta.
- Separation is important.
- Can the outlying towns be linked?
- Need to have cycling around Wangaratta to ensure that cycling is visible in the town.
- Identify the cycling routes-label with the “Share the Road” signage.
- Need to repair mistakes in regard to bike and walking infrastructure as a first priority.
- Work on the response re issues on roads/tracks.
- Council should do the following re cycling and walking:
- Fix issues and errors/mistakes on existing network of paths and on road cycling infrastructure.
- Plan the network across the region
- Continue to promote cycling and walking as a part of day to day life and to change the culture towards cycling and walking.
- Cycling Culture: Some concern regarding the culture of cycling in Wangaratta and the attitude of cars towards cyclists.
- Off Road Facilities: There has been a strong focus on off road facilities in the past which is great but the focus on on-road facilities has not been as good. Need to show some commitment towards developing a good network of both types of facilities to meet a larger number of user groups.
- Connectedness and planning—Some concern that new housing estates are not connected to the surrounding suburbs or to each other with trails or even footpaths. Need to be promoting alternative transport choices in new areas.
- Hamilton Park connection missing. Would be a valuable connection to get residents out of cars and onto alternative forms of transport.
- Need to ensure review of planning (DA's and during the development planning process) with staff such as Recreation and others including engineers and developers.
- Separation: Separation is very important for cyclists. Any kind of separation is better than none. This can be in the form of a shared off-road trail or a line on the edge of a road with a shoulder to ride on.
- Bike plug in areas in the CBD would be valuable as well as bike repair stations in town and potentially on the rail trails.
- Concern regarding the CBD focus of the comments so far. Need to increase the focus on the potential issues on rural roads in the RCOW. Actions need to consider the needs of the entire network, not just the city centre.
- Safety: Need to consider the rural roads cycling needs. These can be very dangerous, and People are reporting regular near misses.

- There is a disregard for cycling by other road users-this attitude needs to change through education and potentially signage.
- Road reserve use: Potential of using the roadside verges for trails-example is in Red Hill on the Mornington Peninsula. Maybe able to be used to connect important links together.
- Lowering the speed limits will make the most difference for safety and motivation to cycle. 30km of very small local streets.
- Council should look at the priority in this order: 1/Off road trail repair and upgrade, 2/on road facility repair and development, 3/preferred route planning over time.
- Advocacy: Council needs to advocate for improvements near or on VicRoads roads.
- Trail design: Council need to consider the location when designing a path (width etc). Doesn't always have to be the same width as other locations.
- End of trip_Ride to work infrastructure is important. End of trip facilities should be promoted and developed.
- Signage: Clear signage across the network is critical. Needs to be standard and with every decision point to potentially have a sign to reduce people getting lost and to promote use?
- Safety: Biggest issue with safety is getting in and out of Wangaratta-main roads.
- Connected: Can the outlying towns be linked with the inner shared paths and on road lanes?
- Need to increase cycling around Wangaratta to ensure that cycling is "visible" in the town.
- Safety: Council should Identify the cycling routes and label with the "Share the Road" signage
- Council priority_should be to repair mistakes in regard to bike and walking infrastructure as a first priority.
- Need to work on the response rate regarding repair of issues on roads/tracks once reported.
- Council should do the following re cycling and walking:
 - Fix issues and errors/mistakes on existing network of paths and on road cycling infrastructure
 - Plan the network across the region
 - Continue to promote cycling and walking as a part of day to day life and to change the culture towards cycling and walking.

Role:

- Plan and repair what they own and operate first.
- Advocate for cycling and walking in areas they do not own/operate.
- Promote alternative transport options across the community to normalize cycling and walking as a transport and recreation option.
- Cycling Australia programs are popular around the world. May be able to coordinate these programs within schools or other community groups.
- Cycling Australia work with cycling clubs around the country to develop programs and participation. Maybe beneficial in Wangaratta.
- Roadside verges: Council should investigate the potential for utilising Railside verges as locations for trails
- Infrastructure and promotion: best for Council to focus on what they can do well. Infrastructure and support promotion and programs.

3.11 Other stakeholder engagement

Identified Strategic Cycling Corridors-Transport for Victoria in consultation with Council representatives

One Mile Creek

Boundary: College Street, One Mile Creek off road cycle path, Cribbes Road, Murdoch Road to Cathedral College

Planning Certainty: High

Comments: The One Mile Creek SCC provides connections between the Central Activity Area (CAA), health centre (employment), bike hub, northern western growth area, seven schools, the south eastern growth area and Mitchell Avenue recreational areas with an indirect link to the station (see Cross-City Connection North). The majority of this route is an existing off-road path following One Mile Creek until Cribbes Road. Cribbes Road requires planning and design to determine how a separated path may be provided within the road corridor.

The existing off-road path will need to be reviewed for potential lighting and safety improvements.

The route provides potential future links to the Milawa gourmet district.

It is important to recognise the relationship between this SCC and the following precinct plans/planning studies:

- Railway Revitalisation
- Inland Rail
- Hospital Precinct Plan
- Urban Design Framework

Ovens River Link

Boundary: Wangaratta-Yarrawonga Road, Ovens River off road path

Planning Certainty:

High

Comments:

The Ovens River Link provides a connection between Wangaratta's north western growth areas, Goulburn Ovens Institute of TAFE, Galen Catholic College, recreational places of activity, and the central activity area, with an indirect link to the station (see Cross-City Connection North).

The route provides potential future links to tourist/recreational areas along the Wangaratta-Yarrawonga Road, the north Wangaratta community, and towards Springhurst and Rutherglen. Most of this route follows an existing off-road path, with a requirement to review the lighting and safety of the route for potential improvements.

The rail underpass will require planning and design to identify improvements to safety, amenity and drainage.

Cross-City Connection (South)

Boundary: One Mile Creek to Graham Avenue, Crisp Street, Millard Street, Merriwa Park, Ely Street, Chisholm Street, Faithfull Street, Parfitt Road to Apex Park (Ovens River Link)

Planning Certainty:

High

Comments:

The southern cross city SCC provides a link between the two river pathways.

The SCC connects the CAA and routes to growth areas as well as Wangaratta Primary School. Planning and design will be required for this entire route; most roads are wide, with low traffic volumes. There are some existing pathways within Merriwa Park that may be upgraded/utilised.

Cross-City Connection (North)

Boundary: One Mile Creek, Cusack Street, railway crossing, Norton Street, MacKay Street, Ovens River Link

Planning Certainty:

High

Comments:

The northern cross city SCC provides a critical link between the two river SCCs. The route connects employment centres (health precinct), railway station, TAFE, employment and activity clusters and connects the river SCCs with Wangaratta's CAA.

Planning and design are required to ensure the routes within road corridors improve safety and comfort. It is important to note the relationship between this SCC and the Hospital Precinct Plan, Urban Design Framework, and Railway Precinct Revitalisation.

Tone Road Western Connection

Boundary: Tone Road, from One Mile Creek to Shanley Street

Planning Certainty:

High

Comments:

This SCC connects industrial employment centres along Tone Road, the Rural TAFE College, and provides a future link to southern growth areas. Tone Road is a wide road that will require planning and design to ensure a safe cycling path can be provided.

2. Appendices

Appendix 1. List of suggestions made about improvements to infrastructure in specific locations

These comments have been taken from the On-line survey, Submission and mapping comments

Source	Specific Location	Comment
Survey	One Mile Creek Path	<ul style="list-style-type: none"> One Mile Creek Path
Survey	Yarrunga	<ul style="list-style-type: none"> Yarrunga Street, road reserves too narrow, no trees
Survey	Yarrowonga	<ul style="list-style-type: none"> Yarrowonga Rd-Rough and dangerous
Survey	Yarrowonga Road	<ul style="list-style-type: none"> Path improvement Yarrowonga Road
Survey	Yarrowonga Road	<ul style="list-style-type: none"> Yarrowonga Road path finishes at Walnut grove estate and does not extend to access Ovens river flats or northern end of Warby ranges
Survey	Yarrowonga Road	<ul style="list-style-type: none"> Extend paths on both ends of town-further along Yarrowonga Road
Survey	Yarrowonga Road	<ul style="list-style-type: none"> Yarrowonga Road needs drink taps.
Survey	Worland Rd	<ul style="list-style-type: none"> More footpaths for pedestrian safety e.g. Worland Rd
Survey	Wilson Rd	<ul style="list-style-type: none"> Wilson Rd and Wilson Rd bridge-no pedestrian path. Potholes on road shoulder approaching Wilson Rd bridge. Pedestrians walk directly alongside traffic in 60km zone
Survey	Wilson Rd	<ul style="list-style-type: none"> Safer path along Wilson Rd and Wilson Rd bridge to connect to CBD
Survey	Wilson Rd	<ul style="list-style-type: none"> Need a footpath in Wilson Road Wangaratta
Survey	Williams Road	<ul style="list-style-type: none"> Williams Road (the road) outside St John's is dreadful
Survey	Wilson Rd	<ul style="list-style-type: none"> Wilson Rd and Wilson Rd bridge-no pedestrian path. potholes on road shoulder approaching Wilson Rd bridge. Pedestrians walk directly alongside traffic in 60km zone
Survey	Wareena Park	<ul style="list-style-type: none"> Enjoy the outdoor fitness gym equipment at Wareena Park
Survey	Wangaratta-Outskirts	<ul style="list-style-type: none"> More bike paths and lanes especially to outskirts of Wangaratta to encourage people to ride from out of town.
Survey	Wangandary Road	<ul style="list-style-type: none"> Wangandary Road between Arlington Park and Christensen lane needs a cycle lane. Currently heading west there are corrugations caused by potholes being filled. The road has no shoulder. School and city buses use the route to Christensen Lane-not satisfactory to cycle yet Lindner road has an excellent cycle lane and probably less vehicle traffic. Reverse trip from Christensen Lane has potholes on Wangandary Road.
Survey	Turner Street	<ul style="list-style-type: none"> Keep linking existing paths with more bridges. Turner Street is good example
Survey	Tone Road	<ul style="list-style-type: none"> Path improvement along Tone Road near rail tracks
Survey	Tone Road	<ul style="list-style-type: none"> Tone road needs a bike/walking path into town
Survey	Tone Road	<ul style="list-style-type: none"> Many intersections are poorly designed for pedestrians and cyclists as valid users of the network. E.g. Sisley Ave and Tone Road intersection
Survey	Tone Road	<ul style="list-style-type: none"> Tone Road along rail tracks-no path
Survey	Tone Road	<ul style="list-style-type: none"> Tone road northbound just south of kart traffic lights has lumps that are dangerous
Survey	Templeton Street	<ul style="list-style-type: none"> Templeton Street is the model for a cycling street; adults on street, teenagers on verges,

Source	Specific Location	Comment
		children on footpaths.
Survey	Scott Street	<ul style="list-style-type: none"> Footpath construction Scott St/ Orkney St
Survey	Ryan Ave	<ul style="list-style-type: none"> Some areas between Ryan Ave and Wareena Park are uneven
Survey	Rowan Street	<ul style="list-style-type: none"> Rowan Street-uneven and slippery pavers
Survey	Rowan	<ul style="list-style-type: none"> Improve traffic flow and cycling safety along Rowan ST from Swan to Murphy Street Single vehicle lane with dedicated, marked bike lane alongside
Survey	Rowan	<ul style="list-style-type: none"> the under pass paths are dark i.e. under Rowan Street
Survey	Rowan	<ul style="list-style-type: none"> Cnr Rowan St/Green Street to town centre-need either bike path or shared path
Survey	Rowan	<ul style="list-style-type: none"> The Rowan St bridge of One Mile Creek is very dangerous to cross when the underpass is flooded. The road is wide with traffic also coming from Orwell St. At minimum there needs to be a pedestrian island so that the crossing can be completed more safely at peak times
Survey	Rowan	<ul style="list-style-type: none"> More bike lanes needed in CBD and down Rowan street
Survey	Rowan	<ul style="list-style-type: none"> Within town there should be serious cycle lanes along the main roads like Murphy street and Rowan Street
Survey	Spearing Street Rail Yards	<ul style="list-style-type: none"> Are the Spearing Street rail yards part of the Council Plan to revive the area for art/craft/music? Are they to be used for the new freight line? If no for both, purchase/lease the rail yards for all day parking, freeing up car movement towards CBD. It may help the parking issue, encourage workers to walk 2 or 3 blocks. You could have coffee/food venues there for small business and promote it as a parking and social venue.
Survey	Showgrounds	Velodrome should be supported at showgrounds for youth and healthy activity.
Survey	Ovens St	<ul style="list-style-type: none"> Ovens St-from Docker to Templeton: lack of stencilling to indicate shared road to motorists.
Survey	Ryan's Lookout	<ul style="list-style-type: none"> More road shoulders sealed to enable room for cyclist to stay off main car lane. On out of town routes also e.g. Ryan's Lookout, Carragamungee Roads, Oxley flats Rd
Survey	Osboldtone	<ul style="list-style-type: none"> Osboldtone Road needs to be safer for people to walk ride
Survey	Ovens River	<ul style="list-style-type: none"> Ovens River shops (Prevue, Precinct etc)-great location, good location of bike parking, great links to trail, bridge width is great. Needs more wayfinding and more undercover bike parking
Survey	One- Mile Creek	<ul style="list-style-type: none"> I ride the One Mile Creek track to work, the shrubbery and trees need some regular trimming to enable clear vision around bends
Survey	One-Mile Creek	<ul style="list-style-type: none"> On the One Mile Creek trail tree routes do cause increased trip hazards over time
Survey	One-Mile Creek	<ul style="list-style-type: none"> One Mile River bike trail-lack of lighting for night riding
Survey	One-Mile Creek	<ul style="list-style-type: none"> One mile river bike trail-after a storm there is often a lot of debris on the track perhaps that could be swept in a timely manner.
Survey	One-Mile Creek	<ul style="list-style-type: none"> One mile creek path-parts are atrociously rough, dangerous for road bikes.
Survey	One Mile Creek Track	<ul style="list-style-type: none"> One mile creek track from Greta road to Phillipson Street is in poor condition and not suitable for walkers and cyclists
Survey	One Mile Creek Path	<ul style="list-style-type: none"> One Mile Creek Path-very nice shady route some surface quality issues and lacks wayfinding signage at road crossings
Survey	One Mile Creek	<ul style="list-style-type: none"> Improve the surface quality of the One Mile Creek walk/cycle path

Source	Specific Location	Comment
Survey	CBD Docker	<ul style="list-style-type: none"> Walking from Docker Street to CBD crossing WPAC, on the right you have a large scrub and parking sign and there are often parked SUV vehicles travelling Ovens street to Reid St. You virtually have to step forward on to the road to view traffic-dangerous! Likewise, crossing for the hairdresser on the Docker Street corner to get to the memorial side, the same traffic from Ovens St. turning left cannot view you after you have left the 1/2 way refuge. The parking sign needs relocating, or the scrub trimmed. Pity older people crossing in these directions.
Survey	CBD	<ul style="list-style-type: none"> Reduction in cars coming in to the CBD to park all day on fringes
Survey	CBD	<ul style="list-style-type: none"> Path development on outskirts of CBD i.e. Wilson Road
Survey	CBD	<ul style="list-style-type: none"> A signed central loop from CBD all around Kaluna Park and Levy banks on Wilson Road, it could start at Tourist Information Centre and include the board walk and current river track to showgrounds
Survey	CBD	<ul style="list-style-type: none"> Provision of pedestrian crossings throughout the entire city not simply the CBD
Survey	CBD	<ul style="list-style-type: none"> CBD plan that includes bike lanes and parking to encourage active travel and transport
Survey	CBD	<ul style="list-style-type: none"> Connected bike paths from residential areas to the CBD, major facilities and Council facilities-library, pool, school etc
Survey	CBD	<ul style="list-style-type: none"> Bike parking close to main shopping centre
Survey	CBD	<ul style="list-style-type: none"> It is difficult to cross safely from east to west in the city centre
Survey	CBD	<ul style="list-style-type: none"> Bike park racks (hang rails) at main shopping points
Survey	CBD	<ul style="list-style-type: none"> Better connectivity-we have some great paths and tracks, but it would be better if the connected and more direct routes to CBD
Survey	CBD	<ul style="list-style-type: none"> Bike routes within town that take straight forward direct routes along all arterial and secondary roads
Survey	CBD	<ul style="list-style-type: none"> Clear cycle lanes on main roads into CBD e.g. Rowan St, Murdoch Rd, Greta Rd, Riley St, etc-similar to those in parts of Melbourne CBD
Survey	CBD	<ul style="list-style-type: none"> Promotion to CBD traders that a more cycle/pedestrian friendly precinct is good for business
Survey	CBD	<ul style="list-style-type: none"> More verandas/cover(Summer & Winter) areas with more seating for walking shoppers
Survey	CBD	<ul style="list-style-type: none"> I love the path behind showgrounds/down the creeks, but I don't feel particularly safe on my own.
Survey	CBD	<ul style="list-style-type: none"> Get rid of all pavers in CBD-slippery and uneven
Survey	CBD	<ul style="list-style-type: none"> On road cycling is poorly catered for in the city. Existing facilities are rare, poorly maintained and do not link well to other facilities
Survey	CBD	<ul style="list-style-type: none"> It can be quite dangerous dealing with traffic in the CBD
Survey	CBD	<ul style="list-style-type: none"> Pedestrian road crossing infrastructure has been to the detriment of cyclists, e.g. hospital, Rowan Street, Edwards Street
Survey	CBD	<ul style="list-style-type: none"> Cycle/Walking paths within Wangaratta township are good
Survey	CBD	<ul style="list-style-type: none"> Docker St. with heavy traffic volumes due to TAFE, library, Gateway Health and hospital means it is no longer cycling friendly and with future foot traffic ramps at Docker/Cusack to be eliminated walking and cycling options are

Source	Specific Location	Comment
		being hampered.
Survey	Docker Street	<ul style="list-style-type: none"> Docker Street is mostly poor for walkers, especially during warmer weather. There is a need for shade trees
Survey	Dixon Street	<ul style="list-style-type: none"> Dixon St south footpath uneven-trip hazard
Survey	Clarkes Lane Rail Trail	<ul style="list-style-type: none"> Extension of rail trail down adjoining lanes E.g. Clarkes Lane
Survey	Reedy Creek(Wang to Everton?)	<ul style="list-style-type: none"> Large hole on the bridge over Reedy Creek bike path where a post has been taken out
Survey	Pin Oak Drive	<ul style="list-style-type: none"> Pin Oak Drive walking track though new is already washing way and does not join up sensibly to Cathedral College
Survey	Ovens River Northern Beaches	<ul style="list-style-type: none"> Some more toilets out along main walking routes e.g. north beach area
Survey	Edwards Street	<ul style="list-style-type: none"> Edwards Street path under big tree adjacent to recent housing estate is dangerous. Massive lump under tree
Survey	Merriwa Park	<ul style="list-style-type: none"> Toilets in lower Merriwa Park need more rails in disabled.
Survey	Merriwa Park	<ul style="list-style-type: none"> A lip from Bike Hub Merriwa Park on to main road.
Survey	Merriwa Park	<ul style="list-style-type: none"> Merriwa Park, Road is too dangerous to run on, large bumps and cracks
Survey	Greta Road	<ul style="list-style-type: none"> As above under Greta Road
Survey	Greta Road	<ul style="list-style-type: none"> Greta Road Shared Path on western footpath-great location, needs signage, line marking and vegetation trimming
Survey	Greta Road	<ul style="list-style-type: none"> Phillipson St to Greta Road track needs drink taps.
Survey	Perry Street	<ul style="list-style-type: none"> The pedestrian crossings in front of NHW and those across Perry St near Coles do not have room for a cyclist to safely continue through if a car is in that zone
Survey	Collyn-Dale Drive	<ul style="list-style-type: none"> Collyn-Dale and other new estates-rates are low for cycling
Survey	Collyn-Dale Drive	<ul style="list-style-type: none"> Colyn- Dale area needs drink taps
Survey	College St	<ul style="list-style-type: none"> College St Shared Path-nice and wide-needs better signage
Survey	Clarke St	<ul style="list-style-type: none"> Bike path-gym equipment at Clarke St have no tension or footsteps. Unsafe
Survey	Christiansen's Lane	<ul style="list-style-type: none"> Path needed down Christiansen's lane
Survey	Burrow Street	<ul style="list-style-type: none"> Opposite Burrows St under red gums is terribly lumpy
Survey	Bullawah Trail	<ul style="list-style-type: none"> Bullawah Trail boat ramp area needs to be raised. It goes under water easily in winter meaning that whole section of the path is unusable
Survey	Ovens River near Bowls Club	<ul style="list-style-type: none"> Bike park to encourage younger or less experienced riders. Perfect location on the river past bowls club.
Survey	Cribbes Road	<ul style="list-style-type: none"> The cross over at Cribbes Road at Enhams Lane
Survey	Murphy St-	<ul style="list-style-type: none"> Murphy St-bicycle hub-worst location/unsafe location to be getting on and off a bicycle. No stencilling to show drivers that bikes are present, no dedicated lane to indicate bikes. Very unsafe
Survey	Murphy St-	<ul style="list-style-type: none"> Murphy St, Reid St, CBD city centre-more stencilling for bikes/safe bike lanes. Think Copenhagen style lanes for Docker, Mackay, Ovens St.
Survey	Murphy St	It would be great to have jazz themed bike racks along Murphy or Reid St - to increase bike parking but also to add some street art!
Survey	Lions Apex Traffic School	<ul style="list-style-type: none"> Support for the Lions Apex Traffic School-a unique asset promoting safe traffic behaviour for children 4 years and over

Source	Specific Location	Comment
Survey	Arlington Park	<ul style="list-style-type: none"> Arlington Park & new estates-too narrow and no trees.
Survey	Merriwa Park	<ul style="list-style-type: none"> Pity the Bike Hub in Merriwa Park is not in the right place.
Survey	Apex Park	<ul style="list-style-type: none"> Apex Park is better situated for a bike hub at the start of the bike path.
Survey	Apex Park	<ul style="list-style-type: none"> Provide drinking water on the Riverlink Track from Apex Park up Yarrawonga Rd
Survey	Apex Park	<ul style="list-style-type: none"> Great quality along the river from Apex Park
Survey	Apex Park	<ul style="list-style-type: none"> Apex Park is good
Survey	Yarrawonga Road	<ul style="list-style-type: none"> Yarrawonga Road from Killawarra estate north is dangerous to cycle on without trail
Survey	Boat ramp	Please raise the path at the boat ramp so it doesn't flood easily
Survey	Bullawah Trail Boat Ramp	<ul style="list-style-type: none"> Raise path near boat ramp/railway on Bullawah Trail so it doesn't go under water easily and therefore can be used all year round
Survey	Boat Ramp	<ul style="list-style-type: none"> Parkrun course near boat ramp could be built up as it's cut off very easily when river rises
Survey	Winton Wetlands/Glenrowan	<ul style="list-style-type: none"> Paths linking Wangaratta to Glenrowan, so people can include Winton Wetlands in their run or ride.
Survey	Whitfield/King Valley	<ul style="list-style-type: none"> Whitfield/King Valley roads are dangerous to ride on as there is no space
Survey	Whitfield	<ul style="list-style-type: none"> Wangaratta-Whitfield Rd & upper King River Rd= wider shoulder...bike lane...bike path
Survey	Whitfield	<ul style="list-style-type: none"> Whitfield-it would be ace to be able to ride safely from Wang to Whitfield! With kids too.
Survey	Whitfield	<ul style="list-style-type: none"> Whitfield-no safe way of walking around town such as footpath between cafe and post office
Survey	Whitfield	<ul style="list-style-type: none"> Wang-Whitfield Road-no shoulder for cycling, couldn't possibly share the road with trucks at the moment
Survey	Whitfield	<ul style="list-style-type: none"> Whitfield-intersection at the pub is terrifying no matter if you are in car, on foot or on bike
Survey	Whitfield	<ul style="list-style-type: none"> Wangaratta - Whitfield is unsafe to ride on. It needs sealed shoulders
Survey	Whitfield	<ul style="list-style-type: none"> Wangaratta to Whitfield road doesn't have a separate bike path
Survey	Whitfield	<ul style="list-style-type: none"> The Wangaratta to Whitfield road is too narrow for safe bike riding
Survey	Warby Ranges	<ul style="list-style-type: none"> Safe Linkage to Warby Ovens National Park to use PV tracks
Survey	Warby Ranges	<ul style="list-style-type: none"> Paths to the Warby National Park, via Shandley Street, Wangandary Road etc...so runners and cyclists can access our closest natural wonder, which is otherwise too dangerous to get to without a car.
Survey	Warby Ranges	<ul style="list-style-type: none"> Connect Wangaratta to Warby National Park in various directions.
Survey	Warby Ranges	<ul style="list-style-type: none"> A combined project between local government, Parks Victoria and DELWP is required to produce a mountain bike network in the Warby Ranges and Chiltern Mount Pilot National Parks.
Survey	Warby Ranges Salisbury Walk	<ul style="list-style-type: none"> Salisbury Walk have signage fixed
Survey	Warby Trail/Moyhu	<ul style="list-style-type: none"> Consider joining the Warby Trail to travel to Moyhu
Survey	Tarrawingee	<ul style="list-style-type: none"> Bike trail at Tarrawingee appears to still be washed out in places, due to December floods
Survey	Springhurst	<ul style="list-style-type: none"> I am establishing an electric bike hire business in Springhurst.

Source	Specific Location	Comment
Survey	Snow Road	<ul style="list-style-type: none"> • Snow road factory lane to chardonnay drive
Survey	Snow Rd	<ul style="list-style-type: none"> • Slow down traffic at round-a-bouts in CBD
Survey	Snow Rd	<ul style="list-style-type: none"> • Promote Wangaratta as a cycle hub for visiting Snow Rd villages (Oxley, Milawa, Marwood, Whorouly)
Survey	Riverside Track	<ul style="list-style-type: none"> • Riverside track-fantastic
Survey	Rail trail	<ul style="list-style-type: none"> • Rail trail north and south are regularly pestered by aggressive magpies
Survey	Rail trail from Wangaratta	<ul style="list-style-type: none"> • Rail Trail to Bright & Beechworth from Wangaratta could have drink stations and more toilets.
Survey	Oxley Flats	<ul style="list-style-type: none"> • Don't use loose/sandy surfaces on cycle paths. Wang Oxley trail is a shocker.
Survey	Oxley Flats	<ul style="list-style-type: none"> • Need more signs "Share the road" on Oxley Flats Rd
Survey	Oxley Flats	<ul style="list-style-type: none"> • The Oxley flats road is wicked especially at the bends.
Survey	Oxley-	<ul style="list-style-type: none"> • Oxley-Oxley primary school now great the track has been cleared
Survey	Oxley-Milawa	<ul style="list-style-type: none"> • Oxley-Milawa great safe path
Survey	Oxley-Wangaratta	<ul style="list-style-type: none"> • Oxley-Wangaratta great safe path
Survey	Oxley Trail	<ul style="list-style-type: none"> • Oxley trail-cheap job, needs plenty of maintenance.
Survey	Oxley-Milawa Trail	<ul style="list-style-type: none"> • Oxley to Milawa trail-half needs to be ripped up and redone.
Survey	Oxley-Wangaratta Trail	<ul style="list-style-type: none"> • Improve track condition-Oxley to Wangaratta and Milawa paths are rough
Survey	Oxley	<ul style="list-style-type: none"> • Need to connect the Oxley cycle path to the rest of the King Valley
Survey	Whitfield	<p>The Whitfield -Wangaratta Rd is to narrow and in sections has no hard shoulder for cycling. The road is also 100km/h and there is very little to no respite for cyclists from high speed traffic on this road.</p>
Survey	Oxley	<ul style="list-style-type: none"> • Oxley to Milawa
Survey	Oxley	<ul style="list-style-type: none"> • Oxley to Wangaratta
Survey	Oxley	<ul style="list-style-type: none"> • Oxley to Milawa track is excellent
Survey	Oxley	<p>Recent additions to signage for the bike paths heading to Oxley is a great improvement.</p>
Survey	Milawa	<ul style="list-style-type: none"> • Milawa primary school road. There is a path along there that is gravel. Maybe a better surface would be good as I have seen children fall as the gravel can become slippery for young children
Survey	Milawa	<ul style="list-style-type: none"> • Path from Milawa to Markwood along Snow Rd to Markwood Everton Rd, removing cyclists from Snow Rd and creating a safe loop back to Wangaratta via Markwood-Tarrowingee Rd
Survey	Milawa	<ul style="list-style-type: none"> • Cycle path from Milawa to Whorouly turn off.
Survey	Milawa	<ul style="list-style-type: none"> • The cycle path from Milawa mustards to Chardonnay drive is in a state of disrepair no delineation between service road and cycle path it just a need a yellow line to denote the pathway from the service road
Survey	Milawa	<ul style="list-style-type: none"> • Many visitors walk around Milawa and it needs signage to denote the attractions and facilities i.e. toilets, playground. etc.
Survey	Milawa	<ul style="list-style-type: none"> • Milawa has great walking paths/areas
Survey	Milawa	<ul style="list-style-type: none"> • Wangaratta to Milawa floods
Survey	Milawa	<ul style="list-style-type: none"> • Route to Milawa from Wangaratta could have toilets and drinking facilities.

Source	Specific Location	Comment
Survey	Milawa	<ul style="list-style-type: none"> Cyclists have a bike path to use to get to Milawa and around the town-a shame more won't use them.
Survey	M2m	<ul style="list-style-type: none"> Murray to Mountains trail-little maintenance done
Survey	M2m	<ul style="list-style-type: none"> Murray to Mountains Rail Trail is in very poor condition
Survey	M2m	<ul style="list-style-type: none"> We have an opportunity to be world class with our unique M2M Rail Trail and I'm bewildered that is not capitalised on.
Survey	M2m	<ul style="list-style-type: none"> The RCoW over recent years has allowed the Murray to Mountains Rail Trail to degrade through lack of maintenance and development
Survey	Londrigan	<ul style="list-style-type: none"> New facilities, drinking water and picnic tables at Londrigan
Survey	Warby Ranges Loggers Lane	<ul style="list-style-type: none"> Loggers Lane grade road
Survey	King Valley	<ul style="list-style-type: none"> Road signage-leave a Metre in King valley
Survey	King Valley	<ul style="list-style-type: none"> Work with Mansfield Council for a Mansfield/King Valley link
Survey	King Valley	For over 20 years the King Valley has sort a Cycle Trail-it's possible and doable we need RCoW support, VICROADS is willing to sit down and discuss because the Wangaratta-Whitfield Road is required to be upgraded
Survey	King Valley Rail Trail	<ul style="list-style-type: none"> Sealed Rail Trail extension into King Valley (Urgent)
Survey	King Valley	<ul style="list-style-type: none"> Build a series of cycle/walk trails in the King Valley
Survey	King Valley	As above for the King Valley. In addition to a cycle path up the Valley, there is a lot of mountain bike development potential in the Valley
Survey	Killawarra	<ul style="list-style-type: none"> Continue bike track past Walnut Grove out at Killawarra
Survey	Glenrowan	<ul style="list-style-type: none"> Complete the track from Glenrowan into Wangaratta
Survey	Glenrowan	<ul style="list-style-type: none"> Connect Wangaratta to Glenrowan
Survey	Everton	<ul style="list-style-type: none"> Sever flood damage between Everton and Londrigan on Murray to Mountains rail trail-signs placed 5/2 at 115, 117, 120.
Survey	Everton	<ul style="list-style-type: none"> Cycle path along the Snow road and joining to Everton.
Survey	Eldorado	<ul style="list-style-type: none"> Create Mountain Bike trails in El Dorado
Survey	Beechworth rail trail Diffey Road (Everton?)	<ul style="list-style-type: none"> Entrance to Beechworth rail trail at Diffey Rd is gravel and dangerous
Survey	Diffey Rd (Everton?)	<ul style="list-style-type: none"> ESTA marker 202-trail connection with Diffey Road-needs bitumen strip over gravel. Cyclists have come off on this short stretch and it has been a sticking point for 20 years.
Survey	Connect Rutherglen	<ul style="list-style-type: none"> Connect Rutherglen-Wangaratta Rail trail
Survey	Glenrowan Chick Hill	<ul style="list-style-type: none"> Chick Hill better signage
Survey	Beechworth	<ul style="list-style-type: none"> Continue to expand rail trail network e.g. Beechworth to Yackandandah
Survey	Beechworth	<ul style="list-style-type: none"> Love Beechworth/Bright/Wang track
Source	Wangaratta	
Map	Perry St / Tone Rd intersection.	Great route to get to Warby St and avoid the Perry St / Tone Rd intersection. Could do with some bike stencils on road.
Map	Front entrance to Kmart	No bike parking available at the Coles/Kmart. Needs undercover bike parking to encourage people to ride to the shops. Note: There is actually a bike rack near the main front door of Coles, but it is tucked away, doesn't have much room and is not very appealing...has obviously been an afterthought! I agree that there should be another bike rack at the front entrance to Kmart.

Source	Specific Location	Comment
Lit: Wang Project	Cusack St	Cusack St. The proposed design for Cusack Street will focus on implementing an off-road bike path to the north side of the road as well as formalised perpendicular parking. The footpaths to the south will be formalised and additional garden beds will feature throughout the streetscape.
Lit: Wang Project	Norton St.	Norton St. The proposed design for Norton Street will improve the pedestrian experience of train and bus passengers through a station arrival forecourt. A thickened pedestrian edge along the retail side will feature vegetated shade pergolas, passively- irrigated garden beds and places to sit and be.
Lit: Wang Project	Docker	Docker St: The proposed design for Docker Street harnesses the distinct civic character of the south side of the street and significantly expands the footpath into a continuous shady walkway. The space in front of the library will host a comfortable bus stop in a small paved plaza space.
Map	Street with Coles	Lack of footpath is a big barrier to the large number of residents walking to the Coles just up the road.
Map	Norton Street	Please link the footpath up along Norton Street
Map	One Mile Creek Path	Please put in this footpath to connect One Mile Creek path with Smith Street and Vincent Road.
Map	Frank Garth Park and M2M rail trail	Make a bridge here to connect Frank Garth Park and M2M rail trail up with Chisholm Street
Map	Merriwa Park trail to Apex Park.	I think an on road cycling lane would work here to connect up the Merriwa Park trail to Apex Park. This would also enhance ride ability to Wang Primary.
Map	Pangerang Community House Oven Street	Curbing at the boundary of Pangerang House and the adjoining block (previously part of the Masonic Lodge Residence) is absent/badly broken. Two PVC stormwater pipes protrude above the ground.
Map	Ovens Street and the Hwy	This footpath connection is needed to join up the highway and Ovens Street. Currently this is a very narrow track. Like; The construction of this path is well over due and would complete a missing section of the footpath network.
Map	Walby Trail to Moyhu through Glenrowan	Walby Trail to Moyhu through Glenrowan-quiet wide roads, scenic-not the obstacles faced on Wangaratta Whitfield Road from Oxley to Moyhu. Like; This would be a great rest place for people cycling, would also be a great place for free camping as a stopover for cyclists travelling through the King Valley. Close to amenities, Church, Pub, Park.
Map	Ride route to Lake William Hovell	join up with recommended ride to Lake William Hovell which is under represented-ride has some challenges and very scenic
Map	Whitfield Jessies Creek	Jessies Creek offers a compact scenic walk but needs to be cleared out of weeds etc and sealed-could tell story of Jessies Creek and the Chinese vegetable growers- Jessies Creeks is also accessible on Gentle Annie Lane . Like; Whitfield is a great place for a central base. There are many cycle & walk trails that are overgrown, inaccessible and locals trying to get things happening are exhausted, they need help to get things happening. So people can see the beauty of the King Valley and all it has to offer.
Map	Gentle Annie Lane follow the Edi Cheshunt Road to the crossroads at Cheshunt to join proposed trail	From the top of Gentle Annie Lane follow the Edi Cheshunt Road to the crossroads at Cheshunt to join proposed trail-this road needs sealing and would be ideal as a walking/cycle route-it's safer, more scenic and less traffic than the main Wangaratta Whitfield Road
Map	King River	The King River has so much to offer and is under promoted-kids should be here fishing, families swimming in summer, bike riding all year around. Like; So much potential in this

Source	Specific Location	Comment
		area, it is a beautiful part of our world. Underutilised, undersold The King River has so much to offer, fishing, canoeing, walks, cycle (along the riverside). People enjoying, staying, visitors putting into the economy. https://www.facebook.com/KingValleyTourismAssociation/videos/335205143929901/
Map	Ride to Lake William Hovell (Whitfield and take the King Valley Road to Cheshunt. • Over the bridges in Cheshunt and turn right onto Upper King River Road.)	From this point it would join the Tourism North East suggested ride to Lake William Hovell-attracting both tourists and the community Like; Great cycle path to Lake William Hovell, however the road is dangerous and needs attention. Maybe a little widening, sign posted and made user friendly.
Map	Greta Road	Would love to see this widened to become a shared path all the way to the Greta Road traffic lights.
Map	Rowan Street	The design of this bridge crossing for cyclists and pedestrians is poorly thought out. Cyclists and pedestrians going to/leaving schools in this area use the footpath to avoid heavy road traffic. Unfortunately, the path heading south is very narrow to accommodate cyclists and pedestrians. Many cyclists use the footpath until around Rowan street and then disperse into the residential areas. Those attempting to access the on road path in a southerly direction are often; 1 Blocked by parked cars 2 Have to travel over a rough surface because the off road path and the on road path are not linked in any way. Mass confusion occurs when schools are dismissed and hundreds of students converge onto this section of the network at the one time. 3X photos attached
Map	Cusack St to Tone Rd	The section of trail from Cusack St to Tone Rd is in very poor condition. It is actually narrow compared to other sections and maintenance issues are too many to list along this section of well used trail.
Map	Cnr Ford & Ovens Streets	The pedestrian refuge in front of WPAC and the VicRoads office squeezes cyclists into traffic and creates a dangerous situation given its location. More room should have been allowed for cyclists to maintain a straight cycling line through this point.
Map	Moyhu-Whitfield Wangaratta-Whitfield road-	Build a Cycle/Walk Track in sections if necessary but start its been over 20 years-talk to VicRoads and make it a joint project. It makes sense to at least have Moyhu-Whitfield as part of the cycle trail strategy.
Map	(Tone Rd-Sisely Ave)	This intersection (Tone Rd-Sisely Ave) is badly designed for cyclists. When approaching from Swan St towards Handley St it is a nightmare to move to the centre lane at times to demand a position. The lights also change from green to red far too quickly leaving little time to cross. The new shared path on the Eastern side of the intersection is also poorly designed for those attempting to ride in North to South direction. Looks good on paper but in reality, works poorly for the needs of cyclists at this intersection
Map	Green Street to Town Centre	Shared pathways for cycling and walking due to no bike lane between Green St and the town centre
Map	College Street.	Desperately need this path to avoid users having to cross increasingly busy roads along College Street.
Map	Gray St	If it doesn't flood east of the rail way line, it might be worth having the council create a diversion bicycle path up Gray St that links up with the underpass on either Templeton St or

Source	Specific Location	Comment
		the Overpass on Rowan St.
Map	Northern Beaches to Macquarie Court Cambridge Drive	Path from Northern Beaches to Macquarie Court needed to create a continuous path from Apex Park Rail Trail head to Milawa. All the rest is done. It would be great to see this final section completed. Alternatively they could create a bike lane on Cambridge Drive or have a wider path for bikes and humans.
Map	M2M Rail Trail to Milawa!	This path also needed as are others behind Cambridge to join existing path networks and create a continuous off-road path from the M2M Rail Trail to Milawa! At present the only section not available is from Northern Beaches to /one Mile Creek at Edwards St Bridge.
Map	Merriwa Park to Wilson Road.	Please create a path from Merriwa Park to Wilson Road. This area is flood prone so would need to take that into consideration). 1 image attached
Map	Ovens St	The path connections at this end of Ovens St (and connecting streets) are really poor. Road crossings are too wide, paths end, pram crossings too steep.
Map	Mackay/Ovens Street intersection	Mackay/Ovens Street intersection-as a pedestrian need to look in 4 directions at once to cross safely.
Map	Oven Street	The section of Ovens St, between Ford and Roy St should have an on road cycle lane.
Map	Ovens Street	Wider footpaths are required. As a pedestrian, one cannot stay on the footpath at their current width when approaching a motorised scooter or wider pram.
Map	Green Street to Town Centre	Shared pathways for cycling and walking due to no bike lane between Green St and the town centre
Map	Ovens St	The path connections at this end of Ovens St (and connecting streets) are really poor. Road crossings are too wide, paths end, pram crossings too steep.
Map	Ryley St	Consider segregated shared paths along Ryley St to connect One Mile Creek Path with the Bike Hub, Murphy St, Merriwa Park and surrounds.
Map	Rowan St	This key pedestrian/cyclist crossing of Rowan St is very difficult at peak times if the underpass for the shared pass is flooded. Some years the period of flooding is minimal, others it is the majority of many weeks that the underpass is flooded. There needs to be a pedestrian traffic island in the middle of Rowan St as the road is very wide at this point and the traffic flow is very high at times making it very difficult/unsafe to cross. Making crossing more hazardous is cars turning east onto Rowan St from Orwell St.
Map	Christensen Lane	This very short section of off-road shared path is long overdue for construction. Extending this on to Christensen Lane would link the existing facility to the path network towards the city.
Map	Phillipson Street	Blockage of cycling lane by school crossing refuge is unnecessary. Especially for those trying to access Phillipson Street for a right hand turn. 1 photo attached
Map	Crisp St and the entrance to Merriwa	The off road cycling path between Crisp St and the entrance to Merriwa Park is; 1. Too narrow 2. Has poor cross overs with gutters at corners 3. The design impedes your ride rather than helps with the ride through this busy section of road 4. Too many bindii eye patches to avoid.
Map	Edwards Street	This new concrete path should have been constructed as a shared path due to the high usage of cyclists/pedestrians accessing the secondary schools in this area. The manner in which this path has been linked with Phillipson Street is very poor. It only provides for movement down Edwards Street and does not allow for access in a Northerly direction into Phillipson St or for intersection crossing in a Southerly direction onto Phillipson St
Map	Templeton Street	With the impending closure of the east rail track "in the hole". It is an excellent opportunity to design and create a North-South Link along this land from Templeton St to the South Wangaratta Sports Reserve using the rail reserve.

Source	Specific Location	Comment
		This would connect across/with many paths and roads in the city and create a wonderful link to all. There currently exists a disused rail bridge over the One Mile Creek and this could be utilized for the project.
Map	Templeton St to the Wangaratta South Reserve	I suggest a shared path to be constructed on the entire length of the railway easement, stretching from Templeton St to the Wangaratta South Reserve. This would link many other on-road and off-road facilities and provide an excellent North-South corridor route
Map	Sisely Ave	Sisely Ave would make an excellent East-West on road link. Stretching from the Greta Rd to Reiths Rd. On road parking should be removed to make the lane wide enough for a continuous on road lane.
Map	Edwards St	Walking path needs to be constructed. Many school children use this street to access school. Edwards St side of the street is the most used by pedestrians as it provides the shortest and most direct route to school for Galen College students
Map	Walnut Grove	The sealed bike path needs to be extended to Warby Range Rd. Many new, young families, and other families live in this estate (Walnut Grove). We are currently unable to ride into town if it has been raining due to puddles and mud that either covers the track or ends up all over us. And don't get me started on how many punctured tyres my kids have had! Please extend the sealed track.
Map	Wangaratta	There are several major crossings which impact connectivity east to west across the town. The great cycle paths which run along the river and ultimately connect to the trail do not connect well with other cycle and walking paths along one-mile and the rail trail up the king valley. Better connection between the main trails are important and in general east-west travel not north-south.
Map	Thomas St Wilson Rd	My kids and I love walking and riding to school/ work, because we live so close to the CBD (we live in Thomas St)-except it's a bit scary because there is no footpath or cycle path-we walk/ride right alongside the cars and trucks. There is good visibility and cars are usually respectful, but it does scare me to be walking/riding directly next to the traffic without any barriers or room for error. This is a flood prone area but for most of the year if there was a separate path that connected to a new cycle/pedestrian extension on the Wilson Rd Bridge, we would cycle/ ride more often and my kids could commute to school unsupervised because it would be much safer. The Wilson Rd area is increasing in population, and given we are all walking distance to the CBD, making it much safer will reduce a significant barrier to more walking and riding, and more of us will do it more often.
Map	Greta Rd to Newman Street	Makes completely no sense to have constructed an off road facility from Greta Rd to Newman Street and have left out a very short section in front of the vacant property. The integrity of the network is compromised by this decision. At the very least, provide a safe and secure cross over at Vincent road and use crushed rock along the section in question until the project can be completed. This decision holds the community to ransom as the development of the site may take many years to be completed and an obvious blockage will remain. Thus the value of the path is greatly diminished.
Map	Swan St	Swan St as a great North-South on road cycling link. The bridge has two issues. 1-Travelling North one cannot access the off road section due to bollards and no cross over. 2-Surface approaching the bridge is very poor and has been so for a very long time. 2X images attached
Map	Christensen Lane Williams/Lindner Road	The off road path turns the corner and continues down Christensen Lane. Any cyclists approaching from or wishing to travel along Williams/Lindner Rd cannot do so as there is no cross over from the path to the road surface. This is also the case at the intersection with Worland Rd for those trying to access the path at Williams Rd.

Source	Specific Location	Comment
		This issue is repeated at many locations across Wangaratta where little thought has been made to integrate the road network with the off road network. E.g. Phillipson St and Williams Rd. White St and Greta Rd etc
Map	Worland Road?	Can we have a footpath along Worland Road? So many kids walk and ride this road. What happens when the new estate goes in between Valiant Court and Russell Ave? More housing = more people = more foot/cycle movement along a road without footpaths.
Map	Willow Drive Docker or Rowan Streets.	If you are aiming to encourage people to walk/ride, including for commuting purposes, there needs to be a more direct pathway into the Wangaratta CBD from the West End for example the pedestrian bridge off Willow Drive somehow connecting with Docker or Rowan Streets.
Map	Worland Road	This section is marked as shared path. Please check this as I believe currently, there is no designated foot or cycle path here. It is a dirt track that is worn by foot traffic. There is only a very small section of footpath along Worland Road, which is a popular thoroughfare for children and adults. With the population in the area increasing e.g. new houses around Currawong and Vista Drive, the foot traffic is also increasing. Increased traffic once Cruse St connects to Worland Road will increase safety risks of people using Worland Road to walk or cycle. Please also consider that the University of Melbourne has a residential unit on Worland Road-many of the students ride to and from work (shift work).
Map	Worland Road	Extended all the way down to Russell Avenue
Map	Ovens Street	We need a cycle lane on Ovens Street to link in with the Riverside path/Bullawah Trail
Map	Merriwa Park	Merriwa Park has several pathways that abruptly end. My suggestion is to continue the paths, so they form a complete circuit. Preferably as a bike/walk track so small children can cycle around in a circuit (mostly) in view of their parents. I've included some suggestions in an image attachment. 1 image attached
Map	Willow Drive	Currently Willow Drive does not go through as there is private property
Map	Tone Rd	Please complete this section-If you cross from the other side of Tone Road, after you get over to the West side of the road, the only place you can legitimately go is to the other side of Sisely Ave
Map	Willow Drive	Willow Drive
Map	Bullawah Cultural Trail	Marmungan Rock is the start of the Bullawah Cultural trail according to this sign (and map) at the rock. But the path doesn't connect to it.
Lit. Wang Project.	Train Station and Norton Street CBD	Create a safe connection between the Train Station and Norton Street
Lit. Wang Project	Ford Street CBD	Provide a safe mid-block crossing to connect St Patrick's Primary School, the Big W car park and Reid Street with a mid-block crossing on Ford Street
Lit. Wang Project	Reid Street connecting Maloney's Arcade and Victoria Parade CBD	Create a mid-block crossing on Reid Street connecting Maloney's Arcade and Victoria Parade
Lit. Wang Project	King George V Gardens, the Riverside precinct and Sydney Beaches CBD	Create a safe crossing point between the King George V Gardens, the Riverside precinct and Sydney Beaches
Lit. Wang	Chisholm Street	New pedestrian crossing on Faithfull Street between Murphy and Chisholm to provide safer

Source	Specific Location	Comment
Project	crossing CBD	crossing for students and families and connection to the Loop
Lit. Wang Project	Chisholm Street crossing CBD	Prioritise pedestrians on the Chisholm Street crossing
Lit. Wang Project	Chisholm Street crossing CBD	Prioritise pedestrians at the Parfitt Road and Faithfull Streets roundabout
Lit. Wang Project	Oven Faithfull CBD	Prioritise pedestrians at the Ovens and Faithfull Streets roundabout
Lit. Wang Project	Oven CBD	Provide a mid-block crossing at one designated point on Ovens Street (between Reid and Faithfull Streets) to provide better connection between the Co-Store and King George V Gardens
Lit. Wang Project	Ovens and Reid Street CBD	Prioritise pedestrians on the Ovens and Reid Street roundabout
Lit. Wang Project	Ovens Street CBD	Upgrade the mid-block crossing on Ovens Street (between Ford and Reid Streets) to a pedestrian crossing
Lit. Wang Project	Ovens and Ford CBD	Prioritise pedestrians on the Ovens and Ford Streets roundabout
Lit. Wang Project	Baker and Rowan CBD	Prioritise pedestrians on the Baker and Rowan Streets roundabout
Lit. Wang Project	Murphy Street CBD	Upgrade the mid-block crossing on Murphy Street (between Ford and Ely Streets) to a pedestrian crossing
Lit. Wang Project	Ryley and Ford CBD	Prioritise pedestrians on the Ryley and Ford Streets roundabout
Lit. Wang Project	Warby and Murphy CBD	Prioritise pedestrians at the Warby and Murphy Streets intersection
Lit. King George V	Ovens Street and King George V	As part of the Ovens Street and King George V Gardens project, there will be 2 pedestrian crossings running between the Co-Store and King George Gardens, as well as new street lighting to improve pedestrian safety.
Lit.	M2M-Glenrowan with Winton Wetlands	Murray to Mountains and High Country Rail Trail Extensions work includes a trail linking Glenrowan with Winton Wetlands.
Lit Railway Precinct	CBD Railway Precinct	As a result of the Railway Precinct redevelopments, there will be a number of implementations which increase cyclist and pedestrian friendliness, including on and off road bike lanes, pedestrian crossings, footpaths, and improvements to bus stops.
Lit 1999 strategy		Need urban/rural interface; links between Wang and Bowser; extension from One Mile Creek to Edwards St and to Clarkes Lane
Map	M2M-Oxley	Build the MMRT extension form Oxley to Whitfield asap and watch the Valley grow. (Like; If there was a continuation of the cycle/walk path from Oxley/Milawa to Moyhu, King Valley, Whitfield then Cheshunt. This would benefit the whole area, from Wangaratta, right through to Cheshunt.)
Map	Markwood and Milawa	There are a large number of tourists riding between Markwood and Milawa who have not seen alternative and quieter route via the Markwood-Tarrowingee Road. I have witnessed some close calls as logging trucks use the Snow Road which connects through to Milawa. An extension of the Milawa to Marwood trail off road shared path would provide a safer alternative for riders, particularly those with children. Then the connection from Markwood-Everton Road could be on road or with slight road widening/markings into Everton as this is a



Source	Specific Location	Comment
		quieter road. The number of cyclists taking this route seems to be increasing, although no rail counters in place to confirm this. Cyclists Safety.
Map	Markwood	Most Markwood families attend Milawa Primary school-it would be good to be able to link Markwood with Milawa along the Snow Rd.
Map	M2M Eldorado to Carraragarmung ee Primary School and Wangaratta.	Off road link to Murray to Mountains rail trail. This would connect Eldorado to Carraragarmungee Primary School and Wangaratta.
Map	239 Milawa- Bobinawarra Rd, Milawa	A shared path down to brown brothers would be a great addition. This road is too busy for tourists and locals alike.
Map	Eldorado	Potential to develop mountain bike network on Monument Hill.
Map	Oxley/Milawa Rail Trail-Everton	Connect the Oxley/Milawa Rail Trail to the Rail Trail at Everton (perhaps a bike lane on Markwood Everton Rd with plenty of space for cyclists). This would help create a loop from Wangaratta to Everton and back.
Map	Milawa	The section of shared path in front of Milawa bakery and motel is regularly parked on and blocked by cars and caravans. Similarly it is regularly used as an illegal crossing by vehicles between the service road and Snow Road. Not only does this force path users onto road verge but the path is becoming damaged due to the weight of vehicles. Physical delineation (e.g. additional bollards) is required to prevent vehicles from crossing/parking on the bike track.
Map	Warbys	Keep this road across the Warbys as a fine finish (not course chip seal). Heavily used loop
Map	Killawarra Yarrowonga Road to Francis Road to connect with the Warby Ovens National Park. Walker Road to Warby Range Road	The multi-use trail on the Yarrowonga Road needs to be extended to at least Francis road to connect with the Warby Ovens National park. This includes many kms of tracks much of which runs alongside the Ovens river. The area includes dispersed camping sites ideal for cycle tourism to the area. Extending this trail would link the Warby Ovens directly to the train station. With the future North West growth this area is ideal to encourage people to make use of the Warby Ovens as a recreation area on their doorstep. These areas are already used so much that an unofficial trail can be observed from Walker Road to Warby Range road. Worn by the use by high usage.
Map	Connect to river and Cathedral College.	This estate currently has no pathways. It needs to be connected up with the neighbouring shared path along the river and Cathedral College for kids trying to get to school.
Map	Lake William Hovel to Valley floor	Many Outdoor Education providers (and schools etc etc) use Lake William Hovel for Canoeing and Bushwalking. It would be so complementary if a path linked the lake with the Valley floor.
Map	Moyhu Timber Reserve	Moyhu Timber Reserve-super potential as a Mountain Bike venue or even Mountain Bike Park. Currently some good limited options to link to, support and develop.
Map	Cheshunt	Riding to school, Cheshunt store, Lake William hovel are all to hazardous for our kids to do unsupervised, because of narrow shoulder and 100km/h speed limit.
Map	Whitfield	Really narrow shoulder on road and 100 km speed limit mean that we only allow our kids to ride under our direct supervision. We ride with them to school in Whitfield, ride with them to the river at Hamilton's bridge and Cheshunt even though they are both very capable of riding the distance and following road rules and bike education principals. The combination of a narrow and crumbled shoulder, inappropriate verge, trucks, 4wd and caravans, motorbikes etc driving at 100km/h makes it to hazardous.

Source	Specific Location	Comment
Map	Edi to Cheshunt	A vote for the establishment of a Bike network paths and verge identification in the Edi to Cheshunt (... Lake William Hovel) In particular a priority on the Edi Cutting area as this would like to the awesome potential of the Moyhu timber reserve for Mountain bike riding. The vision of bike paths, camping and mountain biking in this area is really strong.
Map	Oxley-Greta West Road and up this road to the fire station	It would be great to extend the shared path to Oxley-Greta West Road and up this road to the fire station to create a triangle commuter route for kids getting to and from school.
Map	Whitfield Gentle Annie Caravan Park to Cheshunt (Lake William Hovel)	increase shoulder/verge of the road. (or build an independent bike path) perhaps white line indicating a bicycle friendly verge. The whole way from Gentle Annie CP to Cheshunt (... Lake William Hovel). Currently Bicycle No's are increasing and the road is too narrow to be safe esp. for Sunday riders and kids.
Map	Diffey Road (Everton)?	Please seal this short connection between the trail and Diffey Road. Seen many accidents occur here.
Map	Milawa Milawa Recreation reserve to Markwood-Everton Rd	Extending the bike path from Milawa Recreation reserve to Markwood-Everton Rd would improve the ability for young families in the Markwood area to safely access the recreation reserve, local businesses and playgrounds by bike or foot in the Milawa area. This would enable families to stay connected/make connections with their wider community and also enable a large number of people in the local area to safely engage in fitness and leisure activities. Currently there are no paths to walk or ride on safely in the area, especially with young children, which means families have to drive to access bike/walking paths.
Map	Milawa Milawa Recreation Reserve to Markwood-Everton Rd-loop to Wangaratta and Everton Bike trail.	The extension of the bike path from the Milawa Recreation Reserve to Markwood-Everton Rd would enable families in the area to have regular bike rides and walks in safety and increase the connectivity of the Markwood and Milawa communities. Enabling Markwood families to access the playgrounds, cafes and facilities of Milawa and beyond would improve the ability for young rural families to make connections with their wider community while also being able to safely and easily engage in fitness activities. Extend path from Milawa Rec Reserve to Markwood Everton Rd. Creating a safe and scenic loop to Wangaratta and Everton Bike trail. Agree with other comments re connectivity and safety for riders along Snow Rd.
Map	Henley Ridge	There should be an off-road bike track linking the Henley Ridge community to Markwood and Milawa and in the other direction to Whorouly. Many cyclists come to the ridge to train on the hill. The snow road is too dangerous for inexperienced cyclists. All residential hamlets witching commuting distance of Wangaratta city should have safe cycling routes to town. Then there needs to be clean safe showering facilities in the CBD and at all major businesses and buildings.
Map	Springhurst	Create a safe way for cyclists to get from the Rail Trail to Railway Road (to Springhurst)
	Oxley-Milawa shared path along Murdoch Road at Cribbes Road	The Oxley-Milawa shared path essentially terminates along Murdoch Road at Cribbes Road with no cycle friendly link to the shared path network. A link from Murdoch Road via either Cribbes Road or Wenhams Lane to the existing shared path is required
Map	Milawa	Existing gravel path has sufficient usage to warrant sealing from Cheese Factory through town and extended to Brown Brothers. As a minimum the existing section between the school and town centre where it joins the existing (sealed) Oxley-Milawa shared path should be sealed. Better (any) delineation between car parking and bike track is also required in front of Milawa PS and outside Milawa Mustards (opposite Hotel).
Map	Milawa	A shared path is desperately needed from Milawa town centre to Brown Brothers. Benefits of such a path would include increased patronage/tourism for the town in addition to the



Source	Specific Location	Comment
		usual safety/exercise/connectivity benefits. As stated by others this section of road sees high volumes of foot traffic using the road in the absence of any pathway.
Map	Milawa and Rutherglen Rail trail	Rutherglen Red train have long past. The use of existing disused rail tracks is now an established fact. In this case we are disadvantaged by our location which involves two local government areas. Milawa and Rutherglen are strong tourist areas, why not link them ? It would also provide the local community with a safe environment to walk and use bicycles for exercise and to commute to Rutherglen. (Providing the bindii eyes are controlled) The Rutherglen/ Springhurst Road is quite narrow. A Rail Trail, would encourage more riders.
Map	Springhurst Rail trail from Rutherglen	Create a continuation of the rail trail through Springhurst from Rutherglen to Bowser
Map	Tarrawingee	Old Tarrawingee school site: Find community use for the site (ideas include a community centre, skate/bike area, BMX track, recreation area).
Map	Eldorado	Centennial Park committee are interested in working with council to develop a Mountain Bike Track at Centennial Park in Eldorado.
Map	Whorouly	Make the town easier to get around for those with mobility issues. This could include installation of footpaths, or improvements to road entries (pram crossovers).
Map	Oxley and Milawa M2M	Connections of the Murray to Mountains Rail Trail also need to be strengthened with improved links for Oxley and Milawa.
Map	Oxley from Milawa M2M	Installation of signage along rail trails, create links to rec reserves etc., and upgrades to the trail between Oxley from Milawa
Submissions made	Ovens River-Bright	A series of way find signs have been recently installed throughout its commercial centre and along the Ovens River path.
Submissions made	Turner Street	Would like to see more prominent signage on the bridges over the Ovens River, Turner Street etc.
Submissions made	Wangaratta	Very supportive of the proposed plan to reduce vehicle speeds to 40kmph within the CAA. Some areas are already that speed (e.g. adjacent St. Patricks School Primary on Ovens and Ryley Streets and Wang Primary School, Chisholm Street) but often poorly signed. We ask that the proposed 40kmph limit be extended along Ryley Street from Ford Street to the Warby Street intersection. The new Reid Street crossing and the upgraded Ovens Street crossing now detailed for construction. Cycling Routes are almost non-existent and there are two shared paths that are narrow and not generally bike friendly.
Submission made	Ford Street, Ovens Street and Murphy Street Roundabouts	Ford/Ovens Street and Ford/Murphy Street roundabouts as intersections with a high risk for pedestrians. We ask that these roundabouts be reconsidered for additional treatments as a priority.
Submission made	Crossing between WPAC and the Big W	The proposed upgrade to the crossing between the WPAC and the Big W brings concerns that there may not be room for right turning traffic exiting Big W to turn onto Ford Street, the stop for walkers. Question over traffic turning left from Ryley Street onto Ford Street having enough space and time to stop for walkers.
Submission made	Oxley-Milawa Cycling Loop	The 20km Oxley-Milawa Cycling Loop would incorporate very desirable elements of food, wine, gin and natural beauty with a preferred distance for cycling enthusiasts. A sealed loop could be travelled in either direction providing cyclists with additional stops at John Gehrig's Winery & Hurdle Creek Still
Submission made	Oxley-Cheshunt	The Valley Rail Trail- we hope to see the shared path be executed in sections, in the short term with an overall path from Oxley to Cheshunt being completed in the long term.
Submission made	Moyhu	Understood that the focus is to extend the existing trail from Oxley for Road Cyclists. Would perhaps make more sense to bring the Warby Trail across to Moyhu. From Moyhu, the road narrows at Edi Cutting and the most recent committee agreed it should go up over the hill (away from the trail) and cut across to Cemetery Lane before re-joining the Whitfield-

Source	Specific Location	Comment
		Wangaratta Rail Trail. Once arriving at Gentle Annie Lane, Whitfield you are faced with a choice: continue along the Whitfield-Wangaratta Rail Trail, turn left into the Lane and either again look at creating a walking trail from Gentle Annie Reserve along the King River to Cheshunt or a better opportunity, continue up to the Edi-Cheshunt Road. If the Edi-Cheshunt Road became a made road with both a walking/cycle track to Cheshunt it would open safe walking and riding possibilities along a very scenic road, it would deliver the ideal cycling distance for families and could return along King Valley Road. Finally, once you enter Whitfield, you can either go to Mansfield or return the way you came basically.
Submission made	Edi-Cheshunt	Extend the works on the Edi-Cheshunt Road north to the Buffalo Road which would deliver a ride for the more adventurous cyclists through to Myrtleford.
Submission made	Moyhu Timber Reserve	The King Valley needs some dedicated mountain bikes/parks. Areas that could be developed are the Moyhu timber reserve. A great downhill run could exist from roomiest to Whitfield on old road lines also.
Submission made	Murray to Mountains rail trail	Council needs to recommit to the Murray to Mountains Rail Trail. Over recent years the condition of the trail has suffered from minimal maintenance practices. This piece of vital tourist infrastructure is falling apart! It is a separate entity from other "in town" paths.
Submission made	Oxley-Whitfield/Cheshunt	A concerted effort to plan and build the MMRT stage 3 from Oxley to Whitfield/Cheshunt. This would need to involve King Valley community and business. The bike path/rail trail obviously needs to be extended to Whitfield and Cheshunt from Oxley as a matter of priority for tourism and community development.
Submission made	Oxley-Whitfield/Cheshunt Mansfield	The bike path/rail trail obviously needs to be extended to Whitfield and Cheshunt from Oxley as a matter of priority for tourism and community development. The process then needs courageous planning and forward thinking to link with Mansfield.
Submission made	The King Valley	The King Valley needs some dedicated mountain bike paths/parks. Areas that could be developed are the Moyhu timber reserve. Black Range state park. Pipers Lane state forest. Area behind lake William Hovel.
Submission made	Wangaratta	A crossing point over Murdoch Road in the vicinity of Crisp and Harper Streets.
Submission made	Wangaratta	Swan Street: A crossing point/connection across Swan Street to access the new bridge at the western end of Turner Street.
Submission made	Wangaratta CBD	Reducing the traffic speed in the entire CBD to 40kmh an hour. The need for shade in the CBD as part of the strategy to keep pedestrians safe, as a pedestrian experienced heat exhaustion having walked 2km across our town. Pedestrian safety requires extensive planning for shade to counter the heat island.
Submission made	Merriwa Park	A clear link from Merriwa Park (corner Meldrum/Millard Streets) to the Oxley-Milawa Rail Trail, preferably directing cyclists along the Murdoch Road service road. The current signage sending cyclists along crisp street and onto the One Mile Creek path is very confusing.
Submission made	Warby and Ovens Street	A clear pedestrian crossing at the intersection of Warby Street and Ovens Street. Currently pedestrians crossing over Ovens Street have to negotiate right turning traffic from Ovens street without any pedestrian refuge, or proper kerb treatments;
Submission made	Greta Road/Tone Road/Ryley Street	Better pedestrian prioritisation at the Greta Road/Tone Road/Ryley Street intersection opposite Kmart. This intersection has fast moving traffic that does not easily see or acknowledge when pedestrian lights are green and walkers are to be given priority;
Submission made	Murdoch Road	A crossing point over Murdoch Road in the vicinity of Crisp and Harper Streets
Submission made	Wilson Road	Desperately need a footpath on Wilson Rd so kids and residents can walk and ride safely to school, work and the CBD.
Submission made	King Valley	The King Valley TA identified the need for a cycle trail in the area.
Submission made	Warby Trail	Wouldn't it make more sense to bring the Warby Trail across to Moyhu? Certainly, more family friendly, as opportunities for other styles of riders.

Source	Specific Location	Comment
Submission made	Warby Range Rd and Waldara Drive	The bike path between Warby Range Rd and Waldara Dve is gravel. This serves as an exercise and recreation path for people living in Arlington and Baltimore estates, Waldara, Wonga Park, Kensington Park and Killawarra. It is used by school children and work commuters riding weekdays, weekend riders heading out to mountain bike trails.
Submission made	Whitfield Wangaratta Rail Trail	Shoulder of the road in many sections of the Whitfield/Wangaratta is in poor condition. This is a necessary short-term fix if the rail trail cannot be built.
Submission made	Wangaratta-Yarrowonga Road	The shared path of Wangaratta-Yarrowonga road presents as a safety issue, particularly just North of Old School Road. The only long-term fixes would be to move this path further away from the road. The gravel path is generally 2-3m wide and about 10-15m from the road edge in most parts, except a much narrower raised section approximately 100m long before 678 Wangaratta Yarrowonga Rd where it is 1-2 metres from the road with no pedestrian protection. On the inside edge, the path has eroded from water run-off to the point where the concrete outlet from the pipe beneath the road has collapsed.
Submissions made	Lake William Hover/Mt. Stirling	There is great potential to create a link using our old bridle trails and existing paths to link Lake William Hovel with Mt Stirling and their existing world class mountain bike trails. This could create a cycle touring link also.
Submissions made	King George Gardens	The bike hub in its current form, it represents that much is wrong with the planning and provision for cyclists in this city. King George Gardens would've been a more accessible site.
Submissions made	Yarrunga St	Yarrunga St road reserves are too narrow
Submissions made	Arlington Park	Arlington Park and new estates have no trees. *more shade trees required in Cusack St, Norton St, Docker St and Rowan St.
	Templeton St	Templeton St is good model for a cycling and walking street.
Submissions made	Bullawah Cultural Trail	It should have been considerably wider and over time this problem will grow as the number of users will increase.
Submissions made	Warby Range Road-Waldara Drive	The bike path between Warby Range Road and Waldara Drive is gravel. No alternate footpath for running, riding and walking with prams. No street lighting. Being unsealed, the bike path has major ants' nests resulting in dogs and children being frequently bitten.
Telephone Interviews	Wangaratta Township	The shared path network in Wangaratta is easy to get lost on-need more signage and info on this trail. Passing of cyclists especially on mountain roads has become a big issue. Path loops only targets the fitness walkers/riders need to think about those walking from a to b; to walk to the shops or library but they need a safe/easy surface to walk on.
Telephone Interviews	Apex Park	Apex Park needs upgrading-this would be the perfect place for the Bike Hub. Existing Bike Hub is in the wrong location.
Telephone Interviews	One-Mile Creek bike path	One-Mile Creek bike path- where it hits Cripps Road and Rattray Ave- tricky crossing the road.
Telephone Interviews	Wangaratta Township	Where Mitchell Ave hits Cripps Rd- dirt track only half sealed. Joins the bike path onto Murdoch Road. Needs to be fully sealed. Some feeling that the roads leading into and out of town are dangerous and busy-off putting to kids and families.
Telephone Interviews	Northern Beaches	Need the continuation of the path around the Northern Beaches. It links into showgrounds and schools out peters out at college St.; unsealed section; need to continue due to more development out at those estates, supposedly to be shared path but not. Gaps include the Northern Beaches area but the schools are already well catered for.
Telephone Interviews	Appin Road	There is a crossing on the main road near the school (Appin Rd) that is a bit dangerous to cross if the crossing person isn't there.
Telephone Interviews	Everton-Milawa	Maybe need a combo type ride- Beechworth to Everton then the backroads to Milawa returning on the Milawa Bike Track. Connecting Milawa with Everton would provide a loop Beechworth trail has the potential for connection in the future.
Telephone	Warby's	A lot of potential for MTB in Warby and El Dorado but signage and info is relatively poor.

Source	Specific Location	Comment
Interviews	National Park	Need to do some work on the Wardy's MTB area. Need to formalise the trails. National Parks ownership.
Telephone Interview	King Valley	Need some way of getting out to the King Valley. Red Hill (Mornington Peninsula) have used road side reserves- single track along- may work in the king valley.
Telephone Interviews	Eldorado	Signage and information are relatively poor Maintenance of path at Eldorado and also issues with funds after floods Signage into Eldorado and access to town is difficult. Can be a barrier to access area. Need an off-road trail network. Not safe when needing to ride or walk on the road. This may promote walking and riding for short trips.
Reference Group Meetings	One Mile Creek	Flooding of pathways is an issue in Wangaratta EG. Rowan Street bridge- One Mile Creek. What's the alternative route that can be provided?
Reference Group Meetings	College and White Street	Trails need to avoid road crossings e.g. At College Street and White Street in Wangaratta.
Reference Group Meetings	Docker Street	Example of improvement- after the Railway Precinct redevelopment occurs, the shared path on Docker Street could be extended down Ford Street to meet up with Bike Hub.
Reference Group Meetings	Murdoch Road	Murdoch Road as a key issue for pedestrians and cyclists. Are the recent pedestrian cycles enough?
Reference Group Meetings	Ovens Street	Ovens Street is also a key issue for cyclists. Project about to commence here- Ovens Street and King George Gardens upgrade, which has a big focus on pedestrians, but not cyclists.
Reference Group Meetings	Mitchell Avenue Reserve	Chicanes may be safe for pedestrians but are a hinderance for cyclists e.g. Mitchell Avenue Reserve bridge hoop chicanes are a barrier.
Workshops	Wangaratta-Whitfield Rd	Wangaratta-Whitfield Rd is a Vic Roads Road-very dangerous. Great need to address rural roads. Whitfield rail trail-no interest by Tourism North East to pursue.
Workshops	Hamilton Park	Hamilton Park connection missing. Would be a valuable connection to get residents out of cars and onto alternative forms of transport.

Appendix 2. Detailed on-line survey findings

Question 1: Do you walk or cycle for fitness, recreation or transport?

A greater proportion of survey respondents walk and cycle than participate in just one activity.

More females walk than cycle and more males cycle than walk.

Some sixty percent of respondent both walked and cycled, 20% walked and 14.5% cycled.

Table 1. All responses for walking, cycling or both

Activity	Responses	
Walk	20.97%	26
Cycle	14.52%	18
Both	61.29%	76
None	3.23%	4

Table 2. Responses by location for walking, cycling or both

	Walk	Cycle	Both	None	Total
Boweya	0	1	0	0	1
Bowmans Forest	0	1	1	0	2
Cheshunt	1	0	0	0	1
Cheshunt South	0	1	0	0	1
East Wangaratta	0	0	1	0	1
Eldorado	2	0	1	0	3
Everton Upper	1	0	1	0	2
Killawarra	1	0	2	0	3
King Valley	0	0	1	0	1
Londrigan	0	0	0	1	1
Markwood	0	1	3	0	4
Milawa	2	0	0	0	2
Moyhu	0	2	1	0	3
Myrree	0	1	0	0	1
Oxley	0	1	1	0	2
Springhurst	0	0	2	0	2
Tarrawingee	0	0	1	0	1
Waldara	1	0	2	0	3
Wangaratta	9	3	37	1	50
Wangaratta South	0	0	1	0	1
Whitfield	0	0	1	1	2
Total	17	11	56	3	87

Table 3. Responses by age for walking, cycling or both

	Walk	Cycle	Both	None	Total
Under 15	0	0	0	0	0
15-19	0	0	1	0	1
20-24	1	0	0	0	1
24-29	0	1	1	1	3
30-34	3	1	4	0	8
34-39	1	1	6	1	9
39-44	1	1	7	0	9
44-49	2	1	11	0	14
49-54	3	1	6	0	10
54-59	2	1	10	1	14
59-64	2	1	6	0	9
64-69	2	1	3	0	6
69-74	0	1	1	0	2
74-79	0	2	1	1	4
80 +	0	1	0	0	1
Total	17	13	57	4	91

Table 4. Responses by gender for walking, cycling or both

	Walk	Cycle	Both	None	Total
Female	14	3	35	3	55
Male	3	10	22	1	36
Total	17	13	57	4	91

Question 2: If you walk for fitness, recreation or transport, how often do you do this?

The majority of participants cycle or walk several times a week, followed by every day.

A slightly higher proportion of females walk every day than men and a higher proportion of males cycle every day than males. A higher proportion of people cycle 3 times a week followed by every day. For females, the second most common frequency of riding is once a week.

Table 5. Frequency of walking for fitness, recreation or transport – all responses

Answer Choices	Responses	
Every day	35.00%	28
A few times a week	52.50%	42
About once a week	8.75%	7
A few times a month	3.75%	3
Once a month	0.00%	0
Less than once a month	0.00%	0



Table 6. Frequency of walking for fitness, recreation or transport – by location

	Every day	A few times a week	About once a week	A few times a month	Once a month	Less than once a month	Total
Boweya	0	0	0	0	0	0	0
Bowmans Forest	1	0	0	0	0	0	1
Cheshunt	1	0	0	0	0	0	1
Cheshunt South	0	0	0	0	0	0	0
East Wangaratta	0	1	0	0	0	0	1
Eldorado	2	0	1	0	0	0	3
Everton Upper	0	1	1	0	0	0	2
Killawarra	0	3	0	0	0	0	3
King Valley	0	1	0	0	0	0	1
Londrigan	0	0	0	0	0	0	0
Markwood	0	1	1	0	0	0	2
Milawa	1	1	0	0	0	0	2
Moyhu	1	0	0	0	0	0	1
Myrree	0	0	0	0	0	0	0
Oxley	0	1	0	0	0	0	1
Springhurst	1	1	0	0	0	0	2
Tarrawingee	1	0	0	0	0	0	1
Waldara	0	2	0	1	0	0	3
Wangaratta	15	27	3	1	0	0	46
Wangaratta South	0	1	0	0	0	0	1
Whitfield	1	0	0	0	0	0	1
Total	24	40	6	2	0	0	72

The majority of respondents

Table 7. Frequency of walking for fitness, recreation or transport – by age

	Every day	A few times a week	About once a week	A few times a month	Once a month	Less than once a month	Total
Under 15	0	0	0	0	0	0	0
15-19	0	1	0	0	0	0	1
20-24	0	1	0	0	0	0	1
24-29	1	0	0	0	0	0	1
30-34	2	3	0	1	0	0	6
34-39	1	6	0	0	0	0	7
39-44	4	4	0	0	0	0	8
44-49	3	8	2	0	0	0	13
49-54	2	6	1	0	0	0	9
54-59	4	8	0	0	0	0	12
59-64	4	2	2	0	0	0	8
64-69	3	0	1	1	0	0	5
69-74	0	1	0	0	0	0	1
74-79	1	0	0	0	0	0	1
80 +	0	0	0	0	0	0	0
Total	25	40	6	2	0	0	73

Table 8. Frequency of walking for fitness, recreation or transport – by gender

	Every day	A few times a week	About once a week	A few times a month	Once a month	Less than once a month	Total
Female	18	26	2	2	0	0	48
Male	7	14	4	0	0	0	25
Total	25	40	6	2	0	0	73



Question 3: If you cycle, how often do you do this?

Table 9. Frequency of cycling – all responses

Answer Choices	Response	
Three times a week	23.46%	19
Everyday	14.81%	12
Four times a week	14.81%	12
Once a month	9.88%	8
Once a week	8.64%	7
Less than once a month	7.41%	6
Five times a week	6.17%	5
Twice a week	6.17%	5
Six times a week	3.70%	3
More often than fortnightly	2.47%	2
Fortnightly	2.47%	2

Table 10. Frequency of cycling – by location

	Everyday	Six times a week	Five times a week	Four times a week	Three times a week	Twice a week	Once a week	More often than fortnightly	Fortnightly	Once a month	Less than once a month	Total
Boweya	1	0	0	0	0	0	0	0	0	0	0	1
Bowmans Forest	0	0	0	0	1	0	0	1	0	0	0	2
Cheshunt	0	0	0	0	0	0	0	0	0	0	1	1
Cheshunt South	0	0	0	0	1	0	0	0	0	0	0	1
East Wangaratta	1	0	0	0	0	0	0	0	0	0	0	1
Eldorado	1	0	0	0	0	0	0	0	0	0	0	1
Everton Upper	0	0	0	0	0	0	0	0	0	1	1	2
Killawarra	0	0	0	1	0	0	1	0	0	0	0	2
King Valley	0	0	0	0	0	1	0	0	0	0	0	1
Londrigan	0	0	0	0	0	0	0	0	0	0	0	0
Markwood	0	0	0	0	0	0	1	0	0	2	0	3
Milawa	0	0	0	0	1	0	0	0	0	0	0	1
Moyhu	1	0	0	0	1	0	1	0	0	0	0	3
Myrree	0	0	0	0	0	0	0	0	0	1	0	1
Oxley	1	0	0	0	0	0	0	1	0	0	0	2
Springhurst	0	0	0	0	1	0	1	0	0	0	0	2
Tarrowange	0	0	0	0	1	0	0	0	0	0	0	1



	Everyday	Six times a week	Five times a week	Four times a week	Three times a week	Twice a week	Once a week	More often than fortnightly	Fortnightly	Once a month	Less than once a month	Total
Waldara	0	0	0	0	0	1	0	0	0	1	1	3
Wangaratta	6	2	4	8	12	3	3	0	2	1	2	43
Wangaratta South	0	0	0	1	0	0	0	0	0	0	0	1
Whitfield	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	2	4	10	18	5	7	2	2	6	5	72

Table 11. Frequency of cycling – by age

	Everyday	Six times a week	Five times a week	Four times a week	Three times a week	Twice a week	Once a week	More often than fortnightly	Fortnightly	Once a month	Less than once a month	Total
Under 15	0	0	0	0	0	0	0	0	0	0	0	0
15-19	0	0	0	0	0	1	0	0	0	0	0	1
20-24	0	0	0	0	0	0	0	0	0	0	1	1
24-29	1	0	0	1	0	0	0	0	0	0	0	2
30-34	0	0	0	0	1	0	1	0	2	2	0	6
34-39	1	0	0	0	3	1	0	0	0	2	0	7
39-44	0	0	1	0	2	2	2	1	0	0	1	9
44-49	3	0	1	3	2	0	2	0	0	1	0	12
49-54	1	0	1	1	3	0	0	0	0	0	2	8
54-59	2	0	2	0	4	1	0	1	0	0	0	10
59-64	3	2	0	2	1	0	0	0	0	0	0	8
64-69	0	0	0	0	2	0	1	0	0	1	1	5
69-74	0	0	0	2	0	0	0	0	0	0	0	2
74-79	1	0	0	2	0	0	0	0	0	0	0	3
80 +	0	0	0	0	0	0	1	0	0	0	0	1
Total	12	2	5	11	18	5	7	2	2	6	5	75

Answers by Gender

Table 12. Frequency of cycling – by gender

	Everyday	Six times a week	Five times a week	Four times a week	Three times a week	Twice a week	Once a week	More often than fortnightly	Fortnightly	Once a month	Less than once a month	Total
Female	5	1	2	5	9	4	6	2	0	5	4	43
Male	7	1	3	6	9	1	1	0	2	1	1	32
Total	12	2	5	11	18	5	7	2	2	6	5	75

Question 4: What are your favourite or most used walking / cycling routes in and around Wangaratta?(So we better understand the most common routes and destination)

Table 13. Favourite or most used walking / cycling routes in and around Wangaratta, by location

	Destination	Starting point	Via
Boweya	Yarrowonga Road	Reid Street	Showgrounds
Bowmans Forest	Beechworth	Fletcher lane	Flagstaff track and flame trees single track
Bowmans Forest	Rail trail	Fletcher Lane Bowman's Forest	Everton - Beechworth
Bowmans Forest	Rail trail around Everton Gapsted	Fletcher lane Bowmans Forest	
Cheshunt	CBD	Wangaratta High School	
Cheshunt South	Whitfield	Cheshunt South (412 Upper King River Road)	Upper King River rd.
Cheshunt South	Moyhu Timber Reserve	Edi Cutting	Casagrande Track
East Wangaratta	Glenrowan	Williams Road	Warby Range Road
East Wangaratta	cafe in main shopping centre	Williams Road	Bike track following creek
Eldorado	Monument Hill	McGregor St, Eldorado	Walking/ cycling track
Eldorado	Dredge/ Centennial Park	McGregor St, Eldorado	
Eldorado	From home back to home	McGregor Street, Eldorado	
Eldorado	river beaches / 5 mile creek / Eldorado		
Everton Upper	Everton Rail Trail		
Everton Upper	to Wang and back from Everton Upper	various rides on Beechworth/ Bright track	
Killawarra	Wangaratta - Yarrowonga bike track	Walnut Grove	Waldara Drive
Killawarra	Wangaratta city	Killawarra	
Killawarra	Warby Ovens National Park	Exchange Road Killawarra	Boweya Road
Killawarra	Wangaratta	Exchange Road Killawarra	Yarrowonga Road
King Valley	Wangaratta Library	Wangaratta High School	
King Valley	Whitfield	Whitfield	Main Road
Markwood	Milawa	Markwood Everton Rd	Snow Rd
Markwood	Rail trail sections	Various	



	Destination	Starting point	Via
Markwood	Markwood to Milawa	Snow road Markwood	
Markwood	Oxley & Beechworth	Snow Rd, Markwood	
Milawa	Milawa bakery	Snow Road	
Milawa	Milawa Roads - around town, 5-7km route	Snow Road, Milawa	
Milawa	Milawa recreation ground	Snow road	Chardonnay drive
Moyhu	Meadow Creek - Myrhee Road	Byrne Street - Moyhu	
Moyhu	School, River, Shops	Bartley Street, Moyhu	Byrne Street, Market Street, Wangaratta- Whitfield Road
Moyhu	Meadow Creek Myrhee	Byrne Street	Moyhu/Whitfield Road - Meadow Creek Road
Moyhu	Beechworth	Wangaratta	Everton
Moyhu	Myrhee	Moyhu	Greta
Myrhee	Moyhu and Whitfield	n/a	n/a
Myrhee	King Valley	Myrhee	Boggy Creek Rd and Whitfield Road
Oxley	Oxley Primary School	Macartney Street Oxley	Snow Road
Oxley	Milawa Cheese Factory	Macartney Street, Oxley	Snow Road
Oxley	Oxley	32 Oxley Greta west road, Oxley	Wangaratta city centre
Oxley	Oxley township	32 Oxley Greta west road, Oxley	Oxley primary school
Springhurst	Along river track behind showgrounds	Northern beaches	River track
Springhurst	Springhurst local area	160 Anzac Road, Springhurst	5 km walk around Springhurst loop
Tarrawingee	River rd. to Kay's rd. bridge - return 8km	Tarrawingee River rd.	Pyle's rd.
Tarrawingee	Tarrawingee back roads and rail trail	River Rd	Newton's Road, Pyle's rd., bike trail, Kay's rd.
Waldara	YMCA	Cambridge Drive	
Waldara	CBD	Yarrowonga Rd Waldara	to College t to Northern beaches river track
	Rovers FNC	Rovers FNC	Down around path next to the river
Waldara	10km loop along bike paths	Cambridge estate	around Cambridge estate/Bachelor's green/Merriwa park/northern beaches
Waldara	Rose Place, Waldara	Rose Place, Waldara	Christiansen's Lane and paths behind Arlington Estate
Wangaratta	Walk - CBD & Library	Spearing Street	Docker Street or Cusack Ramps
Wangaratta	Walk - Town	Park Crescent	to Park and along bike track to Templeton Street and town.
Wangaratta	YMCA	Wilson Road	Boardwalk and river track from Apex park to showgrounds then Edward's Street
Wangaratta	Wherever I need to be for the day or simply for fitness. My bike replaces	3 Sturt Ct	I use Phillipson Street a lot as a point of access to other areas I need to ride to

Destination		Starting point	Via
	my car		
Wangaratta	CBD & library	Clark Street	Templeton Street South to Dixon Street to Rowan Street, north to Green Street to Templeton Street to Mackay Street to Docker Street
Wangaratta	Ride - Ryan's Lookout and beyond	Grey Street Wangaratta	Over Rowan Street overhead crossing then Grey street to cycle path, Evans to Yarrowonga Road then Wangandary Road
Wangaratta		Collyndale Drive or Templeton Street	Appin Street or Baker Street
Wangaratta	Wangaratta CBD	Clark Street	Templeton Street to Baker Street to Docker Street (treed sections)
Wangaratta	Ride - Town and to Yarrunga	Park Crescent	Through park to river track, Templeton Street, Town and/or to Yarrunga- down Swan Street to bike track to Yarrunga
Wangaratta	CBD and Northeast Health	Wilson road Wangaratta	Wilson Road, Chisholm Street, Ford street, Cusack street, Templeton St and Murphy St
Wangaratta	Residential and CBD areas	3 Sturt Ct	All streets and paths for variation
Wangaratta	Wangaratta Primary School	Vernon Road	Cycle path between Vincent Rd and Greta Road
Wangaratta	Along the river trail path	swan street to Yarrunga school to Cribbes Road	swan street to Yarrowonga road
Wangaratta	WISAC	Edwards St	Schilling Drive
Wangaratta	PreVue Cafe	Bowser Cres, Wang	One Mile Creek and Ovens River
Wangaratta	Ryan Ave Traffic School	5Crisp Street Wangaratta	One mile creek bike path
Wangaratta	Ride to Glenrowan	Tone Road	Warby Range Rd
Wangaratta	Walking loop	Bronmar Street	Track along creek around to Phillipson Street. bridge, back down Phillipson Street to home
Wangaratta	Wangaratta CBD	Warwillah Ave Wangaratta	Cussack St, Docker St, Ovens trail and Turner St
Wangaratta	Loop run/ride	Norton St. Wangaratta	Walking track to either cathedral college or Yarrowonga rd. back via Showgrounds and CBD
Wangaratta	Reich rd.	Phillipson St.	Yarrowonga rd.
Wangaratta	CBD		
Wangaratta	Pine gully	HARPER Street, Wangaratta	Wangandarry Road
Wangaratta	Malt Shed Brewery 10 Tone Rd Wangaratta	20 Thomas Street	Chisolm St, Merriwa Park, Crisp St, Graham Ave, Bike path
Wangaratta	Walnut Grove, Oxley, Warby Ranges	Scott St.	Roads, bike lanes, bike paths, rail trail
Wangaratta	Bond Court, Wangaratta		
Wangaratta	Londrigan	Apex	rail trail
Wangaratta	Ovens River track	Yarrowonga Road/ Edwards St	Evans at
Wangaratta	Town Centre	Edwards St	Shared pathway Evans street , river path, Mackay St, also Templeton St and Baker St

	Destination	Starting point	Via
Wangaratta	Wangaratta Library	Bowser Cres, Wang	Warby St
Wangaratta	CBD	5 Crisp St Wangaratta	Merriwa Park
Wangaratta	Ovens River track	Sydney "Stockbridge" area, Ovens St	Merriwa / Kaluna Park Levee bank track
Wangaratta	Work (town centre)	Bronmar Street	Bike track along creek, up docker street, over railway bridge to town
Wangaratta	Park Lane	Hansen Street	Sisely Avenue
Wangaratta	One Mile Creek path between Vincent Rd and Yarrowonga Rd	Warwillah Ave, Wangaratta	One Mile Creek path between Vincent Rd and Warby Range Rd
Wangaratta	Work - CBD	Norton Street Wangaratta	Mackay Street bridge over Rowan Street
Wangaratta	Browning street	Phillipson street	Osboldstone road
Wangaratta	Most often walk Worland Road and around Bella Vista loop.	Worland road	Along Williams road the track along creek
Wangaratta	Corner of Buchan Street and Greta Road	Wills Street	Co Store/ Target/ Kmart
Wangaratta	Wangaratta High school	HARPER Street Wangaratta	Creek bike track
Wangaratta	Wangaratta Primary School/ Jewellers Coworking on Murphy St	20 Thomas Street	Wilson Rd
Wangaratta	CBD,	Scott Street	Bike/ walking paths/ local footpaths
Wangaratta	Ride from Phillipson Street	Town centre or wang west kinder	Bike track along ovens river or behind Appin park school
Wangaratta	Home	Sisely Ave	Bike track behind Appin Park
Wangaratta	Milawa bike ride	Apex Park	Rail trail through CBD and suburbs
Wangaratta	Bike paths and local rides. Destinations Milawah, Oxley, Tarrawingee, Eldorado, Glenrowan, Warbies, Everton, Beechworth and all places in between.	Home or Apex Park. or meeting point advised by Whats App or newsletter. Home Meldrum Street Wang.	
Wangaratta	One mile river bike trail	Hogan St, Wangaratta	Town centre
Wangaratta	Glenrowan	Swan street	War by range road
Wangaratta	Cathedral College	105 Clarkes Lane	Clarkes Lane
Wangaratta	CBD	Templeton St	Riverside Track or Rowan St
Wangaratta	Town Centre	Phillipson street	Reed/rowan street
Wangaratta		1 Hogan Street Wangaratta 3756	
Wangaratta	Beechworth	Wangaratta	Beechworth Rd
Wangaratta	82A Murdoch Road (Work)	105 Clarkes Lane	Clarkes Lane
Wangaratta	Warbys	Templeton St	Edwards St, Wangandary Rd

	Destination	Starting point	Via
Wangaratta	Community gardens	Sadler street	Bike track to near Kmart then Greta to the gardens
Wangaratta	Mitchell Avenue reserve		
Wangaratta	Glenrowan	Wangaratta	Warby Range Road
Wangaratta	Walk a loop from Franklin Street, Up to Sisely, down Phillipson to bike track, around to Collyn-Dale then back to Franklin	Franklin Street Wangaratta	
Wangaratta	Ride a loop of the creek behind Collyn-Dale Estate, over to Arlington, down to Cambridge, behind Showgrounds then come back onto the street and ride on the path down Edwards, back to Collyn-Dale.	Franklin Street Wangaratta	
Wangaratta	Showgrounds	Prevue Cafe	Bike path
Wangaratta	Parkrun course	Apex park	Yarrowonga Road
Wangaratta	Walk Along the river to river walk	Turner Street	Edward St past showgrounds
Wangaratta	Ride to Ryan's Lookout return or other out of town loop	Turner Street	Edwards St/Wanganderry Rd or Faithfull street
Wangaratta	Work,	Apex Park	Murphy or Ovens Street
Wangaratta	Riverlink track	Apex park	
Wangaratta	Bullawah Trail	Apex park	
Wangaratta	Mitchell Avenue	Franklin St	One Mile Creek
Wangaratta	Ryan's lookout / Taminick gap loop	Williams Road	Glenrowan Boweya Road
Wangaratta	Apex park, northern beaches. Yarrowonga road. Collyndale area.	Williams Rd. Edwards Street.	Rowan Street Phillipson Street Arlington estate. Christensen rd.
Wangaratta	Cafe Vue	Brien Crescent	Templeton St to bike track
Wangaratta	Arlington Park	Brien crescent	Phillipson St to bike track
Wangaratta	Eldorado / Everton loop	CBD	Via Markwood
Wangaratta	Apex Park	Franklin St	Ovens River track
Wangaratta	Greta Road then track behind police station	Greta Rd	
Wangaratta	Yarrowonga Road	Apex park	Rail trail
Wangaratta	Sisley Avenue	Apex Park	Park Run course
Wangaratta	Ride to Ryan's Lookout return or other out of town loop	Turner Street	Edwards St/Wanganderry Rd or Faithfull street
Wangaratta	Around the whole town		
Wangaratta	Wareena oval	Vincent road	Merriwa Park
Wangaratta	Apex park	Cribbed road	Cycling track
Wangaratta	One mile creek track,	Wilson Rd	Chisholm Street

Destination		Starting point	Via
	ovens river track		
Wangaratta	Loop or return	Wilson Rd	
Wangaratta	River walk	Mackay	
Wangaratta	Work	Callander Avenue, Wangaratta	Most direct
Wangaratta South	None - recreation/ walking dog		One Mile Creek Trail and nearby ovals
Wangaratta South	Everton, Eldorado. Taminick, Warby Ryan's loop		Apex Park
Wangaratta South	Everton, Eldorado. Taminick, Warby Ryan's loop	Warby Range Wangaratta South	River walk
Whitfield	Anywhere	Whitfield	

Question 5: Would you like to start walking or cycling or do these activities more?

More than 88% of survey respondents would like to cycle or walk more, 90% of males and 87% of females.

Table 14. People who would like to start walking or cycling – all responses

Yes / No	Response	Male	Female
Yes	88.04%	90.06%	87.27%
No	11.96%	9.4%	12.73%

Table 15. People who would like to start walking or cycling – by location

Locality	Yes	No	Total	Percentage of Sample
Boweya	1	0	1	1.19%
Bowmans Forest	2	0	2	2.38%
Cheshunt	0	1	1	1.19%
Cheshunt South	1	0	1	1.19%
East Wangaratta	1	0	1	1.19%
Eldorado	1	1	2	2.38%
Everton Upper	2	0	2	2.38%
Killawarra	3	0	3	3.57%
King Valley	1	0	1	1.19%
Londrigan	0	1	1	1.19%
Markwood	4	0	4	4.76%
Milawa	1	1	2	2.38%
Moyhu	3	0	3	3.57%
Myrree	1	0	1	1.19%
Oxley	2	0	2	2.38%
Springhurst	2	0	2	2.38%
Tarrawingee	0	1	1	1.19%
Waldara	2	1	3	3.57%
Wangaratta	46	3	49	58.33%
Wangaratta South	1	0	1	1.19%
Whitfield	1	0	1	1.19%
Total	75	9	84	100.00%

Table 16. People who would like to start walking or cycling – by age

	Yes	No	Total	Percentage of Sample
Under 15	0	0	0	0.00%
15-19	1	0	1	1.15%
20-24	0	1	1	1.15%
24-29	3	0	3	3.45%

	Yes	No	Total	Percentage of Sample
30-34	6	1	7	8.05%
34-39	8	1	9	10.34%
39-44	8	1	9	10.34%
44-49	13	0	13	14.94%
49-54	9	1	10	11.49%
54-59	12	1	13	14.94%
59-64	9	0	9	10.34%
64-69	4	2	6	6.90%
69-74	2	0	2	2.30%
74-79	1	2	3	3.45%
80 +	1	0	1	1.15%
Total	77	10	87	100.00%

Answers by Gender

Table 17. People who would like to start walking or cycling – by gender

	Yes	No	Total	Percentage of sample
Female	48	7	55	63.22%
Male	29	3	32	36.78%
Total	77	10	87	100.00%

Question 6: If yes, what would encourage you to walk or cycle more?

Three of the top four things that would encourage respondents to walk and ride were the same. For cyclists: Better road conditions/lanes for bikes around Wangaratta was the ranked second, whereas for walkers More toilets/seat drinking water along trails was ranked fourth.

Overall:

More information about off-road trails and destinations outside Wangaratta ranked first (17.8%), followed by Better road conditions/lanes for bikes around Wangaratta (17.5%), More information about safe routes around Wangaratta, for my family and I (15.9%), and Better quality paths (14.3%).

Table 18. Frequency of responses by encouragement to walk or ride more - by mode and gender

Encouragement to walk or ride more	Walk	Ride	Walk and Ride	Percentage of sample	Male	Female
More information about safe routes around Wangaratta	15	21	34	15.98%	23	41
More information about off-road trails and destinations outside Wangaratta	16	22	40	17.81%	25	47
Learn some tips about how to ride or take a refresher about riding or maintaining your bike	1	11	5	3.88%	5	11
Get access to an affordable bike to use / hire or buy	1	3	5	2.06%	4	5
Better road conditions / lanes for bikes around Wangaratta	5	41	31	17.58%	31	45
Better parking facilities	2	13	6	4.79%	8	13
Better quality paths	10	21	32	14.38%	26	36
More toilets / seats / drinking water along shared trails	11	7	21	8.90%	10	28
A companion to go with	1	3	8	2.74%	4	8
Club or walking group to do regular activities	2	3	10	3.43%	3	10
Parking and or shower/ change room at work	2	6	8	3.65%	4	12
Other	2	9	10	4.80%	9	12

Table 19. Other responses by encouragement to walk or ride more

	Other (please specify)
1	Better parking facilities outside of the CBD. Shady trees-Templeton Street is an example. Docker Street/ Norton Street will need updating for this aspect as a part of its development-currently Docker Street is mostly poor for walkers, especially during warmer weather.
2	1.Town Planning provisions in Wangaratta Planning Scheme to ensure subdivisions in new structure plan areas follow the example set by pre 1960's town planning - wide (20metre) road reserves in a grid(or amended grid) pattern allowing for walking and cycling amenity. Grass verges with shade trees, not the narrow verges with no grassed walking options as seen in Arlington Park and Yarrunga. Templeton Street is the model for a cycling street; adults on street, teenagers on verges, children on footpaths. 2.Planting shade trees (Kurrajongs, silky oaks) along all streets with wide verges (nature strips) and lawns to walk on. 3.No removal of existing trees-the Camphor Laurel in Templeton Street was a shade provider, a cool tree
3	Footpath on Wilson Road
4	Pump stations placed around city. E.g. Barr Reserve, Phillipson St, around CBD, railway station etc
5	Connect the Oxley cycle path to Moyhu-Whitfield-Cheshunt and Myrree
6	'Bike Lanes' on rural roads in the king Valley & Mountain bike tracks
7	Better visuals/signage/ stencilling in roads to indicate to drivers to expect cyclists and to share the road with them
8	Clear wayfinding signage for off road paths and shared paths.
9	Better road "shoulders" for safer riding
10	Safer trails on major roads Yarrowonga Road before I get killed by milk trucks!!!
11	Path from Milawa to Markwood along Snow Rd
12	Create more trails-link trails-more trails in districts surrounding Wang such as El Dorado
13	More mountain bike trails
14	Bike rails for park around business centre Pedestrian crossing in town
15	Connections between paths and across the CBD
16	Better connectivity to CBD
17	I tend to take our dogs with me
18	A new path from Markwood to Milawa football oval. Our children would love to ride their bikes to school as they attend the Milawa primary school. But because of the busy traffic along snow road we will not allow that. It would be fantastic to have a bike and walking path along snow road as it will give children and adults who live along that road to get out and be active.
19	Wilson Rd has no safe walking/cycle path for my kids-they walk/ride right alongside cars and trucks
20	Increase local footpath network. Many do not exist
21	I will only ride on bike paths with my children. The more bike paths/rail trails the better! If there was a path along the Snow Rd-we would ride to Milawa every day
22	Rail trail connection between Rutherglen to Wangaratta (Bowser) so I can Ride all the way off-road
23	Better walking/cycling tracks and facilities based around Springhurst
24	Safer bike lanes on roads and better driver awareness/acceptance of cyclists
25	Facility on trains to carry bikes
26	The highways are too narrow for safe bike riding particularly when two school buses are unable to pass without going off the road surface
27	Safe verges on roads out of Wangaratta
28	You need to include running in this survey

Other (please specify)	
29	Stop putting massive size aggregate on resealed roads. It makes riding terrible. Good roads have become very rough because of this and it's a turn off for visiting riders. Know the main routes used and have a different sealing strategy for them
30	Water drink stations along the walk/run/ride paths.
31	Disability accessible
32	Pump track and mountain bike trails

Question 7: What other things could be done to get more people to walk or cycle in Wangaratta?(E.g. Activity or program, facility, path improvement, safety, information, new facilities or promotion.

1. Reduction in cars into CBD/park and walk options
 - Make roundabouts and pedestrians crossings safer
 - Slow down traffic at roundabouts in CBD
 - Reduced speeds in town streets
2. More shade along footpaths and trails
3. More designated tracks/ trails
4. Work with adjacent councils on cross border trails e.g. Mansfield Council for a Mansfield/King Valley link
 - More designated tracks/trails in outskirts
 - Connected bike paths from residential areas to the CBD, major facilities and Council facilities-library, pool, school etc
 - Continue to expand rail trail network
5. Create trails circuits
 - Create 21km path loops around Wangaratta for runners
 - A signed central path loop from CBD
 - Cycle path improvements to connect rural settlements /tourism locations/regions and signage
 - Mountain bike circuits or tracks
6. Improve condition of paths
 - Use concrete not asphalt for walking tracks
 - Wider footpaths
 - Don't use loose/sandy surfaces on cycle paths. Wangaratta-Oxley Trail is a shocker.
 - Get rid of all pavers in CBD-slippery and uneven
7. Other facilities
 - More verandas/cover (Summer & Winter) areas with more seating for walking shoppers
8. Well delineated and signed bike lanes
9. Promotion of cycling
 - Discounts at local shops for people that ride.
 - Target audiences via social media
 - Allow bikes on trains
 - Bike hire at a small fee
 - Promotion to CBD traders that a more cycle/pedestrian friendly precinct is good for business

- Demonstrated culture of 'active travel' and active transport by community leaders especially council
 - Walk and cycle to school promotion
 - Demonstrated culture of 'active travel' and active transport by community leaders especially council
 - Promotion of Wangaratta as most cycleable City
10. Educate people on existing bike /shared pathways that exist as safest routes to destinations
- Educate community about the health benefits of choosing active travel.
 - Free community bike courses
 - Bike riding events - Ride 2 School/Work day breakfasts, dress up bike rides, musical bike rides (ding with us!)
 - Support for the Lions Apex Traffic School
 - Affordable skills/ maintenance bike courses
 - Manage dogs use on trails—they are a big problem.
 - Keep adult cyclists off footpaths
11. Better signage
12. Programs
- Group activities without commitment or cost
 - More outdoor groups for younger families. A bush outdoor playgroup
 - Bike riding group for mums and bubs either seat on bike or bike trailer
 - Hiking groups that meet regularly and strongly encourage families
13. Better on road facilities and maintenance
- Safe routes to schools
14. Linking facilities, off road and on road cycling facilities
15. Better engineering/town planning
- Lawn / verge design
 - More traffic islands–refuges
 - Make road widths in new areas wider
 - Dedicated shoulder strips along roadside must be kept in clean condition, no boulders, not potholes
16. Support facilities on trails
- Water dispensers/bubblers
 - Better lighting
 - Water for people and dogs
 - And toilets
 - Dog bags
17. Parking Safe place to store bikes when in town
- Undercover public bike parking
 - Facilities at their work places for showering
18. More budget/ maintenance
- Help support the local cycle and running clubs
 - Rail trail maintenance
 - Budget for and maintain the existing trails and loops
 - Collect a licence fee for bikes on highways
 - Collect a licence fee for creating separate bike paths
 - Have a tracking system that ensures users' concerns have been noted and that they are being addressed
 - Bike education supported in schools, and for adults to encourage riding safely with children

19. Cycle sport facilities

- Pump track
- A BMX track
- BMX/Scooter/Skateboard park

Table 20. Things that could be done to encourage people to cycle or walk more

	Response
1	<ul style="list-style-type: none"> • Reduction in cars coming in to the CBD to park all day on fringes • Are the Spearing Street rail yards part of the Council Plan to revive the area for art/craft/music? Are they to be used for the new freight line? If no for both, purchase/lease the rail yards for all day parking, freeing up car movement towards CBD. It may help the parking issue, encourage workers to walk 2 or 3 blocks. You could have coffee/food venues there for small business and promote it as a parking and social venue.
2	<ul style="list-style-type: none"> • Crossings for pedestrians that are not too close to a roundabout or intersection. Some cars stop at roundabouts to let pedestrians pass but it can cause congestion and some cars whizz through making it dangerous if crossing too close to corners.
3	<ul style="list-style-type: none"> • Shade a priority • Soft surfaces (lawn) verges parallel to the concrete footpaths • It's too hot-especially in new areas with minimalist road reserve widths-no room for trees. • Advertise Wangaratta as the most cycleable city. It is far more cycleable than comparable cities I have lived in (Geraldton, Bunbury, Albany). It has rail, a big plus for cyclists. This can only be promulgated if new subdivisions are based upon the model our forefathers provided-e.g. Templeton Street, Rowan Street, Docker Street, Cusack Street= Grid pattern-from an era when most people walked and cycled. • The car planning (hierarchy of roads) model of the 1970s to now; was not based on the priority of pedestrians and cyclists. It is an American model to save money for developers and promote petrol expenditure
4	<ul style="list-style-type: none"> • More trees/ shade • More designated tracks
5	<ul style="list-style-type: none"> • Path development on outskirts of CBD I.e. Wilson Road • A signed central loop from CBD all around Kaluna Park and Levy banks on Wilson Road, it could start at Tourist Information Centre and include the board walk and current river track to showgrounds • Well delineated and signed bike lanes • Walk and cycle to school promotion. Incentives for schools to encourage student participation might be a reward for most student involvement for 12 months. By this point it will have become habitual for many students and will continue.
6	<ul style="list-style-type: none"> • Smooth bitumen on dedicated cycle trails • All main roads have cycle lanes
7	<ul style="list-style-type: none"> • Promotion of cycling • Better on road facilities and maintenance • Provision of pedestrian crossings throughout the entire city not simply the CBD • Linking facilities, off road and on road cycling facilities • Better engineering to mesh cyclists with traffic at intersections and roundabouts
8	<ul style="list-style-type: none"> • Cycle path improvements to connect rural settlements with Wangaratta town • Link up tourism locations/regions with new cycle paths and signage
9	<ul style="list-style-type: none"> • Continue bike track past Walnut Grove out at Killawarra
10	<ul style="list-style-type: none"> • Path improvement Yarrawonga Road

	Response
	<ul style="list-style-type: none"> Promotion activity
11	<ul style="list-style-type: none"> Shared pathways Dedicated cycle lanes away from traffic
12	<ul style="list-style-type: none"> Better links between trails Gravel trails
13	<ul style="list-style-type: none"> Group activities without commitment or cost Swim groups without commitment or cost Safe poles with location id
14	<ul style="list-style-type: none"> Better signage on pathways to indicate shared access for pedestrians and cyclists Signs to indicate how to share a road or pathway Stencilling on pathways to demonstrate walkers and cyclist to share respectfully Stencilling on roads to educate motorists and cyclists to share respectfully Make it highly visible with signage that our town supports pedestrian and cycling traffic. Grow respect
15	<ul style="list-style-type: none"> Better links between trails Water dispensers/bubblers Better signage and maps on trails
16	<ul style="list-style-type: none"> Road signage-leave a Metre in King valley Cycle Paths and lanes interconnected
17	<ul style="list-style-type: none"> Stencilling on roads and signage to motorists that roads are shared by all users Educate people on existing bike/shared pathways that exist as safest routes to destinations Demonstrated culture of 'active travel' and active transport by community leaders especially council CBD plan that includes bike lanes and parking to encourage active travel and transport Educate community about the health benefits of choosing active travel. A way to achieve min. Daily exercise
18	<ul style="list-style-type: none"> Improve track condition-Oxley to Wangaratta and Milawa paths are rough Continue to expand rail trail network e.g. Beechworth to Yackandandah
19	<ul style="list-style-type: none"> Path Improvement More Paths outside of town. E.g. Rural areas
20	<ul style="list-style-type: none"> Free community bike courses Undercover public bike parking to protect bikes when it is hot or raining Bike riding events - Ride 2 School/Work day breakfasts, dress up bike rides, musical bike rides (ding with us!) Connected bike paths from residential areas to the CBD, major facilities and Council facilities-library, pool, school etc Discounts at local shops for people that ride.
21	<ul style="list-style-type: none"> Bike education supported in schools, and for adults to encourage riding safely with children Safe routes to schools signed, and paths maintained to ensure adults feel confident that bike riders are safe. Support for the Lions Apex Traffic School-a unique asset promoting safe traffic behaviour for children 4 years and over Somehow encourage the many, many local recreational cyclists to be commuters too! Support for Ride to Work day, affordable skills/ maintenance bike courses
22	<ul style="list-style-type: none"> Mountain bike circuits or tracks Safe place to store bikes when in town Off the road young kid safe tracks

Response	
23	<ul style="list-style-type: none"> • Improve the surface quality of the One Mile Creek walk/cycle path • improve traffic flow and cycling safety along Rowan ST from Swan to Murphy Streets. Single vehicle lane with dedicated, marked bike lane alongside • More road shoulders sealed to enable room for cyclist to stay off main car lane. on out of town routes also e.g. Ryan's Lookout, Carragamungee roads, Oxley flats Rd • dedicated shoulder strips along roadside must be kept in clean condition, no boulders, not potholes
24	<ul style="list-style-type: none"> • Safer bike trails off main roads • Destinations at trail ends, River, Parks, Wineries, cafe etc. • Safe Linkage to Warby Ovens National Park to use PV tracks • Toilet facilities & shelter or cool areas • Increased mapping and signage
25	<ul style="list-style-type: none"> • Encourage those who are able to, to park on edge of town and walk to and from work • Better signage of tracks-bright colours and easy to read, more maps • Signage on paths to show which paths are shared (bike & walk), not always clear • Promote small changes(more walking/cycling) having positive mental & physical health benefits
26	<ul style="list-style-type: none"> • Path from Milawa to Markwood along Snow Rd to Markwood Everton Rd, removing cyclists from Snow Rd and creating a safe loop back to Wangaratta via Markwood-Tarrawingee Rd
27	<ul style="list-style-type: none"> • Promotion of existing trails • Create Mountain Bike trails in El Dorado • Free community events • Solar lights on in town trails for safety • Bike hire at a small fee
28	<ul style="list-style-type: none"> • Infrastructure • Financial support to groups • Planning support to groups
29	<ul style="list-style-type: none"> • Budget for and maintain the existing trails and loops • Have a tracking system that ensures users' concerns have been noted and that they are being addressed • Plan and budget for long term resealing of trail surfaces
30	<ul style="list-style-type: none"> • People should use bike paths to ride on-not the road
31	<ul style="list-style-type: none"> • Path improvement along Tone Road near rail tracks
32	<ul style="list-style-type: none"> • More bike paths
33	<ul style="list-style-type: none"> • Bike Track
34	<ul style="list-style-type: none"> • Bike lanes on major roads. • Bike parking close to main shopping centre • it is difficult to cross safely from east to west in the city centre
35	<ul style="list-style-type: none"> • Safe crossing points for pedestrians around inner city • Better marked and developed bike lanes • Bike handing racks at coffee shops etc • More walk friendly city centre e.g. safe crossing at roundabouts • Bike park racks (hang rails) at main shopping points
36	<ul style="list-style-type: none"> • Reduced speeds in town streets as per the 7:30 report Thursday 31 Jan 2019 www.abc.net.au/7.30/rising-pedestrian-deaths-spark-call-for-reduced/10768646 • Extending off road routes for bikes, walking, scooters and roller blades and skis

Response	
	<ul style="list-style-type: none"> • New subdivisions should have walking cycling access to the next subdivisions that are off road • Promote riding on quiet gravel roads from Wangaratta and smaller towns. Loops out from Whitfield, Moyhu, Whorouly, Everton, Eldorado, Kilawarra • Mark coloured bike lanes on roundabouts so that cars expect to see cyclists
37	<ul style="list-style-type: none"> • Better bike lanes on streets • More driver education about safe passing distances • Better school education around safe cycling
38	<ul style="list-style-type: none"> • More bike paths and lanes especially to outskirts of Wangaratta to encourage people to ride from out of town. • Tone road needs a bike/walking path into town
39	<ul style="list-style-type: none"> • Connected paths • Cycle lanes in CBD • Walking school buses
40	<ul style="list-style-type: none"> • Better connectivity - we have some great paths and tracks but it would be better if the connected and more direct routes to CBD • More footpaths for pedestrian safety e.g. Worland Rd • Potable water available at intervals on tracks
41	<ul style="list-style-type: none"> • Cycle path along the Snow road and joining to Everton. • Cycle path from Milawa to Whorouly turn off.
42	<ul style="list-style-type: none"> • Slow Walking Group • Path and guttering even and accessible • Promotion of safe cool venues
43	<ul style="list-style-type: none"> • Scenic routes to enjoy e.g. manmade lake • Path improvement • Wider footpaths
44	<ul style="list-style-type: none"> • Clearly defined pathways • Safe underfoot, well maintained paths/tracks
45	<ul style="list-style-type: none"> • Safe routes for commuters from out of town • Showering facilities • Bike routes within town that take straight forward direct routes along all arterial and secondary roads
46	<ul style="list-style-type: none"> • More safe paths for bikes and walking • More tracks for out of town people to have access to
47	<ul style="list-style-type: none"> • Rebuild and widen one mile creek path • Develop on-road bike lanes that are clearly marked • Build a culture of road sharing where all users share legally and respectfully • Make bike/walk tracks wider
48	<ul style="list-style-type: none"> • Safer path along Wilson Rd and Wilson Rd bridge to connect to CBD
49	<ul style="list-style-type: none"> • Footpath construction Scott St/ Orkney St • Avoid materials slippery when wet, such as pavers, sensory crossing point tiles • Educate community re arming on nature strips obstructing walking and traffic visibility
50	<ul style="list-style-type: none"> • Some bike pump tracks at each recreation reserve for kids • Electric bike demonstration days-to show reluctant adults how easy it is
51	<ul style="list-style-type: none"> • Dogs are a big problem. Even on designated on leash areas dogs re consistently off leash and when owners call, contribute greatly to accidents as they run in front of bikes.

	Response
	<ul style="list-style-type: none"> Advertising routes. Enforcing on-leash.
52	<ul style="list-style-type: none"> Basic promotion of healthy lifestyle via use of facilities
53	<ul style="list-style-type: none"> New facilities, drinking water and picnic tables at Londrigan Better signage and interpretation displays Better rights of way for pedestrians and cyclists, particularly in the CBD More cycling events Awareness raising of economic benefits for local businesses-case studies etc
54	<ul style="list-style-type: none"> Invite charity rides and walks Million paws walk on rail trail Connect Rutherglen-Wangaratta rail trail Rail trail
55	<ul style="list-style-type: none"> Better paths
56	<ul style="list-style-type: none"> More extensive paths Promotion
57	<ul style="list-style-type: none"> Not applicable live in Springhurst
58	<ul style="list-style-type: none"> Pity the Bike Hub in Merriwa Park is not in the right place. Apex Park is better situated at the start of the bike path.
59	<ul style="list-style-type: none"> The cycle path from Milawa mustards to Chardonnay drive is in a state of disrepair no delineation between service road and cycle path it just needs a yellow line to denote the pathway from the service road Many visitors walk around Milawa and it needs signage to denote the attractions and facilities i.e. toilets, playground. Etc.
60	<ul style="list-style-type: none"> A BMX track Better lighting along the bike trails More bike trails or bike lanes in the town
61	<ul style="list-style-type: none"> Repair existing bike paths. Some are in atrocious condition. Don't build new paths until you fix the existing ones. Seek grant funds for MAINTENANCE.
62	<ul style="list-style-type: none"> Build a series of cycle/walk trails in the King Valley Consider joining the Warby Trail to travel to Moyhu Consider Cycle/Walk Trails that can be eventually joined together Work with Mansfield Council for a Mansfield/King Valley link TALK TO VICROADS FOR CO CONTRIBUTION
63	<ul style="list-style-type: none"> Path Improvement Extension of rail trail down adjoining lanes E.g. Clarkes Lane
64	<ul style="list-style-type: none"> Mountain Bike park/tracks Clear cycle lanes on main roads into CBD e.g. Rowan St, Murdoch Rd, Greta Rd, Riley St, etc-similar to those in parts of Melbourne CBD Promotion to CBD traders that a more cycle/pedestrian friendly precinct is good for business More bike racks to lock bike whilst shopping More verandas/cover (Summer & Winter) areas with more seating for walking shoppers
65	<ul style="list-style-type: none"> Safety, it feels so dangerous to be riding a bike along the main car traffic. More tracks leading to various places.
66	<ul style="list-style-type: none"> BMX/Scooter/Skateboard park Competitions

	Response
	<ul style="list-style-type: none"> Better lighting on one mile bike track
67	<ul style="list-style-type: none"> Interesting walk/cycle itineraries for tourists Safe footpaths for families to use Promotion of the beautiful sights only seen when you slow down-birds, etc
68	<ul style="list-style-type: none"> When new trains are put on line. Carriage for bikes is needed. Better road shoulders when linking bike paths. Better bike lanes at roundabouts. Higher fines for drivers that come to close to riders. Slow down when passing riders to 60kmh.
69	<ul style="list-style-type: none"> Walking Paths in RCOW villages Sealed Rail Trail extension into King Valley(Urgent) More signs advising the presence of Cyclists Council program to seal road shoulders of designated cycle routes
70	<ul style="list-style-type: none"> Awareness of walking and cycling tracks education on safe riding practices on roads for bike riders more cycle lanes
71	<ul style="list-style-type: none"> Collect a licence fee for bikes on highways Collect a licence fee for creating separate bike paths Widen roads
72	<ul style="list-style-type: none"> Some better lighting around paths for early evening. I love the path behind showgrounds/down the creeks, but I don't feel particularly safe on my own.
73	<ul style="list-style-type: none"> Facilities at their work places for showering Keep adult cyclists off footpaths
74	<ul style="list-style-type: none"> Accurate signage or where each trail leads to, if you are a visitor etc it's easy to get confused
75	<ul style="list-style-type: none"> Continued development of walking shared paths that connect to each other around Wangaratta Signage Rail trail maintenance
76	<ul style="list-style-type: none"> Paths linking Wangaratta to Glenrowan, so people can include Winton Wetlands in their run or ride. Paths to the Warby National Park, via Shandley Street, Wangandary Road etc...so runners and cyclists can access our closest natural wonder, which is otherwise too dangerous to get to without a car. Make sporting grounds available to sporting groups(like Wangaratta Runners) cheaper, who encourage community involvement in physical activity via Victorian state government endorsed training, aimed at everyday people looking to be more active. Give available community grants to local sporting groups who are creating the very opportunities you are asking about in this survey (like Wangaratta Runners). More drinking water along pathways.And toilets
77	<ul style="list-style-type: none"> Support local running club-Wangaratta runners with grant approval Complete the track from Glenrowan into Wangaratta Provide drinking water on the Riverlink Track from Apex Park up Yarrawonga Rd Create 21km path loops around Wangaratta for runners Provide more detailed pathways maps
78	<ul style="list-style-type: none"> Raise path near boat ramp/railway on Bullawah trail so it doesn't go under water easily and therefore can be used all year round

	Response
	<ul style="list-style-type: none"> • More drinking fountains/water refills stations
79	<ul style="list-style-type: none"> • Give Wangaratta Runners a grant • More drinking fountains • Better lighting
80	<ul style="list-style-type: none"> • Keep linking existing paths with more bridges. Turner street is good example • Don't use loose/sandy surfaces on cycle paths. Wang Oxley trail is a shocker. • Have a way for cyclists to easily report dangerous surfaces. E.g. holes/lumps. Bike wheels aren't like car wheels. Many fellow riders have fallen due to poor surface irregularities • Help support the local cycle and running clubs • Some more toilets out along main walking routes e.g. north beach area
81	<ul style="list-style-type: none"> • Water for people and dogs • Dog bags
82	<ul style="list-style-type: none"> • Easily available maps. • Water. Drink bubblers. • Signage
83	<ul style="list-style-type: none"> • Bike park to encourage younger or less experienced riders. Perfect location on the river past bowls club. • More outdoor groups for younger families. A bush outdoor playgroup • Bike riding group for mums and bubs either seat on bike or bike trailer • Hiking groups that meet regularly and strongly encourage families • Target audiences via social media
84	<ul style="list-style-type: none"> • Maps on trails/online
85	<ul style="list-style-type: none"> • Slow down traffic at round-about in CBD • Get rid of all pavers in CBD-slippery and uneven • Fix footpath near corner ovens/faithful • More traffic islands-refuges • Use concrete not asphalt for walking tracks
86	<ul style="list-style-type: none"> • Bike skills programs • Pump track • Mountain bike trails
87	<ul style="list-style-type: none"> • More designated areas for bikes to ride, and better connections i.e.: shared paths not just ending with nowhere to go.



Question 8: Do you have any comments about the quality or condition of current walking or cycling routes / paths or specific sites in and around Wangaratta?

Table 21. Comments on specific sites (raw)

Locality	Comment
Wangaratta	
Yarrunga	<ul style="list-style-type: none"> Yarrunga-Street road reserves too narrow, no trees
Yarrowonga Road	<ul style="list-style-type: none"> Path improvement Yarrowonga Road
Yarrowonga Road	<ul style="list-style-type: none"> Yarrowonga Road path finishes at Walnut grove estate and does not extend to access Ovens river flats or northern end of Warby ranges
Yarrowonga Road	<ul style="list-style-type: none"> Extend paths on both ends of town-further along Yarrowonga Road
Yarrowonga Road	<ul style="list-style-type: none"> Yarrowonga Road needs drink taps.
Yarrowonga Road	<ul style="list-style-type: none"> Yarrowonga Road from Killawarra estate north is dangerous to cycle on without trail
Yarrowonga	<ul style="list-style-type: none"> Yarrowonga Rd-Rough and dangerous
Worland Rd	<ul style="list-style-type: none"> More footpaths for pedestrian safety e.g. Worland Rd
Wilson Rd	<ul style="list-style-type: none"> Wilson Rd and Wilson Rd bridge-no pedestrian path. Potholes on road shoulder approaching Wilson Rd bridge. Pedestrians walk directly alongside traffic in 60km zone
Wilson Rd	<ul style="list-style-type: none"> Need a footpath in Wilson Road Wangaratta
Wilson Rd	<ul style="list-style-type: none"> Wilson Rd and Wilson Rd bridge-no pedestrian path. potholes on road shoulder approaching Wilson Rd bridge. pedestrians walk directly alongside traffic in 60km zone
Wilson Rd	<ul style="list-style-type: none"> Safer path along Wilson Rd and Wilson Rd bridge to connect to CBD
Williams Road	<ul style="list-style-type: none"> Williams Road (the road) outside St John's is dreadful
Wareena Park	<ul style="list-style-type: none"> Enjoy the outdoor fitness gym equipment at Wareena Park
Wangaratta-Outskirts	<ul style="list-style-type: none"> More bike paths and lanes especially to outskirts of Wangaratta to encourage people to ride from out of town.
Wangandary Road	<ul style="list-style-type: none"> Wangandary Road between Arlington Park and Christensen lane needs a cycle lane. Currently heading west there are corrugations caused by potholes being filled. The road has no shoulder. School and city buses use the route to Christensen lane-not satisfactory to cycle yet Lindner road has an excellent cycle lane and probably less vehicle traffic. Reverse trip from Christensen lane has potholes on Wangandary road.
Turner Street	<ul style="list-style-type: none"> Keep linking existing paths with more bridges. Turner Street is good example
Tone Road	<ul style="list-style-type: none"> Path improvement along Tone Road near rail tracks
Tone Road	<ul style="list-style-type: none"> Many intersections are poorly designed for pedestrians and cyclists as valid users of the network. E.g. Sisely Ave and Tone Road intersection
Tone Road	<ul style="list-style-type: none"> Tone Road along rail tracks-no path
Tone Road	<ul style="list-style-type: none"> Tone road northbound just south of kart traffic lights has lumps that are dangerous
Tone Road	<ul style="list-style-type: none"> Tone road needs a bike/walking path into town
Templeton Street	<p>Templeton Street is the model for a cycling street; adults on street, teenagers on verges, children on footpaths.</p>
Spearing Street Rail Yards	<ul style="list-style-type: none"> Are the Spearing Street rail yards part of the Council Plan to revive the area for art/craft/music? Are they to be used for the new freight line? If no for both, purchase/lease the rail yards for all day parking, freeing up car movement towards CBD. It may help the parking issue, encourage workers to walk 2 or 3 blocks. You could have coffee/food venues there for small business and promote it as a parking and social venue.

Showgrounds	Velodrome should be supported at showgrounds for youth and healthy activity.
Scott Street	<ul style="list-style-type: none"> Footpath construction Scott St/ Orkney St
Ryan's Lookout	<ul style="list-style-type: none"> More road shoulders sealed to enable room for cyclist to stay off main car lane. On out of town routes also e.g. Ryan's Lookout, Carragamungee Roads, Oxley flats Rd
Ryan Ave	<ul style="list-style-type: none"> Some areas between Ryan Ave and Wareena Park are uneven
Rowan Street	<ul style="list-style-type: none"> Rowan street-uneven and slippery pavers
Rowan	<ul style="list-style-type: none"> Improve traffic flow and cycling safety along Rowan ST from Swan to Murphy Streets Single vehicle lane with dedicated, marked bike lane alongside
Rowan	<ul style="list-style-type: none"> The under pass paths are dark i.e. under Rowan street
Rowan	<ul style="list-style-type: none"> Cnr Rowan St/Green Street to town centre-need either bike path or shared path
Rowan	<ul style="list-style-type: none"> The Rowan St bridge of One Mile Creek is very dangerous to cross when the underpass is flooded. The road is wide with traffic also coming from Orwell St. At minimum there needs to be a pedestrian island so that the crossing can be completed more safely at peak times
Rowan	<ul style="list-style-type: none"> More bike lanes needed in CBD and down Rowan street
Rowan	<ul style="list-style-type: none"> Within town there should be serious cycle lanes along the main roads like Murphy street and Rowan Street
Reedy Creek (Wang to Everton?)	<ul style="list-style-type: none"> Large hole on the bridge over Reedy Creek bike path where a post has been taken out
Pin Oak Drive	<ul style="list-style-type: none"> Pin Oak Drive walking track though new is already washing way and does not join up sensibly to Cathedral College
Perry Street	<ul style="list-style-type: none"> The pedestrian crossings in front of NHW and those across Perry St near Coles do not have room for a cyclist to safely continue through if a car is in that zone
Ovens River Northern Beaches	<ul style="list-style-type: none"> Some more toilets out along main walking routes e.g. north beach area
Ovens River near Bowls Club	<ul style="list-style-type: none"> Bike park to encourage younger or less experienced riders. Perfect location on the river past bowls club.
Ovens River	<ul style="list-style-type: none"> Ovens River shops (PreVue, Precinct etc)-great location, good location of bike parking, great links to trail, bridge width is great. Needs more wayfinding and more undercover bike parking
Ovens St	<ul style="list-style-type: none"> Ovens St-from Docker to Templeton: lack of stencilling to indicate shared road to motorists.
Osboldtone	<ul style="list-style-type: none"> Osboldtone Road needs to be safer for people to walk ride
One-Mile Creek	<ul style="list-style-type: none"> I ride the One Mile Creek track to work, the shrubbery & trees need some regular trimming to enable clear vision around bends
One-Mile Creek	<ul style="list-style-type: none"> On the One Mile Creek trail tree routes do cause increased trip hazards over time
One-Mile Creek	<ul style="list-style-type: none"> One Mile River bike trail - lack of lighting for night riding
One-Mile Creek	<ul style="list-style-type: none"> One mile Racer bike trail - after a storm there is often a lot of debris on the track perhaps that could be swept in a timely manner.
One-Mile Creek	<ul style="list-style-type: none"> One Mile Creek Path- parts are atrociously rough and dangerous for road bikes.
One Mile Creek Track	<ul style="list-style-type: none"> One mile creek track from Greta Road to Phillipson Street is in poor condition and not suitable for walkers and cyclists
One Mile Creek Path	<ul style="list-style-type: none"> One Mile Creek Path
One Mile Creek Path	<ul style="list-style-type: none"> One Mile Creek Path-very nice shady route some surface quality issues and lacks wayfinding signage at road crossings
One Mile Creek	<ul style="list-style-type: none"> Improve the surface quality of the One Mile Creek walk/cycle path
Murphy St-	<ul style="list-style-type: none"> Murphy St-bicycle hub- worst location/unsafe location to be getting on and off a bicycle . No stencilling to show drivers that bikes are present, no dedicated lane to indicate bikes. Very unsafe
Murphy St-	<ul style="list-style-type: none"> Murphy St, Reid St, CBD city centre-more stencilling for bikes/safe bike lanes. Think



	Copenhagen style lanes for Docker, Mackay and Ovens Street
Murphy St	<ul style="list-style-type: none"> It would be great to have jazz themed bike racks along Murphy or Reid St-to increase bike parking but also to add some street art!
Merriwa Park	<ul style="list-style-type: none"> Toilets in lower Merriwa Park need more rails in disabled.
Merriwa Park	<ul style="list-style-type: none"> A lip from Bike Hub Merriwa Park on to main road.
Merriwa Park	<ul style="list-style-type: none"> Merriwa Park, Road is too dangerous to run on, large bumps and cracks
Merriwa Park	<ul style="list-style-type: none"> Pity the Bike Hub in Merriwa Park is not in the right place.
Lions Apex Traffic School	<ul style="list-style-type: none"> Support for the Lions Apex Traffic School-a unique asset promoting safe traffic behaviour for children 4 years and over
Greta Road	<ul style="list-style-type: none"> As above under Greta Road
Greta Road	<ul style="list-style-type: none"> Greta Road Shared Path on western footpath-great location, needs signage, line marking and vegetation trimming
Greta	<ul style="list-style-type: none"> Phillipson St to Greta Road track needs drink taps.
Edwards Street	<ul style="list-style-type: none"> Edwards Street path under big tree adjacent to recent housing estate is dangerous. Massive lump under tree
Docker Street	Docker Street is mostly poor for walkers, especially during warmer weather. There is a need for shade trees
Dixon Street	<ul style="list-style-type: none"> Dixon St south footpath uneven-trip hazard
Cribbes Road	<ul style="list-style-type: none"> The cross over at Cribbes Road at Enhams lane
Collyn-Dale Drive	<ul style="list-style-type: none"> Collyn-Dale area needs drink taps
Collyn- Dale Drive	<ul style="list-style-type: none"> Collyn-Dale and other new estates-rates are low for cycling
College St	<ul style="list-style-type: none"> College St Shared Path-nice and wide-needs better signage
Clarks Lane Rail Trail	<ul style="list-style-type: none"> Extension of rail trail down adjoining lanes E.g. Clarks Lane
Clarke St	<ul style="list-style-type: none"> Bike path-gym equipment at Clarke St have no tension or footsteps. Unsafe
Christiansen's Lane	<ul style="list-style-type: none"> Path needed down Christiansen's lane
CBD Docker	<ul style="list-style-type: none"> Walking from Docker Street to CBD crossing WPAC, on the right you have a large scrub and parking sign and there is often parked SUV vehicles travelling Ovens Street to Reid Street. You virtually have to step forward on to the road to view traffic-dangerous! Likewise, crossing for the hairdresser on the Docker Street corner to get to the memorial side, the same traffic from Ovens Street turning left cannot view you after you have left the 1/2 way refuge. The parking sign needs relocating or the scrub trimmed. Pity older people crossing in these directions.
CBD	<ul style="list-style-type: none"> Reduction in cars coming in to the CBD to park all day on fringes
CBD	<ul style="list-style-type: none"> Path development on outskirts of CBD I.e. Wilson Road
CBD	<ul style="list-style-type: none"> A signed central loop from CBD all around Kaluna Park and Levy banks on Wilson Road, it could start at Tourist Information Centre and include the board walk and current river track to showgrounds
CBD	<ul style="list-style-type: none"> Provision of pedestrian crossings throughout the entire city not simply the CBD
CBD	<ul style="list-style-type: none"> CBD plan that includes bike lanes and parking to encourage active travel and transport
CBD	<ul style="list-style-type: none"> Connected bike paths from residential areas to the CBD, major facilities and Council facilities-library, pool, school etc
CBD	<ul style="list-style-type: none"> Bike parking close to main shopping centre
CBD	<ul style="list-style-type: none"> it is difficult to cross safely from east to west in the city centre
CBD	<ul style="list-style-type: none"> Bike park racks(hang rails) at main shopping points



CBD	<ul style="list-style-type: none"> Better connectivity-we have some great paths and tracks but it would be better if the connected and more direct routes to CBD
CBD	<ul style="list-style-type: none"> Bike routes within town that take straight forward direct routes along all arterial and secondary roads
CBD	<ul style="list-style-type: none"> Clear cycle lanes on main roads into CBD e.g. Rowan St, Murdoch Rd, Greta Rd, Riley St, etc-similar to those in parts of Melbourne CBD
CBD	<ul style="list-style-type: none"> Promotion to CBD traders that a more cycle/pedestrian friendly precinct is good for business
CBD	<ul style="list-style-type: none"> More verandas/cover(Summer & Winter) areas with more seating for walking shoppers
CBD	<ul style="list-style-type: none"> I love the path behind showgrounds/down the creeks, but I don't feel particularly safe on my own.
CBD	<ul style="list-style-type: none"> Get rid of all pavers in CBD-slippery and uneven
CBD	<ul style="list-style-type: none"> On road cycling is poorly catered for in the city. Existing facilities are rare, poorly maintained and do not link well to other facilities
CBD	<ul style="list-style-type: none"> It can be quite dangerous dealing with traffic in the CBD
CBD	<ul style="list-style-type: none"> Pedestrian road crossing infrastructure has been to the detriment of cyclists, e.g. hospital, Rowan Street, Edwards street
CBD	<ul style="list-style-type: none"> Cycle/Walking paths within Wangaratta township are good
CBD	<p>Docker Street with heavy traffic volumes due to TAFE, Library, Gateway Health and hospital means it is no longer cycling friendly and with future foot traffic ramps at Docker/Cusack to be eliminated walking and cycling options are being hampered.</p>
Burrow Street	<ul style="list-style-type: none"> Opposite Burrows St under red gums is terribly lumpy
Bullawah Trail Boat Ramp/	<ul style="list-style-type: none"> Raise path near boat ramp /railway on Bullawah Trail so it doesn't go under water easily and therefore can be used all year round
Bullawah Trail	<ul style="list-style-type: none"> Bullawah Trail boat ramp area needs to be raised. It goes under water easily in winter meaning that whole section of the path is unusable
Boat ramp	<p>Please raise the path at the boat ramp so it doesn't flood easily</p>
Boat Ramp	<ul style="list-style-type: none"> Parkrun course near boat ramp could be built up as its cut off very easily when river rises
Arlington Park	<ul style="list-style-type: none"> Arlington Park & new estates-too narrow and no trees.
Apex Park	<ul style="list-style-type: none"> Apex Park is better situated for a bike hub at the start of the bike path.
Apex Park	<ul style="list-style-type: none"> Provide drinking water on the Riverlink Track from Apex Park up Yarrowonga Rd
Apex Park	<ul style="list-style-type: none"> Great quality along the river from Apex Park
Apex Park	<ul style="list-style-type: none"> Apex Park is good
Winton Wetlands/Glenrowan	<ul style="list-style-type: none"> Paths linking Wangaratta to Glenrowan, so people can include Winton Wetlands in their run or ride.
Whitfield /King Valley	<ul style="list-style-type: none"> Whitfield/King Valley roads are dangerous to ride on as there is no space
Whitfield	<ul style="list-style-type: none"> Wangaratta-Whitfield Rd and Upper King River Rd= wider shoulder...bike lane...bike path
Whitfield	<ul style="list-style-type: none"> Whitfield-it would be ace to be able to ride safely from Wang to Whitfield! With kids too.
Whitfield	<ul style="list-style-type: none"> Whitfield-no safe way of walking around town such as footpath between cafe and post office
Whitfield	<ul style="list-style-type: none"> Wang-Whitfield Road-no shoulder for cycling, couldn't possibly share the road with trucks at the moment
Whitfield	<ul style="list-style-type: none"> Whitfield-intersection at the pub is terrifying no matter if you are in car, on foot or on bike
Whitfield	<ul style="list-style-type: none"> Wangaratta-Whitfield is unsafe to ride on. It needs sealed shoulders
Whitfield	<ul style="list-style-type: none"> Wangaratta to Whitfield road doesn't have a separate bike path



Whitfield	<ul style="list-style-type: none"> The Wangaratta to Whitfield road is too narrow for safe bike riding
Warby Ranges	<ul style="list-style-type: none"> Safe Linkage to Warby Ovens National Park to use PV tracks
Warby Ranges	<ul style="list-style-type: none"> Paths to the Warby National Park, via Shandley Street, Wangandary Road etc...so runners and cyclists can access our closest natural wonder, which is otherwise too dangerous to get to without a car.
Warby Ranges	<ul style="list-style-type: none"> Connect Wangaratta to Warby National Park in various directions.
Warby Ranges	<ul style="list-style-type: none"> A combined project between local government, Parks Victoria and DELWP is required to produce a mountain bike network in the Warby Ranges and Chiltern Mount Pilot National Parks.
Warby Ranges Salisbury Walk	<ul style="list-style-type: none"> Salisbury Walk have signage fixed
Warby Trail/Moyhu	<ul style="list-style-type: none"> Consider joining the Warby Trail to travel to Moyhu
Tarrawingee	<ul style="list-style-type: none"> Bike trail at Tarrawingee appears to still be washed out in places, due to December floods
Springhurst	I am establishing an electric bike hire business in Springhurst.
Snow Road	<ul style="list-style-type: none"> Snow road factory lane to chardonnay drive
Snow Rd	<ul style="list-style-type: none"> Slow down traffic at roundabouts in CBD
Snow Rd	Promote Wangaratta as a cycle hub for visiting Snow Rd villages(Oxley, Milawa, Marwood, Whorouly)
Riverside Track	<ul style="list-style-type: none"> Riverside track-fantastic
Rail trail	<ul style="list-style-type: none"> Rail trail north and south are regularly pestered by aggressive magpies
Rail trail from Wangaratta	<ul style="list-style-type: none"> Rail Trail to Bright & Beechworth from Wangaratta could have drink stations and more toilets.
Oxley Flats	<ul style="list-style-type: none"> Don't use loose/sandy surfaces on cycle paths. Wang Oxley trail is a shocker.
Oxley Flats	<ul style="list-style-type: none"> Need more signs "Share the road" on Oxley Flats Rd
Oxley Flats	<ul style="list-style-type: none"> The Oxley flats road is wicked especially at the bends.
Oxley-	<ul style="list-style-type: none"> Oxley-Oxley primary school now great the track has been cleared
Oxley-Milawa	<ul style="list-style-type: none"> Oxley-Milawa great safe path
Oxley-Wangaratta	<ul style="list-style-type: none"> Oxley-Wangaratta great safe path
Oxley Trail	<ul style="list-style-type: none"> Oxley trail-cheap job, needs plenty of maintenance.
Oxley- Milawa Trail	<ul style="list-style-type: none"> Oxley to Milawa trail-half needs to be ripped up and redone.
Oxley-Wangaratta Trail	<ul style="list-style-type: none"> Improve track condition-Oxley to Wangaratta and Milawa paths are rough
Oxley	<ul style="list-style-type: none"> Need to connect the Oxley cycle path to the rest of the King Valley
Whitfield	<ul style="list-style-type: none"> The Whitfield-Wangaratta Rd is too narrow and in sections has no hard shoulder for cycling. The road is also 100km/h and there is very little to no respite for cyclists from high speed traffic on this road.
Oxley	<ul style="list-style-type: none"> Oxley to Milawa
Oxley	<ul style="list-style-type: none"> Oxley to Wangaratta
Oxley	<ul style="list-style-type: none"> Oxley to Milawa track is excellent
Oxley	<ul style="list-style-type: none"> Recent additions to signage for the bike paths heading to Oxley is a great improvement.
Milawa	<ul style="list-style-type: none"> Milawa primary school road. There is a path along there that is gravel. Maybe a better surface would be good as I have seen children fall as the gravel can become slippery for young children
Milawa	<ul style="list-style-type: none"> Path from Milawa to Markwood along Snow Rd to Markwood Everton Rd, removing cyclists from Snow Rd and creating a safe loop back to Wangaratta via Markwood-Tarrawingee Rd



Milawa	<ul style="list-style-type: none"> • Cycle path from Milawa to Whorouly turn off.
Milawa	<ul style="list-style-type: none"> • The cycle path from Milawa mustards to Chardonnay drive is in a state of disrepair no delineation between service road and cycle path it just needs a yellow line to denote the pathway from the service road
Milawa	<ul style="list-style-type: none"> • Many visitors walk around Milawa and it needs signage to denote the attractions and facilities i.e. toilets, playground. etc.
Milawa	<ul style="list-style-type: none"> • Milawa has great walking paths/areas
Milawa	<ul style="list-style-type: none"> • Wangaratta to Milawa floods
Milawa	<ul style="list-style-type: none"> • Route to Milawa from Wangaratta could have toilets and drinking facilities.
Milawa	<ul style="list-style-type: none"> • Cyclists have a bike path to use to get to Milawa and around the town-a shame more won't use them.
M2m	<ul style="list-style-type: none"> • Murray to mountains trail-little maintenance done
M2m	<ul style="list-style-type: none"> • Murray to Mountains Rail Trail is in very poor condition
M2m	<ul style="list-style-type: none"> • We have an opportunity to be world class with our unique M2M Rail Trail and I'm bewildered that is not capitalised on.
M2m	<ul style="list-style-type: none"> • The RCOW over recent years has allowed the Murray to Mountains Rail Trail to degrade through lack of maintenance and development
Londrigan	<ul style="list-style-type: none"> • New facilities, drinking water and picnic tables at Londrigan
Warby Ranges Loggers Lane	<ul style="list-style-type: none"> • Loggers Lane grade road
King Valley	<ul style="list-style-type: none"> • Road signage-leave a Metre in King valley
King Valley	<ul style="list-style-type: none"> • Work with Mansfield Council for a Mansfield/King Valley link
King Valley	<p>For over 20 years the King Valley has sort a Cycle Trail-it's possible and doable we need RCOW support, VICROADS is willing to sit down and discuss because the Wangaratta-Whitfield Road is required to be upgraded</p>
King Valley Rail trail	<ul style="list-style-type: none"> • Sealed Rail Trail extension into King Valley(Urgent)
King Valley	<ul style="list-style-type: none"> • Build a series of cycle/walk trails in the King Valley
King Valley	<p>As above for the King Valley. In addition to a cycle path up the Valley, there is a lot of mountain bike development potential in the Valley</p>
Killawarra	<ul style="list-style-type: none"> • Continue bike track past Walnut Grove out at Killawarra
Glenrowan	<ul style="list-style-type: none"> • Complete the track from Glenrowan into Wangaratta
Glenrowan	<ul style="list-style-type: none"> • Connect Wangaratta to Glenrowan.
Everton	<ul style="list-style-type: none"> • Sever flood damage between Everton and Londrigan on Murray to Mountains rail trail-signs placed 5/2 at 115, 117, 120.
Everton	<ul style="list-style-type: none"> • Cycle path along the Snow road and joining to Everton.
Eldorado	<ul style="list-style-type: none"> • Create Mountain Bike trails in El Dorado
Beechworth rail trail Diffey Road (Everton?)	<ul style="list-style-type: none"> • Entrance to Beechworth rail trail at Diffey Rd is gravel and dangerous
Diffey Rd (Everton?)	<ul style="list-style-type: none"> • ESTA marker 202-trail connection with Diffey Road-needs bitumen strip over gravel. Cyclists have come off on this short stretch and it has been a sticking point for 20 years.
Connect Rutherglen	<ul style="list-style-type: none"> • Connect Rutherglen-Wangaratta Rail trail
Glenrowan Chick Hill	<ul style="list-style-type: none"> • Chick Hill better signage
Beechworth	<ul style="list-style-type: none"> • Continue to expand rail trail network e.g. Beechworth to Yackandandah
Beechworth	<ul style="list-style-type: none"> • Love Beechworth/Bright/Wang track

Table 22. Comments on non-specific sites (raw)

- Destinations at trail ends, River, Parks, Wineries, cafe etc.
- Reduced speeds in town streets as per the 7:30 report Thursday 31 Jan 2019 www.abc.net.au/7.30/rising-pedestrian-deaths-spark-call-for-reduced/10768646
- Make sporting grounds available to sporting groups (like Wangaratta Runners) cheaper, who encourage community involvement in physical activity via Victorian state government endorsed training, aimed at everyday people looking to be more active.
- Need signs pass cyclist safely give them 1.5 m all routes in and out of town
- Worland Road - increasingly population and soon increased traffic from Cruse street. Residents have to walk or cycle on the road.

• leaf litter on bike path north of Wangaratta.

• Best city for bike paths I've ever been to

• Zigzag current pathways within Wangaratta to be more linked.

• Conditions of tracks are good, except for swooping magpies

Only Council in North east without a Mountain Bike Park !! (except Benalla)

If you would like more details of our vision. Please contact me on 0458 580 025 Regards Clayton

Link from Wangaratta through Springhurst and to Rutherglen.

	Location / route
1	<ul style="list-style-type: none"> • Walking from Docker Street to CBD crossing WPAC, on the right you have a large scrub and parking sign and there is often parked SUV vehicles travelling Ovens Street to Reid Street You virtually have to step forward on to the road to view traffic-dangerous! Likewise, crossing for the hairdresser on the Docker Street corner to get to the memorial side, the same traffic from Ovens Street turning left cannot view you after you have left the 1/2 way refuge. The parking sign needs relocating or the scrub trimmed. Pity older people crossing in these directions. • Wangandary Road between Arlington Park and Christensen lane needs a cycle lane. Currently heading west there are corrugations caused by potholes being filled. The road has no shoulder. School and city buses use the route to Christensen lane - not satisfactory to cycle yet Lindner road has an excellent cycle lane and probably less vehicle traffic. Reverse trip from Christensen lane has potholes on Wangandary road.
2	<ul style="list-style-type: none"> • Yarrunga-Street road reserves too narrow, no trees • Arlington Park & new estates - too narrow and no trees. • Collyn-Dale and other new estates-rates are low for cycling • Maps will be attached to this submission.
3	<ul style="list-style-type: none"> • Need a footpath in Wilson Road Wangaratta
4	<ul style="list-style-type: none"> • Off road paths vary greatly in standard. • Off road paths stop and start at intersections stopping commuter cyclists from getting from A to B in an efficient manner • On road cycling is poorly catered for in the city. Existing facilities are rare, poorly maintained and do not link well to other facilities • Vehicles dominate our landscape completely. Other forms of transport are a "poor cousin" • Many intersections are poorly designed for pedestrians and cyclists as valid users of the network. E.g. Sisely Ave and Tone Road intersection
5	<ul style="list-style-type: none"> • Need to connect the Oxley cycle path to the rest of the King Valley, the Whitfield Wangaratta Road is too narrow and in sections has no hard shoulder for cycling. The road is also 100km/h and there is very little to no respite for cyclists from high speed traffic on this road.

Location / route	
6	<ul style="list-style-type: none"> • Yarrowonga road path finishes at Walnut grove estate and does not extend to access Ovens river flats or northern end of Warby ranges
7	<ul style="list-style-type: none"> • Not enough lighting for evenings and winter • Extend paths on both ends of town-further along Yarrowonga Road • Joining up all the bike paths would be great
8	<ul style="list-style-type: none"> • The under pass paths are dark i.e. under rowan street • As above under Greta Road • The cross over at Cribbs Road at Wenhams Lane
9	<ul style="list-style-type: none"> • One Mile Creek Path
10	<ul style="list-style-type: none"> • Wangaratta-Whitfield Rd and Upper King River Rd= wider shoulder ... bike lane ... bike path
11	<ul style="list-style-type: none"> • Ovens St - from Docker to Templeton: lack of stencilling to indicate shared road to motorists. • Murphy St-bicycle hub-worst location/unsafe location to be getting on and off a bicycle. No stencilling to show drivers that bikes are present, no dedicated lane to indicate bikes. Very unsafe • Murphy Street, Reid Street, CBD city centre-more stencilling for bikes /safe bike lanes. Think Copenhagen style lanes for Docker, Mackay and Ovens Street
12	<ul style="list-style-type: none"> • Oxley to Milawa • Oxley to Wangaratta
13	<ul style="list-style-type: none"> • Whitfield/King Valley roads are dangerous to ride on as there is no space
14	<ul style="list-style-type: none"> • One Mile Creek Path-very nice shady route some surface quality issues and lacks wayfinding signage at road crossings • Greta Road Shared Path on western footpath-great location, needs signage, line marking and vegetation trimming • Ovens River shops (PreVue, Precinct etc)-great location, good location of bike parking, great links to trail, bridge width is great. Needs more wayfinding and more undercover bike parking • College Street Shared Path-nice and wide-needs better signage
15	<ul style="list-style-type: none"> • Oxley-Oxley primary school now great the track has been cleared • Oxley-Milawa great safe path • Oxley-Wangaratta great safe path
16	<ul style="list-style-type: none"> • The pedestrian crossings in front of NHW and those across Perry St near Coles do not have room for a cyclist to safely continue through if a car is in that zone • I ride the One Mile Creek track to work, the shrubbery and trees need some regular trimming to enable clear vision around bends
17	<ul style="list-style-type: none"> • Yarrowonga Road from Killawarra estate north is dangerous to cycle on without trail • Wangandary Road edges and shoulders are a very back condition for road riding
18	<ul style="list-style-type: none"> • Cnr Rowan St/Green Street to town centre-need either bike path or shared path
19	<ul style="list-style-type: none"> • Great quality along the river from Apex Park
20	<ul style="list-style-type: none"> • Oxley to Milawa track is excellent
21	<ul style="list-style-type: none"> • Love Beechworth/ Bright/ Wang track
22	<ul style="list-style-type: none"> • ESTA marker 202-trail connection with Diffey Road-needs bitumen strip over gravel. Cyclists have come off on this short stretch and it has been a sticking point for 20 years. • Sever flood damage between Everton and Londrigan on Murray to Mountains rail trail-signs placed 5/2 at 115, 117, 120.
23	<ul style="list-style-type: none"> • Milawa has great walking paths/areas
24	<ul style="list-style-type: none"> • Tone Road along rail tracks-no path

Location / route	
25	<ul style="list-style-type: none"> the current walking or cycling routes are good
26	<ul style="list-style-type: none"> Entrance to Beechworth rail trail at Diffy Road is gravel and dangerous Need more signs "Share the road" on Oxley Flats Road Need signs pass cyclist safely give them 1.5 m all routes in and out of town Cycle lanes at roundabouts with green textured non slip surface
27	<ul style="list-style-type: none"> In general I think the quality of paths is quite good. On the One Mile Creek trail tree routes do cause increased trip hazards over time the Rowan St bridge of One Mile Creek is very dangerous to cross when the underpass is flooded. The road is wide with traffic also coming from Orwell St. At minimum there needs to be a pedestrian island so that the crossing can be completed more safely at peak times
28	<ul style="list-style-type: none"> It can be quite dangerous dealing with traffic in the CBD More bike lanes needed in CBD and down Rowan street
29	<ul style="list-style-type: none"> Osboldtone road needs to be safer for people to walk ride
30	<ul style="list-style-type: none"> Worland Road-increasingly population and soon increased traffic from Cruse Street. Residents have to walk or cycle on the road.
31	<ul style="list-style-type: none"> Toilets in lower Merriwa Park need more rails in disabled. Apex Park is good
32	<ul style="list-style-type: none"> Bike trail at Tarrawingee appears to still be washed out in places, due to December floods
33	<ul style="list-style-type: none"> The Oxley flats road is wicked especially at the bends. The snow road is dangerous for inexperienced cyclists Within town there should be serious cycle lanes along the main roads like Murphy street and Rowan Street
34	<ul style="list-style-type: none"> Milawa primary school road. There's a path along there that is gravel. Maybe a better surface would be good as I have seen children fall as the gravel can become slippery for young children
35	<ul style="list-style-type: none"> One mile creek track from Greta Road to Phillipson Street is in poor condition and not suitable for walkers and cyclists Pedestrian road crossing infrastructure has been to the detriment of cyclists, e.g. hospital, Rowan Street, Edwards Street
36	<ul style="list-style-type: none"> Wilson Rd and Wilson Rd bridge-no pedestrian path. Potholes on road shoulder approaching Wilson Rd bridge. Pedestrians walk directly alongside traffic in 60km zone. Whitfield-it would be ace to be able to ride safely from Wang to Whitfield! With kids too.
37	<ul style="list-style-type: none"> Enjoy the outdoor fitness gym equipment at Wareena park Bike path gym equipment at Clarke St have no tension or footsteps. Unsafe Dixon Street south footpath uneven-trip hazard
38	<ul style="list-style-type: none"> The routes I ride are well maintained with great bridges. Dogs off leas are an ongoing danger. It is uncomfortable to be accosted by large dogs off leash.
39	<ul style="list-style-type: none"> Rail trail north and south are regularly pestered by aggressive magpies
40	<ul style="list-style-type: none"> Good overall
41	<ul style="list-style-type: none"> Nil
42	<ul style="list-style-type: none"> leaf litter on bike path north of Wangaratta. A lip from Bike Hub Merriwa Park on to main road. Large hole on the bridge over Reedy Creek bike path where a post has been taken out Condition usually good
43	<ul style="list-style-type: none"> Snow road factory lane to chardonnay drive

Location / route	
44	<ul style="list-style-type: none"> One Mile River bike trail-lack of lighting for night riding One mile racer bike trail-after a storm there is often a lot of debris on the track perhaps that could be swept in a timely manner.
45	<ul style="list-style-type: none"> Murray to mountains trail-little maintenance done. Oxley trail-cheap job needs plenty of maintenance. Oxley to Milawa trail-half needs to be ripped up and redone. One mile creek path-parts are atrociously rough and dangerous for road bikes.
46	<ul style="list-style-type: none"> Wangaratta to Milawa floods
47	<ul style="list-style-type: none"> Pin Oak Drive walking track though new is already washing way and does not join up sensibly to Cathedral College
48	<ul style="list-style-type: none"> Riverside track-fantastic Yarrowonga Rd-Rough and dangerous
49	<ul style="list-style-type: none"> Whitfield - no safe way of walking around town such as footpath between cafe and post office Wang-Whitfield Road-no shoulder for cycling, couldn't possibly share the road with trucks at the moment Whitfield-intersection at the pub is terrifying no matter if you are in car, on foot or on bike
50	<ul style="list-style-type: none"> Roads. Better shoulders. More designated bike and walking paths
51	<ul style="list-style-type: none"> Murray to Mountains Rail Trail is in very poor condition Wangaratta-Whitfield is unsafe to ride on. It needs sealed shoulders Cycle/Walking paths within Wangaratta township are good
52	<ul style="list-style-type: none"> bike-riding is unsafe on rural roads because not enough room
53	<ul style="list-style-type: none"> Wangaratta to Whitfield road doesn't have a separate bike path The Wangaratta to Whitfield road is too narrow for safe bike riding
54	<ul style="list-style-type: none"> Best city for bike paths I've ever been to
55	<ul style="list-style-type: none"> Parkrun course near Boat ramp could be built up as its cut off very easily when river rises
56	<ul style="list-style-type: none"> the improvements in recent years have improved the quality of life in Wangaratta
57	<ul style="list-style-type: none"> Rail Trail to Bright & Beechworth from Wang could have drink stations and more toilets. Route to Milawa from Wangaratta could have toilets and drinking facilities. Connect Wangaratta to Glenrowan. Connect Wangaratta to Warby National Park in various directions. Zigzag current pathways within Wangaratta to be more linked.
58	<ul style="list-style-type: none"> Conditions of tracks are good, except for swooping magpies
59	<ul style="list-style-type: none"> Bullawah trail boat ramp area needs to be raised. It goes under water easily in winter meaning that whole section of the path is unusable
60	<ul style="list-style-type: none"> Salisbury walk have signage fixed Loggers lane grade road Chick hill better signage
61	<ul style="list-style-type: none"> Opposite burrows St under red gums is terribly lumpy Williams road (the road) outside St John's is dreadful Edwards street path under big tree adjacent to recent housing estate is dangerous. Massive lump under tree Tone road northbound just south of kart traffic lights has lumps that are dangerous Stop using coarse chip stone on reseals out of town

	Location / route
62	<ul style="list-style-type: none"> • Path needed down Christiansen's lane
63	<ul style="list-style-type: none"> • Yarrowonga road needs drink taps. • Collyndale area needs drink taps • Phillipson Street too Greta road track needs drink taps.
64	<ul style="list-style-type: none"> • Merriwa Park, Road is too dangerous to run on, large bumps and cracks • Some areas between Ryan Ave and Wareena Park are uneven
65	<ul style="list-style-type: none"> • All, generally really good and well maintained
66	<ul style="list-style-type: none"> • Rowan street - uneven and slippery pavers

Question 9: What single thing should Council do as a priority that would assist people to walk or cycle?

New cycle/shared paths were the main priority identified by 20 survey respondents.

Ten of those identifies specific rural locations outside Wangaratta township. The highest priority listed by respondents related to improvement the condition of existing paths/maintenance of paths, followed by the need to extend or connect existing paths.

The following table list the main type of priorities listed by respondent by the number of people identifying this type of priority.

Table 23. Types of priorities listed by frequency of responses

Priority	Ranked order of frequency
New cycle/shared paths (general)	10
• Regional	10
Maintenance/better surfaces/hanging veg/water fountains	10
Connect/extend existing paths	8
Water, lights and shade/ tools camping etc.,	7
Encourage less vehicle movement/park and walk/reduce speed	6
Promotion	5
Dedicated bike lanes	4
More crossings and Longer crossing times for lights	3
More budget for maintenance and trails extension, and local groups	3
Map and information	3
Signage	3
Better planning in structure plans etc., 20 m road reserve, wider paths	2
More footpaths	2
Widening/sealed shoulders on rural roads	2
Other-advocacy e.g. Allow bikes on trains change council culture, work with existing running and	2

Priority	Ranked order of frequency
cycling clubs	
Better planning and design–i.e. smoother paths surfaces	1
Parking / bike lock ups in CBD	1
Other – incentives i.e. free helmets	1
Manage Dogs / put lines on paths	2

A list of individual responses are provided below

Question 10. Do you have any other comments you'd like to make about walking or cycling in Wangaratta? If so, please write these below.

Table 24. Other comments regarding walking or cycling Wangaratta

	Responses
1	Docker St with heavy traffic volumes due to TAFE, library, Gateway Health and hospital means it is no longer cycling friendly and with future foot traffic ramps at Docker/Cusack to be eliminated walking and cycling options are being hampered.
2	Hard surface footpaths (whilst required for some) lead only to the podiatrist.
3	Ask Police to take special note of cars and trucks that pass cyclists too closely
4	We have some excellent examples of what can be achieved but we need to realize that we are a very long way away from being as successful as other communities around the world. The culture of "people movement" needs to change and the provision for cycling, walking, and public transport needs to claw back priority from that offered to vehicle movement in this city
5	As above for the King Valley. In addition to a cycle path up the Valley, there is a lot of mountain bike development potential in the Valley
6	We are very lucky we have trails and paths going in all directions here in Wangaratta but need more road crossing alerts and lights under crossovers
7	More multiple bin stations linked with water bottle filler/bubbler stations and dog poo stations
8	Only Council in North east without a Mountain Bike Park !! (except Benalla)
9	It would be great to have jazz themed bike racks along Murphy or Reid St-to increase bike parking but also to add some street art!
10	Recent additions to signage for the bike paths heading to Oxley is a great improvement.
11	We really enjoy this area, however, to enjoy riding mountain bikes we need to travel outside the Council area to the Alpine areas or Albury.
12	Driver education re cycling regulations is useful
13	If you would like more details of our vision. Please contact me on 0458 580 025 Regards Clayton
14	No
15	Promote Wangaratta as a cycle hub for visiting Snow Rd villages (Oxley, Milawa, Marwood, Whorouly)
16	A combined project between local government, Parks Victoria and DELWP is required to produce a mountain bike network in the Warby Ranges and Chiltern Mount Pilot National Parks. The economic and social benefits of this type of investment is proven in many other municipalities.
17	My main point is non-specific and more holistic-the development of an inclusive and healthy cycling/walking climate where trail users are seen to be valued people, so that this is in the "affective domain" and concerns the building of attitudes, values and understandings.
18	Cyclists have a bike path to use to get to Milawa and around the town-a shame more won't use them.
19	Safety issues
20	The bike paths are good
21	It has some great facilities and paths and trails it just lacks the finishing touches to make cyclist and walkers feel valued and welcome
22	To get more people cycling and walking the current policy of cars given greater priority needs to change. Roundabouts can be hazardous for pedestrians and cyclists as they are treated as second class.
23	Just providing safe well-lit bike paths will encourage more people to ride
24	I walk with a Kaye walker, and use a powered wheelchair for the majority of mobility.
25	This region is naturally built for cycling. Cycling should be the first preference for transport.

Responses	
26	My family and I live doing things together. And going for a ride together to and from school is something they have wanted to do for some time but due to Snow Road not being safe for us to ride on we can't do it
27	Develop a culture of cycling and walking in Wangaratta and move away from a car centred society. The rail trail has been an enormous success and Wangaratta could become like a "Copenhagen" of Victoria where cars are not the focus, the outcome would be a spin off for the rural city.
28	I love the cycle paths that wind along the creeks and rivers, I just wish we had safer access to them from Wilson Rd and we'd do much more walking and cycling. Wang is so flat, it's easy to get around.
29	It's a great way to make friends in our community, while enjoying fresh country air
30	Use of hi-vis vests and lights to be seen.
31	I think we are extremely lucky to have such great walking tracks around Wangaratta and it's great to see so many people of all ages utilising them.
32	We have an opportunity to be world class with our unique M2M Rail Trail and I'm bewildered that is not capitalised on.
33	Link from Wangaratta through Springhurst and to Rutherglen. I am establishing an electric bike hire business in Springhurst.
34	I love the beautiful big gum trees. Love the local bike trails
35	For over 20 years the King Valley has sort a Cycle Trail - it's possible and doable we need RCOW support, VICROADS is willing to sit down and discuss because the Wangaratta-Whitfield Road is required to be upgraded
36	I think this is a great opportunity for Wang to make its mark to locals and visitors that it is a progressive, healthy cycle friendly town which has benefits to the whole community
37	No.
38	The RCOW over recent years has allowed the Murray to Mountains Rail Trail to degrade through lack of maintenance and development
39	More encouragement to use the designated riding tracks rather than riding on the roads
40	No
41	It is a pleasure to walk along the river in Wangaratta and we are fortunate with cycling roads and destinations around Wangaratta despite the odd aggressive or careless driver. Velodrome should be supported at showgrounds for youth and healthy activity.
42	Include running in future surveys about physical activities in Wangaratta.
43	Please keep encouraging people to be active
44	Please raise the path at the boat ramp so it doesn't flood easily
45	Tourism strategy promotes Wangaratta as a cycling destination, yet we are not backing that up with good surfaces on the main cycling routes around the city. Bike paths are OK but most tourist and recreational cyclists ride the roads. Recent surface treatment of taminick gap is terrible. It ruined one of the best climbs in the district and is part of a state junior championship course. Get some help from local cyclists to identify these popular routes and have a different sealing strategy for those roads. Convert the old scout held reserve out on Wilson Road near the Warbys to MTB use
46	I use the tracks for mostly running. They are great way to keep off main road and in the shade. Drink taps along these paths would be very beneficial, providing water on the hot days and on the long run days.
47	We are very lucky to have these paths around Wangaratta so we can exercise.
48	Consult OT's and neuro-physios re all abilities design

Question 11: If you cycle, please answer the following.

Table 25. Questions regarding cycling

	Yes		No.		Total	Male	Female
	%	No.	%	No.			
Do you cycle to work?	34.67%	26	65.33%	49	75	33	41
Do you cycle to shops, run errands and / or visit friends?	70.51%	55	29.49%	23	78	34	43
Do you cycle for fitness and/or recreation?	91.14%	72	8.86%	7	79	34	44
Do you cycle for sports competitions?	13.51%	10	86.49%	64	74	32	41
Do you ride on the road?	79.73%	59	20.27%	15	74	32	41
Do you ride on mountain bike trails / dirt jumps?	37.84%	28	62.16%	46	74	33	40
Do you ride on the velodromes?	2.74%	2	97.26%	71	73	31	41
Do you ride on BMX racing tracks and or freestyle?	8.11%	6	91.89%	68	74	32	41

Question 12: If you walk, how and what you walk for?

The majority of respondents walk for fitness and the least proportion of residents (very few people 36%) walk to work. A high proportion of survey respondents bushwalk.

Table 26. How and what you walk for

	Yes		No		Total	Male	Female
	%	No.	%	No.			
Do you walk to work?	36.36%	28	63.64%	49	77	29	48
Do you walk to shops, run errands and / or visit friends?	83.75%	67	16.25%	13	80	28	52
Do you walk for fitness and/or recreation?	97.50%	78	2.50%	2	80	28	52
Do you walk to exercise your dog?	59.74%	46	40.26%	31	77	28	49
Do you bushwalk?	82.28%	65	17.72%	114	79	29	50

Question 13: If you're involved in any walking or cycling groups, please tell us the name of the group / club below.

Table 27. Involvement in walking or cycling groups

	Responses
1	NIL
2	None
3	Albury Wodonga triathlon
4	RoadSafe North East
5	Warby Range Bushwalking Club
6	In the throes of forming a 'King Valley Mountain Bike Club' Have been part of Wangaratta Cycling Club (MTB) for events.
7	RoadSafe North East RCOW Bicycle Reference Group
8	Nil
9	Own group of cycling friends, not a formal group
10	Wangaratta Youth Development Ski group (Note we use multi use trails for both roller skiing and cycle for fitness) Killawarra Community Group. (Group interest in development of the use Warby Ovens)
11	Corowa Rutherglen Active Cyclists (CRABS) Our Coffee Shop - Parkers Pies, Main Street, Rutherglen. Friends of the Murray to Mountains Rail Trail (chair) - this group sees its role as being the "eyes and the ears" for the M2M rail trail, filling the gap between the shires and their governance, maintenance role, involvement with Tourism North East and tourism promotional role. We're into forming good relationships with local government and other bodies, being positive and helpful and enjoying our marvellous facilities.
12	Wang Bunch Ride
13	N/A
14	West end cycles girls ride
15	Not applicable
16	No we are not
17	Warby walkers Local Wangaratta cycling groups - not formal but groups that meet at the town square and use what's app to plan
18	none
19	Warby Range Bushwalkers
20	Not involved in any due to my B&B business but I support the work of anything M2M
21	Out and About Wednesday group. Girls cycle group who meet Monday and Saturday
22	N/A
23	BUGS
24	Member of the Murray to Mts Friends
25	Wangaratta out and about cycling club. Warby Range bushwalking club.
26	Friends of Murray to Mountains Rail Trail
27	No

Responses	
28	Formerly Wangaratta Cycling Club, otherwise casual recreation groups that aren't named.
29	Wangaratta Runners is a local sporting group who encourage physical activity thru coaching programs run by volunteers, encourage group activities for support and networking, encouraging newcomers, young and old, whether it be for walking, running, bushwalking, drills, event training, all in a supportive and encouraging environment.
30	Wangaratta Runners Wangaratta Parkrun
31	Wangaratta Runners
32	Wangaratta Runners and Parkrun
33	I'm part of the Wangaratta Runners who encourage walking and running.
34	Alpine cycling club Yackandandah mountain bike club

Question 14: Do you live with other family members that are either school aged children, older adults or people with a disability?

Table 28. Living with school aged children, older adults or people with a disability

Answer Choices	Responses	
Yes	49.43%	43
No	50.57%	44

Question 15: If yes, what specific things could encourage them to walk or cycle more? (Please list below)

Table 29. Encouragements to walk or cycle more – total responses

Answer Choices	Responses	
Children under age of 15	77.78%	28
Persons over 55	36.11%	13
People with a disability	25.00%	9

Table 30. Encouragements to walk or cycle more–comments

Glenrowan

- Complete the track from Glenrowan into Wangaratta

	Children under age of 15	Persons over 55	People with a disability
1		Maybe add a seat (like around Appin Street Creek end path along creek)	
2	Footpaths & verge (nature strip) lawns	As above	As above
3	A footpath in Wilson Road Wangaratta		
4	Safe paths		
5	Safer road riding (Shoulder width & quality), speed limit lack of bike lane.		
6	They love riding to school		
7	Better access		
8	Safe cycle access on main roads	N/A	N/A
9	Local Mountain bike tracks/club - perhaps in Warby Ranges/Eldorado?		
10	More bike paths off main roads		
11		Company	
12	My Children are 15 and 17. They do not feel very safe on the roads so don't like riding in the centre of Wangaratta. My daughter is driven to training as she feels to scared to ride across Wangaratta		
13	Better road crossing at Cribbes road to make it safe to get to cathedral college		
14	Better pedestrian islands for ease of crossing roads. Such as Sisely Avenue Phillipson street intersection	As above	As above

	Children under age of 15	Persons over 55	People with a disability
15	Safe routes to school		
16	Footpath on Worland Road		
17	Safer cycling alongside main roads, Beechworth Rd and great alpine Road	As above	As above
18	Off road cycle tracks linking where we live to other places.	Off road cycle tracks linking where we live to other places.	
19	Riding to school on safe tracks would be great. As they have wanted to do that		
20	3	0	0
21	More bike paths, more mountain bike paths, some pump tracks		
22		motivation	
23	Na		
24		Better condition of existing cycle paths.	
25		Walk/Cycle Trail in King Valley - didn't realise I was old at 55	
26	2		
27			Nothing
28		even footpaths	even footpaths
29	They are on the paths s lot, perhaps lanes where bikes can ride without pedestrians walking in front of them		
30	Fun and family involvement	Fitness and doing something with family members .	Be encouraging to be an active community member despite any disability.
31	More exciting playgrounds		
32	More outdoor activities aimed for their age		
33	Exciting paths with some fun challenges		
34	2		
35			All abilities footpath/kerb design
36	Pump track/ mountain bike tracks		

Q16. What is your gender?

Table 31. Gender

Answer Choices	Responses	
Female	60.44%	55
Male	39.56%	36
Other / prefer not to say	0.00%	0

Q17. What is your age group?

Table 32. Age group

Answer Choices	Responses	
Under 15	0.00%	0
15-19	1.10%	1
20-24	1.10%	1
24-29	3.30%	3
30-34	8.79%	8
34-39	9.89%	9
39-44	9.89%	9
44-49	15.38%	14
49-54	10.99%	10
54-59	15.38%	14
59-64	9.89%	9
64-69	6.59%	6
69-74	2.20%	2
74-79	4.40%	4
80 +	1.10%	1

Q18. What locality do you live in?

Table 33. Locality

Answer Choices	Responses	
Archerton	0.00%	0
Bobinawarrah	0.00%	0
Boorhaman	0.00%	0
Boorhaman East	0.00%	0
Boorhaman North	0.00%	0
Boralma	0.00%	0
Boweya	1.12%	1
Bowmans Forest	2.25%	2
Bowser	0.00%	0
Byawatha	0.00%	0



Answer Choices	Responses	
Carboor	0.00%	0
Cheshunt	1.12%	1
Cheshunt South	1.12%	1
Docker	0.00%	0
Dockers Plains	0.00%	0
East Wangaratta	1.12%	1
Edi	0.00%	0
Edi Upper	0.00%	0
Eldorado	3.37%	3
Everton	0.00%	0
Everton Upper	2.25%	2
Glenrowan	0.00%	0
Greta	0.00%	0
Greta South	0.00%	0
Greta West	0.00%	0
Hansonville	0.00%	0
Killawarra	3.37%	3
King Valley	1.12%	1
Laceby	0.00%	0
Londrigan	1.12%	1
Markwood	4.49%	4
Meadow Creek	0.00%	0
Milawa	2.25%	2
Moyhu	3.37%	3
Murmungee	0.00%	0
Myrree	1.12%	1
North Wangaratta	0.00%	0
Oxley	2.25%	2
Oxley Flats	0.00%	0
Peechelba	0.00%	0
Peechelba East	0.00%	0
Rose River	0.00%	0
Springhurst	2.25%	2
Tarrawingee	1.12%	1
Tolmie	0.00%	0
Upper Lurg	0.00%	0
Wabonga	0.00%	0
Waldara	3.37%	3
Wangandary	0.00%	0
Wangaratta	56.18%	50
Wangaratta South	1.12%	1
Whitfield	2.25%	2

Answer Choices	Responses	
Whitlands	0.00%	0
Whorouly	0.00%	0
Whorouly East	0.00%	0
Other (please specify)	2.25%	2

Other (please specify)	
1	Rutherglen
2	Rutherglen