



BOOLLARRA - MIRBOO NORTH

RAIL TRAIL



TRACKS, TRAILS & PATHS STRATEGY

Latrobe. Be in it.

LATROBE CITY COUNCIL

April 2016

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PROJECT CONTROL

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1

INTRODUCTION



THE PROJECT

The Latrobe City Tracks, Trails and Paths Strategy is a municipal wide strategy to guide planning, development, management and promotion of tracks, trails and paths.

The municipality already has a successful network of paths, tracks and trails that connect a majority of locations, yet usage in places is very low. The strategy not only looks to fill gaps in the network and ensure links to destinations but to examine ways to promote greater use.

The project objectives are:

- Provide an appreciation of the benefits of walking and cycling and active transport in achieving councils strategic direction towards community health and wellbeing.
- To evaluate the existing walking and cycling networks to assess the connectivity, adequacy in operation, safety, comfort and amenity.
- Provide strategies for improving the function of walking and cycling so they become a viable transport and recreation option for all Latrobe City visitors and residents.

- Coordinate planning and delivery of priority walking and cycling infrastructure including assisting in directing capital works expenditure.
- Establish principal pedestrian networks in the four major towns of Traralgon, Morwell, Moe and Churchill based around key activity centres.
- Identify opportunities to link planned or guided walks for walking groups or tourism based upon the principal pedestrian networks.
- Develop strategies for promotion, education, advocacy and support of walking and cycling to create a culture within Latrobe City which respects and embraces walking and cycling both at a strategic decision making level and at a local community level.
- Develop strategies for the promotion, education, advocacy and support for users of mobility devices.

Latrobe City Council is located in eastern Victoria in the Gippsland region. It has a land area of 1,426 square kilometres and a population of over 72,000 people.

Latrobe City scores 939.7 on the Socio-Economic Index for Areas (SEIFA) which is lower than the Regional Victorian average of 978.0 in terms of level of advantage. The SEIFA Index measures and ranks areas in Australia according to relative socio-economic advantage and disadvantage.

Increasing walking and cycling within Latrobe City are elements imperative to delivering on the strategic objectives of the Latrobe City Council Plan (2013 – 2017).

The Council produced a Municipal Public Health and Wellbeing plan for 2013 to 2017. The plan outlines residents' and the council's goals of improving the health and wellbeing of people in the area, which includes developing a Tracks, Trails and Paths Strategy.

A bicycle plan was adopted in 2007 that looked at the physical connections between areas and focussed more on bicycle use on roads.

The need for a Tracks, Trails and Paths Strategy for Latrobe City was clearly identified as a priority recommendation in the Public Open Space Strategy (2013).

A Background Report, containing information about the project, a demographic analysis, and a summary of trends, community values and health benefits, was prepared early in the process, and can be made available on request.



LATROBE. BE IN IT.

Following a community competition to name the strategy the winner was 'Latrobe. Be in it'. This name is linked to the well known television adverts, originating in the 1970s, starring 'Norm', an average Aussie bloke, who was used to promote a healthier lifestyle. The 'Life. Be in it' organisation, formally government funded and now a not-for-profit organisation, has kindly agreed to Latrobe utilising their branding as 'Latrobe. Be in it'.

The strategy will be led by the Council, however many of the programs and communication are likely to be in partnership with community groups. Latrobe. Be in it. is primarily about encouraging people into active travel (walking and cycling) for their day to day short journeys. Journeys up to half an hour of walking would be part of their daily routine – getting to work, to school, to the shops and so on. For cyclists, the same target of 30 minutes applies, but can allow them to travel a much greater distance, approximately 10km.

The strategy is a response to what some describe as a public health crisis. Latrobe City citizens are more overweight or obese, and engage in less exercise, than the Victorian average.

PHYSICAL HEALTH BENEFITS

The physical health benefits for walking, jogging and cycling:

- Improves general health, helps to lower both blood pressure and improves heart health.
- Helps with weight management.
- Improves fitness.
- In congested areas, cyclists and pedestrians breathe fewer fumes than drivers.
- Fewer cars on the road and more cyclists and pedestrians means safer roads.

PSYCHOLOGICAL HEALTH BENEFITS

Mental health conditions such as depression, stress and anxiety can be reduced by regular walking and bike riding. This is due to the effects of the exercise itself due to of the enjoyment that riding a bike and walking can bring. Walking and cycling help with stress management by providing time to relax without annoyances that driving can bring.

- Nearly two-thirds of Latrobe City citizens are overweight or obese
- Almost a third reported having hypertension (high blood pressure)
- Fewer than 1 in 30 walk or cycle to work

WHY 30 MINUTES A DAY?

- Over 40% of car trips are for just two kilometres, the distance you can walk in 30 minutes
- Short car trips are inefficient in fuel use and wear-and-tear on the vehicle
- Walking 30 minutes is sustainable
- It's useful for shopping, travel to school and daily tasks
- A 30 minute round trip accesses useful destinations – eg. primary school, milk bar, local park
- It's achievable by most people
- It's healthy
- It is a target that changes habits that can grow into better behaviour such as cycling long trips
- Older people may find this a challenge, but the concept is also about doing short local trips that are achievable for the individual.

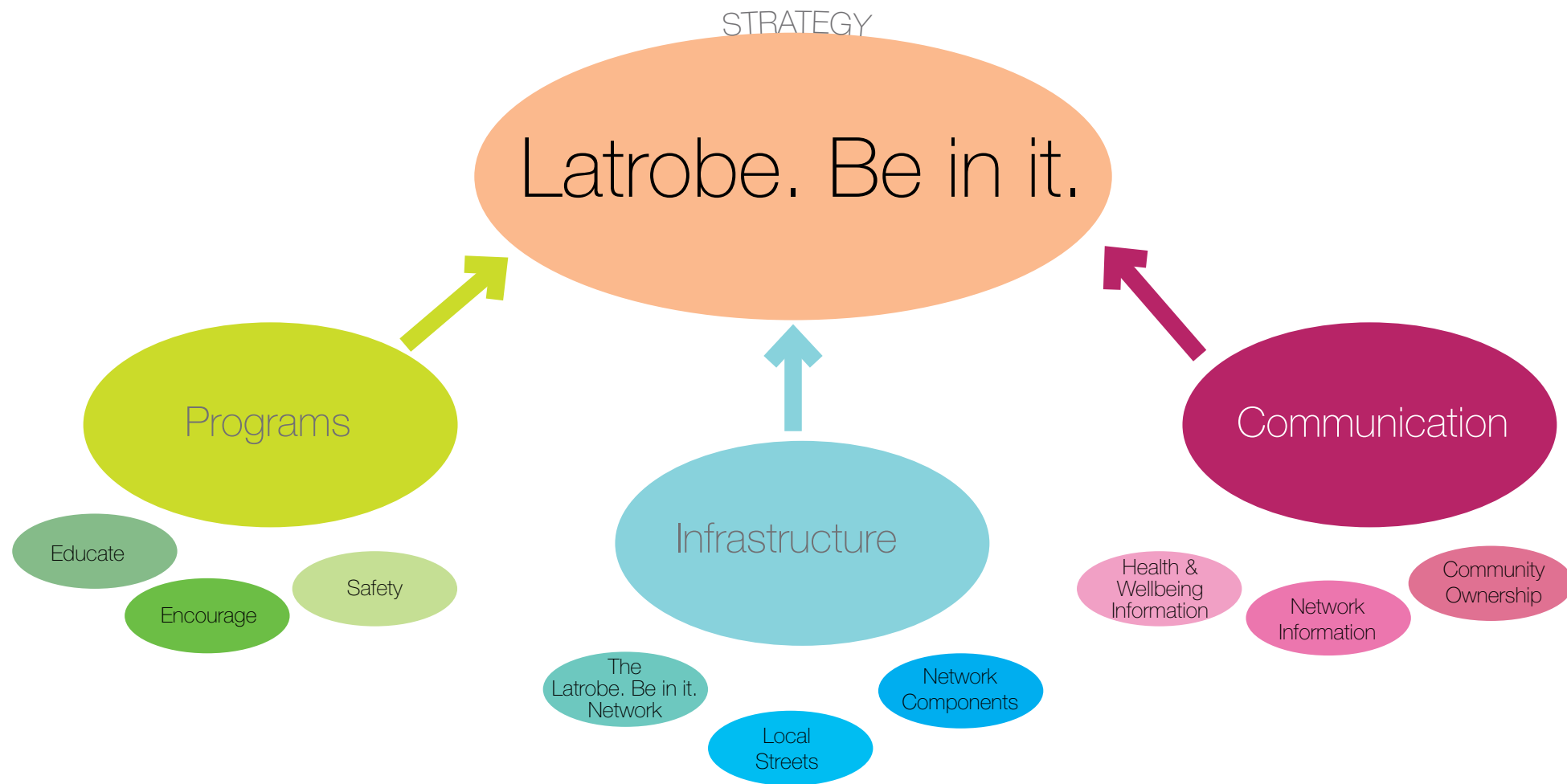
SOCIAL BENEFITS

There is an increased social benefit from walking and cycling through the increased opportunity for social interaction between people in the community. This helps to make connections between people, which provides a wide range of benefits, including increased support and allowing for knowledge sharing on all issues from child education, to jobs, and health. The increased support from neighbours also helps, from simply collecting mail on vacation to a greater reporting of domestic violence.

URBAN BENEFITS

Walking, jogging and cycling have a range of benefits for the urban environment:

- A decrease in vehicular traffic.
- More people on trails and streets, providing passive surveillance, which increases safety and security.
- A decrease in pollution.
- Reduced fuel expenditure.
- Increased retail opportunities on routes.
- Council needs less capital expenditure for road maintenance compared to paths and trails.
- Walkers and cyclists have fewer days ill each year.



STRATEGY PRODUCT

The Latrobe. Be in it. vision has three strategy bundles:

- 1. Programs
- 2. Infrastructure
- 3. Communication

Each strategy bundle has three action plans:

- Programs
 - Educate
 - Encourage
 - Safety
- Infrastructure
 - The Latrobe. Be in it. Network
 - Local Streets
 - Network Components
- Communication
 - Health & Wellbeing Information
 - Network Information
 - Community Ownership

Information on the scope of each of these strategies can be found in the following pages.

PROGRAMS

The Programs chapter (Educate, Encourage, Safety) contains program possibilities – national, international, or Victorian programs, that could be considered for application locally. Latrobe City already has a number of encouragement programs, and these are listed. Appendix A contains fuller information about each program.

INFRASTRUCTURE

The strategy's main infrastructure recommendation is that a Latrobe. Be in it. Network be established, to lay a primary network of walking and cycling routes across the municipality. The priority routes would become the 'trunk routes' for journeys beyond an immediate neighbourhood, and would serve both a recreational and active transport (eg journey to work, shops or school) function.

Case studies of local street types have been analysed to explore the kinds of issues that arise for active transport, and recommendations made to establish an understanding of issues that arise in Latrobe City.

The Network Components section looks on a detail level at paths and associated components with some recommendations.

COMMUNICATION

Much of the Latrobe. Be in it. strategy will rely on good communication, not only between Council and the community, but also facilitating members of the community to interact with each other. Ensuring that people know about walking and cycling groups and when they meet will create greater momentum for the community to become more active and reduce social exclusion.

Strategies for communication are outlined in the final chapter.

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PROGRAMS



The first task is to establish the need for the Tracks, Trails & Paths Strategy Programs and to generate community support and action. The starting point is awareness of the health benefits gained through walking, cycling and other forms of active transport. What follows are an outline to various programs organised into three categories:

- Educate
- Encourage
- Safety

USER GROUPS

Pedestrians and cyclists can be divided into many user groups ranging from school children, to commuters, as well as the elderly enjoying a neighbourhood stroll. Each group will have a different level of requirements for footpaths. The strategy focuses a level of provision that is DDA (Disability Discrimination Act) compliant. The different groups are addressed at a program level.



EDUCATE

There are various examples of education programs relating to active transport, these existing campaigns predominantly focus on communicating road safety messages to pedestrians, cyclists and other road users in order to prevent death and injury as a result of road accidents. Education programs relating to encouraging physical activity typically communicate broad and generalised messages about the importance and benefits of physical activity not including specific or localised information.

PROGRAMS IN LATROBE

LIVE LIGHTER

LiveLighter is a campaign aimed at helping the Australian population lead healthier lifestyles by making changes to what they eat and drink, and increasing their levels of physical activity. The campaign provides general health recommendations and information on how to lead a healthier lifestyle including issues such as food, nutrition and physical activity. It doesn't include localised information.

LATROBE CITY TRAFFIC SCHOOL

Latrobe City Traffic School is an educational facility owned by the Latrobe City Council that provides traffic safety education programs for children across the region including pedestrian and bike safety. The school runs a traffic safety and pedestrian education session with a qualified traffic educator and includes hands on and practical activities in a controlled environment. The use of this facility could be expanded to include new initiatives such as a Rusty Riders program or mobility scooter training.

OTHER PROGRAM POSSIBILITIES

A METRE MATTERS

'A metre Matters' is a campaign run by the Amy Gillett Foundation with the dual purpose of raising awareness of the safe minimum overtaking distance and advocating for it to be legislated in road law. The campaign encourages drivers to adopt a safe passing distance of 1 metre to avoid accidents and injuries to cyclists.

CYCLING IN THE CITY: RUSTY RIDERS COURSE

Riding a bike is something that most people learn during childhood however over time the basic riding skills and confidence developed at a young age can be forgotten. Rusty Riders Course is a program delivered by the City of Sydney designed at developing the skills of cyclists who lack the confidence and skills to confidently ride. Concepts covered in the course include the rights and responsibilities of cyclists, appropriate route planning, correct road-cycling positioning and basic bicycle control and technique.

DON'T TUNE OUT

Rates of pedestrian-vehicle accidents have increased in recent years. The 'Don't Tune Out' campaign was commissioned by the Pedestrian Council of Australia with the aim to change pedestrian behaviour and improve safety outcomes for pedestrians. The campaign employed broadcast advertising on radio, print and billboards.

POINT-OF-DECISION PROMPTS

Point-of-decision prompts at pedestrian-road intersections are a common way of encouraging safe walking practices from pedestrians. Pedestrian point-of-decision prompts at intersections generally involve prompts painted on the ground at intersections employing a number of simple messages such as 'look right' or 'look both ways before you cross'. Prompts can be strategically located in high-traffic areas, accident hot-spots or intersections close to schools or other sensitive uses.

CYCLING IN THE CITY

The Cycling in the City course is an education program facilitated by the City of Sydney which is designed to give participants the skills and confidence to be an effective bike rider in Sydney's city centre. The Cycling in the City course involves both classroom lessons and practical cycling activities.

MOBILITY DEVICES

Mobility devices are being used by some users on roads instead of paths. The Disability Services Community Building Program is a part of the City of Bendigo's vision to work towards building inclusive communities. The program works with a Disability Inclusion Team which aims to deliver the vision. The team ensures the needs of people with a disability are the focus of community planning. This includes access and social inclusion.

ENCOURAGE

To encourage fitness and greater use of tracks, trails and paths, special programs can raise walking/cycling as a viable form of transport.

The Latrobe. Be in it. concept promotes walking for 30 minutes a day which should be achievable for the elderly, people with time constraints (as it can be combined with commuting or doing shopping), and for children.



BENEFITS OF 30 MINUTES A DAY

Walking for 30 minutes can provide the physical and mental health benefits without the daunting task of long distances or the under performing short distances. This length of journey places the local milk bar and school in reachable distances for many residents. The concept is to help people in understanding their walkable neighbourhood and that short distances are suitable for walking rather than driving.



10,000 STEPS A DAY

The 10,000 steps a day program is to help improve health with the goal of walking 10,000 steps which is 8 Kilometres, recorded on a Pedometer. A sedentary person, may only walk on average 1,000 to 3,000 steps a day, so adding steps has physical health benefits. A criticism of the program maybe that 10,000 steps may seem a lot and daunting to some people, and it does not encourage the idea of getting out of the house on to tracks, trails and paths which has many additional benefits.



SPECIAL EVENTS

Special events such as the Traralgon Marathon which is Australia's oldest Marathon helps to raise awareness of physical exercise in Latrobe City. Cycling events, fun runs, night walks etc. all help promote physical exercise in the public realm and range in level of experience from amateur to professional. Special events can be tailored for specific population groups including young people, seniors and families. Routes that cater for these events could be formalised through the use of way finding signs, alternative surfacing for paths and water bubblers to encourage use during nonevent days.



CYCLE TO WORK PROGRAMS

Ride2Work encourages Australians to start riding to work and promotes commuting by bike as a regular habit. Individual companies, Councils or bicycling organisations may take the lead in the program. Physical facilities at the work place could be bicycle parking areas and showers can help to promote cycling to work as a real alternative to driving.

ENCOURAGE

Below is a brief overview of current Latrobe City programs, potential additional ones and recommendations.

PROGRAMS IN LATROBE



WALK TO SCHOOL MONTH

A month long program organised by VicHealth to encourage primary school children to walk to school. In 2014 more than 1,650 students in Latrobe participated, recording 26,418 walks covering 18,968 kilometres during the month of October. Despite a usually high rate of participation it is unclear if this translates to an increase in walking to school once the month is over.



RIDE 2 SCHOOL

Ride 2 School Day is an annual event organised by Bicycle Network Victoria to encourage primary school children to cycle, walk, scooter or skate to school. The event aims to build an active travel culture at schools and in communities. In 2014, 22 schools in Latrobe participated in National Ride 2 School Day. 8 schools participated in the longer-term Ride 2 School program over 2014 with 2,175 students participating.



WALKING GROUPS

Organised walking groups provide structured walks for a variety of fitness levels and an opportunity to socialise and explore the local area. This should in turn promote an increase in walking. There are many existing walking groups in Latrobe including a number of walking groups facilitated by The Heart Foundation in conjunction with Healthy Together Latrobe. There is scope for walking groups to introduce low impact walks for older and less mobile people.



COMMUNITY FUN RUNS AND WALKS

The Australia Day Heart Walk is an annual walking event held in Traralgon on Australia Day. Event participants can complete either the 2.7 km or 4 km walking course.

The Traralgon Harriers Community Fun Run and Walks is held in late summer every year. Individuals, families, schools and workplace teams can register. Participants are encouraged to train and adopt active lifestyles in the lead up to the event.



WALK TO SCHOOL PROGRAMS

Walk to school programs are organised by the Healthy Together Latrobe, a partnership between Latrobe City Council and Latrobe Community Health Services.

Facilities such as particular safe routes could be set up that take into account wider paths, areas of high visual surveillance, minimal traffic and shade structures for waiting areas.

ENCOURAGE

OTHER PROGRAM POSSIBILITIES

MAP MY TOWN TOOLKIT

The Map my Town Toolkit is a resource that promotes active transport and encourages community involvement in the development. The toolkit maps the distance that can be covered by walking, cycling or using a wheelchair in a 10 and 20 minute time frame, community members are directly involved in the project by testing travel times and collecting supporting information. The Map my Town toolkit has been used in a number of areas in regional Victoria.

FUN RUNS

A Parkrun is a free weekly running event facilitated by Parkrun volunteers. Participants compete in a weekly 5 km timed run on a designated course in a parkland environment. Events are held across 112 locations across Australia and new locations are regularly established where there is community demand for it. The Traralgon Parkrun has recently been established and will be conducted every Saturday at 8:00am over a 5 km course through Agnes Brereton Park.

BIKE TRAFFIC COUNTER AND DISPLAY

A traffic counter is a tool that can be used to quantify the number vehicles traversing through a designated point and can be an accessible way to share information with the community and can be a focal point for measuring a common goal. For example: The City of Moreland in partnership with Velo Cycles installed a bicycle traffic counter on the Capital City Trail that automatically counts and displays a real time count for cyclists on that day and the total figure for the year. This intervention is designed to promote the visibility of cycling in the City of Moreland.

RIDE 2 WORK DAY

Ride 2 Work Day is an annual event organized by Bicycle network Victoria and supported by employers, individuals and local government. Individuals are encouraged to register and ride to work on a specified day. Complimentary events such as a free breakfast either at work or at a community location are often provided as an incentive for participation.

OPEN STREETS

Open streets can serve as popular community events attracting large numbers of participants in active transport use. Open Streets is a phrase used to describe the temporary closure of streets to cars that are re-purposed for pedestrian and cyclist use, this temporary intervention aims to directly encourage walking and cycling through participation in the event and by promoting modes of active transport.

WORKPLACE TRAVEL PLAN

A workplace travel plan is a tool that is developed by a business or organization to address the travel needs of an organization and aims to reduce dependence on private vehicles and car parking. Workplace travel plans that are supported by management and are appropriately resourced are generally successful at achieving shifts to walking, cycling and public transport.

WALKING TOURS

Walking tours are a structured way to engage in walking. Walking tours are a pre-planned route or circuit that can cover a range of topics or themes such as history, heritage, environment and food. Walking tours appeal to a broad cross-section of the community and can encourage people who wouldn't usually participate in physical activity.

APPS AND WEBSITES

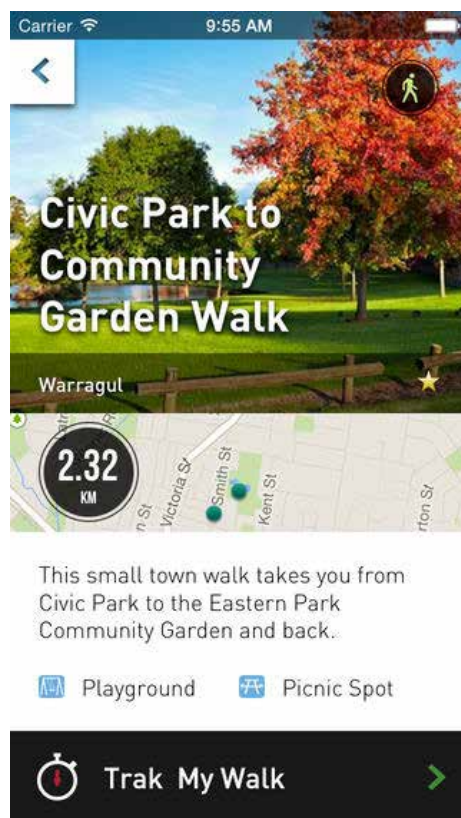
A variety of Apps and websites designed to map, track and share walking routes and performance are available on the market. These Apps and websites are designed to aide walkers in recording the distance, route and time of their walks and also include features aimed at maintaining motivation and sustained walking habits such as setting goals and targets, automatic reminders and competition between friends and other users.

ENCOURAGE

OTHER PROGRAM POSSIBILITIES

LATROBE. BE IN IT. WALKING APP

The Council has started to develop a walking and riding app as part of this strategy. The app is being designed in the same style as the Baw Baw Shire Council's Trail Trak and will feature short or long walks and showcase the areas of interest in Latrobe. The app will also allow users to track their physical activity. An example screenshot of the Baw Baw app is below.



WALK SAFELY TO SCHOOL DAY

Walk safely to School Day is an annual event that is organized by the Pedestrian Council of Australia where schools can register and encourage students to walk safely to school on Walk Safely to School Day. It is unclear as to how effective a single day event can be in encouraging long term behavioural change.

WAYFINDING SIGNAGE

Wayfinding Signage provides pedestrian information at decision points and usually displays walking routes, popular destinations and amenities. When correctly designed it can be a useful tool to aid navigation and encourage walking. The location of important destinations, distance to destinations and the duration of time it will take to get to key destinations are key features of effective wayfinding signage. Signage can be tailored to include other information such as the location of toilets and drinking fountains could align with more targeted audiences.

WALKING SCHOOL BUS

The Walking School Bus initiative (now called Walk to School) encourages children to walk to school in supervised groups, with the children representing the bus and adults as the 'drivers' and 'conductors'. There have been great success stories, such as Churchill Primary School, serving the Glendonald Estate, which has seen improved attendance, better relationships with the community and police and strong support. Other initiatives have struggled however, with issues around lack of volunteers often cited as a primary problem.

WALKING MAPS BY VICTORIA WALKS

The Walking Maps website is published by Victoria Walks and allows people to both create new walks and search for existing walks. Detailed information is available such as photographs, maps, distance and facilities is available and walks can be rated for their difficulty and popularity. Walks can be searched by geographic location, accessibility and features.



SAFETY

A Tracks, Trails and Paths Strategy cannot be successful through infrastructure alone. Efforts to improve safety for cyclists and pedestrians helps dispel the myth that these activities are unsafe, compared to travel by car, for both perception and real levels of safety.



TRAFFIC CONTROL

Victoria Police need to enforce speed limits, intersection laws and crossings to make the streets safer for pedestrians. Busy roads, with drivers unaware of the rights of cyclists, and crossing into cycle lanes, can often deter many people from cycling. Law enforcement, coupled with clear signage, can help to make roads safer allowing cycling to be a great transport option.



PARKING RESTRICTIONS

Restrictions may limit parking times in a particular area making walking or cycling to these locations an attractive alternative. In other areas, such as a regional parks, restrictions may be removed to encourage longer visits. Some towns may have a long stay parking area on the edge of town to encourage people to park and forget their car for the day.



COMMUNITY SAFETY

Latrobe residents feel less safe walking at day and night compared to the average Victorian. Unsafe areas of the municipality may prevent people from walking, particularly at night. Policed neighbourhoods through regular patrols can give the sense of safety and can help prevent unlawful activity. Foot patrols are the most successful approach as vehicle patrols tend to not engage with the community and miss some activity. Important routes need to have regular patrols and could become a priority to reduce the pressures on Police resources.



TRAFFIC LAW ENFORCEMENT

There are often conflicts between pedestrians, cyclists, motorised scooter users and motorists, with each accusing each other of breaking the law on the road.

SAFETY



THE “MEGA BLITZ”

Victoria Police's biggest ever four-month traffic blitz on speeding, drunk and drug drivers. Victoria's road toll was 12 more than at the same time the previous year and so the Victoria Police Force instigated a “mega blitz”, cracking down on drivers during the traditionally most dangerous period of the year, the Festive Season.



OPERATION SAFEWAY

Operation Safeway campaign, which saw 2,500 officers deployed at 170 junctions throughout London following the deaths of six cyclists. Police say that around 900 of those 1,598 tickets issued to cyclists for riding without lights were cancelled after the riders in question went to designated locations to show that they had fitted lights to their bikes.



PARK AND STRIDE SCHEME GALWAY, IRELAND

Parking around schools can often be limited and cars parking illegally or waiting for spaces creates a dangerous environment for pedestrians and cyclists. Encouraging children to walk to school is also positive for their health and learning. Local businesses are encouraged to allow free parking in the mornings and afternoons to allow parents to park and walk their children to school. This is designed to alleviate congestion around the school and to allow children to walk part of the way to school, to encourage a healthier lifestyle, where walking the entire distance may not be possible. Windscreen stickers are provided to participating parents to allow them free parking in designated car parks.



3

INFRASTRUCTURE

Toilet facilities in Yinnar

THE LATROBE. BE IN IT. NETWORK

The strategy's main infrastructure recommendation is that a Latrobe. Be in it. Network is established. It incorporates Priority Routes and Local Routes. The proposed Network is shown on the maps in the following pages. The intent is to produce and distribute a large version that combines these onto a single sheet, for public use.

PRIORITY ROUTES

The purpose of the Priority Routes is to lay a primary network of walking and cycling routes across the municipality. They would become the main routes for journeys beyond an immediate neighbourhood, and would serve both a recreational and an active transport (eg. journey to work, shops or school) function.

These routes are derived from the Latrobe Bicycle Plan (2007-2010), with revisions that link to neighbourhood destinations such as schools, shopping centres, attractions and other priority routes to form a network. They avoid areas which may have safety issues and to direct pedestrians into visible areas of greater surveillance.

LOCAL ROUTES

Local routes connect into each neighbourhood and may consist of a leisure trail route that is indirect to a destination. Local routes could be a rural route that has few residents.

ON-ROAD AND OFF-ROAD

The Latrobe. Be in it. Network comprises street-based and off-road elements. The street-based network for pedestrians is footpaths, in the sense of street footpaths. The full footpath network is discussed in the Local Streets Network section. The aim of the strategy is to fill the gaps in the network, and bring Priority Route footpaths up to the best standard of convenience and safety, for all users.

ON-ROAD NETWORK

The on-road network for cyclists would involve provisions such as:

- Bike lanes
- Shared road space on traffic-calmed streets
- Shared road space on streets with low traffic speeds

Improvements to benefit both cyclists and pedestrians would include:

- Barrier crossings (eg. of main roads, railway lines)
- Intersection improvements

OFF-ROAD NETWORK

The off-road network would be shared paths or trails to:

- Fill network gaps
- Take advantage of recreation opportunities (eg. rail trails, creek corridors) and urban parks and gardens
- Extend into newly developed areas

EXISTING AND PROPOSED

The network already largely exists, though there are important gaps, some of which will be costly to fill – these are shown with a broken line on the Latrobe. Be in it. Network maps. A major expenditure challenge will be to bring the standard of the network up to an acceptable level. In the Network Components section of this chapter (below), the High standard for each component could be the ultimate aim for the entire Latrobe. Be in it. Network.

A route marked as existing and on a main road will have a bicycle lane, if on a local road a bicycle lane may not be provided and may or may not be planned for in the Bicycle Plan. Existing routes will also have footpaths on both sides of the road.

A route marked as proposed and on a main road may need a formal bicycle lane and is planned for in the Bicycle Plan (2007-2010). A route that has a gap in the footpath is also marked as proposed or if it only has a footpath on one side of the road. A route that is a

dirt trail or an informal route across parks and reserves and needs upgrading to a formal path, would also be shown as proposed.

PROPOSED INTERTOWN BIKE LINKS

The intertown bicycle routes from for the Bicycle Plan (2007-2010), some proposed, are shown for reference and way-finding. Although this is not part of the Latrobe. Be in it. strategy as it is envisaged that few people will walk between towns, the opportunity to cycle is a possibility for some.

RECOMMENDATION

That the Latrobe. Be in it. Network should be a focus of the Council's active transport infrastructure investment programs for some years to come.

Latrobe. Be in it. Network

PRIORITY ROUTE

Existing

Proposed

Off Road

On Road

LOCAL ROUTE

Existing

Proposed

Intertown

Bike Links

The map displays the Latrobe region with various towns and their surrounding areas. Key locations labeled include Moe, Yallourn North, Tyers, Newborough, Morwell, Traralgon, Yinnar, Churchill, Boolarra, Toongabbie, and Glengarry. The map highlights several rail trails: the Moe-Yallourn Rail Trail, the Grand Ridge Rail Trail, and the Gippsland Plains Rail Trail. The routes are color-coded: green for priority routes (solid for existing, dashed for proposed) and blue for local routes (solid for existing, dashed for proposed). Yellow lines represent intertown bike links. The map also shows the coastline and major roads.

Refer to local maps below for details of existing and proposed routes.

MOE-NEWBOROUGH

Latrobe. Be in it. Network

Off Road On Road

PRIORITY ROUTE

Existing Proposed

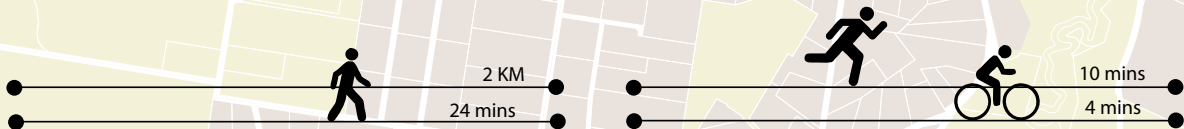
LOCAL ROUTE

Existing Proposed

Intertown

Bike Links

Footpaths



MORWELL

Latrobe. Be in it. Network

Off Road On Road

PRIORITY ROUTE

Existing

Proposed



LOCAL ROUTE

Existing

Proposed

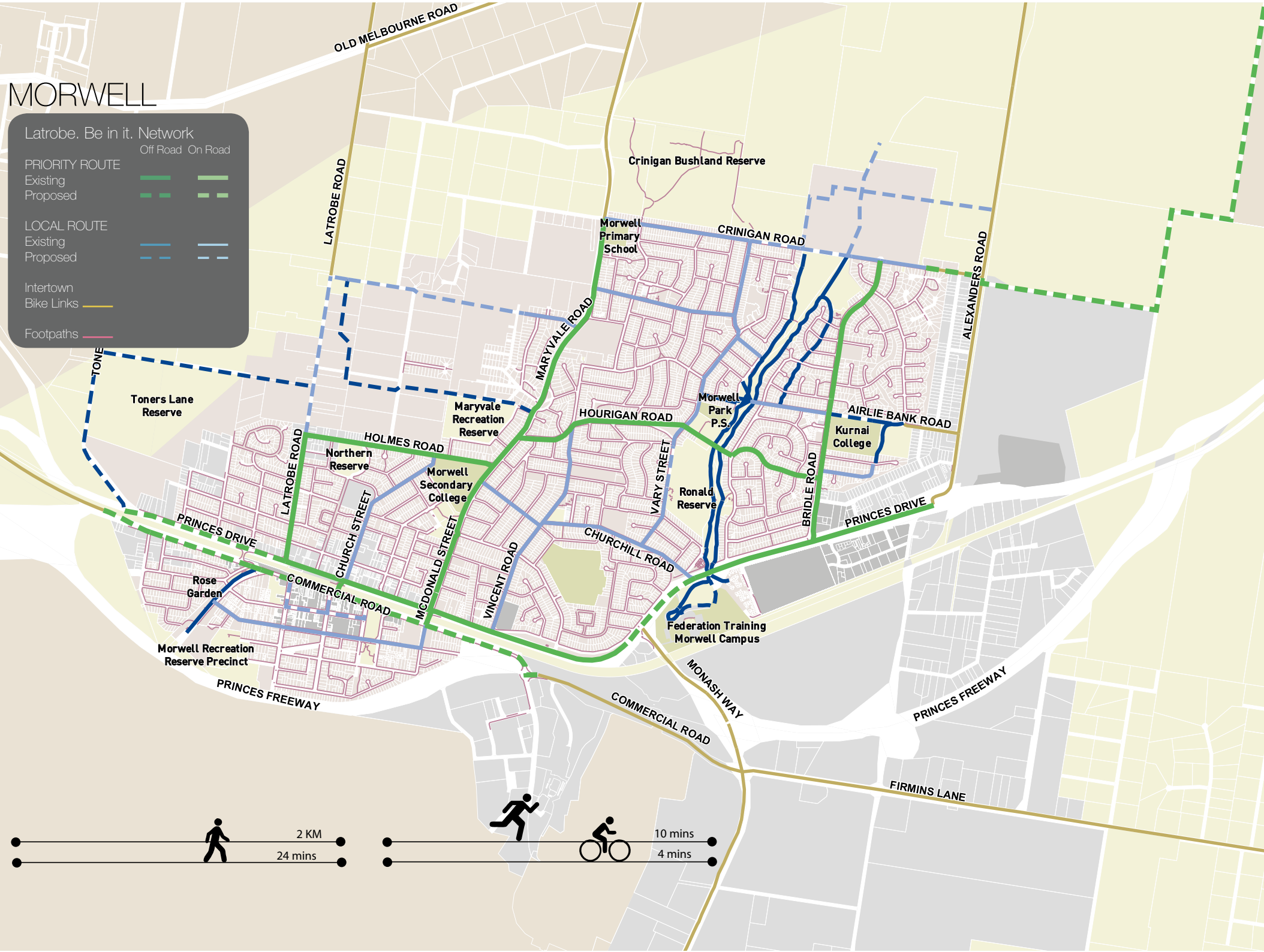


Intertown

Bike Links



Footpaths

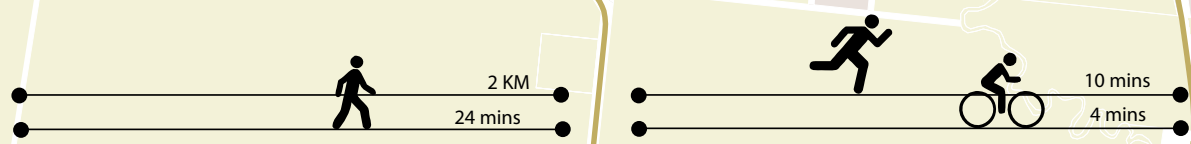


TRARALGON



Latrobe. Be in it. Network

	Off Road	On Road
PRIORITY ROUTE		
Existing		
Proposed		
LOCAL ROUTE		
Existing		
Proposed		
Intertown		
Bike Links		
Footpaths		



CHURCHILL



Latrobe. Be in it. Network

Off Road On Road

PRIORITY ROUTE

Existing

Proposed

LOCAL ROUTE

Existing

Proposed

Intertown

Bike Links

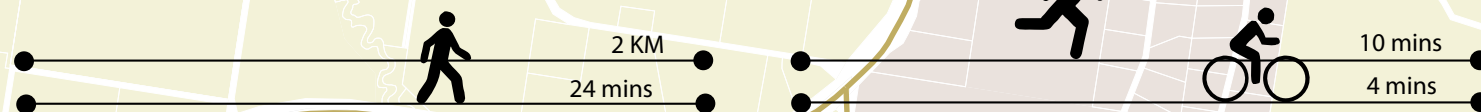
Footpaths

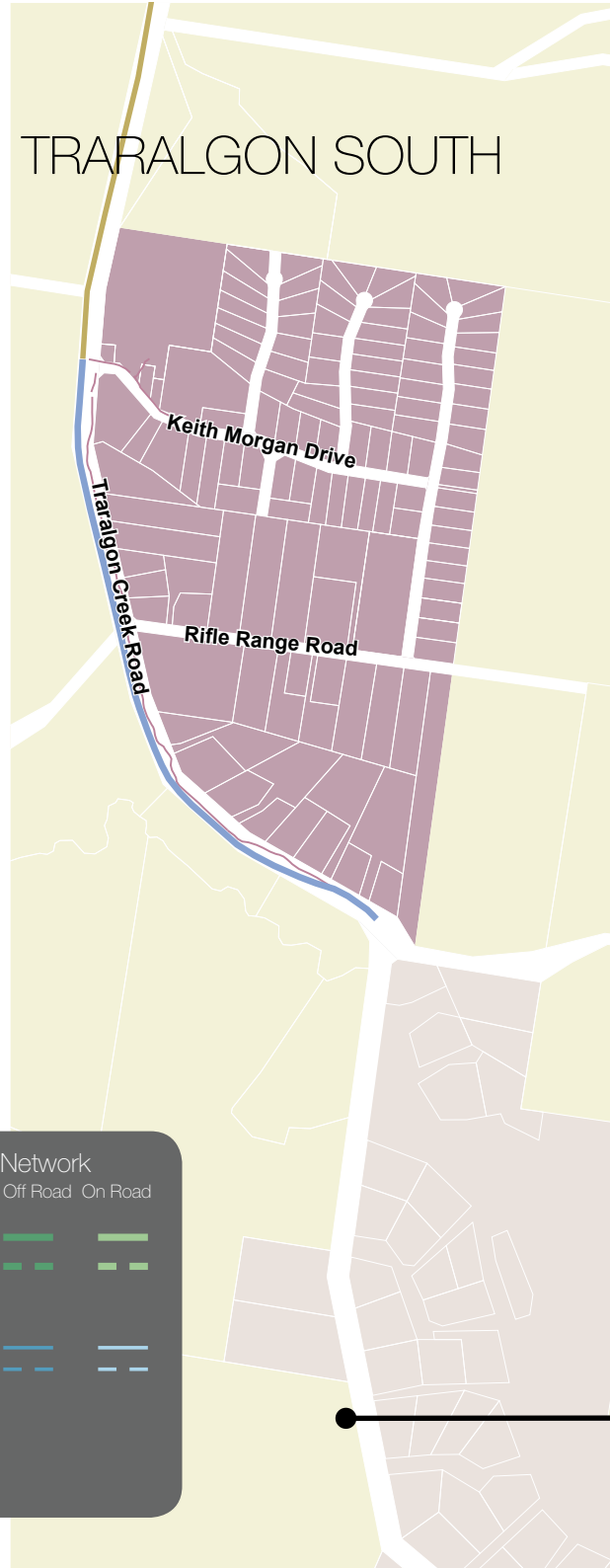
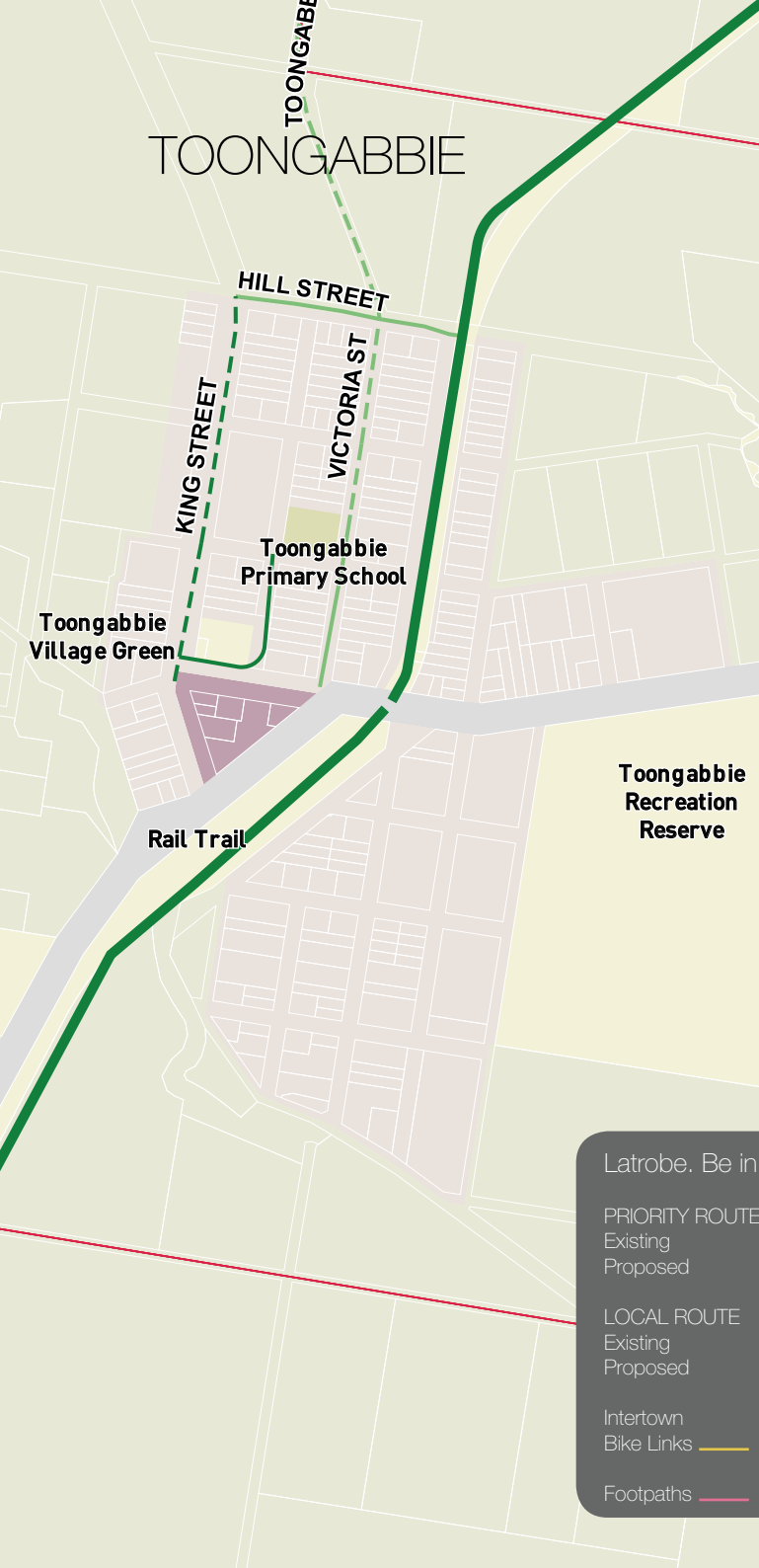
Existing Proposed

Existing Proposed

10 mins

4 mins





Latrobe. Be in it. Network

Off Road On Road

PRIORITY ROUTE

Existing  

Proposed  

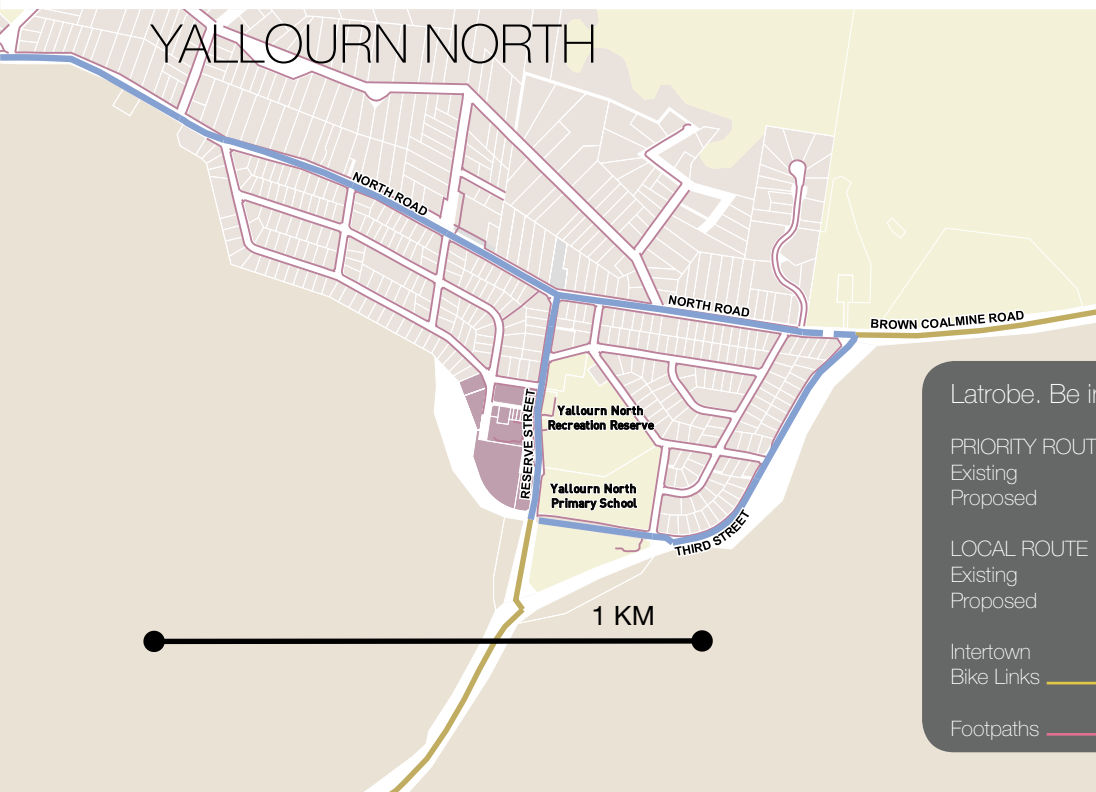
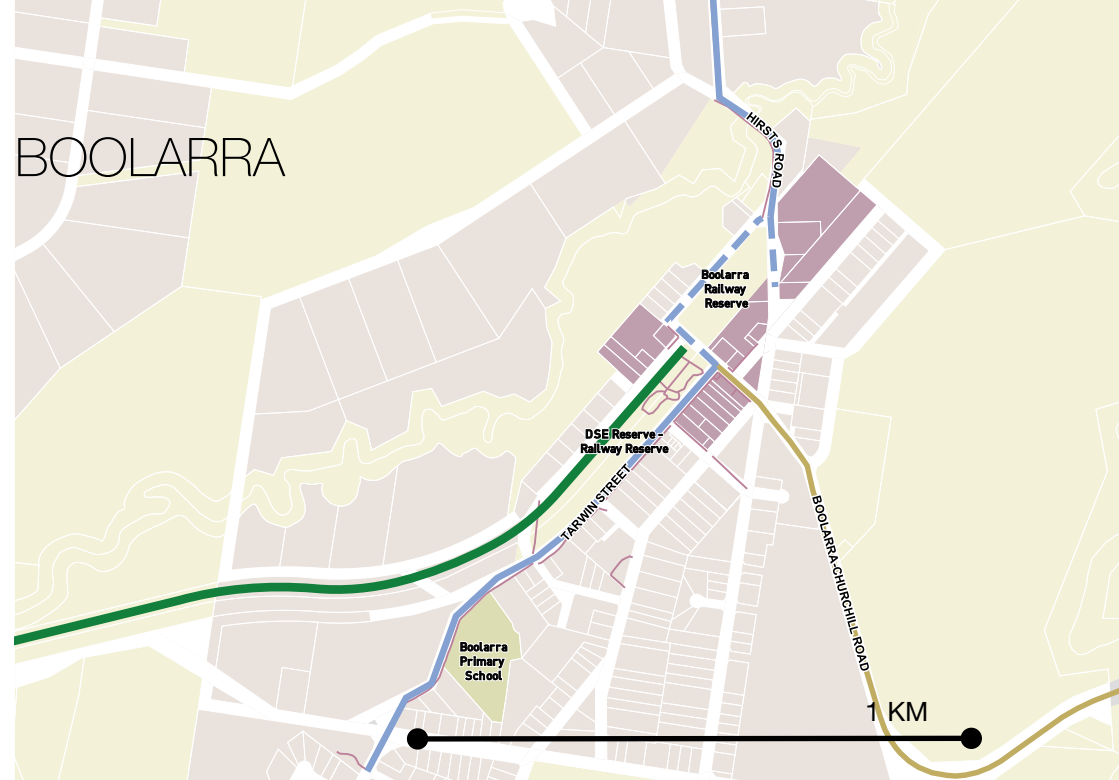
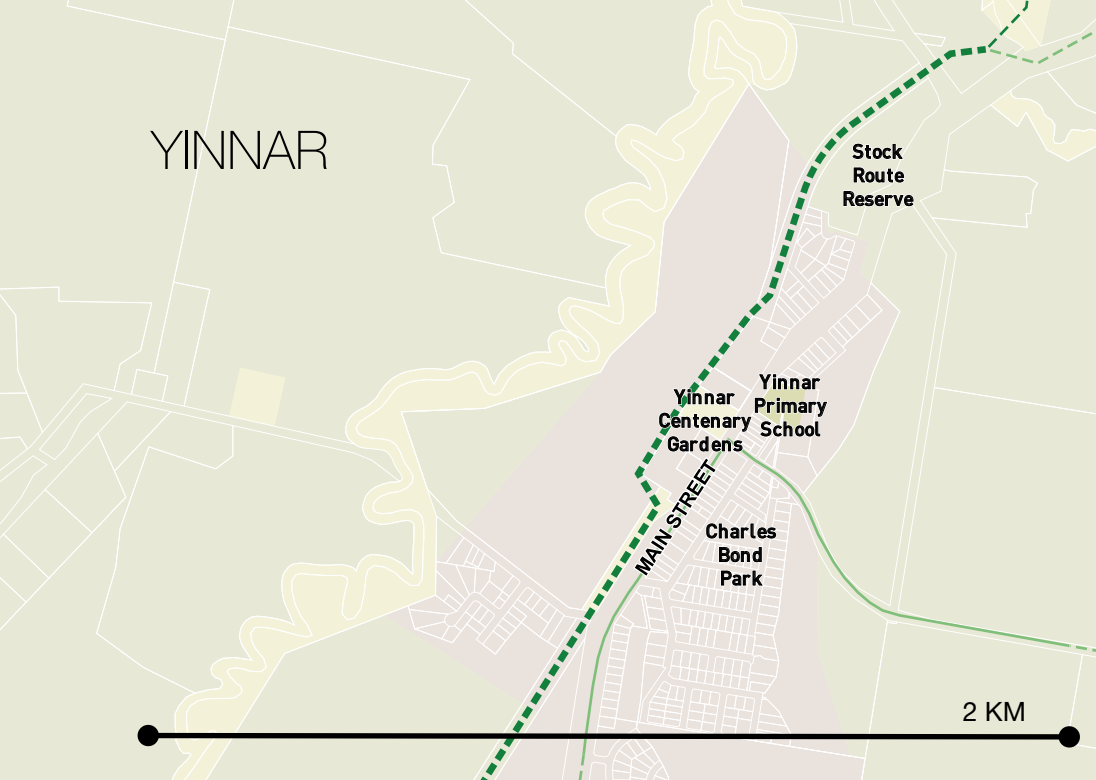
LOCAL ROUTE

Existing  

Proposed  

Intertown Bike Links 

Footpaths 



Latrobe. Be in it. Network

PRIORITY ROUTE

Existing

Proposed

LOCAL ROUTE

Existing

Proposed

Intertown
Bike Links

Footpaths

Off Road On Road



LOCAL STREETS

While a focus of this strategy is development of a Priority Routes network, the reality is that people will still need to walk and cycle their local streets. Indeed, the strategy's challenge of walking 30 minutes a day is aimed at encouraging people to walk (or cycle) their local streets for short trips to the milk bar, local park and primary school. For trips like these, there will not always be Priority or Local Routes nearby. The reality is, and must remain: **Every street is a cycle street; every street is a walking street.**

There are hundreds of kilometres of paths in Latrobe City, lining a multitude of streets and roads. Council has a well-maintained data base of its footpath assets, including maps showing every footpath (see Appendix X). From these maps it is clear that most urban streets have footpaths on both sides of the road, but there are also many gaps. Path maintenance is a major expenditure as there is a need to continually invest in upgrades regularly, or construct new infrastructure, putting a further strain on resources.

This strategy responds to this challenge by categorising the City's streets into a number of Local Street types:

Small Block Centre

Medium Block Suburban

Large Block Suburban

Cul-De-Sac Suburban

Rural Network

The location of each of these Local Street types is shown on the following maps.

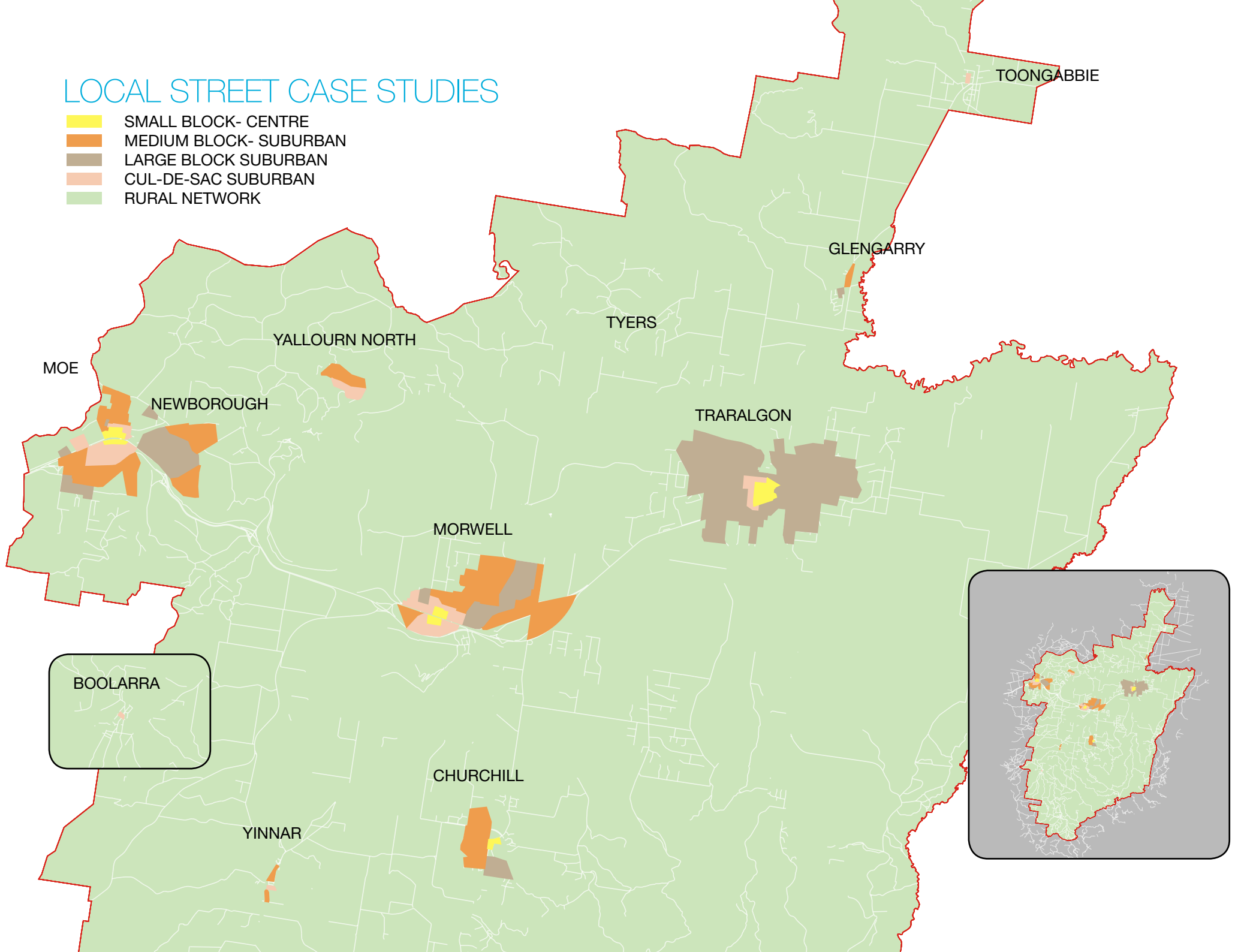
Case studies of the walking and cycling conditions in each of these Local Street types were analysed in detail as part of the survey process. The results of this analysis are set out in the following pages. Localised deficiencies in path standard exist, and will continue to arise. Council has monitoring systems in place to respond to these. From a network perspective, the main deficiency is gaps in connectivity.

RECOMMENDATION

That the Council establish a connectivity index or standard against which to judge priorities for filling gaps in the footpath network.

LOCAL STREET CASE STUDIES

- SMALL BLOCK- CENTRE
- MEDIUM BLOCK- SUBURBAN
- LARGE BLOCK SUBURBAN
- CUL-DE-SAC SUBURBAN
- RURAL NETWORK



LOCAL STREET CASE STUDIES

The layout of the street network is often the initial ingredient in determining whether a local area is 'walkable'.

Areas with many route options are said to have 'high permeability', yet landlocked suburbs with few paths in and out, are considered to have 'low permeability.'



SMALL BLOCK-CENTRE

Inner town areas have street networks that are highly permeable with small blocks and lanes connecting streets within the blocks. This is a highly desirable pattern for walking with short trips being faster and more efficient than driving.



MEDIUM BLOCK-SUBURBAN

Suburban areas with a finer grain of streets less than 270 metres in length provide greater permeability, meaning more ways of walking from point A to point B. This increases the opportunity to walk or cycle and neighbourhoods are better connected.



LARGE BLOCK SUBURBAN

Suburban areas with large street blocks of 300 metres or more in length make walking distances too long to facilitate walking in particular directions. The neighbourhoods may also lack connectivity to other neighbourhoods, increasing the reliance on cars.



CUL-DE-SAC SUBURBAN

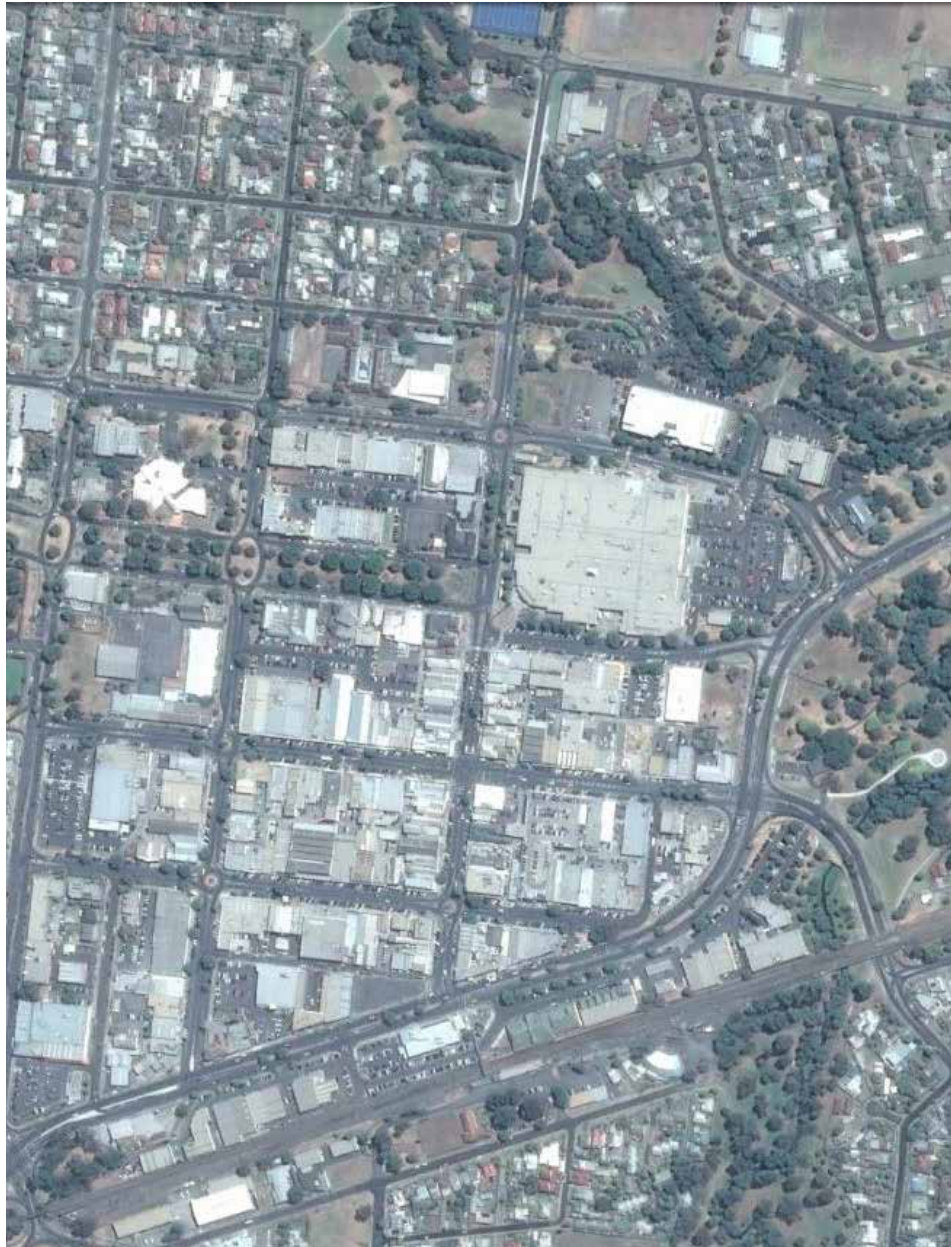
Street patterns with cul-de-sacs instead of connected streets often block direct pedestrian access to destinations like shopping centres. Some examples may have open space links that provide direct routes for pedestrians/cyclists but indirect for cars, encouraging walking over driving.



RURAL NETWORK

Rural areas tend to have a course grained network, with intersections widely spaced. Often it isn't possible to walk a circuit of roads within a two kilometre distance. The absence of footpaths on busier rural roads is a further disincentive. Most roads do not have a sealed shoulder or wide kerb side lanes that offer a safer environment for cyclists.

CASE STUDY: SMALL BLOCK CENTRE (TRARALGON)



CASE STUDY: SMALL BLOCK CENTRE (TRARALGON)

The inner town area of Traralgon has a typical block size of approximately 200M by 130M similar to inner Morwell and Moe, and a lesser extent Churchill. These locations are highly walkable with lanes connecting within the blocks as well as a smaller block size.



OVERVIEW

Two-way road with painted median, angled parking on both sides. Footpaths are 4.34m wide on both sides which widen at corners. Large street trees are located at corners with smaller street trees located under shop canopies. There was some water pooling along the footpath. Bollards linked by chains create barriers. The footpaths are well maintained, although there were some cafe chairs and tables and sandwich boards in the walking path and adjacent to shop front walls.



FACILITIES

Street facilities such as seating and rubbish bins are provided in good condition. There is also large trees and weather protection canopies along the front of shops. Signage would improve way finding in these locations. No Tactile Ground Surface Indicators were provided, however, they were used further down Franklin Street near Moore Street to cross to the road to the community facility.



TRAFFIC AND ROAD CROSSING

Crossings are at logical places and at regular intervals apart from near the shopping centre. The crossings are of the right size for the road, views to oncoming traffic are not obstructed and pedestrian islands are provided on wider roads. The street layout with narrow roads and angle parking on both sides, as well as the traffic in busy periods, slow traffic down. There are bollards (with good contrast for those who are vision impaired) between the pedestrian areas and roadway.



CYCLING

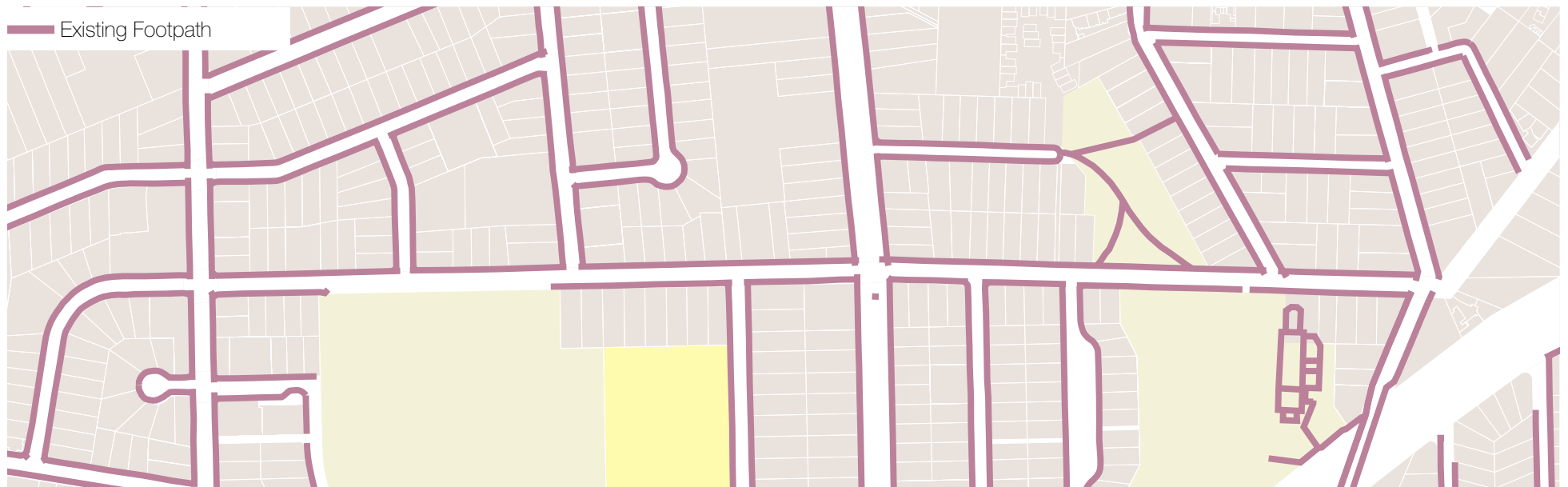
The street caters for cycling as a destination but is not appropriate as a through-route. Angle parking creates a hazard for cyclists. The road surface though is good, with numerous bicycle parking facilities.



AESTHETICS

The street trees and street furniture make the area attractive for walking. Shops and businesses are well maintained and accessible. The streets are clear of litter and the roundabout provides a feature with a floral garden and clocks.

CASE STUDY: MEDIUM BLOCK SUBURBAN (MOE)



CASE STUDY: MEDIUM BLOCK SUBURBAN (MOE)

The area around Vale Street in Moe is an example of Medium sized suburban blocks, less than 270 m in length. These areas are similar to the town centres of Moe, Morwell and to a lesser extent Traralgon. Blocks are often rectangular with many routes available to travel across the suburb.



OVERVIEW

Street trees exist (most established, some establishing), and footpaths are on both sides but not continuous (175 cm road width, 286 cm footpath on main side, 145 cm other side), some locations are covered by debris from trees. Nature strips are very wide with drains in locations. Traditional kerbs, with swept curve corners and a variety of kerb ramps at corners (historical).



FACILITIES

There is no street furniture along this street type. Although parks have seats at various locations. Bus shelters have been removed (due to route closures) and concrete slabs exist in these locations. Trees are sufficient for shading on a hot day, and no signage is present.



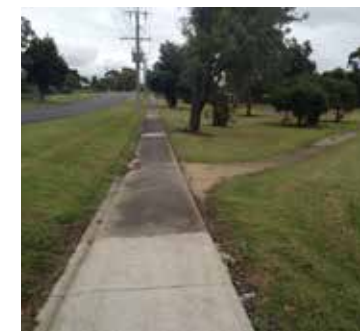
TRAFFIC AND ROAD CROSSING

There are no crossings on most streets as it's appropriate to cross at any point. The main issues for crossings are the quality of the kerb ramps at street corners and the large intersections with cut off corners (where cars can cut the corner and conflict with pedestrians). There are some school crossings along the main roads.



CYCLING

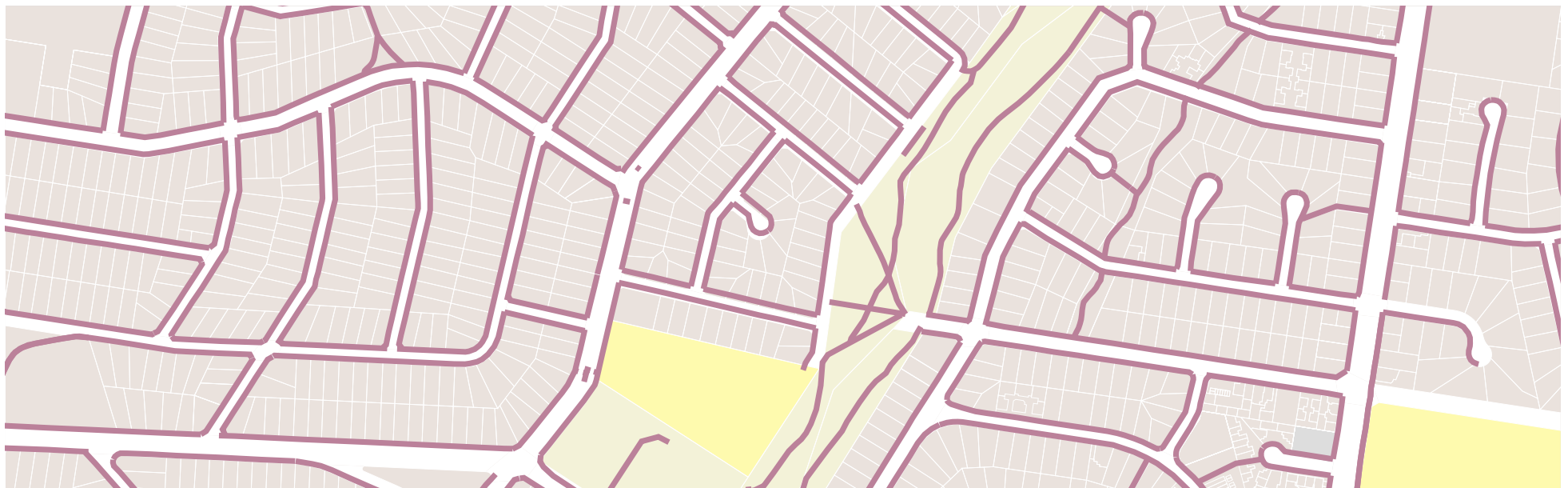
Some routes exist as a result of the Latrobe City Bicycle Plan 2007-2010. The road surfaces are well maintained with few issues for cyclists. Bicycle parking is available at newer recreation facilities.



AESTHETICS

The area is relatively attractive to walk around. The streets are clear of rubbish, although there are no interesting features to make the walk enjoyable.

CASE STUDY: LARGE BLOCK SUBURBAN (MORWELL)



CASE STUDY: LARGE BLOCK SUBURBAN (MORWELL)

Unlike other municipalities Large Suburban Blocks are similar to Medium Suburban Blocks. They are defined as having a distances of around 300 metres, and may have some cul-de-sacs (courts).

These larger blocks make it difficult to navigate due to great distance required to simply go to the next street, although green connections exist making it easier for pedestrians compared to drivers.



OVERVIEW

Footpaths are usually 1.35 metres wide and are on each side of the road next to the nature strip. The streets are two-way residential streets with traditional kerbs and a lack of street trees.

Park paths are 1.23 metres wide in one area and 2.5 metres wide else where.



FACILITIES

No facilities provided in the area except for at specific locations such as the milk bar that has a bin and a telephone box. The park has lighting, which is uncommon in Latrobe City.



TRAFFIC AND ROAD CROSSING

Similar to the medium suburban block, there are no crossings on most streets, which allows pedestrians to cross at any point.

The main issues for crossings are the quality of the kerb ramps at street corners and the large intersections with cut off corners.

There are some school crossings along the main roads. Additionally trail crossing points have fencing to prevent cyclists from riding directly into the road.



CYCLING

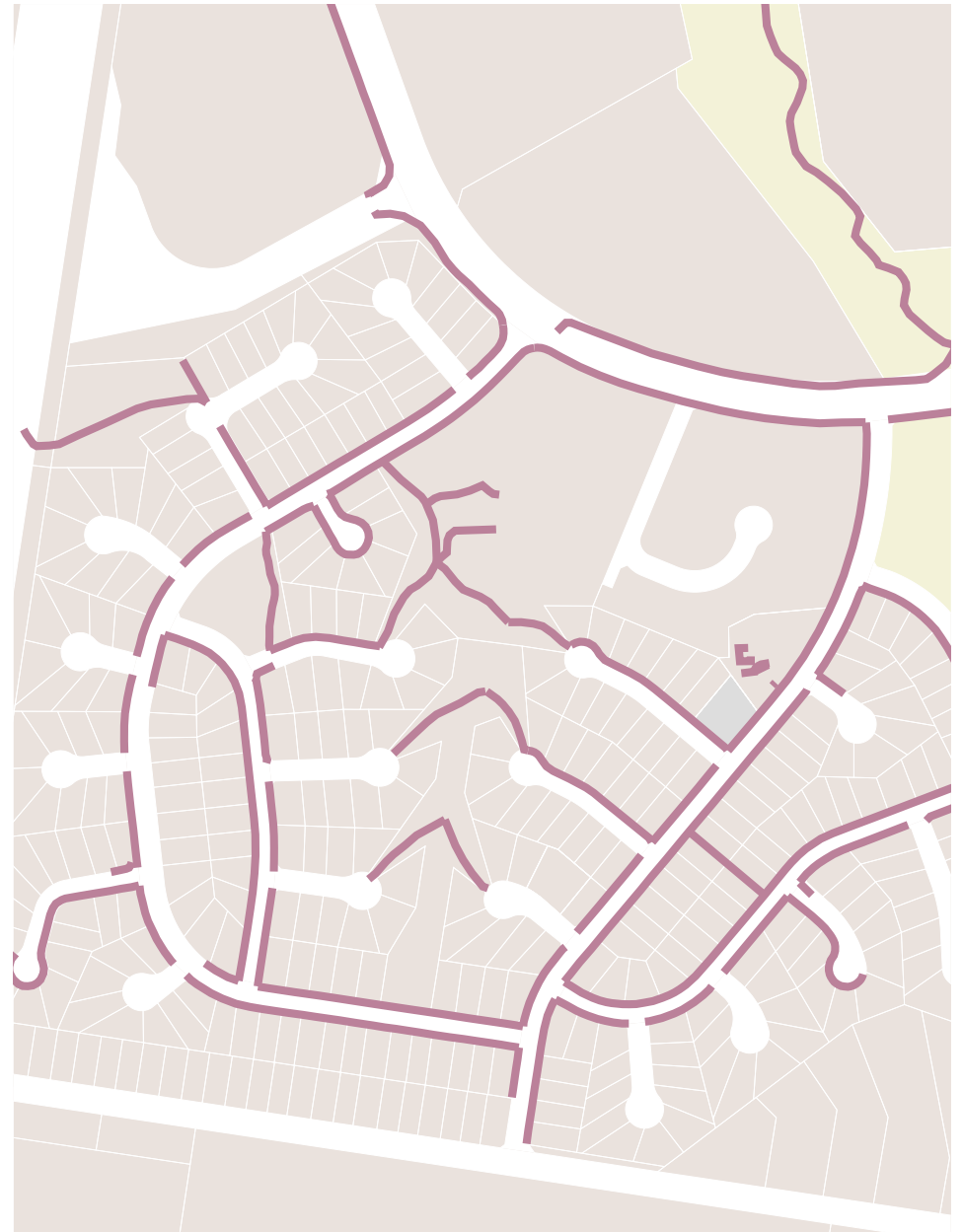
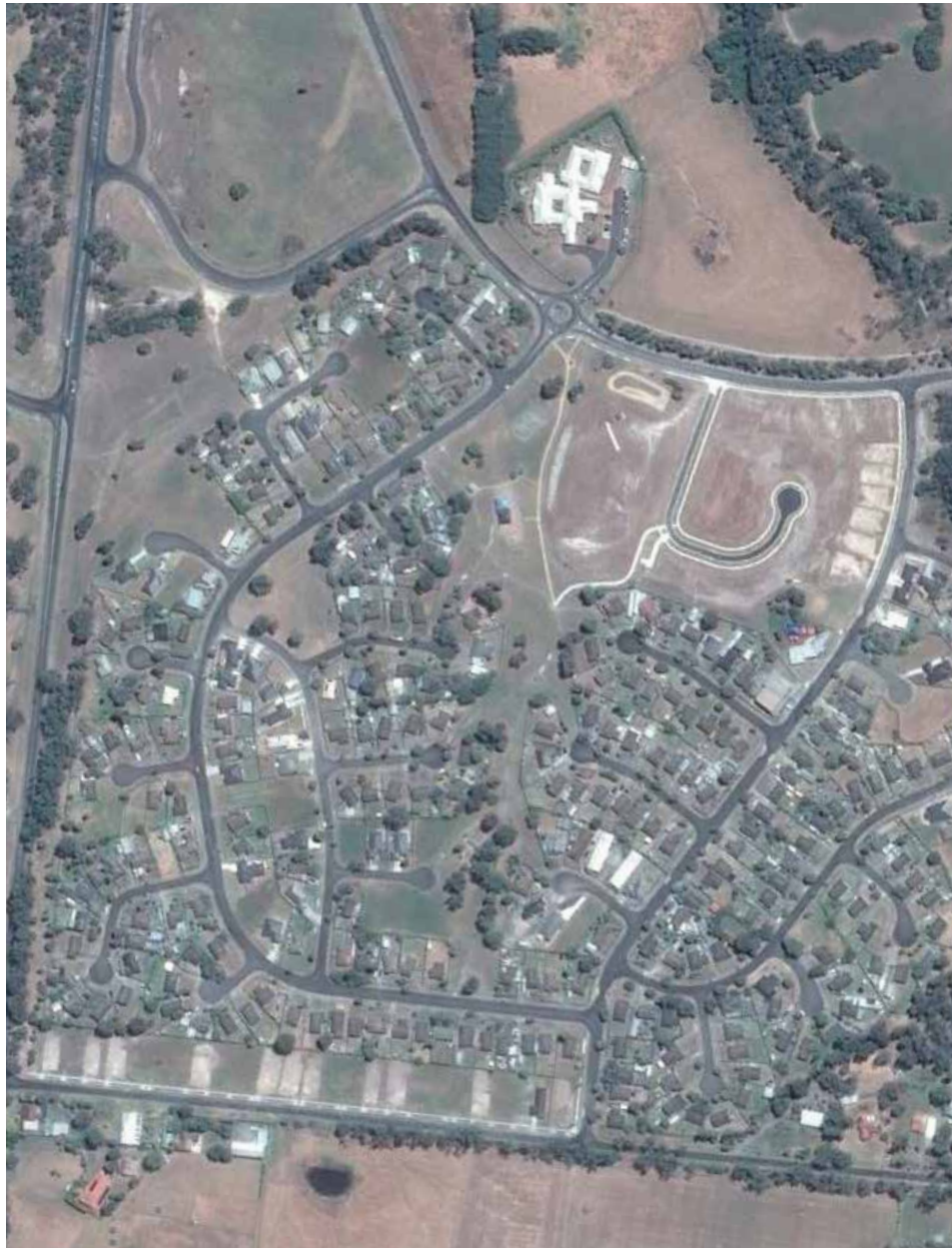
There tends to be more bicycle lanes in this area than in other locations. The road condition is quite good and suitable for cyclists.



AESTHETICS

The area is relatively attractive to walk around. The streets are clear of rubbish, although there are no interesting features to make the walk enjoyable.

CASE STUDY: CUL-DE-SAC SUBURBAN (CHURCHILL)



CASE STUDY: CUL-DE-SAC SUBURBAN (CHURCHILL)

Cul-de-sac or court development predominate many of the town's outer suburban areas. The blocks tend to be very large in size. Paths through open space that connect streets are, however commonplace, making connectivity for pedestrians a lot higher than for vehicles, which can encourage walking journeys.



OVERVIEW

Two-way roads with nature strips and footpaths on both sides (1.4 m) mostly with some areas only with one path. Cul-de-sacs may have no footpaths in older areas yet new areas have a path all the way around.



FACILITIES

There is no street furniture along this street type. Some furniture is available in the open space. Bus shelters exist. Although parks have seats at various locations. Some trees are present for shading with newer areas having less mature trees.



TRAFFIC AND ROAD CROSSING

Speeding is sometimes an issue in the area therefore speed humps have been used to slow down traffic.



CYCLING

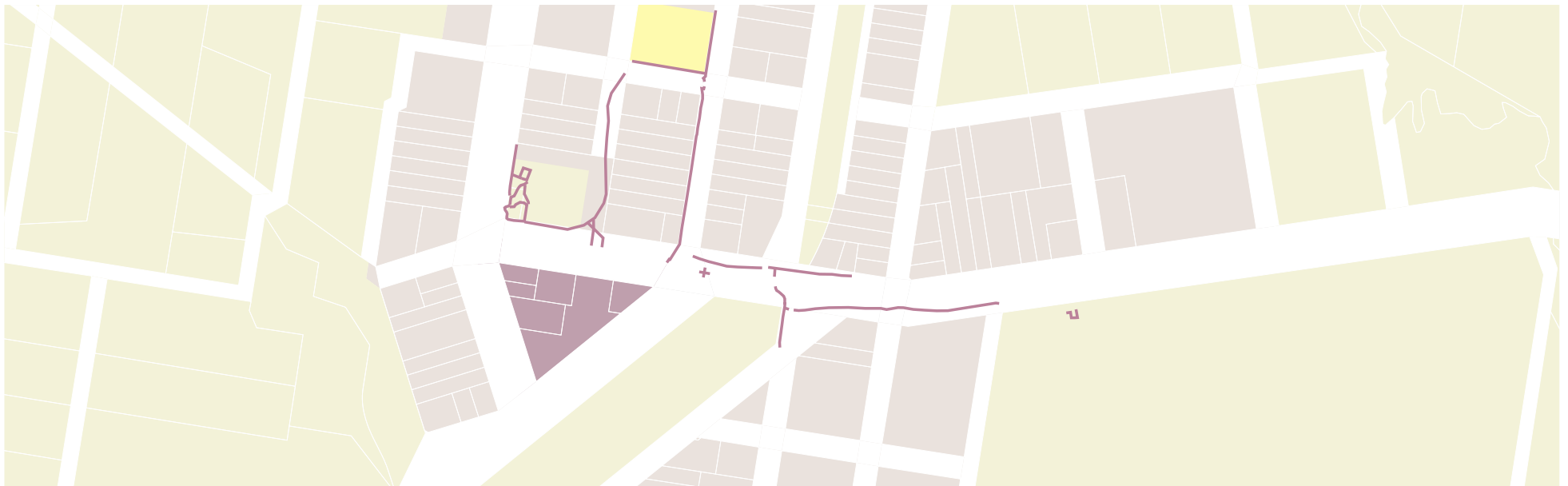
The road surfaces are well maintained with few issues for cyclists. There are some shared pathways through parks that link into the town centre.



AESTHETICS

The area is relatively attractive to walk around. The streets are clear of rubbish, although there are no interesting features to make the walk enjoyable.

CASE STUDY: RURAL NETWORK (TOONGABBIE)



CASE STUDY: RURAL NETWORK (TOONGABBIE)

The rural network of roads are the majority street types in Latrobe City. The case study chosen is in Toongabbie due to the range of roads, from higher speed main routes to typical township streets. It is also the location of the Gippsland Plains Rail Trail.



OVERVIEW

Roads tend to have gravel shoulders which merge into grass nature strips. There are ditches well away from the granitic sand paths that are **present** on one side.



FACILITIES

The rail trail has some facilities and the recreation reserves are well provided for with drinking fountains and toilets.



TRAFFIC AND ROAD CROSSING

The speed limit is 100 kph and no devices to slow traffic at down such as islands or speed bumps near crossing points. There are no barriers between the road and people but the road side areas are large enough that pedestrians are far away from the traffic.



CYCLING

The road condition is quite good and suitable for cyclists although there are often no bike lanes. The granitic sand paths when properly maintained are suitable for cyclists and the rail trail is perfect for town inter-connectivity.



AESTHETICS

The streets are very attractive to walk around with remarkable landscapes and rural features. The old grandstand and Mechanics institute are interesting attractions with sustainable urban drainage systems in this location, makes for an enjoyable walk.

NETWORK COMPONENTS

Both the Priority Routes Network and the Local Street Network depend on their implementation on Network Components, which are the subject of this section of the report.

EQUITY OF ACCESS

Providing access for elderly and people with young children is a high priority. Wherever possible, path design should accommodate the needs and aspirations of people of all abilities, cultures and ages. It is essential to ensure that people can use existing or proposed paths and trails, and have access to a range of locations, irrespective of their mobility range.

RECOMMENDATION

That the Council give priority to filling gaps in footpath connectivity, prioritised by means of a 'Pathway Service Priority Matrix'.

RECOMMENDATION

That when network gaps are filled, or infrastructure upgrades are programmed, the works should be designed to be DDA compliant.

PUBLIC TOILETS

For some people, such as some elderly people, parents with small children or some pregnant women, public toilets actually determine the route they may take to a destination. Public toilet facilities have a range of various criteria to determine their location which includes, the potential usage, community safety and location of other toilet facilities.

RECOMMENDATION

Primary routes should be signed indicating distance to destinations such as parks, schools and shops as well as toilet facilities.

SHADE

The path network should be accessible at all times of the year and it important that additional tree planting is carried out to shade the path. Council no longer supports the installation of Shade Sails and so the location of benches, water fountains and other infrastructure should be sited where they are shaded by canopy trees. Other green infrastructure could be considered to improve the microclimate and provide shading as well.

As well as providing shade, trees also cool the air, are aesthetically pleasing, improve local property prices, and many other benefits. Tree planting will is therefore a very cost effective solution for urban areas to improve the environment for its residents.

PATH LEVEL OF SERVICE

Level of service is a way of determining the size and material and location of a path. Council uses a system of high to low priority and is developing a scoring approach to determine level of service. Level of service is explored further in Appendix B, path types and recommendations.

PUBLIC TRANSPORT INTEGRATION

Paths should connect to train stations and bus stops as a high priority because these both enable the use of public transport and walking. Paths along bus routes can also provide the opportunity for people to walk instead.

RECOMMENDATION

That the Council give critical priority to paths to bus stops and train stations.

RECOMMENDATION

That the Council develop and implement a signage strategy for the Latrobe. Be in it. network.

SEATING

Seats along path routes are beneficial for people with mobility issues. Seats are present in Latrobe in parks and town centres. Seating can be incorporated into trails at stopping points, where people with mobility issues may rest, or locations with other facilities, playgrounds, or skate parks. They are more often associated with more leisurely walking than for commuter routes to work. When specifying material choices for seating wood should be the preferred option.

RECOMMENDATION

That seating be placed at points where priority paths meet other facilities, or at common stopping places.

DRINKING FOUNTAINS

Drinking fountains or bubblers, provide water to pedestrians/cyclists on their journey to a destination. For short local trips as discussed in the Latrobe. Be in it. strategy, they may not be necessary, but for longer routes it would be a useful component. The possibility of locating them near sports fields, parks and trails to gain the benefit from both uses would be the best strategy.

A drinking fountain unit that also provides a bottle refill tap is a must, and a dish for pets would also be useful for dog walkers.

PATH CONTEXT

The path context plays an important role in usage of paths, tracks and trails. A natural context with a stream may be well used whereas a path along a busy road may be greatly under used. Furthermore, public safety is a concern for areas that are remote and hidden with walkers possibly avoiding these routes, especially at night.

LIGHTING

Lighting along routes, especially off road routes, can enhance both the real and perceived level of safety.



Traralgon

RECOMMENDATION

Drinking fountains are recommended for locations of greater usage, for example where priority paths meet sports grounds or parks and high use retail areas.

NETWORK COMPONENTS: SURFACE MATERIALS

Latrobe City has a range of different path surface materials that can be organised into four broad categories. These make up nearly all paths within the municipality. For further technical information please refer to Appendix B.



JOINTED CONCRETE PATH

Surface material in town centres may vary depending on the streetscape design. Traralgon has concrete with joints in a grid pattern. Gum and tar tends to dot the surface and are highly visible on the light surface. Grinding of trip hazards tend to expose the aggregate and disrupt the look of the surface.



PAVING

Concrete pavers are used in Moe, in such streets as Moore Street, Albert Street and George Street. Brick paving has been used in a few streets as feature courses around concrete paved modules. Most of the brick paved areas in Morwell have now been removed for public safety reasons. Paving using bricks is a safety hazard when wet.



EXPOSED AGGREGATES

New areas such as inner area of Churchill have exposed aggregate treatments that are visually very appealing and may also be used as a permeable surface to allow water to penetrate into the ground which is a very sustainable solution.



CONCRETE STENCILLING AND PRESSING

Stencilled concrete has a pattern that is usually one or two millimetres high. Concrete paving can also be pattern impressed where a metal template is pushed into the surface to create a pattern resembling pavers. This creates a rougher surface as the faux joints may be up to one centimetre deep. This can be very successful or very unsuccessful depending on the skill of the trade-person.

NETWORK COMPONENTS: SURFACE MATERIALS



STANDARD CONCRETE PATH

These are the most common path surface in Latrobe City. They are well maintained with tripping hazards resolved with the use of grinding. They are more expensive to implement but need less maintenance than other path types with a life expectancy of over 40 years*.



ASPHALT PATH

Few asphalt paths exist in Latrobe City, they require more frequent maintenance than concrete paths but are cheaper to install with a life of 7-15 years*. They provide a smoother surface in the cases of deformations by tree roots. There is no colour difference between paths and the road pavement which may cause confusion.



SPRAY SEAL

Spray sealing is often used in road construction and is not common practice for paths. On occasion some granitic paths have been spray sealed on Latrobe but the life cycle and level of quality is not really known.



GRANITIC SAND PATH

These are the second most common path surface in Latrobe City and are found mostly in parks and rural areas. They are the cheapest to install but require more frequent maintenance and tend to be in poor condition, can have a loose surface, cracking and depressions which presents a hazard for a range of users. It is a suitable surface for some users as it absorbs some of the impact of weight-bearing exercise such as walking and running, but cyclists find it rough to ride on particularly in wet weather.



TRACKS

Some tracks may have been granitic sand paths that have not been maintained, others are simply desire lines that pedestrians have created as short cuts. Tracks should not be considered paths.

*Cairney and King 2003 (VicRoads report by ARRB)

NETWORK COMPONENTS: RAMPS

Ramp condition varies from street to street and if inefficient will impede access for people with mobility difficulties. Generally the ramps in Latrobe City are in good condition and of high quality, although there are places where ramps are omitted or have not been upgraded.



**SINGLE RAMP-
RECONSTRUCTED**

Shown is an example of a reconstructed ramp to meet DDA standards. The ramp has been introduced for pedestrians walking in one direction of the street but not for the other direction which still has a concrete kerb step.



DOUBLE RAMP

Shown is a double ramp that meets standards. It is worth noting that a tripping hazard has been ground down to maintain compliance with regulations.



LARGE SINGLE RAMP

More rare than the double and single ramp, is the large single ramp which relates to the angle which two streets meet. There is a minor tripping hazard and the path may not meet all regulations.



NO RAMP

Some locations have no ramp present in either direction, yet this is uncommon. Renovation is required to meet regulations. Residents are required to maintain nature strips and keep paths free from vegetation. Overgrown paths represent significant tripping and slipping hazards in Latrobe City.



SOFT RAMPS

Particularly in rural areas, paths meet the road shoulder directly, with no separate ramp construction. The materials are not ideal being gravel or granitic sand, which is difficult for wheel chair users. Erosion at these points may also carve deep holes which require extensive maintenance.

NETWORK COMPONENTS



ROLLOVER KERBS

Rollover kerbs are in many locations around the municipality, and is common for new areas. This kerb does not discourage cars from cutting corners and driving into the pedestrian realm, which compromises safety at these points.



RENOVATION

Paths and ramps in Latrobe City have generally been well maintained in relation to tripping hazards. The concrete is ground down to remove the hazard, but reveals the aggregate in the concrete making the ground down surface highly visible and unattractive. If concrete with more exposed aggregate was used the ground down areas would be less apparent.



RAIL TRAILS

Latrobe City has three rail trails, which have a granitic sand surface and are well maintained. The routes are generally not in locations which would be frequented by commuters but are likely to be popular for leisure, with the possible exception of the Moe-Yallourn Rail Trail. Rail trails are not managed by Latrobe City Council.



ON ROAD CYCLING LANES

As part of the previous Latrobe City Bicycle Plan some cycle paths have been implemented across the municipality. These paths form the structure for a complete walking and cycling network.



SHOULDERS

Many road shoulders in Latrobe City rural areas are not sufficient for bicycles and do not have enough space for vehicles to over take. Some locations where bicycle lanes are present, the lanes stop at bridges forcing cyclists to merge into traffic.

ASPIRATIONAL PATHS AND LINKS

Alongside the Latrobe. Be in it. network, which sets out an existing and future paths strategy, there have been various community suggestions for more aspirational links.

These links could potentially be viable in the future, being predominantly longer linkages between towns. Once the main network has been completed and usage increases it is likely that people will tend to increase the distances they walk and cycle. In the future these more strategic links are likely to be more viable will fill in the gaps between longer distance nodes.

It is the recommendation of this strategy that the following projects are investigated further in terms of their potential usage and cost. A cost benefit assessment can then be used to determine if they should go ahead and also rank them in importance and therefore the order they should be implemented.

POTENTIAL PROJECTS

The following projects are not listed in any particular order, but have been highlighted by members of the community as being future links they would like created:

- Link to Yallourn North from the existing Moe Yallourn Rail Trail
- Link from the Churchill Township to Hazelwood Pondage

- Link from the Yinnar township to Hazelwood Pondage
- Link from Traralgon to Traralgon South
- Link from Morwell to Churchill
- Link from Moe to Morwell
- Link from Yallourn North township to George Bates Reserve
- Path on the north side of Lake Narracan to link to south side of Lake Narracan
- Pipeline in northern and north eastern parts of Traralgon (as featured on the Latrobe. Be in it. plans, linking St Paul's Grammar School area to Marshall's Road)

RAIL CORRIDORS

In addition to the above links it was suggested to utilise existing rail corridors to create new paths and link suburban areas. VicTrack are not supportive of this and also the recommendation of this strategy is to find alternative routes for these connections. Although within Victoria there are many successful Rail Trails, including in Latrobe, consideration must be given to future sustainable travel options for longer distances, such as new rail links or guided bus routes. Strategic rail corridors should be retained for future uses such as these.

Suggested links:

- Railway corridor in Traralgon, both west and east of the CBD.
- Railway corridor in Morwell, from the CBD to Mid Valley (mix of rail corridor and beside Princes Hwy)

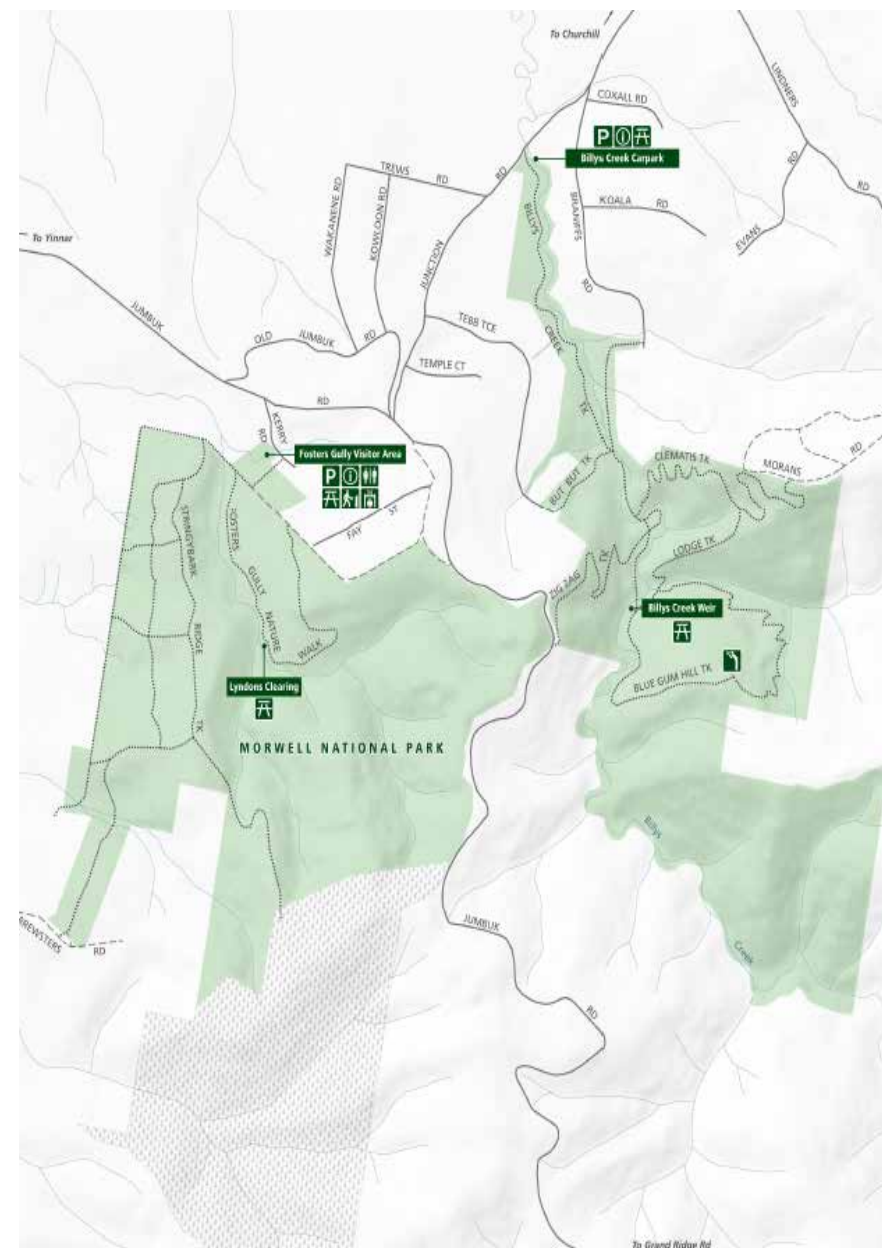
EXISTING PARKS/NATIONAL PARKS/TRACKS

In addition to the Latrobe. Be in it. network of tracks, trails and paths there are a significant number of popular tracks and trails that exist in reserves and National Parks across Latrobe.

Whilst it has not been the purpose of this study to identify these paths, the value of these existing routes was highlighted in submissions. These routes are regularly utilised and offer interesting scenery for various activities. The existence of these paths should be promoted where possible.

Existing tracks/paths in parks and reserves:

- Morwell National Park
- Grand Strzelecki Track
- Tyers Park
- Latrobe City Council – Bushland Reserves
 - › Crinigan Road Bushland Reserve
 - › Traralgon Railway Reservoir Conservation Reserve
 - › Edward Hunter Reserve
 - › Ollerton Avenue Bushland Reserve
- Rail Trails
 - › Gippsland Plains Rail Trail
 - › Grand Ridge Rail Trail
 - › Moe Yallourn Rail Trail
- Traralgon to Morwell Shared Pathway



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SIGNAGE AND WAYFINDING

Way finding signs are an important component to a successful route network. Signs provide four aspects of information:

Orientation: to help an individual determine where they are;

Route Decision: to help someone determine the correct and fastest way to travel;

Route Monitoring: to confirm that the person is still on the correct route; and

Destination Recognition: to determine the destination is reached.

Signs are most important for the visitor to an area, as local may often already know the routes, but a local may not understand distance, or know of an alternative route. It is also worth noting, that some people may have mapping apps on their smart phone that can provide direction and distance information as well.

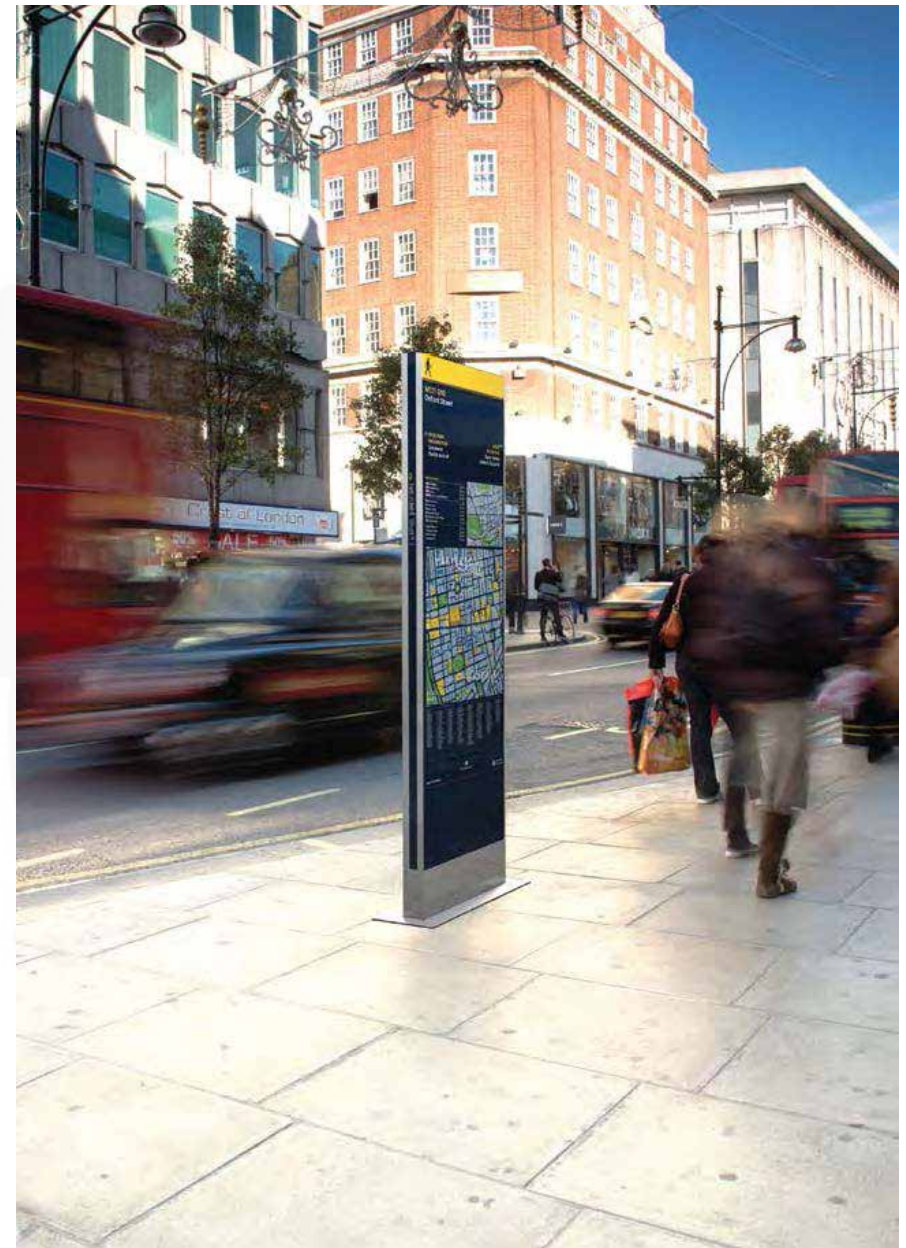
A key component of any paths strategy is ensuring that the routes and options are well signposted and can easily be followed.

Although many paths will be used by local residents, who are therefore familiar with the area, longer distance routes and direction finders will be useful for all. Maps showing uninterrupted routes across town will encourage people to walk or cycle longer distances if they know they can do so safely and easily.

There are many examples of good wayfinding and signage schemes across the world, for either urban or parkland areas, which could be used as a starting point for Latrobe. Be in it. to develop signage scheme.

An example of a high quality wayfinding system is Legible London*, which suggests 'An effective pedestrian wayfinding system needs to answer key questions at the appropriate time and place. 'Progressive disclosure' – giving people just the right amount of information just when they need it...'

This means providing more information in the immediate vicinity, but also directions to further major destinations. This allows people to follow general directions to 'CBD' for example and then as they approach more specific map content and signs show the location of train stations, libraries, shops, etc. An example of a Legible London 'Minilith' sign is shown on the right.



© Transport for London, 2007

*Legible London. Yellow Book. A prototype wayfinding system for London, Transport for London, 2007

4

COMMUNICATION





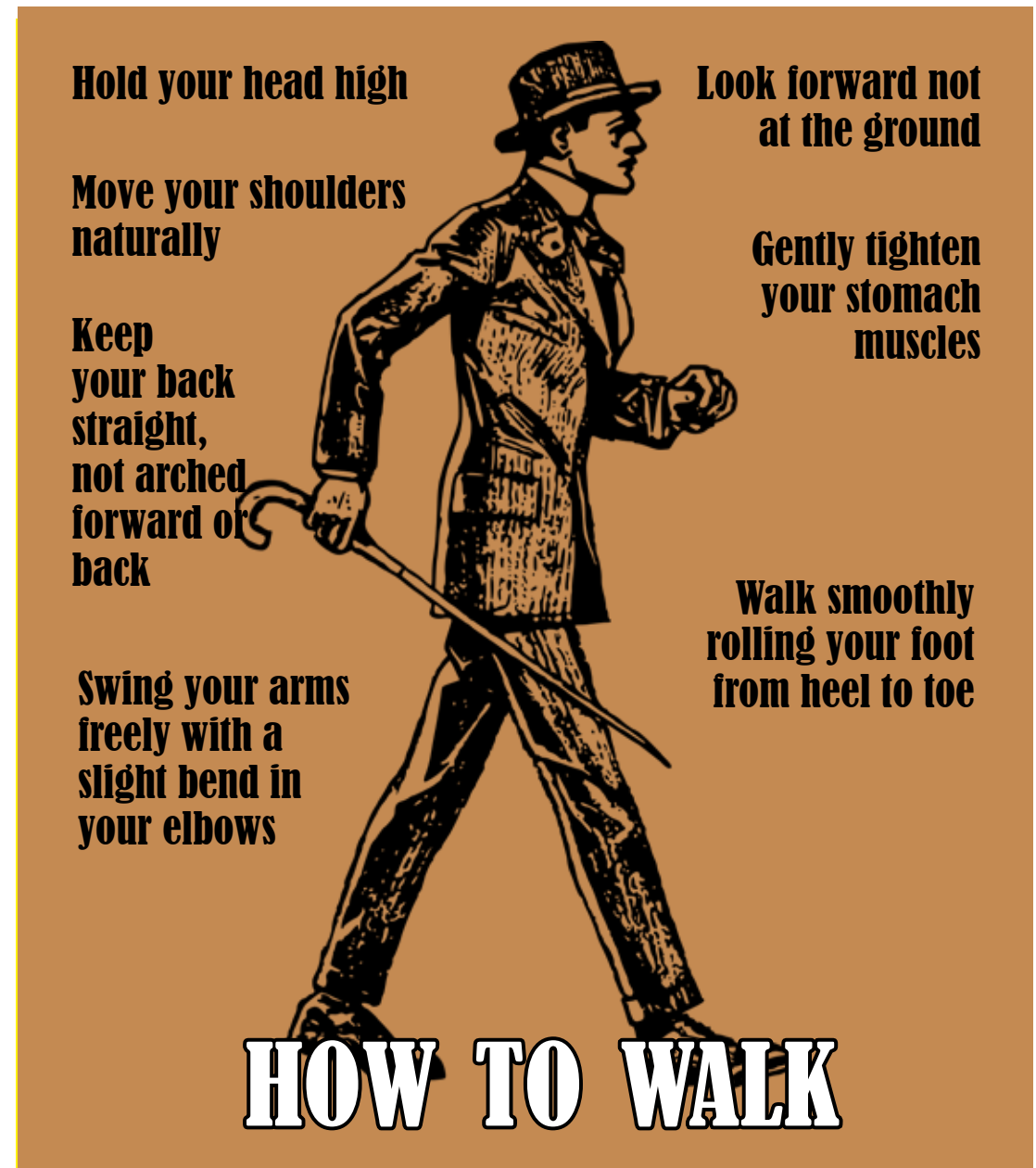
COMMUNICATION STRATEGY

A Communication strategy to inform the community about the benefits of exercise, will complement the programs and infrastructure that are being introduced. This chapter provides suggestions and a firm proposal as to the content of such a strategy.

The main components are:

- Health and Wellbeing Information
- Network Information: Latrobe. Be in it. Map
- Community Ownership

Further details of the Communication Strategy are contained in the Tracks, Trails and Paths Strategy Implementation section. This has been informed by community feedback received on the contents of the Draft version of the Strategy.



HEALTH AND WELLBEING INFORMATION

The benefits of active transport (walking, cycling etc.) can be publicised in support of the Encourage Program, as in the following information panels.

WALKING IS EASY AND GOOD FOR YOU

WEIGHT LOSS – walking is a great way to lose weight, walking just 2 km burns 534 KJ. (This adds up to 194,910 KJ over an entire year)

PERFECT FOR BEGINNERS – walking is a low-intensity way of getting fit and is great for people just starting out.

RELIEVES STRESS – activities like walking trigger the production of endorphins that relieve stress and improves mental wellbeing

IT'S FREE! – Walking doesn't require special equipment or expensive membership fees
Strengthens bones – walking stimulates the regeneration of bone tissue and helps to maintain bone strength.

HEALTHY FOR YOUR HEART – walking helps lower blood pressure and reduces the risk of heart disease and stroke.

FUN FOR THE WHOLE FAMILY – walking is a great way to spend quality time with your family

Kids love it – 75% of primary school children say that they'd prefer to walk to school

MAKE IT SOCIAL - walking with other people can help make exercise an enjoyable social occasion

GOOD FOR YOUR DOG – walking your dog improves the health and behaviour of your dog

YOU CAN WALK ANYWHERE – with hundreds of kilometres of walking tracks, trails and paths in Latrobe there are endless opportunities for walking in Latrobe

FITS INTO YOUR SCHEDULE – make walking part of your daily routine by walking to the shops, school or work

DIABETES – walking just 60 minutes a day can lower your risk of developing diabetes.

TAKE CARE OF YOURSELF

DOCTOR APPROVAL - consult with your doctor before starting any new exercise program of physical activity.

BE SUN SMART – apply sunscreen, avoid exercising during the hottest part of the day and wear sun protection

STAY HYDRATED – drink plenty of water before and after exercise

MAINTAIN A HEALTHY DIET – including a mix of fruits, vegetables, grains, dairy, meat and meat alternatives.

AVOID INJURY – stop exercise at the first sign of injury and see a doctor if injury persists

CYCLING FOR FUN GETS YOU FURTHER, FASTER

Cycling is a healthy, fun and low impact form of exercise for all ages.

WEIGHT LOSS – cycling is good for weight loss, cycling just 1 km burns 66 KJ

SAVES MONEY – cyclists save money.

LOWERS DIABETES RISK – people who cycled for more than 30 minutes a day had a 40% lower risk of developing diabetes.

STRENGTHENS MUSCLES – cycling uses all the major muscle groups and helps build and strengthen muscle

LOWERS RISK OF HEART DISEASE – regular cycling exercises the heart and helps maintain a healthy heart.

FEWER INJURIES - cycling places little stress on joints and causes fewer injuries than other forms of exercise.

ENJOYABLE – cycling is a fun and relaxing activity
Improves balance and coordination – cycling requires balance and coordination and

WORKS FOR BUSY PEOPLE - cycling can fit into your daily routine by riding to the shops, school or work.

GOOD FOR THE ENVIRONMENT – fewer cars on the road and more cyclists means less pollution and improved air quality.

RUN, IF YOU'RE READY FOR IT

WEIGHT LOSS – running is good for weight loss, running just 1 km burns 372 KJ.

STRESS RELIEF – running can improve your mood and relieve stress and anxiety

BUILDS STRONG BONES – running is a weight bearing activity and stimulates the regeneration of bone tissue

FEWER SICK DAYS – regular exercise boosts the immune system and lowers the odds of catching a cold.

PREVENTS HEART DISEASE – running stimulates the heart, lungs and circulation and reduces risk of cardiovascular disease.

BETTER SLEEP – regular exercise can improve the quality and duration of sleep

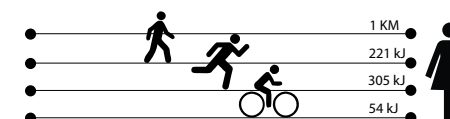
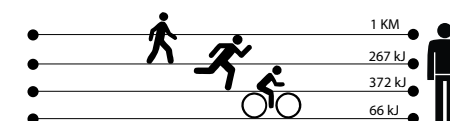
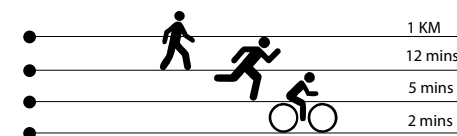
ENJOYMENT – running releases endorphins into the body which results in a sense of elation during or after a run which is also known as a 'runner's high'.

STRENGTHENS MUSCLES – running builds lower body strength and increases the strength of ligaments and tendons

PROGRAM INFORMATION

The Programs chapter of this strategy report contains, for each topic (Educate, Encourage, Safety):

- Programs in Latrobe – reference to any known existing programs in the Latrobe community
- Program Possibilities – national, international, or Victorian programs that could be considered for application locally



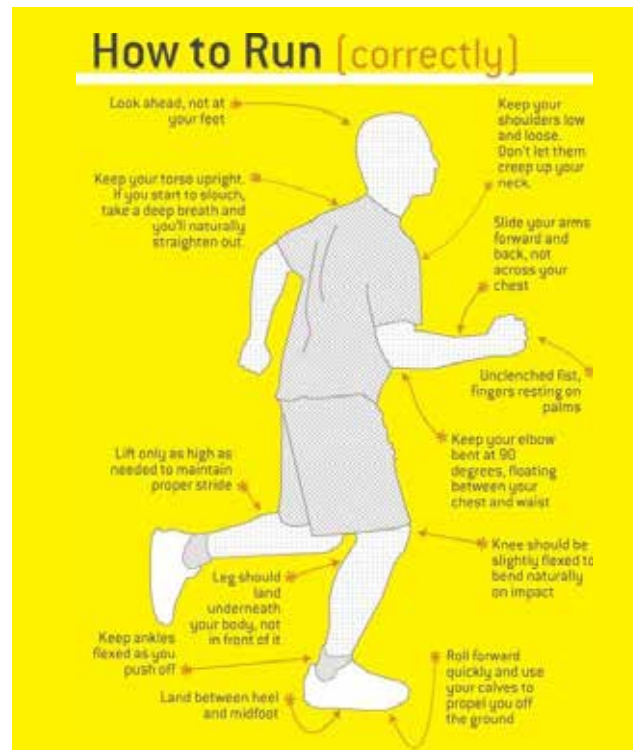
NETWORK INFORMATION: A Latrobe. Be in it. Map

A Latrobe. Be in it. Map should be prepared in publishable form to complement this strategy, consolidating the content of the segmented maps contained within this document. The map can be both a useful resource and a promotional tool. It can highlight the Priority Routes network (see Infrastructure chapter), and in doing this, it can:

- Show routes that already have useful connectivity for walkers and cyclists
- Highlight destinations of interest
- Draw attention to hazards and barriers
- Expose the missing links Council plans to fill

This latter information may help to build a degree of community support for ongoing funding of Priority Routes network implementation. Council may also find it to be a useful tool for attracting funding.

The Latrobe. Be in it. Map can also include, on its reverse side, useful information about fitness ('Educate'), and about the Encourage and Enforce programs contained in this strategy.



BE DOWN WITH WALKING
 Walking lowers weight
 Reduces depression and anxiety
 Its Low impact on your body
 Lowers bad cholesterol
 Lowers blood pressure
 Lowers the risk of some cancers
 Lowers the risk of type 2 diabetes
 Lowers the risk of heart attack
 Lowers the chance of injury
 Lowers stress

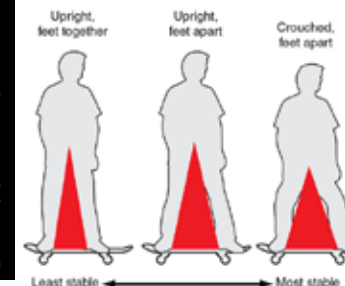
60% of people in Latrobe are **overweight**
 Way higher than the **Victorian average**.



1/3 of Latrobe **SIT** for more than 7 hours a day

HYPERTENSION IN LATROBE IS **HIGHER** THAN FOR OTHER VICTORIANS

Men in Latrobe **DIE 3.4 YEARS** sooner and **Women DIE 2.2 YEARS** sooner than the average **Victorian**.



DOG WALKERS ARE MORE **PHYSICALLY FIT**.

1/3 THE RISK OF DIABETES
15% LESS LIKELY TO HAVE HIGH BLOOD PRESSURE
30% LESS LIKELY TO HAVE HIGH CHOLESTEROL

35% LESS LIKELY TO HAVE DEPRESSION

COMMUNITY OWNERSHIP

A strategy of this kind needs grass-roots community support if it is to have any chance of success. How to achieve that is a sizeable challenge. Factors like community sensitivity and the changing communication landscape have to be considered. The approach suggested in this strategy is a grass-roots community role.

COMMUNITY SENSITIVITY

The topic of personal health and well-being can be particularly sensitive. The intended recipients of messages about obesity and sedentary lifestyle may be resistant or even hostile to having this pointed out to them in the wrong way. Poor self image, poverty, relationship problems, the struggle of daily life – any or all these factors are potential barriers to behaviour change. We need to be sensitive in the way we communicates about health issues.

In response to client suggestions, the Education component of this draft strategy begins with a page headed Getting Support & Attention which carries a HEALTH WARNING: “SHAPE UP LATROBE” CALL. Such an approach may be appropriate to generate initial interest and political support; a more nuanced approach may be needed in targeting particular populations.

TWO-WAY COMMUNICATION

Forty years ago, the Victorian, then national, Life Be In It campaign introduced us all to Norm, and generated a high level of awareness of the importance of exercise. Many actions and activities occurred under the Life Be In It banner.

Today we live in a different world. Attitudes towards state-sponsored campaigns have changed, and the infotech revolution has completely altered the

communication landscape. Phenomena like crowd-sourcing, Facebook and Apps have created a two-way communication world, in place of the ‘top down’ approach to communication that previously pertained.

The joke about the bureaucrat announcing ‘I’m here to help you’ has an edge of reality to it. People dislike being patronised, and are mistrusting of the motives and commitment of public agencies and their representatives. Bureaucrats and professionals may think they know best – sometimes they do – but the communication must be two-way. Whether you are a doctor, a town planner or a public health officer, listening and understanding are as important as technical knowledge.

A GRASS-ROOTS MOVEMENT

A strategy of this kind is most likely to succeed if it can become community-led, with the Council and other agencies playing a facilitating role.

There are already many community groups in Latrobe City who are involved in, and have an interest in promoting, physical exercise. The challenge is to build from this base in a way that opens up the possibilities of exercise beyond the ‘sport-for-sport’s-sake’ market.

There are numerous potential pathways into the community to begin the process of opening up these possibilities. The consultation process for this draft strategy can be used to take the first steps along this road. Some examples are:

- Working with schools to expand walking and cycling programs
- Providing helpful information, including a Latrobe. Be in it. Map (see below)
- Tapping into community networks like the Scouts, local groups (history, naturalists etc.)

- Talking to sporting groups about the potential to extend their market into ‘daily routine’ exercise populations

Council’s role in these types of program needs to be carefully considered. Devolved procedures will only be as successful as the systems set up to manage them. On the other hand, Wikipedia and numerous other internet innovations have demonstrated that ‘self-managed’ or ‘peer-managed’ processes can reap huge benefits for minimal organisational effort.





5

Tracks, Trails & Paths Implementation Strategy 2016-2021

IMPLEMENTATION PLAN

The Tracks, Trails and Paths
Implementation plan is provided as an
attachment to this strategy.



APPENDIX

PROGRAMS

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Walk to School Month	
Program overview	Walk to School Month is a month long program organised by VicHealth and is supported by schools and local government is designed to encourage primary school students to walk to and from school during the month of October.
User group focus	The main target of the Walk to School Month Program is primary school students and their parents.
Success rate, issues	Whilst participation rates in walk to school activities is reasonably high it is unclear as to the long term success of walk to school programs in shifting behaviours. Successful walk to school programs require the support and resources from schools and teachers and walking to school can difficult for time-poor parents.
Case study example	In 2014 more than 1,650 students from schools in Latrobe recorded 26,418 walks over walk to school month. Participants are supported by their schools and parents to record their walks on a website or app and students are able to track their performance and compare it to other schools and classes.
Key performance indicators	Comparing baseline data to data collected during and after walk to school month would give a clear indication as to the long term success of a walk to school program.
Process of implementation	Engaging with schools to participate in program, schools run the education and data collection aspects in the classroom, distribute awards to students for recognition of their participation.

Heart Foundation: Walking Groups and Park Walks	
Program overview	Walking groups provide structured walking opportunities in a social environment and are typically organised by a local group or organisation in a suburb or town. Walking groups generally follow a regular schedule of walking events catering for a wide range of abilities and experience.
User group focus	Walking groups are an appropriate activity for most age groups however walking groups are particularly appropriate for older participants who would like to participate in a physical group activity but can no longer participate in high-intensity team sports.
Success rate, issues	Each walking group has an average of 10-15 participants. The schedules of walking groups can be rigid and inflexible for time poor people and be an unsuitable option
Case study example	Heart Foundation Walking helps facilitate a number of walking events and promotes walking groups in Latrobe. Monthly walking events coordinated by a volunteer walk organiser offer guided walks of National Parks that take 30-60 minutes and are suitable for a range of physical abilities. The guided tours are led by local 'Friends of' groups. Latrobe has seven walking groups registered on the Heart Foundation Walking website.
Key performance indicators	The number of walking groups in existence and the number of unique participants involved in walking activities.
Process of implementation	Walking groups can form organically or they can be cultivated from direct intervention from organisations or groups, because of this, walking groups can either be created from scratch or existing informal walking groups can be officially recognised. It is important to designate a contact person who can run and organise the group, advertise the group and the day(s) and time(s) the group meets.

Australia Day Heart Walk	
Program overview	The Australia Day Heart Walk is an annual walking event held in Traralgon on Australia Day. The event aims to encourage community celebration of Australia and the promotion of active lifestyles.
User group focus	The Australia Day Heart Walk is heavily promoted and is targeted at the general community across the Latrobe Valley and Traralgon
Success rate, issues	The event is a long standing annual fixture on the Latrobe Valley calendar. The type of food served at the free breakfast may not align with the overall aim of the program.
Case study example	Event participants can complete either the 2.7km or 4km walking course and a range of incentives for participation are offered such as free breakfast, giveaways and prize draws.
Key performance indicators	Number of attendees at the event.
Process of implementation	Determine a suitable location and select walking routes. Promote the event and encourage community participation. Organize activities, prizes and food.

Ride 2 Work Day	
Program overview	Ride 2 Work Day is an annual event organized by Bicycle network Victoria and supported by employers, individuals and local government. Individuals are encouraged to register and ride to work on a specified day. Complimentary events such as a free breakfast either at work or at a community location are often provided as an incentive for participation.
User group focus	Ride 2 Work Day primarily targets adults in the workforce.
Success rate, issues	Whilst one day events encouraging active transport may encourage cycling on a single day it is unclear as to the long term impacts Ride 2 Work has on cycling uptake. Events such as Ride 2 Work Day do not address structural barriers to cycling such as safety, storage and amenities.
Case study example	A workplace may chose to participate in the Ride 2 Work Day program by signing up online, encouraging employees to ride to work on the nominated day and hosting events such as breakfast or morning tea to recognize participation.
Key performance indicators	Number of participants in one-off event, long term cycling rate at workplace.
Process of implementation	Promote the event and recruit organization to participate. Support organizations to run successful events and activities.

Walking School Bus	
Program overview	A walking school bus is a program where groups of children walk to school in a 'walking bus' with the bus following a predetermined route and children being picked-up and dropped-off along the way by adult supervisors. The selected route follows the safest and most convenient journey and varies in length but 30 minutes or Aspirationalm is the longest distance.
User group focus	Walking School Buses are targeted at primary school students and their parents and guardians.
Success rate, issues	Walking School Busses are difficult to establish and maintain and require a significant commitment from volunteers, because of this walking school buses usually operated on an unpredictable and infrequent basis. Whilst the Walking School Bus was popular in some areas the program didn't increase the number of children who walked to school independently of the Walking Bus program.
Case study example	VicHealth Walking School Bus: The Walking School Bus program was supported by VicHealth from 2001-2007 however a number of challenges and issues were identified with the effectiveness of the Walking School bus.
Key performance indicators	Number of participants in walking bus programs, long term rate of school children walking to school.
Process of implementation	Engaging schools to participate in program, recruiting volunteers to run the program, identifying the safest route for the walking bus, promoting the program to parents and guardians, running the walking school bus, monitoring and evaluation of the program.

Apps and websites	
Program overview	A variety of apps (Map my Walk) and websites designed to map, track and share walking routes and performance are available on the market. These apps and websites are designed to aide walkers in recording the distance, route and time of their walks and also include features aimed at maintaining motivation and sustained walking habits such as setting goals and targets, automatic reminders and competition between friends and other users.
User group focus	Young people and technology-literate people are the likely user groups of walking apps and websites.
Success rate, issues	With the wide availability of Smartphone technology apps for recording walking are very popular. Unclear if walking apps and websites have any impact on encouraging inactive people to participate in moderate levels of walking.
Case study example	The Map my Walk app can be downloaded onto a Smartphone and record and track walking undertaken by a user, the Map my Run app is also available.
Key performance indicators	Use of active transport apps or websites in the community.
Process of implementation	Production of an app, promotion and distribution of the app, encouragement to use the app.

Map my Town Toolkit	
Program overview	The Map my Town Toolkit is a resource from Victoria Walks that promotes active transport and encourages community involvement in the development. The toolkit maps the distance that can be covered by walking, cycling or using a wheelchair in a 10 and 20 minute timeframe. Community members are directly involved in the project by testing travel times and collecting supporting information such as places of interest. The toolkit is particularly useful for regional towns as a significant proportion of regional towns can be covered within a 10 or 20 minute timeframe. The Map my Town toolkit has been used in a number of areas including Bendigo, Castlemaine and Echuca-Moama. Community involvement is an important component of the program as it helps to clearly demonstrate the viability of active transport to get to destinations.
User group focus	Community members with an interest in active transport are likely targets to conduct the data collection activity. The general community is the likely user of the finished map.
Success rate, issues	Conducting the data collection exercise is a good way of engaging with the community and helps communicate travel times to the community. However it is unclear as to how effective this type of map is in encouraging walking and cycling to local destinations.
Case study example	Students from La Trobe University and community members from the City of Bendigo used the Map my Town Toolkit to create walking and cycling maps for Bendigo and Castlemaine. A central starting point was selected and preselected paths were allocated to participants, participants then follow this path for a period of 10 and 20 minutes and record their results.
Key performance indicators	Community participation in the data collection process, access to and promotion of the map.
Process of implementation	Recruiting community members to participate, selecting a central point to meet and start routes from (eg: community centre), determining preferred routes to measure, conducting the data collection activity, creating map based on collected data, publishing and communicating map.

Bike Traffic Counter and display	
Program overview	A traffic counter is a tool that can be used to quantify the number vehicles occupying or traversing through a designated point, traditionally traffic counters have been used to collect private data on road traffic volumes, parking occupancy and bicycle traffic. The data collected is rarely made public in real time however there are some examples of real time counts being displayed in real time such as carparking availability displays. Traffic counters can also be used to count bicycle traffic and displayed in real time.
User group focus	Targeted at both current cyclists and non-cyclists, encourages existing cyclists to continue and increase their cycling and demonstrates the popularity and viability to cycling to non-cyclists.
Success rate, issues	Traffic counters can be an accessible way to share information with the community and can be a focal point for measuring a common goal. The significant installation cost (\$30,000+) of permanent traffic counting equipment could prevent it from being a viable program.
Case study example	The City of Moreland in partnership with Velo Cycles installed a bicycle traffic counter on the Capital City Trail that automatically counts and displays a real time count for cyclists on that day and the total figure for the year. The display is designed to distinguish cyclists from walkers or joggers and has been strategically placed to be able to be seen by cars travelling on an adjacent road. This intervention is designed to promote the visibility of cycling in the City of Moreland.
Key performance indicators	Coverage in media, community knowledge of the traffic counter and what it does.
Process of implementation	Locating a place to install the traffic counter - a high-traffic route for active transport use that also has high visibility amongst people who do not use active transport. Setting realistic targets/goals for the traffic counter to measure based upon estimated patronage. Communicate the purpose and aims of the sign to community.
Workplace Travel Plan	
Program overview	A workplace travel plan is a tool that is developed by a business or organization to address the travel needs of an organization and generally aims to reduce dependence on private vehicles and carparking. A workplace travel plan identifies the transport need of an organization assesses local transport options and provides possible solutions to change transport behaviours. Increased support for walking, cycling and public transport are often included in the travel plan.
User group focus	Businesses, organisations and adults of working age who commute to work.
Success rate, issues	Workplace travel plans that are supported by management and are appropriately resourced are generally successful at achieving realistic transport goals.
Case study example	In 2007, Optus relocated 6,900 staff from across Sydney to a new facility, as part of the relocation process a workplace transport strategy was developed. The Optus workplace travel plan included an employee bus service, improved walking and cycling amenities and parking management programs. Survey data from Optus found that 45% of employees at the new facility use public transport, walk or cycle to get to and from work in contrast to the 10% of workers in surrounding areas.
Key performance indicators	Survey data on method of transport to work from organizations can be used to quantify the performance of the workplace travel plan.
Process of implementation	Various workplace travel plans templates are available, setting out a framework for developing successful travel plans. Successful transport plans require support from management and genuine engagement with employees on their expectations and needs. The development of a transport plan requires an understanding existing transport use and existing transport gaps, clear and deliverable plans to change transport patterns and monitoring and evaluation.

Pop-Up Park	
Program overview	A Pop-Up Park is a temporary park that can be created by closing-off road space and relocating carparking and replacing it with temporary landscaping treatments such as street furniture, plants and trees. A pop-up park can remain in place for anywhere between a single day through to a number of years. Pop-up parks aim to reclaim space from cars and carparking and they also aim to encourage walking by fostering a positive pedestrian environment.
User group focus	Pop-up parks can attract a broad cross-section of the community; however they can be tailored to appeal to and attract specific populations.
Success rate, issues	Loss of road and parking space can provoke dissatisfaction from the community and local traders, pop-up parks has also been associated with increases in local trade and increased patronage.
Case study example	In 2012 the Maribyrnong Council established a temporary park in Yarraville furnished with astro-turf, umbrellas and outdoor furniture. The park was open for the duration of the summer months before returning to its original form, the pop-up park was re-established for the summer months of 2013 and 2014. The temporary park was converted into a permanent year round park in 2015.
Key performance indicators	Use and attendance of park, method of travel to get to the park, community support of the program.
Process of implementation	Developing objectives and aims for the intervention, selecting potential locations for a park, engaging with community and traders, selecting preferred location, designing temporary intervention, implementing intervention, monitoring and evaluation.
Ciclovia (Open Streets)	
Program overview	Ciclovia is a Spanish term that means 'cycleway' and is used to describe the temporary closure of streets to cars that are repurposed for pedestrian and cyclist use this concept is also known as open streets. This temporary intervention aims to directly encourage walking and cycling through participation in the event and through promoting modes of active transport.
User group focus	Open streets can attract a broad cross-section of the community and have a particular appeal to people who already engage in some form of physical activity.
Success rate, issues	Open streets can serve as popular community events attracting large numbers of participants, however the long term benefits are unclear.
Case study example	In 2014 the City of Gold Coast blocked off cars from a section of road for a four-hour period for the Gold Coast Bike and Street Fest. Opening up the space to pedestrians and cyclists and hosting a range of events and activities celebrating bikes and active travel, the event attracted an estimated 5,000 participants
Key performance indicators	Patronage and participation in event, public support for program.
Process of implementation	Developing aims for the intervention, selecting potential streets for temporary closure, consulting with community and traders, selecting preferred route, communicating intervention to the community, implementing street closure, monitoring and evaluation.

Walking Maps	
Program overview	There are a variety of websites and apps that record and publish popular walking routes with information about features and scenery along the route. These websites aim to encourage people to participate in walking by helping them choose interesting and suitable routes.
User group focus	Walking maps appeal to a broad cross-section of the community; but can be tailored to attract specific populations.
Success rate, issues	Walking maps can help people identify appropriate walking routes in their community and encourage greater uptake of walking. It can be difficult to promote the availability of walking maps.
Case study example	The Walking Maps website is published by Victoria Walks and allows people to both create new walks and search for existing walks. Detailed information is available such as photographs, maps, distance and facilities is available and walks can be rated for their difficulty and popularity. Walks can be searched by geographic location, accessibility and features.
Key performance indicators	Rate of use of the map, number of people using the maps to guide their walking.
Process of implementation	Publicizing the website/app people can use to submit their own walking routes or view other suggested walking routes in their area.
Walking Tours	
Program overview	Walking tours are a structured way to engage in walking. Walking tours are a pre-planned route or circuit that can cover a range of topics or themes such as history, heritage, environment and food. Walking tours can be either be guided or self-guided, facilitated through a community group, tourism operator or facilitated through a series of signs, maps or audio content.
User group focus	Walking tours appeal to a broad cross-section of the community; however depending on the content and nature of the tour they can attract specific populations. For example, an historical walk of Traralgon could be a great way to engage with a different user group
Success rate, issues	Walking tours can encourage people to participate in physical activity however the efficacy of infrequent or once-off walking tours is unclear, walking tour programs could be enhanced by developing a series of tours over a number of weeks.
Case study example	The Natural Trust conducts a number of heritage walking tours across Victoria, covering a number of topics and destinations. Participants in walking tours must book in advance and are particularly geared towards community groups and tourist groups.
Key performance indicators	Number of participants and the variety and number of walking tours available.
Process of implementation	Identify landmarks or icons that would be suitable for a walking tour, identify groups or individuals who would be capable of running or facilitating walking tours and promote the walking tour.

Fun Runs	
Program overview	Fun runs are formal events open to members of the community that generally include a fundraising component, this type of event typically requires participants to run or walk over a range of distances. Whilst the event itself may only be conducted on a single day participants are often encouraged by event organizers to train in the lead up to the event and to continue exercising after the event.
User group focus	People who are already engaged in some form of physical activity but have the capacity to do more physical activity are the likely participants in running events.
Success rate, issues	Running events are a high-visibility activity with the potential to engage a wide cross-section of the community in physical activity. The cost and effort required to conduct running events could prevent running events from being a viable option.
Case study example	The Traralgon Harriers Community Fun Run and Walks is an annual running event held in late summer every year. In 2015 over 550 people participated in the event and over \$6,000 was raised for local charities. Individuals, families, schools and workplace teams can register. The event encouraged participants to train and adopt active lifestyles in the lead up to the event.
Key performance indicators	Number of participants in the event, community engagement with the event, improved knowledge of health and fitness.
Process of implementation	Fun runs are large and complex events that require significant resourced and organization. Fun runs typically require identifying a suitable route, recruiting participants, promoting the event and staffing race day.

Cycling in the City Course	
Program overview	The Cycling in the City course is an education program facilitated by the City of Sydney which is designed to give participants the skills and confidence to be an effective bike rider in Sydney's city centre.
User group focus	This program is targeted at people who have proficient bike riding skills but lack the skills and experience to confidently cycle in inner-city environments.
Success rate, issues	Perceptions of on-street cycling safety are a key issue for many people considering adopting active transport. Programs that both educate and improve the skills of participants can have a meaningful impact on perceptions of safety and cycling confidence.
Case study example	The Cycling in the City course involves both classroom lessons and practical cycling activities. The classroom lesson covers topics such as rights and responsibilities, route planning and positioning theory, the practical activities put this information in practice through a number of off-street and on-street drills that mimic scenarios likely to be faced by cyclists in Sydney.
Key performance indicators	The number of participants attending the course, feedback on the course content and the number of people who increase their cycling after attending the course.
Process of implementation	Provision of a suitable facility with classroom and open space for cycling activities. Qualified instructors who can deliver a cycling workshop. Promotion of the course and recruitment of participants.

A Metre Matters	
Program overview	'A Metre Matters' is a campaign run by the Amy Gillett Foundation with the dual purpose of raising awareness of the safe minimum overtaking distance and advocating for it to be legislated in road law. The campaign encourages drivers to adopt safe driving practices around cyclists to avoid accident and injury.
User group focus	The main target of the A Metre Matters campaign is vehicle drivers.
Success rate, issues	The interaction between vehicles and cyclists is a serious issue and the failure of drivers to comply with existing laws to protect cyclists is a major cause of injury and death of cyclists.
Case study example	The information campaign for A Metre Matters primarily involves the use of broadcast advertising which explains the importance of maintaining a minimum distance of 1 metre when overtaking cyclists. Resources such as billboards, bumper stickers and clothing are also used by the campaign particularly in cycling hot-spots where cyclist-car conflicts are likely to emerge.
Key performance indicators	Number of cyclist-car accidents occurring, the number of accidents caused as a result of passing cars and awareness of the safe passing distance.
Process of implementation	Design of campaign material. Display and distribution of materials in targeted areas.

Point-of-decision prompts – Look Before You Walk	
Program overview	Point-of-decision prompts at pedestrian-road intersections are a common way of encouraging safe walking practices from pedestrians. Point-of-decision prompts are signs placed at intersections to encourage pedestrians to look for oncoming traffic before crossing the street.
User group focus	Pedestrians are the primary focus of this intervention.
Success rate, issues	Intersections are a likely location of pedestrian-vehicle accidents, awareness of oncoming road conditions can aide pedestrians to make safe and responsible decisions when crossing the road. Point-of-decision prompts have successfully been used to encourage the use of stairs with various studies finding that point-of-decision prompts improved rates of stair use when prompts were posted.
Case study example	Pedestrian point-of-decision prompts at intersections generally involve prompts painted on the ground at intersections employing a number of simple messages such as 'look right' or 'look both ways before you cross'. Prompts can be strategically located in high-traffic areas, accident hot-spots or intersections close to schools or other sensitive uses.
Key performance indicators	Accident rates at intersections, number of people crossing the street safely.
Process of implementation	Selection of appropriate intersections for point-of-decision interventions. Design of prompt and selection of message to be displayed. Chose appropriate material for prompt.

Don't Tune Out – PSA	
Program overview	The Don't Tune Out campaign was commissioned by the Pedestrian Council of Australia with the aim to change pedestrian behaviour and improve safety outcomes for pedestrians.
User group focus	The target of the campaign is pedestrians, particularly pedestrians who use electronic devices to listen to music/audio.
Success rate, issues	Rates of pedestrian-vehicle accidents have increased in recent years and there is some suggestion that the increased prevalence of portable electronic devices has led to increased numbers of pedestrians crossing intersections distracted and this has resulted in an increase in accidents.
Case study example	The Don't Tune Out campaign employed broadcast advertising on radio, print and billboards and contains images of pedestrians either distracted by electronic devices or staged images of pedestrians who have been involved in accidents as a result of walking distracted.
Key performance indicators	Advertising reach, rates of pedestrian accidents.
Process of implementation	Select campaign message. Design of campaign material. Organized display and distribution of campaign materials.

Cycling in the City: Rusty Riders Course	
Program overview	The Rusty Riders Course is a program delivered by the City of Sydney designed at developing the skills of cyclists who lack the confidence and skills to confidently ride.
User group focus	The focus of the Rusty Riders Course is beginner to intermediate cyclists who may be considering adopting cycling as a mode of transport or a leisure activity.
Success rate, issues	Riding a bike is something that most people learn during childhood however over time the basic riding skills and confidence developed at a young age can be forgotten.
Case study example	The Rusty Riders Course covers a range of cycling related topics relevant to beginner and intermediate cyclists which involves classroom instruction and hands on cycling activities in a controlled environment. Concepts covered in the course include the rights and responsibilities of cyclists, appropriate route planning, correct road-cycling positioning and basic bicycle control and technique.
Key performance indicators	Number of people accessing the course and the number of participants who adopt cycling after the course.
Process of implementation	Provision of a suitable facility with classroom and open space for cycling activities. Qualified instructors who can deliver a cycling workshop. Promotion of the course and recruitment of participants.

Latrobe City Traffic School	
Program overview	The Latrobe City Traffic School is an educational facility owned by the Latrobe City Council that provides traffic safety education programs for children across the region including pedestrian and bike safety. The school runs a traffic safety and pedestrian education session with a qualified traffic educator and included hands on and practical activities in a controlled environment.
User group focus	The education programs provided by the traffic school are targeted to children of pre-school through to primary school age.
Success rate, issues	Traffic schools are an effective way to provide traffic education as they allow students to engage in hands on activities in a controlled environment under the supervision of qualified traffic educators.
Case study example	A typical lesson at the Latrobe traffic school includes classroom instruction and practical activities. A lesson generally covers topics such as traffic safety, pedestrian education and hands-on use of traffic lights, roundabout, railway crossing, helmets and bikes.
Key performance indicators	Number of participants in programs, number of schools in the region accessing the program, traffic safety literacy of children in the region.
Process of implementation	Provision of a suitable facility and qualified traffic educators, engagement with schools from the region.

LiveLighter	
Program overview	LiveLighter is a campaign aimed at helping the Australian population lead healthier lifestyles by making changes to what they eat and drink, and increasing their levels of physical activity. The campaign provides general health recommendations and information on how to lead a healthier lifestyle including issues such as food, nutrition and physical activity. It doesn't include localised information.
User group focus	LiveLighter campaign is targeted at the wider Australian population.
Success rate, issues	Whilst broad based information campaigns may communicate important health messages they typically are unable to communicate relevant and usable information that can be directly applied by audiences. Generalised information campaigns can be supported with supplementary community based programs that are relevant to community needs.
Case study example	The information campaign for LiveLighter provides general health recommendations and tips on how to lead a healthier lifestyle including issues such as food, nutrition and physical activity.
Key performance indicators	Number of people accessing resources, awareness of the campaign and its aims, level of education in the community.
Process of implementation	Research for content of campaign and design of campaign materials. Display and distribution of materials.

Parkrun	
Program overview	A parkrun is a free weekly running event facilitated by parkrun volunteers. Participants compete in a weekly 5 km timed run on a designated course in a parkland environment. Events are held across 112 locations across Australia and new locations are regularly established where there is community demand for it.
User group focus	Events facilitated by parkrun are open to people of all abilities from beginners to more experienced runners with a focus on recreational running and increasing participation.
Success rate, issues	There are 7,669 parkrun events across Australia with an average of 127 people participating in each event.
Case study example	The Traralgon parkrun has recently been established and the first event is scheduled to be held in April 2015, the event will be held every Saturday at 8:00am over a 5 km course through Agnes Brereton Park. Participants are required to register online in order to participate and receive a time for their run. Participants will be invited to meet up and socialise with other participants after the run in a local cafe to foster a sense of community.
Key performance indicators	Number of parkrun participants, number locations hosting parkrun events, the health and wellbeing of participants.
Process of implementation	Recruitment of a local volunteer to lead the local event, identification of suitable running course, promotion of the event to potential participants, hosting the event.

B

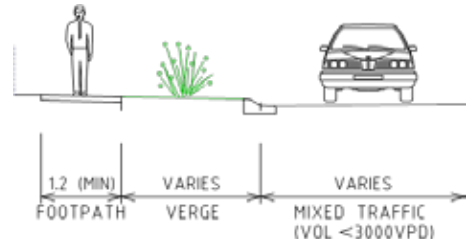
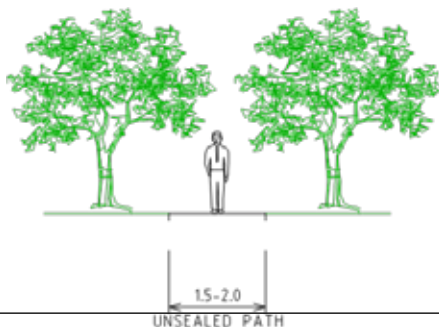
APPENDIX

PATH TYPES AND SERVICE LEVELS

This appendix comprises of a technical report looking at path service levels, Paths and Network Hierarchy reviewing User Groups, Path Design, Intersections and Crossings and Additional Considerations.

SERVICE LEVEL CROSS SECTIONS

Facility Type	LOS [1]	Location [2]	Characteristics	Comments	Cross-Section (Typical)
Priority Routes	HIGH	On-Road (60km/h)	Includes an off-road shared path and on-road bike lane. Buffers between the parking lane and the traffic lane increase the safety of riders and visually narrow the road carriageway (which promotes lower speeds). Bike lanes should have green surface treatments at conflict zones (across side roads and adjacent to turn lanes). Bicycle storage boxes (green surface) should be provided at all signalised intersections	Provides for both on-road (confident) and off-road (less confident) riders The shared path should be widened to 3.0m if there is room available Painted buffer widths can be reduced where existing carriageway widths are constrained. The bike lane would be located kerbside if there is no parking.	
	LOW	On-Road (80km/h)	As above, noting that a physical separator would further enhance the safety of riders.	On roads with speeds of 80km/h, the recommended facility is off-road (see Figure 2.2 in Cycling Aspects of Austroads Guides)	
	VERY HIGH	Off-Road	Separated path for both cyclists and pedestrians Paths should have priority at local road crossings and have signalised crossing facilities at major road crossings.	This represents the best level of service in terms of safety and user experience. Safest treatment to encourage accessibility from all ages (young children through to elderly)	
	HIGH	Off-Road	Wide two-way shared pathway Separated from traffic. Typically located in a wide road reservation or through parklands and used commuting and recreation Paths should have priority at local road crossings and have signalised crossing facilities at major road crossings.	Should include path-side amenities such as seats, bins, drinking fountains, shade trees.	

Facility Type	LOS [1]	Location [2]	Characteristics	Comments	Cross-Section (Typical)
Local Routes	MEDIUM	On-Road (50km/h)	Minimum 1.2m wide footpath. Basic standard for local residential areas. Wider paths (1.5m) are preferable where space permits. Crossings will typically be in the form of kerb ramps or pedestrian refuges where warranted	No specific provision for cyclists. Recommend reducing the speed limit to 40km/h on low volume local roads that are designated cycle routes. Could be supplemented with painted bike symbols (or 'sharrows') on the road, or, preferably, if space permits, provide exclusive bike lanes.	 1.2 (MIN) FOOTPATH VARIES VERGE VARIES MIXED TRAFFIC (VOL <3000VPD)
	HIGH	Off-Road	Sealed, off-road shared path Typically located through parklands and serving a recreational function	Similar to the Priority Route off-road treatment but with a reduced width.	 2.5 SHARED PATH
Walking Trails	MEDIUM	Off-Road	Unsealed walking track/trail Typically located through parklands and bushlands and serving a recreational function. Designed to fit in with natural environment.	Not necessarily suitable for mobility impaired users. Not specifically designed for bikes (i.e. not a shared path)	 1.5-2.0 UNSEALED PATH

[1] LOS – Level of Service (VERY HIGH - HIGH – MEDIUM – LOW - VERY LOW)

[2] On-Road – relates to areas within the road reserve

C

APPENDIX WALKING AUDITS

This appendix comprises detail walking audits conducted with in each of the case studies presented in the report.

