

Active Transport Strategy

2023-2031

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Borough of Queenscliffe

Queenscliff & Point Lonsdale, Victoria, Australia



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Acknowledgement of Country

Bellawiyn is the Wadawurrung name for the lands where the Borough of Queenscliff is located.

We acknowledge the Traditional Custodians of these lands, waters and skies, the Wadawurrung People.

We acknowledge and respect their continuing connections to their lands, waters, skies, culture and the contribution they make to the life and spirit of our community.

We pay respect to their past and present Elders and their emerging leaders, and extend this respect to all Aboriginal and Torres Straight Islander peoples.

1. Executive Summary

Background

In previous strategic work, the active transport network including pathways and safety has been consistently highlighted as a top priority for the community.

This community feedback has been incorporated into other plans and strategies developed by the Borough which highlight the need to plan a well-connected, safe and accessible pathway network.

The Climate Emergency Response Plan identifies the preparation of an Active Transport Strategy as one of its key strategies and actions in moving towards zero carbon emissions by the year 2031.

This Borough of Queenscliffe Active Transport Strategy (QATS) sets out the strategies, actions and initiatives that should be implemented over the next 10-years to achieve the overarching vision which was developed with the community in early stages of the consultation for this strategy:

“A connected Borough, where walking, riding and wheeling are safe and enjoyable ways of moving to, from and around the Borough regardless of age or ability.”

Council recognises and is committed to working with and collaborating with all levels of government, key local stakeholders including active transport users, residents and other organisations or authorities to deliver the strategies outlined in QATS.

This strategy and the vision that drives it has been prepared through consultation with our community and key stakeholders who use and manage the existing network.

What is Active Transport?

Active Transport is anything that gets people moving and their blood pumping while travelling from one destination or place to another.

This includes walking, riding and other non-motorised forms of mobility such as skating, rollerblading or scooting. It also includes non-motorised wheelchairs.



How to read this Strategy

The strategy starts with the vision set by the community and the objectives that will help support and achieve this vision.

Then, a range of background, information and feedback provided by the community was analysed to establish the current conditions, including opportunities and challenges.

A suite of research and best practice was used to identify the strategies, initiatives and actions. The recommendations, which work together in an integrated way to achieve the vision are set out in the following sections:

Section of this report	What does it include?
The Strategy	Sets out the strategies and initiatives under each objective. These include a range of policy, advocacy, infrastructure changes and other education or communication initiatives.
Active Transport Networks	Sets out the long-term and aspirational walking and cycling networks and recommendations to implement within the next 10-years, including design principles. The implementation of these networks are also covered in key strategies and in the implementation plan.
Implementation Plan	Sets out the priority, costs and key stakeholders and potential funding sources to implement the strategies.



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Active Transport for the Borough of Queenscliffe

Walking, wheeling and cycling is not only a great way to get around but also is good for our health, wellbeing and the environment. It is also a key tourism attraction, with the Bellarine Rail Trail connecting the Borough to Geelong and also the Mornington Peninsula via the Queenscliff-Sorrento Ferry.

Active travel is already one of the major ways to get around the Borough, with many high quality and well connected paths and trails. Notwithstanding, the network is incomplete, and these missing links create barriers for participation.

The majority of residents within the Borough of Queenscliffe live within walking or cycling distance of key destinations such as shops, recreational and community facilities. Removing the key barriers will open up active transport to a wider range of users.

It has to be noted also that the communities of Queenscliff and Point Lonsdale are different and each town is a unique place in its own right. The objective though for the Borough is clear, streets should be safe and comfortable for all people no matter where they live.



Key Strategies and Initiatives

The following four strategies are identified as those which will have the most significant impacts on achieving the vision for Active Transport within the Borough of Queenscliffe.

Make the Borough of Queenscliffe the first 30km/h municipality in Australia

The connection between the speeds of vehicles and chances of injury or worse a fatality are well researched and accepted.

At 30km/h the chance of a pedestrian surviving a crash is 90%, which is significantly higher than if the same crash occurs at 50km/h (10% chance of survival), the current default speed limit within Victoria⁴.

The implementation should initially focus on Point Lonsdale, where there are next to no footpaths in local residential streets, and users often are required to walk on the road carriageway.

Making the Borough of Queenscliffe a 30km/h wide municipality will ensure safe streets for all people.

4 Data Source: Auckland Transport



Complete the pathway network

The strategy identifies a pathway network catering for pedestrians and also bike riders (along shared and regional paths).

A complete, connected and well designed pathway network will provide smooth and continuous and safe access along key streets and places within the Borough.

Initially, a 10-year program of pathways has been identified, including pathway upgrades and missing links, at a cost of approximately \$1.76 million.

These priority pathway projects, established using a multi-criterial analysis, are primarily focused on filling in the missing links around key destinations and on higher order path networks.

Finish the missing links in the bellarine rail trail

The key missing link in the Bellarine Rail Trail is Murray Road, between the Bellarine Highway and City of Greater Geelong border. In this section of road, vehicles mix with both higher volumes of pedestrian and cyclists.

At the other end of the Borough, the Bellarine Rail Trail has no natural conclusion or way to access the Ferry and Hesse Street.

A number of key pathways, and cycling projects are identified as high-priority strategies for implementation.

Implement bicycle parking at key locations across the bicycle network and at key locations

There is a critical need to not only address the shortfall of bicycle parking, but to also provide much more to facilitate the aspirational increases in bicycle trips made within the Borough of Queenscliffe.

The QATS sets out an ambitious target to implement 200 bicycle parks (e.g. hoops, racks, or other types of bicycle parking) by the year 2032, with 100 in both Point Lonsdale and Queenscliff.



2. Vision for Active Transport

The Vision for Active Transport in the Borough of Queenscliff is:

“A connected Borough, where walking, riding and wheeling are safe and enjoyable ways of moving to, from and around the Borough regardless of age or ability.”

A number of objectives have been developed which will support and achieve the vision:

Objective	What does this look like in the Borough of Queenscliff?
“Connected Places and Destinations”	Develop a complete path and cycling network that connect people between places and destinations.
This includes connections within the Borough, and adjacent places.	Sets out the long-term and aspirational walking and cycling networks and recommendations to implement within the next 10-years, including design principles. The implementation of these networks are also covered in key strategies and in the implementation plan.
“Active Transport for All Ages and Abilities”	Active transport is available as a choice for everyone, regardless of age or ability.
“A Healthy Community”	The community is engaged and participating in active travel, contributing to healthier lifestyle.
“Designing for and protecting the natural environment”	The movement of people and supporting infrastructure is respectful of the natural environment.
“Creating Active Transport Networks which are inclusive and safe”	Active transport is safe, comfortable, and attractive for all users, in all places, at all times.

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Purpose of this Strategy

- The Borough of Queenscliffe Active Transport Strategy (QATS) uses the objectives above to develop a series of strategies to frame the work that will need to be undertaken to achieve the community vision for active transport. These strategies can be defined under the following themes: Policy & Advocacy
- Infrastructure delivery
- Education and Promotion

The Strategy is supported by cycling and pathway networks plans and design principles.





Setting Targets

The success of the strategy will be evident when the objectives are realised. In order to achieve this outcome is important that regular monitoring against short-term, interim targets occurs. This will ensure that the implementation of the strategy works toward the 10 year targets

A range of key measurables which set out the 10-year targets are outlined as follows:

Target by 2032	Data Source
To increase the number of trips made by walking by 100% to: <i>40% of people within the Borough walk for transport four or more times per week⁴</i>	Resident Surveys Pedestrian Surveys
To increase the proportion of people riding for exercise or transport within the Borough to 33% ⁵	Resident Surveys Bicycle Surveys
Zero fatalities or serious injuries for vulnerable road users (bike riders and pedestrians) within the Borough of Queenscliff.	Victorian Government - CrashStats database
To complete 100% the priority pathway network projects and the on-road cycling network within the Borough of Queenscliff.	GIS data
To improve the perceptions of safety for people who ride, walk or wheel within the Borough.	Resident Surveys
Implement 200 new bicycle parking spaces within the Borough of Queenscliff (of 20 per year)	GIS data

4 Council's *Health and Wellbeing Plan 2017-2021* identifies that approx. 20% of the population Walked for Transport 4 or more days per week (via *G21 Healthy Eating and Active Living Snapshot*)

5 No reliable baseline data exists however 33% would put the Borough amongst the most cycling friendly and active places within the world. Currently, 28% of all trips are made by bicycle in the Netherlands (*Cycling facts: new insights*, KiM Netherlands Institute for Transport Policy Analysis, October 2020) .

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3. The Need for an Active Transport Strategy

This section outlines the 'why' for the active transport strategy, including a review of local and strategic context. There is clear justification at both a local and state strategic level to develop a strategy for active transport in the Borough of Queenscliff.

3.1. The Borough

The Borough of Queenscliff is located on the south-eastern tip of the Bellarine Peninsula in Wadawarrung Country.

The Borough is the smallest municipality in Victoria, with an overall area of 10.83 square kilometres and a permanent population of 2,853 permanent residents. It borders the City of Greater Geelong and an urban area west of Fellows Road which is the home to an additional 2028 people. The population of the summer period grows to approximately 17,000.

The permanent population in the Borough has the oldest median age of any municipality within Australia, with over 50% of the population aged over 60 years old.

The municipality has two main townships or communities: Queenscliff and Point Lonsdale, and is home to three primary schools; St Aloysius' School, Queenscliff Primary School and Point Lonsdale Primary School.

The Borough has a high percentage of non residential ratepayers with housing stock being used as holiday homes, which remain unoccupied for the majority of the year. 55.9% of private dwellings were unoccupied on Census night in 2016.

The Borough of Queenscliff's *Health and Wellbeing Action Plan 2022-2025*, identifies that residents within the Borough are generally more active and healthier than Victoria residents as a whole.

A previous G21 survey identified that within the Borough, just over 20% of people walked for transport four or more days a week and over 50% met the states physical activity guidelines.

Engagement with the community consistently identifies aspects of walking and cycling infrastructure as a key issue, and therefore a key opportunity to improve. During the Council Plan consultation, walking and cycling paths were the number one ranked priority for health and wellbeing.

3.2. Benefits of Active Transport

There are numerous health benefits associated with physical activity such as reducing the chances of physiological diseases, such as heart disease, strokes, high blood pressure and type 2 diabetes.

Additionally, participation in physical activity improves mental health, can increase energy levels, and help maintain a healthy body weight.

Increasing active transport participation is environmentally and socially beneficial as it produces zero carbon to use and at times allows for people to interact with the natural environment and other people.

Active transport provides an easy to use way for users to partake in physical activity. Because of this It is important to provide a comprehensive and inclusive active transport network to ensure walking, bike riding and wheeling are viable transport options for residents and visitors to travel to work or play.

Walking and bike riding are two of the most popular forms of active transport and should be nurtured and nourished to enhance the health and wellbeing of the community and environment. It is important to ensure that active transport is designed to be inclusive to people of all ages and abilities to ensure socially equity and modal optionality for all.

The Borough is committed to doing the work required to grow participation in, and the uptake of, walking, bike riding, and wheeling.

3.3. Background Work

There are numerous national, state and local policy initiatives that support and promote active transport.

In the Borough, active transport improvements and pathway connectivity have been captured as a priority in Council Plans and most recently in the Borough of Queenscliff Climate Emergency Response Plan 2021-2031 which identifies the preparation of an Active Transport Strategy as one of the key initiatives.

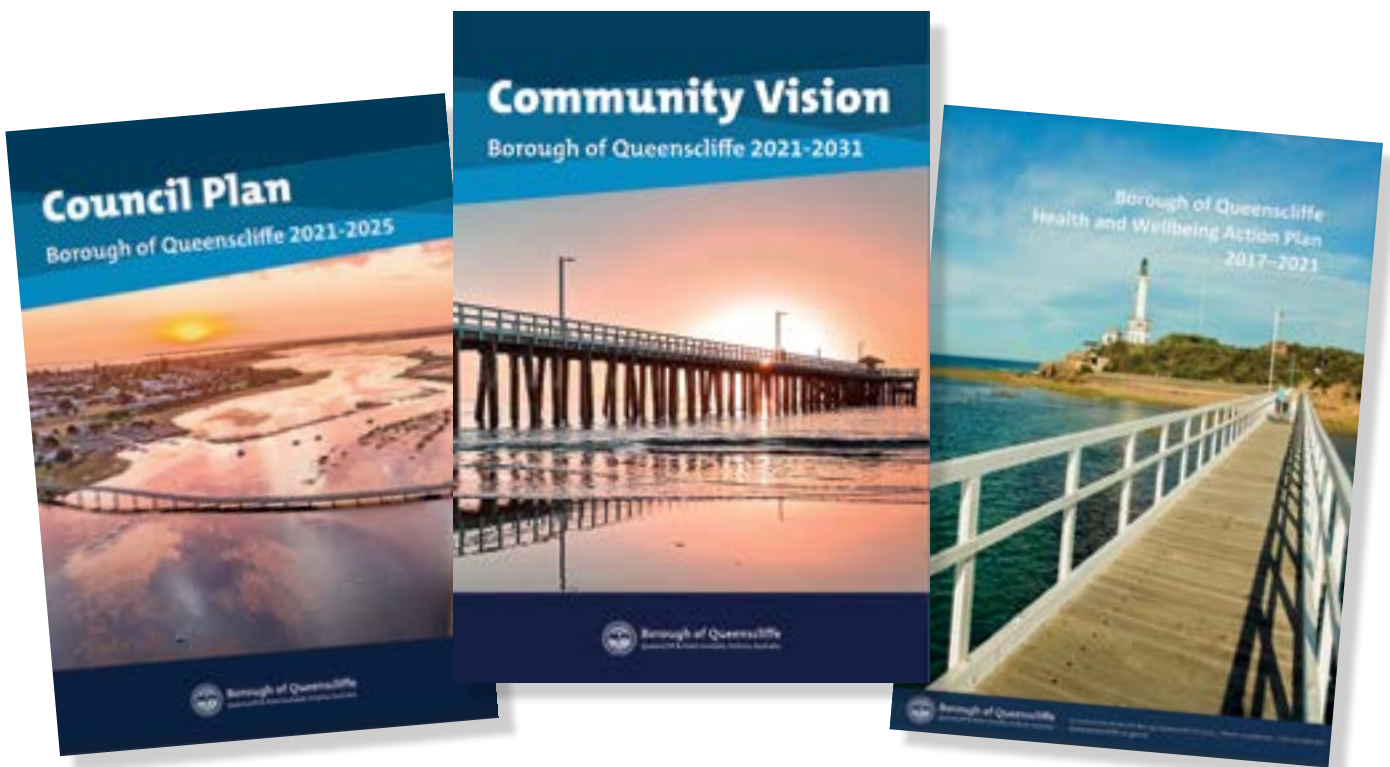
In the preparation of the strategy Local and State Government plans, policies and documents were reviewed, including:

Local Plans and Strategies

Council Plan (2021-2025)

Community Vision (2021-2031)

Health and Wellbeing Action Plan (2017-2021)



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Climate Emergency Response Plan (2021 - 2031)

Draft Coastal and Marine Management Plan

Pedestrian Safety Strategy, Hesse Street, Queenscliffe (2021)



The common themes in these documents are:

The Borough is a place with significant heritage and environmental values.

The Borough consists of a higher proportion of older adults, who typically have greater mobility and accessibility needs.

Walking and riding are popular ways to travel, but a range of barriers and gaps in the active transport network are major challenges in reducing the reliance on the private motor vehicle, in particular for short trips.

The communities of Queenscliff and Point Lonsdale have unique transport and walkability characteristics;

The Borough is a tight-knit community, who are highly engaged and progressive.

The above documents and the community feedback that underpins them demonstrates that there is a community desire for greater sustainable transport outcomes.



Statewide Policy and Strategies

Victorian Cycling Strategy 2018-2028

Victorian Road Safety Strategy 2021-2030

Movement and Place Framework (2019)



The above State Government documents provide strong support and strategic justification to improving the safety and access of people walking and riding bikes within Victoria.

3.4. Existing Active Transport Infrastructure

Pathway Network

There are approximately 15km of constructed pathways within Queenscliffe and 6.2km within Point Lonsdale. This includes key shared path infrastructure.

Paths range in their construction standard and width, with significant differences noted between Queenscliff and Point Lonsdale.

Within Point Lonsdale, 50% of pathways are unmade / gravel, while 80% of pathways in Queenscliffe are concrete (all approx.).



Map of the existing pathway and shared path network within the Borough.

Cycling Network

The cycling network within the Borough is provided either on-road or within the off-road shared path network.

The Department of Transport's Principal Bicycle Network (PBN) is a network of proposed and existing bicycle routes, on road and off road, that provide connections between major destinations and employment precincts.

The aim of the PBN is to create a connected network for all forms of cycling to ensure cycling is a viable travel choice. What this means for the Borough going forward, is ensuring that the missing links within the PBN are addressed and completed to realise the comprehensive network it is intended to be.

The on-road and off-road cycling networks, including the on-road PBN, other off-road shared paths networks, and connections outside of the Borough are shown below.



Existing Cycling Networks

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Pedestrian Crossings and Other Supporting Infrastructure

A number of pedestrian crossings have been implemented within the Borough, with most located on the state arterial road which forms the Bellarine Highway, including Hesse Street, King Street and Flinders Street.

Other key pedestrian crossing infrastructure exists on Gellibrand Street, surrounding the three primary schools within the Borough, and on Point Lonsdale Road.



Existing Pedestrian Crossing Infrastructure

A safe way to cross Gellibrand Street, Queenscliff

The recently installed wombat pedestrian crossing on Gellibrand Street provides pedestrians with a safe way to access Royal Park from Hesse Street.

The 'raised' nature of the crossing also provides a traffic calming function, and improves the overall sense of place along Gellibrand Street, connecting Queenscliff the park and the coast.



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The Bellarine Rail Trail

The Bellarine Rail Trail is a regionally significant shared path which generally follows the Geelong - Queenscliffe Railway Line, connecting Geelong to Queenscliffe via Breakwater, Leopold, and Drysdale.



Bellarine Rail Trail Map

Source: City of Greater Geelong

Connecting Queenscliff and Point Lonsdale

The communities of Queenscliff and Point Lonsdale are connected via a number of paths and trails, including:

- **Lovers Walk** - an unconstructed walking trail, between Queenscliff and Point Lonsdale Dog Beach;
- **Point Lonsdale Promenade Path** - a constructed shared trail which connects Lovers Walk to the Point Lonsdale Foreshore; and
- **Point Lonsdale Shared Path** - which splits from the Bellarine Rail Trail near the Point Lonsdale Dog Beach and extends to Bowen Road where it continues up Lawrence Road and Shell Road to Point Boulevard.



3.5. Tourism and Active Transport

Tourism is by far the most significant economic activity in the Borough, accounting for approximately 45% of the local economy.

Visitors are attracted by the beaches and coastal landscapes, the heritage buildings of the Queenscliff township, events such as the Queenscliff Music Festival, Blues Train and the local markets, and facilities such as the Marine Discovery Centre, local museums and the Queenscliff to Sorrento ferry which allows a complete circuit of Port Phillip Bay by road.

Searoad Ferries - Explore Queenscliff Map

A key way people visit the Borough is via connections to or from the *Queenscliff - Sorrento Ferry*, which operates a 2-hourly service, 7 days a week year round.

The Ferry is based at the Queenscliff Harbour, approximately 800 metres from the core retail precinct in Hesse Street.

Passengers can either arrive by car, or by walking and cycling, with parking provided at either end.

Searoad Ferries has developed a map of walking trails and experiences for visitors arriving from Sorrento.



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3.6. Key Projects

A number of key tourism, transport and development projects are in planning stages, or nearing or recently completed within the Borough. These project have the capacity to alter the visitation profile and travel behaviours of people within the Borough, including those who live, work and visit.

Complete	Underway	Planning / Design
<p>Boat Ramp Upgrade - Queenscliffe</p> <p>Hesse Street Pedestrian Safety Project</p> <p>Gellibrand Street Pedestrian Crossing</p>	<p>New Queenscliffe Ferry Terminal</p> <p>Point Lonsdale Lighthouse Reverse restoration</p> <p>Queenscliffe Recreation Reserve Amenities Block</p>	<p>Point Lonsdale Bike Park</p> <p>Coastal and Marine Management Plan (currently in draft)</p>



4. Community Engagement

During January and February 2022 a range of engagement activities were undertaken with the community to help inform the direction of the Active Transport Strategy, with the following section outlining the task and outcomes.

Community engagement included use of an online community engagement platform 'Crowdspot' to spatially identify issues, constraints and ideas as they related to walking & cycling within the Borough.

Community Engagement Snapshot

A snapshot of the community engagement activities and feedback is shown.

Online community engagement platform (Crowdspot)

23 January 2022

24 February 2022



495 Unique Users



148 Active Users



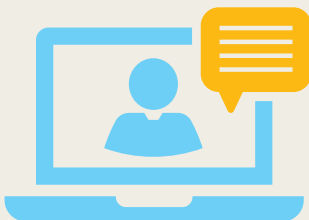
80 'walking issue' spots

74 'cycling issue' spots

66 'idea' spots

191 comments (on spots)

170 likes (on spots)



A Community Webinar was held on 3 February 2022. Attended by the community via both Zoom and Facebook



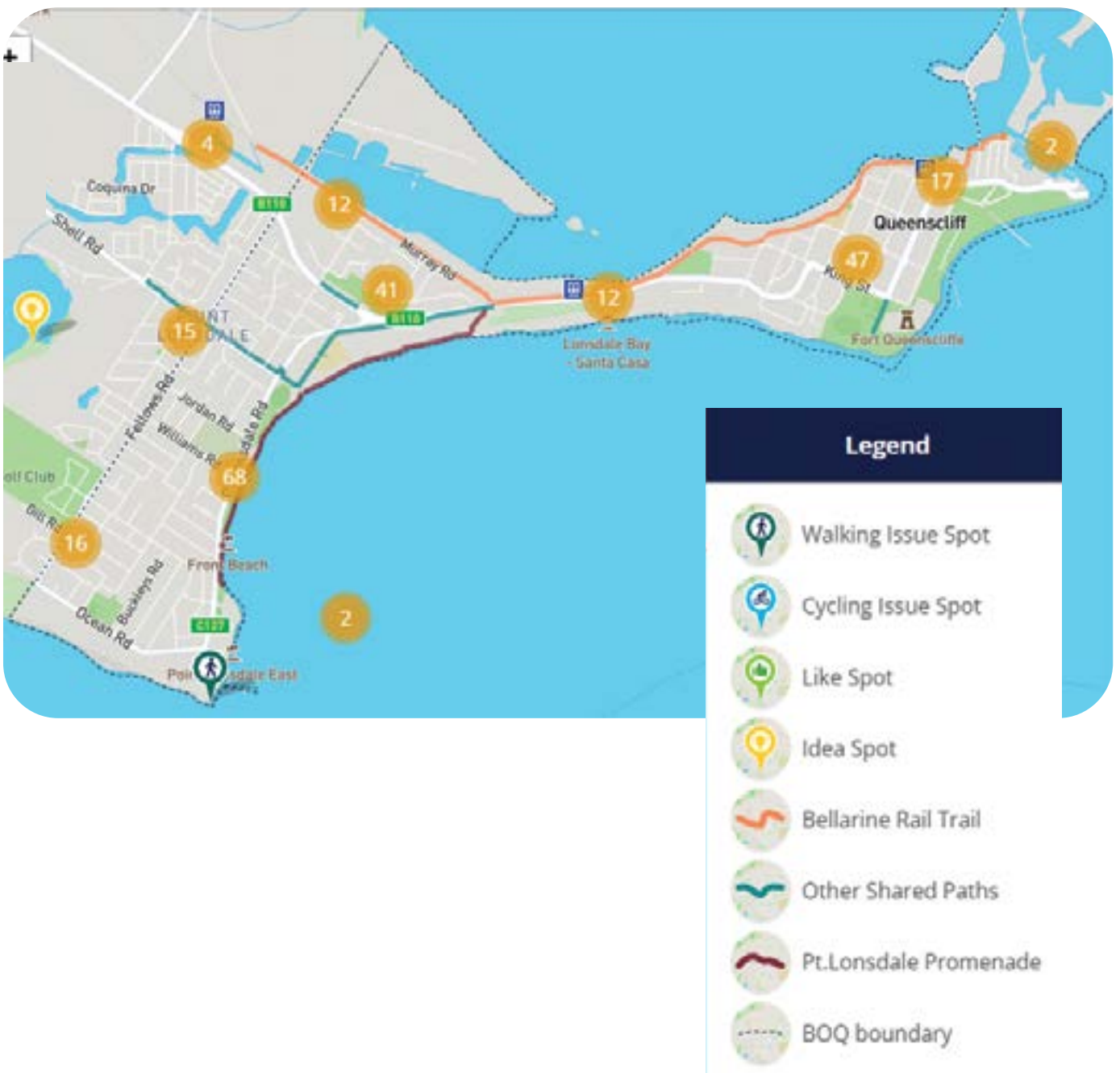
A range of other submissions were received and reviewed, including:

- Written submissions
- Paper Surveys
- Email Enquiries

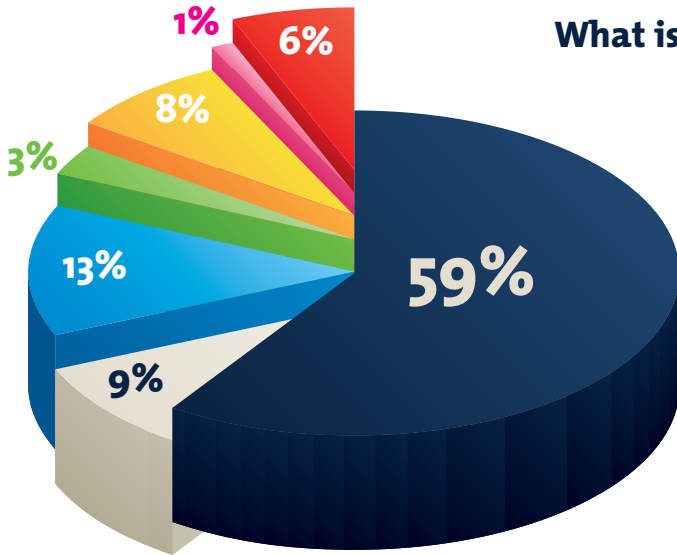
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What is 'Crowdspot'?

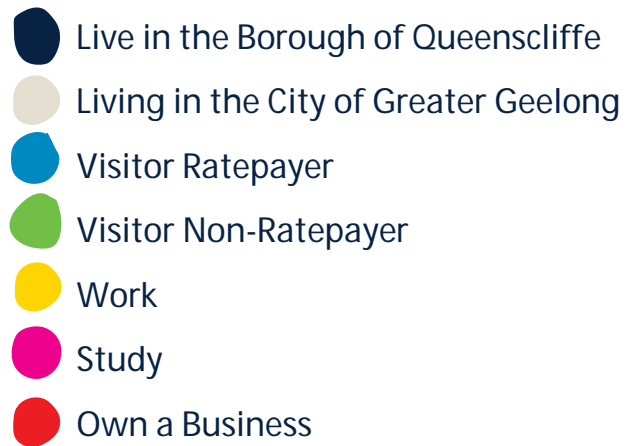
Crowdspot is an interactive, map-based, community engagement platform which allowed users to identify location specific issues and ideas relating to Active Transport within the Borough.



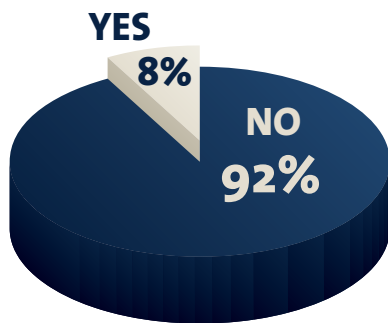
Who did we hear from?



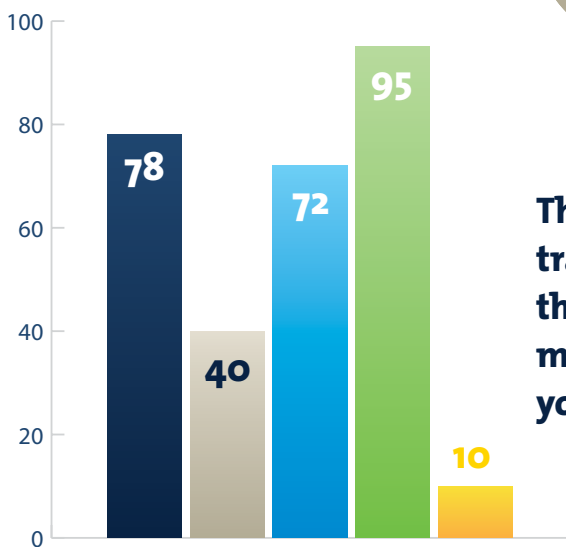
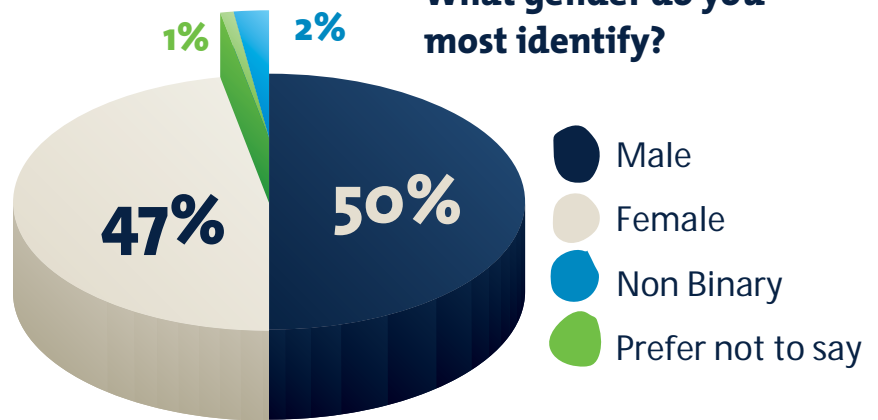
What is your attachment to the Borough?



Do you identify as having a disability?



What gender do you most identify?



Thinking about your travel movements in the past month, which modes of transport did you use? (n=108)



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What were the key themes from community engagement?

The Engagement Outcomes and Themes Paper summarises and outlines the feedback and input received by the community.



Six key themes were identified from the community engagement:



Connected pathways and crossing infrastructure



Accessibility to schools, services, bus stops and shops



Family safe and active streets



Active travel and the natural environment



Improved walking and cycling amenities



Vehicle traffic, speeds and conflicts

Stakeholder Engagement

To ensure the outcomes of the strategy aligned with other transport agencies and authorities, a range of workshops and discussions were held with key stakeholders, including:

- Borough of Queenscliff Councillors and Officers
- Department of Transport
- City of Greater Geelong
- Local Schools
- Searoad Ferries
- Victoria Police
- Bellarine Community Health



Stakeholder Workshop

5. Opportunities & Challenges

There are a range of opportunities to grow bike riding and walking participation within the community. These vary from infrastructure-based initiatives, to policy changes and educational programs.

These opportunities will need to address existing barriers within the active transport network including the hesitation to use the network within the local community related to safety concerns.

This section summarises the opportunities and challenges identified through the community and stakeholder engagement process. The themes reflect the key considerations within the local context and conditions, making it specific to the Borough.

Existing Walking and Cycling Network

The Borough has an extensive network of existing pathways which include both pedestrian footpaths and high-quality shared paths. In particular, the Borough is serviced by the Bellarine Rail Trail and shared path network that connects Point Lonsdale to Queenscliff.

The township of Queenscliff provides pedestrian footpaths on both sides of most streets, while footpaths in Point Lonsdale are almost non-existent.

Opportunities

- Complete the Bellarine Rail trail
- Close the missing links throughout the pathway network
- Pedestrian crossings in high activity areas and on higher traffic roads
- Connect the pathway network to public transport and other community facilities

Challenges

- A population made up of a large proportion of older adults
- Extensive network gaps in both pathways and crossings
- Safety concerns throughout the network, especially on collector and arterial roads.



Increasing Participation by Removing Barriers

To get more people riding bikes and walking, a holistic approach should be used which will benefit community health, transport and tourism. This can include the provision of infrastructure, improvements to safety, improved amenity and improved relationships with the natural environment.

Instead of seeking a single solution to get more people riding bikes and walking, a series of targeted actions should be delivered. These actions should target all road users, ranging from fearless road based cyclists to those with mobility issues walking to access local shops and community facilities.

Increasing amenities across the active transport network can encourage user participation in walking and bike riding activities. Increased seating and shade offers resting points people with mobility issues. More bicycle parking in activity centres allows people to ride to local shops and key attractions such as medical centres, schools and the foreshore.

What is the level of opportunity for mode shift within the Borough?

To get a better understanding of the opportunity for mode shift within the community, participants of the Crowdsport survey were asked questions surrounding their willingness or desire to change to active modes of transport.

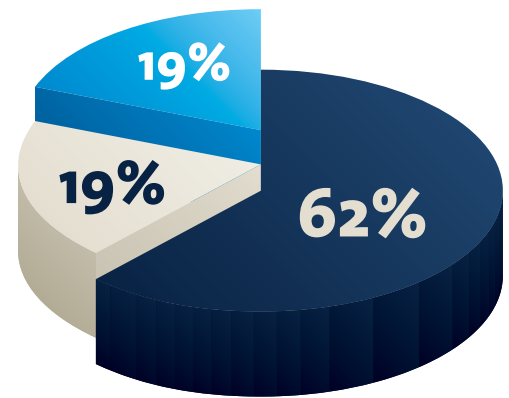
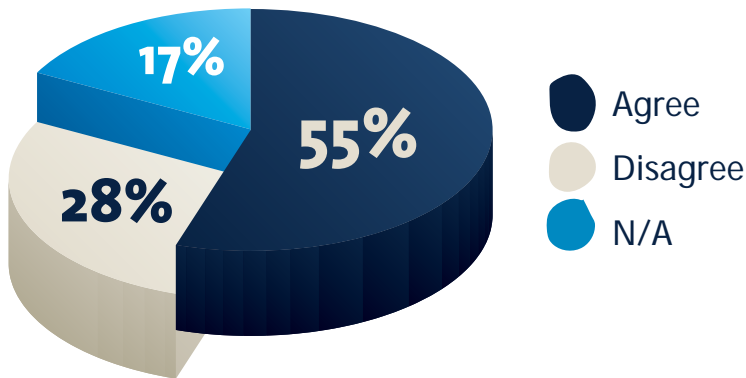
The results of the survey indicated that for respondents, 55% would make more walking trips, and 62% would make more cycling trips, if improvements could be made to comfort or safety.



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“I would like to walk to more places more often in the Borough instead of driving, but either don’t feel comfortable or safe doing so”

“I would like to ride my bike to more places more often in the Borough instead of driving, but either don’t feel comfortable or safe doing so”



Note: N/A results may include a range of users who do not currently walk or cycle, have no desire to change mode, or other unknown sources

Opportunities	Challenges
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A large proportion of the population live within walking or cycling distance to key facilities such as shops

More community members participating in active transport improves health and wellbeing

Reducing reliance on private car usage and impact on the environment

Economic benefit due to the low cost of owning and using a bike or walking

Safety concerns associated within active transport use

Designing for those with mobility issues

Removing the negative stigma toward cycling



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Sustainability and the Natural Environment

The Borough has a unique coastal environment, with a community who respects, adapts and aspires to address climate impact. The Borough of Queenscliff Climate Emergency Response Plan 2021-2023 showcases the commitment to the local environment: 'We place the environment at the centre of all decisions'.

The preparation of an active transport strategy will respect the natural environment and encourage methods of transport which reduce user impact on the climate. Through educational programs, engagement with the community, and a collaborative effort, the active transport network can be optimised to respect and nurture the surrounding environment.

Using materials such as gravel and sand, can often be appropriate materials to create pathways which aid in establishing a connected and integrated active transport network within sensitive environments. Recycled materials such as crushed glass in concrete footpaths can be a sustainable alternative to natural sand and aggregates.

Overgrown vegetation is a major issue for active transport users, especially for bicycle riders. Fallen branches, overgrown foliage, excessive collections of leaves and plant matter can also create tripping hazards.

Opportunities

Reduce the reliance on private vehicles by offering choice of active transport for all short trips

Sustainable design and materials for new infrastructure

Create a more attractive active transport network

Establish the active transport network as a tourist destination, showcasing the natural environment of the Borough.

Using tree canopies to create natural sources of shade

Challenges

Important coastal environment and values

Finding a balance between maintaining the natural environment and providing a connected and safe active transport network

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Tourism Economy

Tourism is a vital component of the Borough, its economy and community, with all year-round visitation that peaks with the influx of seasonal visitors during the summer period.

The heritage of the Borough is a key attractor, with multiple historical landmarks and buildings in close proximity to key activity centres. The natural environment offers additional attraction, with multiple beaches, nature walks and coastal scenery.

Ferry connections between the Borough and Mornington Peninsula offer an experience for people walking and riding bikes. The active transport network can offer key connections between ferry users and the wider Borough, attracting more visitors.

Opportunities

Establish 'active transport' as its own tourism attraction, with a focus on the Bellarine Rail Trail and other shared path networks connecting Queenscliff and Point Lonsdale

Bicycle connections via the ferry, encouraging additional shared tourism between the Mornington Peninsula, Borough of Queenscliffe and beyond to Geelong and Ocean Grove.

Challenges

Encouraging active transport for visiting members of the community to discourage private vehicle use.

The multi-faceted nature of tourism industry, involving multiple levels of government, private operators and businesses.



E-Mobility as an Option

Personal electronic mobility devices are making sustainable modes of transport more attractive for the wider community. Electric assisted bikes and other forms of personal mobility devices offer solutions to barriers such as topography, ability and distance, with share schemes offering the potential to increase user participation.

E-mobility includes the use of electronic mobility scooters which assist commuters with mobility issues. Mobility scooters offer freedom to people who cannot easily walk, ride or drive.

It is important to design for all members of the community, many of whom rely on E-mobility devices to move and connect within the Borough.

Opportunities

Reduce reliance on private vehicle trips

Offer mobility solutions for shorter trips within the Borough

Challenges

Introducing e-mobility devices into pedestrian environments

Education, policy and enforcement of e-mobility devices

At the time of preparing the QATS, powered micromobility devices are not legal to operate within the road network of the Borough of Queenscliff.

6. The Strategy

The following section sets out the objectives and how they will be met through a raft of strategies.

These recommendations follow the broad themes of policy & advocacy, infrastructure changes, and education & communication, which have been identified for each strategy.

The strategies are based on:

- The vision and objectives of active transport within the Borough
- Community and stakeholder engagement
- Alignment with state and local policies, strategies and frameworks
- Local experience and 'best practice'

The strategies are supported by subsequent sections which outline the aspirational active transport networks and implementation plan.

Objective 1: Connected Places and Destinations

Develop a complete path and cycling network that connect people between places and destinations.

Strategy 1.1: Complete the pathway network

Deliver the gaps in the current pathway network, including upgrades where required to width and / or material.

A complete path network will remove many of the barriers which currently exist to participation in conjunction with other strategies and actions, enable all users to walk, ride or wheel for their daily needs by linking key destinations and attractors.

The pathway network for the Borough and priority pathway projects, including design principles are shown in Section 7.



Policy
& Advocacy

Infrastructure

Strategy 1.2: Advocate to expand the Strategic Cycling Corridor to connect Point Lonsdale and Queenscliff with other communities within the Bellarine Peninsula

Improve and address the rollout of the Strategic Cycling corridor into the Borough as part of Victoria's 30-year Infrastructure Strategy to accelerate the investment and rollout of the strategic cycling network.



**Policy
& Advocacy**

Bellarine Rail Trail: a tourism destination in its own right

The Bellarine Rail Trail offers a scenic passage around Swan Bay, catering for Active Transport users wishing to explore the surrounds of the Greater Geelong, Bellarine and Queenscliffe Area. The trail attracts visitors from Geelong and Greater Melbourne, whilst providing a key attraction for visitors from Mornington Peninsula who venture across the bay.

Direct passage of the Rail Trail into the Queenscliffe township and Hesse Street Activity precinct encourages visitors and locals alike to visit local shops and amenities on their journey.



Strategy 1.3: Finishing the missing links on the Bellarine Rail Trail

The Bellarine Rail Trail has two key missing links - Murray Road and from the current finish point to the ferry.

Completing the missing links is essential to providing a complete experience for both local users and tourists alike:

1. Murray Road between Fellows Road and Bellarine Highway
2. Between the Ferry and termination near the Swan Island Bridge



Strategy 1.4: Implement on-road cycling lanes and infrastructure along the key cycling corridors

Provide on-road cycling infrastructure on key links, including widened shoulders, pavement markings and intersection treatments.

Key routes include the arterial road network (Bellarine Highway and Pt Lonsdale Road), Gellibrand Street in Queenscliffe and Fellows Road in Point Lonsdale.

Local cycling routes include Stevens Street 'shimmy' and Stokes Street in Queenscliff, and Kirk Road in Point Lonsdale.

The cycling network and detailed recommendations are outlined at Section 7.2.



Strategy 1.5: Improve pedestrian priority at key crossings and intersections

Investigate longer term projects that further improve pedestrian priorities at existing intersections and locations, focusing on high activity areas such as Hesse Street, Lawrence Road, Point Lonsdale Road, and King Street. Potential locations, which would be subject to further investigation include

- Installation of raised safety platforms at roundabouts within Hesse Street;
- Additional pedestrian crossings on Gellibrand Street to facilitate movements from Hesse Street to the Foreshore Reserve (e.g. near Stokes Street);
- Signalising or upgrade the intersection of Lawrence Road and Point Lonsdale Road; and
- Upgrading existing crossings on King Street and Flinders Street to 'zebra crossings with flashing lights'.



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Strategy 1.6: Create and implement a clear, consistent and holistic wayfinding and directional signage plan

Investigate wayfinding, signage and line marking to improve connectivity within the network for both pedestrians and bike riders.

This will include developing a broader signage strategy for key roads or paths used by tourism and include other aspects such as historic or environmental information, and location of key amenities or destinations.



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Objective 2: Access for all Ages, Abilities and Genders

Active transport is available as a choice for everyone, regardless of age, ability or gender.

Strategy 2.1: Increase participation of women, children and elderly cyclists by creating a more comfortable and inclusive cycling experience

Where possible, implement separated and protected bicycle lanes throughout the Borough to encourage the participation of underrepresented groups; including women, children and older adults.

These users are far less likely to cycle within a shared road network environment, in comparison to the average cyclist; males aged <45 years⁴.

Designing bicycle facilities that create an experience that is comfortable and inclusive will attract a more diverse range of cyclists within the Borough. This will be achieved through the separation of cyclists and motor vehicles where possible. In addition, reducing exposure to traffic noise can aid in attracting less experienced cyclists to the network.



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⁴ Victorian Cycling Strategy 2018-2028, Department of Transport

Strategy 2.2: Implement bicycle parking at key locations across the bicycle network and at key destinations

Investigate wayfinding, signage and line marking to improve connectivity within the network for both pedestrians and bike riders.

This will include developing a broader signage strategy for key roads or paths used by tourism and include other aspects such as historic or environmental information, and location of key amenities or destinations.



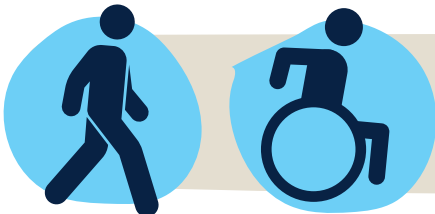
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Strategy 2.3: Pedestrian paths must be accessible to all with appropriate crossings and kerbings in line with the DDA requirements

Accessible footpaths are required throughout the Borough to cater for all users, including pram and wheelchair users.

Particular focus will be given to the material, crossings and kerbing / ramps throughout the pedestrian path network to ensure there are no critical gaps which do not meet DDA compliance.

An ongoing program of identification and works will be required, with key input on the site selection and prioritisation from the Disability Lived Experience Reference Group.



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Strategy 2.4: Create a Community Reference Group for Active Transport

Establish a Community Reference Group for Active Transport related activities.

The group, which will be subject to Terms of Reference (to be established) will meet several times per year to discuss a variety of matters including: pathway and cycling project prioritisation, design review / input, further issues / opportunities, budget bid selection.

The group will be made up of a diverse range of users including people with disabilities (including a representative of the Disability Lived Experience Reference Group), young and older adults, and different levels of bike rider ability or confidence.



Strategy 2.5: Ensure adequate bicycle parking and end of trip facilities are provided at schools within the Borough

Liaise with schools to identify any limitations or gaps within their bicycle parking or on-site infrastructure and assist with advocacy efforts to fund improvements or initiatives.

This may include bicycle parking, maintenance or repair facilities, secure storage areas, and educational programs.



Objective 3: A Healthy Community

The community is engaged and participating in active travel, contributing to healthier lifestyles.

Strategy 3.1: Partner with other authorities and community organisations to deliver initiatives and strategies to improve active transport and increase health awareness

Work with local community groups, authorities and organisations to promote and encourage active transport.

This includes promoting health benefits with authorities such as Bellarine Community Health and Victoria Police to provide targeted education to the community.



Strategy 3.2: Partnering with local primary schools to deliver educational and road safety programs to encourage and facilitate safe Active Transport usage

Undertake further engagement with primary schools to deliver educational programs and engage in road safety initiatives, to encourage increased walking and cycling to and from schools.

These programs will offer council the opportunity to work collaboratively and tailor educational reform to the specific needs of each school.

Focus on promotion and education of safety awareness and road rules will aid in mobilising active transport as a key mode of school age children.



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Strategy 3.3: Partner with Searoad Ferries and Mornington Peninsula Shire to actively promote walking and cycling as an alternative to crossing the bay by car

The Queenscliff-Sorrento Ferry provides a key (and only) connection between Queenscliff and Sorrento on the Mornington Peninsula attracting significant tourism visitation to the Borough each year.

Partnerships with Searoad Ferries can aid to further promote Active Transport as a key mode for visitors to the Borough, while engaging with Mornington Peninsula is key to ensuring consistent messaging and infrastructure is provided at each end of the route to support walking and cycling as an option.



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Objective 4: Designing and protecting the natural environment

Movement of people and supporting infrastructure is respectful of the natural environment

Strategy 4.1: Encourage recycled and environmentally friendly materials in new active transport infrastructure

Where possible, emphasis should be given to using recycled and environmentally friendly materials when constructing new transport infrastructure. This could include unsealed gravel and dirt paths, however it is noted appropriate materials should be maintained on high activity areas to ensure materials can support active transport for all users.



Strategy 4.2: Audit existing or implement new facilities to encourage Active Transport uptake in Council workplaces

Sustainable Transport Action 3 of the Borough of Queenscliffe Climate Emergency Response Plan seeks to convert Councils fleet to zero emissions vehicles. This includes increasing participation in Active Transport and alternative transport methods.

A full audit of existing facilities or the implementation of high quality new end of trip facilities, including showers and changerooms, will aid in encouraging Councillors and visitors to use Active Transport as their travel method.

Purchase of a Council fleet bicycle or e-bicycle could also replace the need for short vehicle trips to site visits or meetings nearby.



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Strategy 4.3: Update / create policy regarding vegetation and path maintenance on key routes and within the active transport network

The maintenance of existing paths and road verges, including road shoulders used for cycling, are important to ensure the enjoyment and safety of all road users.

This includes vegetation such as overhanging branches and debris after storms, as well as path quality e.g. pot holes or significant cracking.

Policies should be designed to ensure maintenance is upheld and the appropriate authority is aware of responsibilities.



Strategy 2.4: Utilise solar energy to power new active transport infrastructure

Where possible and in areas of environmental concern where connections to electrical mains may be prohibited or restricted, solar energy should be utilised to support active transport infrastructure such as lighting, crossing infrastructure, toilets, drinking fountains etc.



Objective 5: Creating Active Transport Networks which are inclusive and safe

Active Transport is safe, comfortable and attractive for all users, in all places, at all times.

Strategy 5.1: Make the Borough of Queenscliff the first 30km/h municipality in Australia

To facilitate safe and active streets, in particular in Point Lonsdale where footpaths are almost non-existent, a 30km/h area wide speed limit will facilitate 'safe speeds for people walking and cycling in local streets'.

Creating a municipal wide approach will assist with compliance with motorists, both locals and infrequent visitors. It may also be appropriate to work together with the City of Greater Geelong to extend this approach to within Point Lonsdale outside of the Borough.

In some streets, in particular those which are longer and wider, traffic calming may be required. The implementation should be supported by a Local Area Traffic and Placemaking Plan adopting the 'Streets for People' methodology.

Initially, local streets within the area bounded by Kirk Road / Ocean Road, Fellows Road and Point Lonsdale Road, as well as Murray Road could be suitable locations for trials. Following these trials, the program should be evaluated and further areas investigated if practical.



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Safer speeds in Local Streets

There is a well-established connection between road speeds and accidents on the transport network, with pedestrians being at the greatest risk of all road users. Comprehensive studies by the Curtin-Monash Accident Research Centre have shown the relationship between increasing speeds, and the risk of pedestrian fatality. This risk increases exponentially with speeds over 30km/h.

The following figure shows the relationship between speed and pedestrian fatalities, estimating that at a 30km/h speed limit, the chance of pedestrian fatality is less than 10%.

Reduced speed limits can be used in conjunction with road calming methods to slow vehicles and reduce the risk of pedestrian fatalities on our roads.

Death and Injury Risk Percentage

Impact Speed

Death

Percentage Risk



Strategy 5.2: Ensure the availability of Council officer resources to deliver the actions, strategies and projects from the Active Transport Strategy

Active Transport is important to the Borough, with a wide range of walking and cycling to be implemented as part of the QATS.

If the actions and strategies of QATS cannot be delivered within existing resources, it may be appropriate to develop a business case for the appointment of an Active Transport Officer.

The role of an additional resource may also include research, education and seeking / applying for grant funding from various sources.



Strategy 5.3: Investigate levels of appropriate lighting in high activity areas and across the Borough

Lighting has a significant impact on the ability for active transport users to use the network and feel safe within the Borough. Investigate high demand routes and other areas of significance to identify where additional lighting will aid in improving the functionality of the Active Transport Network.



Strategy 5.4: Undertake an infrastructure capacity and safety audit of all shared paths

The Borough has a network of high quality off-road shared paths. Community engagement nominated a large number of 'pinch points' and location specific issues that require detailed investigation.

A detailed audit of all shared path infrastructure will identify where paths can be widened or improved to provide a better overall experience for users.

The audit should also focus on the conflicts between different users such as pedestrians and bike riders, and at road crossings, and identify further strategies or initiatives to mitigate or educate users about their responsibilities.

Paths include the existing Bellarine Rail Trail, Point Lonsdale Promenade, Bellarine Highway Shared Path, and Bowen Road.



Strategy 5.5: Tactical urbanism to create places for people, and improve safety

Investigate tactical urbanism as a key tool to reduce speeds and improve active transport awareness at key locations such as school crossings, key activity areas, and pedestrian crossings.



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Tactical Urbanism in Action: Open Streets Program

Merri-bek City Council in partnership with Bicycle Network, schools and the community have recently trialled a number of 'Open Streets' programs.

The initiative 'opens up streets' around schools during drop-off pick up times so that parents / carers and children can move around the streets surrounding their school without the need to navigate the usual conflicts with cars and traffic.



Before



After

Strategy 5.6: Ensure the active transport network is attractive with appropriate mid-and end of journey amenities

Identify gaps and provide amenities along the Active Transport Network to support the wide range of users.

This may include drinking fountains and rest locations or places to store bicycles.

A key action should also include the installation of bicycle repair and maintenance stations at key end-of route destinations such as the Queenscliff Harbour (end of Bellarine Rail Trail), future Point Lonsdale Bike Park, and Point Lonsdale Foreshore.

These facilities should be provided as part of all new active transport projects.



Point Lonsdale Bike Park

Planning and design is currently underway for the Point Lonsdale Bike Park which will cater for adventurous bike riders of all ages and abilities. The park offers a safe location for riders to practice and enjoy the outdoors providing a variety of tracks and activities amongst existing amenities such as toilets, drinking fountains and share paths.



7. Active Transport Networks

This section sets out the aspirational walking and bike riding networks for the Borough of Queenscliff. It includes the priority projects for implementation on the pathway and cycling networks over the next 10-years which are key strategies identified in the previous section.

These plans identify how people will travel around the Borough in a connected, accessible and safe manner, including connections to adjacent municipalities.

The plans and subsequent recommendations have considered the following:

- Existing conditions
- Hierarchy of pathways and routes
- User types and service levels
- Design principles
- Gap analysis and recommendations
- Prioritisation

7.1. Pathway Network

The pathway network sets out the pedestrian network for the Borough of Queenscliff, including on-road and off-road areas.

Off-road areas include trails, paths in recreation reserves and shared paths.

The pathway network provides for a range of users, including walking, wheeling and in some cases bike riding.

Pathway Hierarchy

The pathway hierarchy considers both local conditions and best practice guidance. It includes service level expectations and the desirable material or width.

Hierarchy	Function / Purpose	Desirable widths and materials (for new paths)
Regional Paths	Pathways, including shared paths of regional significance that provide connections townships. Includes Bellarine Highway and Point Lonsdale Promenade	Desired 3.0 metres (Minimum 2.5 metres wide) Sealed asphalt or concrete
Shared Paths	Shared pathways of local significance connecting users to key destinations or Regional Paths.	2.5 metres wide Sealed asphalt or concrete
Neighbourhood Paths	Pathways connecting residential areas to trip generators such as: Bus stops Shops / commercial centres Health and Education Recreation and open space Higher order paths networks In areas of higher demand, or where the types of trip generating land uses permit (e.g. use of prams or mobility aids), pathways should be provided to a higher standard and width.	Local Street = 1.5 metres wide High Demand = 1.8 metres wide Concrete (gravel or granitic sand, existing only and in low demand areas)
Core Retail and Commercial Activity Areas	Within core township retail / commercial frontage (or where the land zoning is commercial), providing for high movement of people, or other activities encouraging people to dwell.	3.0 metres clear walkable-width (may be reduced to allow for existing fixed obstructions) Concrete - plain or exposed
Open Space and Reserve Paths	Formalised and publicly accessible off-road paths located within Council controlled land, outside of the road reserve. Also includes paths within Queenscliff Harbour, Foreshore Reserves, and land under Parks Vic control.	Minimum 1.5 metres wide - or 2.5 metres wide for shared paths Material types subject to location and usage (may include gravel, concrete, timber boardwalks)
Recreational Trails	Formal and informal unconstructed trails, primarily for the purpose of recreation as opposed to access. Often uneven surfaces and through heavily vegetated areas, with stairs, boulders or other obstructions.	Existing widths only Unsealed - natural ground or granitic sand paths

Pathway Network Plan

An overarching pathway network plan for the Borough of Queenscliffe is shown below. The pathway network plans for Queenscliff and Point Lonsdale are attached at Appendix X.



Overarching Pathway Network Plan

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Priority Pathway Projects

A multi-criteria analysis was developed and applied to the gaps within the pathway network to understand which are the highest priority projects in the pathway network. These include both network gaps and upgrades of existing pathways.

The multi-criteria analysis including weighting and scoring is summarised in the table.

Criteria	Description	Weighting (%)	Score / Definitions
Connectivity	Distance of path from key activity generators	30%	<ul style="list-style-type: none"> 3 Located <100m of key activity generator 2 Located between 100m and 200m of key activity generator 1 Located between 200m and 400m of key activity generator 0 Located > 400m of key activity generator
Accessibility	Hierarchy of path network	30%	<ul style="list-style-type: none"> 3 Bridges a critical gap in connecting existing higher order paths or networks 2 Provides a direct link to key activity generators where it currently did not exist 1 Provides access to existing path network where currently did not exist 0 Upgrades to path material and width
Road Safety	Path proximity to casualty crash records, schools, and existing speed limits	20%	<ul style="list-style-type: none"> 3 Within proximity of existing recorded pedestrian crash types, or, paths directly abutting schools or within school zones 2 On higher order road network (speeds > 40km/h) 1 On higher order road network (speeds < 40km/h), or, paths in local streets (non-school zones) 0 Open space / recreational paths or trails
Economic Benefit	Location of path in relation to key tourism attractions (including activity centres) and recreation facilities.	20%	<ul style="list-style-type: none"> 3 Identified on major tourism routes 2 Connects tourism attractors from major link / trail 1 Recreational and open space paths 0 Local Streets or paths in residential streets



Highest Priority New Pathways

The highest priority pathway gaps and upgrades are outlined in the following table.

The priority projects form approximately 30% of all identified path gaps and upgrades in the network, and represent the 10-year program of works for delivery, subject to available funding, including from external sources.

Ranked Priority (Weighted)	Street Name / Location	Hierarchy	Suburb	Side of road (if applicable)	New or Upgrade	Desired Width	Length (metres)	Cost
1	Point Lonsdale Road, between Admans Street and Rip View Lookout Car Park access	Neighbourhood	PL	E	New	1.8 metres	57	\$20,662
1	Ocean Road, between Fellows Road and Lonsdale Street	Neighbourhood	PL	N	New	1.5 metres	1120	\$406,000
3	Fort Queenscliff, between Hesse Street and Gellibrand Street (through the reserve behind the Queenscliff-Point Lonsdale RSL)	Neighbourhood	Q	SE	New	1.8 metres	139	\$36,279
3	Gellibrand Street, between King Street and Fort Queenscliff / Queenscliff Tank Car Park access	Neighbourhood	Q	SE	New	1.8 metres	116	\$30,276
5	Queenscliff Boat Ramp, between Hesse Street and Boat Ramp	Neighbourhood	Q	NW	New	2.5 metres	119	\$43,137
6	Wharf Street, between Gellibrand Street and Hygeia Drive	Shared	Q	S	New	2.5 metres	185	\$67,062
6	Wharf Street, between Hygeia Drive and Car Park	Shared	Q	SW	New	2.5 metres	57	\$20,662
8	Queenscliff Tank Car Park access-way, between Gellibrand Street and existing gravel path in Queenscliff Foreshore Reserve	Open Space	Q	N	New	2 metres	89	\$25,810
8	Lawrence Road, between Fellows Road and Point Lonsdale Road (South)	Neighbourhood	PL	SW	New	1.5 metres	491	\$106,792
10	Point Lonsdale Road, between Lawrence Road and Grimes Road	Neighbourhood	PL	NW	New	1.5 metres	227	\$49,372
11	Flinders Street, between Flinders Street Service Rd & Henry Street	Neighbourhood	Q	N	New	1.5 metres	192	\$41,760
11	Flinders Street, between Smith Street and Santa Casa	Neighbourhood	Q	S	New	1.5 metres	101	\$21,967
11	Flinders Street, between Santa Casa and Henry Street	Neighbourhood	Q	S	New	1.5 metres	104	\$22,620
11	Flinders Street, between Swanston Street and Bethune Street	Neighbourhood	Q	S	New	1.5 metres	144	\$31,320
11	Flinders Street, between Bellarine Highway and Mercer Street	Neighbourhood	Q	NE	New	1.5 metres	221	\$48,067
11	Nelson Road between Grimes Road and Bellarine Highway	Neighbourhood	PL	SE	New	1.5 metres	315	\$68,512
11	Grimes Road between Pt Lonsdale Medical Group and Pt Lonsdale Road	Neighbourhood	PL	S	New	1.5 metres	75	\$16,312
11	Nelson Street, between Opposite No.1 to Opposite No.7	Neighbourhood	PL	SE	New	1.8 metres	43	\$15,588
11	Henry Street, between end of Santa Casa Beach (Lifeguard Tower) car park to Flinders Street	Neighbourhood	Q	W	New	1.8 metres	93	\$24,273
11	Murray Road (Bellarine Rail Trail), from Bellarine Highway to Fellows Road	Regional	Q	NE	New	3.0 metres	1315	\$355,050

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Design Principles for Pathways

The following design principles work with the pathway hierarchy to assist in achieving the overarching objectives and supporting strategies outlined in this report. All new pathways constructed, or audits of existing pathways should consider the following as a minimum.

Design Principle 1: Access for All

Principles for providing 'access for all' include:

- P1.1:** Providing DDA compliant pram crossings at crossing points which align, are well designed and at the correct grade
- P1.2:** Where possible, provide pathways at gradients less than 1:14.
- P1.3:** Providing sealed concrete or asphalt paths, and where not possible, well design and maintained granitic sand paths.

Example of DDA compliant and non-compliant kerb ramping are shown below.



DDA compliant kerb ramp



Non-compliant kerb ramp

Design Principle 2: Pathway Widths

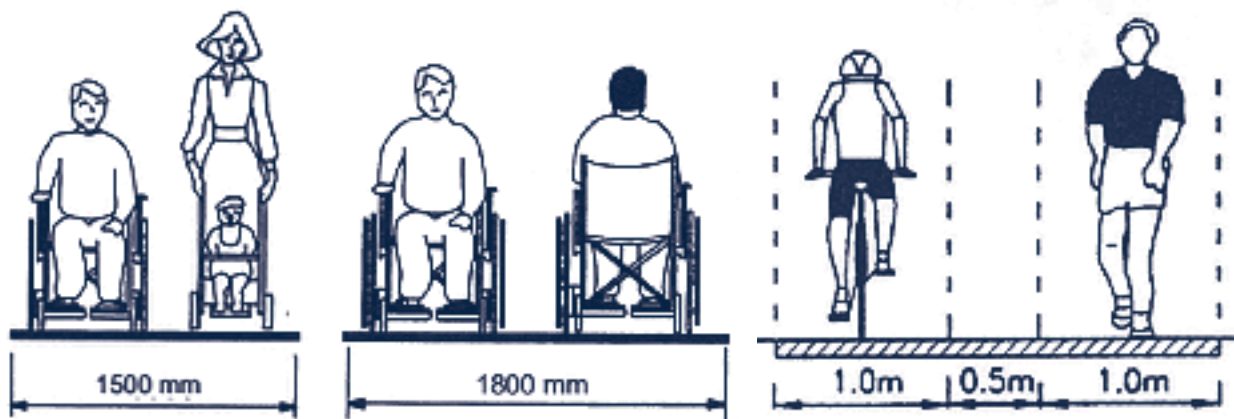
P2.1: Pathway widths will vary based on a number of factors, however should achieve minimum widths as identified in the pathway hierarchy tables.

The guiding principles for minimum widths of key path types are demonstrated in the figures below and adjacent. The figures demonstrate and illustrate user considerations (replicated from Austroads) including:

A 1.5 metre wide path in a local street adjacent to a property boundary

A 1.8 metre wide path in a high-activity area

A 2.5 metre width shared path



Design Principle 3: Safety and Security

P3.1: Pathways will be well lit at night and have good passive surveillance opportunities at all times of the day

P3.2: Pedestrian crossings on major roads should incorporate either narrowed crossing distances or increased levels of priority

P3.3: Where paths cannot be provided within verges, the traffic road environment should aim for speeds of 30km/h lower and very low volumes of traffic

P3.4: Where practicable, pathways should be placed along the edge of the road reserve abutting properties to maximise the offset to trafficable lanes on roads.

P3.5: Pedestrian paths and crossings shall be clearly delineated and identifiable for all users.

Design Principle 4: Materiality

- P4.1:** Where possible, pathways should be constructed with a smooth, continuous, hardstand materials such as concrete or asphalt.
Alternative materials may include granitic sand on compacted crush rock base. The main pathway material types, including appropriate and commonly found locations, are outlined in detail adjacent.
- P4.2:** All pathways shall be designed in accordance with good engineering principles. Reference is made to the Infrastructure Design Manual for specific design requirements for compaction, construction and quality standards.

Concrete (Plain)

Most common type of pathway material, found in all locations and places.



Granitic Sand / Gravel

Generally found in locations outside of road reserves for recreation purposes, but also in locations where hardstand paths may not be feasible. Can be design for accessibility but require high levels of maintenance.



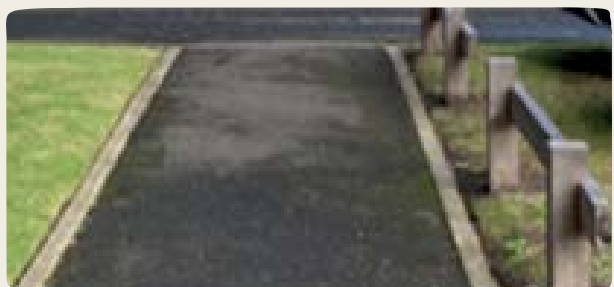
Concrete (Exposed Aggregate)

Usually located in limited locations due to their high cost. Generally provided within open space or on private property to compliment surrounding landscape.



Asphalt

Most commonly found in high-activity areas such as shopping strips and extend the full width from property line to back of kerb. Are cost effective but contribute to higher temperatures and require more maintenance than concrete.



Design Principle 5: Sustainability

- P5.1:** Any new or upgraded pathways in these locations must have regard to good sustainability practices, including complying with principles or objectives from other strategies or plans.
- P5.2:** Meeting the strategy objectives through the provision of pathways shall be balanced with the impacts of vegetation removal. Where vegetation removal is required, appropriate offsets should be considered.
- P5.3:** Impermeable pathways shall consider and be appropriately designed for stormwater run-off impacts.
- P5.4:** Seek to use recycled products such as crushed glass in construction of new paths.
- P5.5:** Construction methodologies should have regard to the surrounding sensitive environment.

Design Principle 6: Signage, Linemarking and Wayfinding

- P6.1:** Warning signage shall be placed on approaches to major pathway crossings, on collector roads and above.
- P6.2:** All signage and line marking should be kept to a minimum to avoid clutter. Where the choice of colour or material is possible, it should be kept consistent with the 'local feel' and be empathetic to the surrounding built and natural environment.
- P6.3:** Wayfinding signage shall be clear and consistent to enhance the visitor experience.
- P6.4:** Pathways should be designed and align with desire lines as to not require excessive directional signage to improve compliance.



Design Principle 7: Shading and Landscaping

- P7.1:** Where existing vegetation doesn't exist, trees shall be provided at regular intervals (or one per property where vehicle crossings exist).
- P7.2:** The provision of trees, and other landscaping, including WSUD, shall not detrimentally impact pedestrian or vehicular safety.

7.2. Cycling Network

The cycling network for the Borough of Queenscliffe sets out the range of options for cyclists with varying levels of comfort and ability to move between places and destinations.

The cycling network comprises of both on-road and off-road routes, including shared paths.

Principles for a connected and safe cycling network within the Borough

The cycling network and plan relies on best practice and aligns with the principles which underpin Victoria's Strategic Cycling Corridors. This creates a comprehensive and high quality cycling network that link important destinations and residential areas.

These are our principles that helped guide the development of the cycling network plan.





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Guiding Principles What does it look like?

Safety Encourage and enhance cycling through the provision of low stress environments.

Directness Allowing cyclists to move between their origin and destination in the shortest time possible.

Comfortable Support cycling as a mode of transport by ensuring it is as comfortable as possible, for example limit the amount of stops required on routes, reduce vibrations, routes to be ideally located on quiet streets, reducing changing levels.

Coherent Creating a network that is interconnected to allow users to complete trips solely by bicycle or linked with other modes of transport. In short this is about completing the missing links in the network.

Attractive Routes being attractive appeals to the human oriented level of planning to encourage cycling as a viable mode of transport. Factors such as green, well maintained and quiet streets generally enhance the attractiveness of routes.

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Type of Bike Riders and Levels of Comfort

The Victorian Cycling Strategy 2018-28 outlines four levels of comfort when cycling, which results in different types of cyclists who find these conditions to be acceptable and/or desirable.

The level of comfort or level of stress experienced by cyclists is dependent on multiple factors, such as volume and speed of traffic, on-road or off-road, and the inclusion of bicycle infrastructure, such as protected bicycle lanes or shared lanes with traffic.

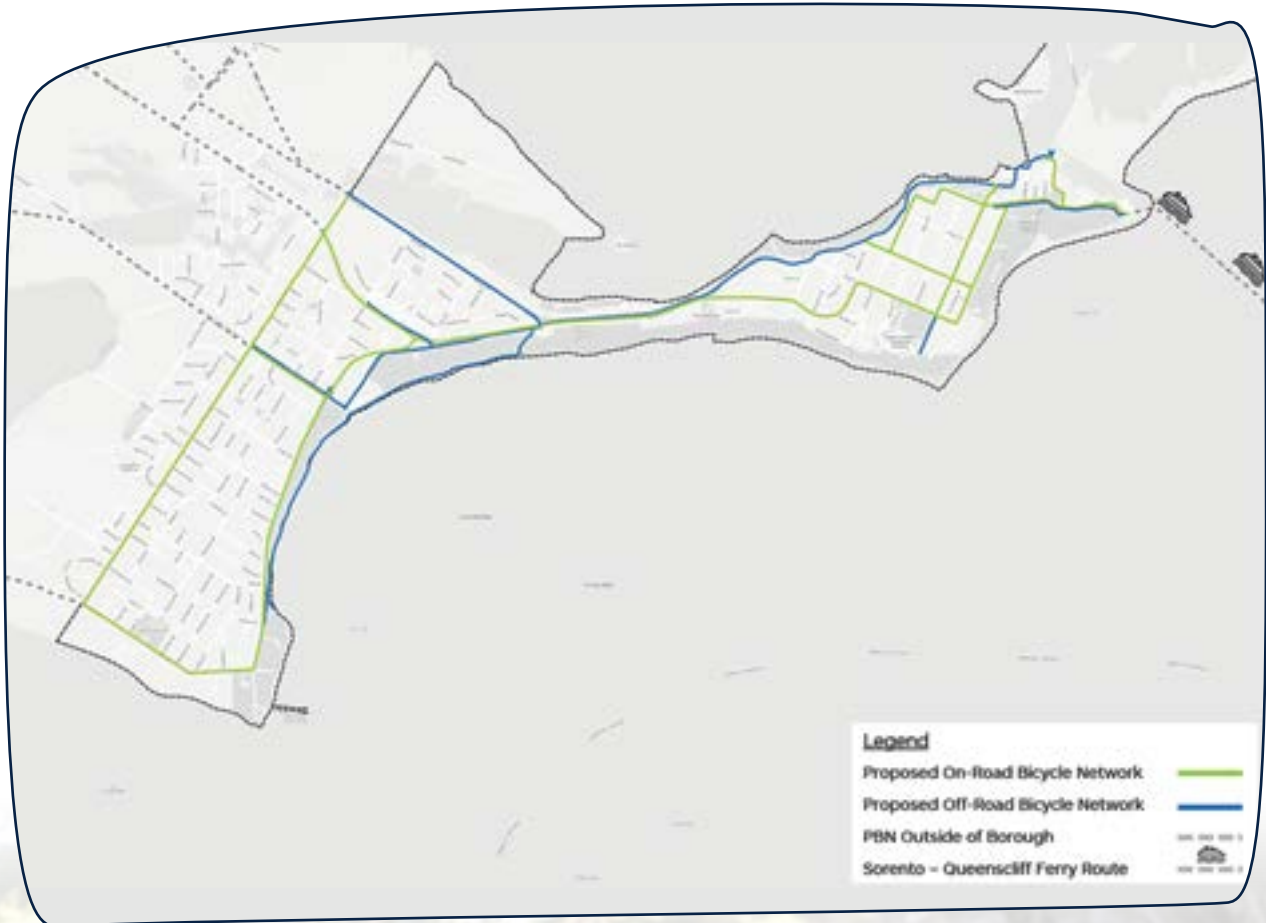
The figure below outlines the four levels of comfort and the type of cyclists who are willing to accept those conditions.





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Borough of Queenscliff Cycling Network



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Safer roundabouts for bike riders - Canning Street, Carlton North

Canning Street is popular cycling route in Melbourne's inner north, located in a local residential street. Yarra Council has recently investigated and implemented upgrading a key intersection along the cycling corridor following 18 recorded casualty crashes in the past 5-years.

The intersection upgrade involved redesigning the intersection from a fully directional cross intersection to a roundabout with wombat crossings and improved visibility for cyclists.

The outcome has results in greater safety for cyclists and pedestrians alike and improving levels of comfort for cyclists.



Before



After

Recommendations for the Cycling Network

A review of the on-road and off-road cycling network for the Borough was undertaken to identify deficiencies and appropriate levels of infrastructure.

Subsequently a number of recommendations are made for the cycling network, which are outlined in the following table, noting that this list is not exhaustive of all cycling networks.

The routes identified look at the road cross-sections at a higher level, noting each recommendation would be subject to further planning and design, and ultimately community engagement.



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Route	Role / Function	Recommendation	Desired cyclists' level of comfort	Length of Route
Murray Road	A critical connection between Geelong and Queenscliff and beyond. The missing link in the Bellarine Rail Trail, popular for tourists and visitors alike.	Implement a fully separated and protected two-way shared path, including restricting traffic to one-way, pavement markings and kerb separators.	Comfortable for all ages and abilities	1.3km
Bellarine Highway (B10) - including Flinders Streets, King Street and Wharf Street	Provides a direct link on the arterial road network connecting Geelong to Queenscliff and the Ferry. To maintain adequate separation between cyclists and motorists and comfortable riding surfaces.	Localised widening to ensure road shoulders are a minimum of 2 metres wide to allow sufficient separation to vehicles. Improved visibility of cyclists at roundabouts within Hesse Street.	Comfortable for confident cyclists	3.55km
Point Lonsdale Road	A key on-road link, connecting Point Lonsdale to the Shell Road / Lawrence Road and Bellarine Highway To maintain adequate separation between cyclists and motorists and comfortable riding surfaces.	Localised widening to ensure road shoulders are a minimum of 1.5 metres, desirably 1.8 metres wide. Improved visibility and connectivity for cyclists at the intersection of Point Lonsdale Road and Lawrence Road.	Comfortable for most adults	1.66km
Ocean Road	A low traffic and speed environment, providing on-road connecting between Point Lonsdale Road and the identified PBN link to Ocean Grove. Create a safe environment for cyclists to co-exist with motor vehicles in a shared environment.	Implement combination of shared pavement markings and signage to enhance visibility and safety of cyclists.	Comfortable for most adults	1.1km
Fellows Road	A key Council collector road, providing a cyclist function and linking new and old parts of Point Lonsdale to other key routes. To maintain adequate separation between cyclists and motorists and comfortable riding surfaces.	Implement combination of shared pavement markings and signage to enhance visibility and safety of cyclists. Implement bicycle lane pavement markings, a minimum of 1.5m wide. Improve cyclists' visibility and safety at roundabout with Lawrence Road. Provide a low speed, 40km/h shared pavement markings between Bellarine Highway and Bellarine Rail Trail (Murray Road) and investigate long term signalisation or crossing improvements to Bellarine Highway and Fellows Road intersection.	Comfortable for most adults	2.56km
Gellibrand Street (including King Street)	A key alternative on-road route to the use of Hesse Street, providing access to the harbour, parks and northern end of the activity precinct. To maintain adequate separation between cyclists and motorists and comfortable riding surfaces.	Reduce speed limit to at least 40km/h and implement bicycle lane pavement markings on both side of the road. Lanes should be a minimum of 1.5m wide and include accompanying signage and treatments at intersections to improve visibility (e.g. green treatment). Improve connectivity from on-road route to Hesse Street off-road path (south of King Street). The route will also need to be supported by clear wayfinding for change in directions, and traffic calming at key locations.	Comfortable for all ages and abilities	850 metres
Stokes Street	Provide a direct connection between the Bellarine Rail Trail and other bicycle routes, connecting residents, schools, shops the town centre and the ferry. Adopt 'Neighbourhood Greenway' principles and treatments, to create a safe environment for cyclists to co-exist with motor vehicles in a shared, low-traffic environment.	Implement combination of shared pavement markings and signage to enhance visibility and safety of cyclists. Reduce speeds to 30km/h and including upgrading roundabouts to limit circulation and approach speeds.	Comfortable for all ages and abilities	650m
Stevens Street (including Richardson Street, Symonds Street)	Implement a 'shimmy' route in local streets to provide further residential connections between the Bellarine Rail Trail and Wharf Street. Adopt 'Neighbourhood Greenway' principles and treatments, to create a safe environment for cyclists to co-exist with motor vehicles in a shared, low-traffic environment.	Implement combination of shared pavement markings and signage to enhance visibility and safety of cyclists. Reduce speeds to 30km/h and including upgrading roundabouts to limit circulation and approach speeds. The 'shimmy' route will also need to be supported by clear wayfinding for change in directions.	Comfortable for all ages and abilities	810
Kirk Road	Provide a collector function bicycle route that services the surrounding residential area, as well as a through connection between Point Lonsdale shops and Fellows Road. Adopt 'Neighbourhood Greenway' principles and treatments, to create a safe environment for cyclists to co-exist with motor vehicles in a shared, low-traffic environment.	Implement combination of shared pavement markings and signage to enhance visibility and safety of cyclists. Reduce speeds to 30km/h and including upgrading roundabouts to limit circulation and approach speeds.	Comfortable for all ages and abilities	840m
Harbour Street	Complete the missing link between the termination of the Bellarine Rail Trail (near the Swan Island Bridge) and Wharf Street to provide improved access to the Ferry. Create a safe environment for cyclists to co-exist with motor vehicles in a shared, low-traffic environment.	Implement 30km/h speed limit and combination of shared pavement markings and signage. The route will also need to be supported by clear wayfinding for change in directions.	Comfortable for all ages and abilities	300m

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Neighbourhood Greenways: An approach to cycling in local streets

Neighbourhood Greenways, as they are coined in New Zealand and other parts of the world, are an approach to creating key bicycle corridors in local street environments.

The approach adopts a range of wayfinding, signage and small-scale infrastructure, to provide direct, coherent and safe routes between destinations and places.

Treatments are often low cost, highly effective and when designed correctly, can blend into the local built form character and natural environment that surround it.

To ensure the long term success of these routes, short term trials are also often effective if done correctly, utilising low-impact tactical urbanism such as street art and temporary street furniture.

A number of key bicycle routes identified within this Strategy are suitable for this approach, in particular Stokes Street which will connect the Bellarine Rail Trail to Gellibrand Street via the Queenscliff schools precinct and Hesse Street (pictured).





8. Implementing the Strategy

This section sets out the implementation plan for the Strategy, and includes the priority, responsibility, indicative costs for each strategy, as well as potential sources of external funding.

To deliver the strategy and achieve the vision for active transport within the Borough will require a collaborative approach with all levels of government, other authorities / agencies, businesses and the wider community.

Delivery of the strategies, pathways and cycling facilities outlined QATS will require significant resourcing and funding, of which a large proportion will rely upon external funding. Some strategies will require partnership with the community and other organisations to deliver.

The plan also identifies key stakeholders who will have a key interest or influence. It is highlighted that not every organisation, authority or part of the community that will be required to deliver the project has been listed.

The priorities given to each strategy are determined by a range of factors, including: impact, urgency, and ability to meet the objectives and overall vision.

The costs of each strategy are highly indicative and subject to further scoping. They are based on the anticipated level of effort or work required including but not limited to: Council officer's time, consultancy and design fees, or infrastructure costs.

Objective 1: Connected Places and Destinations

No.	Action	Location	Walking, Cycling, Both	P/A	I	E/P	Priority	Key Stakeholders	Indicative Cost	Funding Sources
1.1	Complete the pathway network	Borough Wide	Both	X	X		High	BOQ Department of Transport (Arterial Roads) City of Greater Geelong (Fellows Road)	\$1.76 million (for priority paths over 10 years)	State Government Grants, Direct Beneficiary Property Owners, BOQ
1.2	Advocate to expand the Strategic Cycling Corridor to connect Point Lonsdale and Queenscliff with other communities within the Bellarine Peninsula	Borough Wide	Cycling	X			High	BOQ, City of Greater Geelong, Department of Transport (Arterial Roads)	N/A - Council officer task	BOQ
1.3	Finishing the missing links on the Bellarine Rail Trail	Murray Road / Harbour	Both	X	X		High	BOQ, Bicycle Users	\$100,000 - \$300,000	State Government Grants
1.4	Implement on-road cycling lanes and infrastructure along the key cycling corridors	Borough Wide	Cycling	X	X		Medium	BOQ, Department of Transport, Bicycle Users	Subject to further scoping and design	Department of Transport, BOQ, State Government Grants
1.5	Further improve pedestrian priority at key crossings and intersections	Borough Wide	Walking	X	X	X	Low	BOQ, Department of Transport	Subject to further scoping and design	Department of Transport, BOQ, State Government Grants
1.6	Create and implement a clear, consistent and holistic wayfinding and directional signage plan	Borough Wide	Both		X	X	Low	BOQ, Community Groups, Tourism Operators, Traditional Owners, State Gov Departments	\$20,000 (planning and design)	BOQ, State Government Grants

Objective 2: Access for all Ages, Abilities and Genders

No.	Action	Location	Walking, Cycling, Both	P/A	I	E/P	Priority	Key Stakeholders	Indicative Cost	Funding Sources
2.1	Increase participation of women, children and elderly cyclists by creating a more comfortable and inclusive cycling experience.	Borough Wide	Cycling		X		High	BOQ	Subject to further scoping and design	State Government grants, BOQ
2.2	Implement bicycle parking at key locations across the bicycle network and at key destinations	Borough Wide	Cycling		X		High	BOQ, Business Owners, Bike Riders	\$15,000 (Strategy), \$200,000 (implementation)	State Government grants, BOQ
2.3	Pedestrian paths must be accessible to all with appropriate crossings and kerbings in line with the DDA requirement	Borough Wide	Walking	X	X		High	BOQ, Disability Lived Experience Reference Group	\$50,000 per year	BOQ
2.4	Create a Community Reference Group for Active Transport	Borough Wide	Both	X		X	Low	BOQ, BOQ residents / riders, Disability Lived Experience Reference Group	N/A - Council officer task	BOQ
2.5	Ensure adequate bicycle parking and end of trip facilities are provided at schools within the Borough	Schools	Cycling	X	X	X	Low	BOQ	N/A - Council officer task	State Government grants

Objective 3: A Healthy Community

No.	Action	Location	Walking, Cycling, Both	P/A	I	E/P	Priority	Key Stakeholders	Indicative Cost	Funding Sources
3-1	Partner with other authorities and community organisations to deliver initiatives and strategies to improve active transport and increase health awareness.	Borough Wide	Both	X		X	Medium	BOQ, Victoria Police, TAC, Bellarine Community Health	N/A - Council officer task	BOQ
3-2	Partnering with local primary schools to deliver educational and road safety programs to encourage and facilitate safe Active Transport usage.	Schools	Both	X		X	Medium	BOQ, Schools, School Community, TAC, Department of Transport	\$15,000 (\$5,000 per school)	State Government Grants
3-3	Partner with Searoad Ferries and Mornington Peninsula Shire to actively promote walking and cycling as an alternative to crossing the bay by car.	Queenscliff to Sorrento Ferry	Both	X	X	X	Medium	BOQ	N/A - Council officer task	BOQ

Objective 4: Designing for and Protecting the Natural Environment

No.	Action	Location	Walking, Cycling, Both	P/A	I	E/P	Priority	Key Stakeholders	Indicative Cost	Funding Sources
4-1	Encourage recycled and environmentally friendly materials in new active transport infrastructure	Borough Wide	Both	X	X		High	BOQ	N/A - Council officer task	BOQ
4-2	Audit existing or implement new end of trip facilities at Council workplaces.	BOQ Council Offices and Facilities	Both	X	X	X	Low	BOQ	N/A - Council officer task	BOQ
4-3	Update / Create policy regarding vegetation and path maintenance on key routes and within the active transport network	Borough Wide	Both	X			Low	BOQ	N/A - Council officer task	BOQ
4-4	Utilise solar energy to power new active transport infrastructure	Borough Wide	Both	X	X		Low	BOQ	N/A - Council officer task	BOQ



Objective 5: Creating Active Transport Networks which are inclusive and safe

No.	Action	Location	Walking, Cycling, Both	P/A	I	E/P	Priority	Key Stakeholders	Indicative Cost	Funding Sources
5.1	Make the Borough of Queenscliffe the first 30km/h municipality in Australia	Borough Wide	Walking	X	X	X	High	BOQ, Department of Transport, Local State Government Member, Residents	\$100,000 for planning and implementation of Point Lonsdale	BOQ, State Government Grants
5.2	Ensure the availability of Council officer resources to deliver the actions, strategies and projects from the Active Transport Strategy	Borough Wide	Both	X			High	BOQ	N/A - Council officer task	BOQ
5.3	Investigate levels of appropriate lighting in high activity areas and across the Borough	Borough Wide	Both	X	X		Medium	BOQ	\$20,000	BOQ
5.4	Undertake an infrastructure capacity and safety audit of all shared paths	Bellarine Rail Trail	Both		X	X	Low	BOQ	\$50,000	BOQ, State Government Grants
5.5	Tactical urbanism to create places for people, and improve safety	High Activity Areas - Schools, Shops etc.	Walking	X	X	X	Low	BOQ, Department of Transport, Traders, Schools	\$20,000 to develop guidelines and planning for initial trial	BOQ
5.6	Ensure the active transport network is attractive with appropriate mid-journey amenities	Borough Wide	Both		X		Low	BOQ	\$20,000 for audit of existing infrastructure and gap analysis	BOQ



9. Glossary of Terms

Term	Description
Active Transport	Active Transport is any activity that gets people moving and their blood pumping while travelling from one destination or place to another. This includes walking, riding and other non-motorised forms of mobility such as skating, rollerblading or scooting. It also includes non-motorised wheelchairs.
Amenity	Infrastructure providing comfort, convenience or support: including bicycle parking, end of trip facilities (Showers and Changerooms), water / drinking station, toilets, seating, shade / shelter, etc.
Cyclists	Anyone who rides a bike, not matter their skill level, age or identity
DDA	Disability Discrimination Act (1992) passed by the Parliament of Australia which prohibits discrimination against people with disabilities, including designing public places which are inaccessible to people with a disability.
E-Mobility	The use of electronically powered devices as means of travel. Common examples include Electronic Bikes (e-bikes) and Electronic Scooters (e-scooters).
Footpath	Public open space which is protected from motor vehicles and can be used by pedestrians, including those with a wheelchair or mobility aid. Footpaths can also be used by cyclists under the age of 12 years.
Pathway	Is an all-inclusive term for constructed footpaths, shared paths and trails that are used by pedestrians and in some instances cyclists, and include a range of materiality including concrete, asphalt, and gravel.
Pedestrian	The Victorian Road rules defines pedestrians as those who are: on foot or on a wheeled device such as a skateboard, rollerblades, wheelchairs and motorised mobility devices. Pedestrians also include anyone pushing a bicycle.
Pedestrian Operated Signals	Pedestrian Operated Signals (POS) are traffic signals which are operated in response to a pedestrian using a push button to active a walking (green person) symbol.
Principal Bicycle Network	The Principal Bicycle Network (PBN) is a network of proposed and existing bicycle routes, on road and off road, that provide connections between major destinations and employment precincts.
Shared Path	Public open space which is protected from motor vehicles and can be shared by pedestrians and cyclists. It is noted shared paths should be signed to signalise both pedestrian and cyclist share use.
Shared Zone	Public open spaces where pedestrians and cyclists share road space with motorised vehicles. It is noted that in shared zones, pedestrians have priority over motorised vehicles.
Sharrows	Painted Road markings of a bike with two inverted v's which are used to signalise road space should be shared between cyclists and motorised vehicles.
Strategic Cycling Corridor	Denotes important and designated cycling routes which connect key destinations such as: activity centres, schools, medical precincts etc.
Traffic Calming	Physical road infrastructure and designs to deliberately slow road user speeds to improve safety in key areas such as residential streets, high activity area streets and surrounding schools.
Vulnerable User	Road users not in a motorised vehicle including: pedestrians, cyclists, and those using e-mobility devices.
Wombat Crossing	A pedestrian crossing which is higher than the existing road pavement and typically at the same height as connecting pedestrian footpaths.
Zebra Crossing	A pedestrian crossing which is painted with white strips which denotes where motorised vehicles must give way to pedestrians who wish to cross the road.

Appendix A

Community Engagement Quotes

General



'Queenscliffe is fortunate to contain an excellent network of trails, bicycle tracks and walking areas in both towns. The wide ranging network of paths and trails set in our area of renowned beauty and environmental assets is a great benefit for both wellbeing and health.' - Joan

'Feeling safer whilst walking or cycling is a key factor in encouraging more of us to get out of our cars and moving about more actively, improving health outcomes, and reducing vehicular emissions.' - Peter and Jenny

Connected pathways & crossing infrastructure



'[I] would like to see joining up of the rail trail along Murray Rd' - John

'A footpath along flinders street could connect with the rail trail; it would also provide a continuous footpath from the old high school site to Henry street.' - Mick

'There is no footpath or good pedestrian access connecting the main street (Hesse) to the Bellarine Railway/Rail Trail/Boat Ramp precinct.' - Community Member

'This remains a difficult place for pedestrians and cyclists to cross Point Lonsdale road to Springs Beach area' - Suzy

Improved accessibility to schools, services, bus stops and shops.



'Difficult and dangerous to cross highway from Caravan park on foot, even more difficult (terrifying) in a mobility scooter. I am on a scooter and this stops me accessing everything on the other side of the road.' - Marita

'Point Lonsdale is a regular destination for those caring for severely disabled people - especially the "promenade" - I think that the children's playground to the car-park (and lighthouse) path might need some attention to facilitate wheelchair access. I can appreciate it may be difficult but it is a delightful walk.' - Community Member

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Family safe & active streets



'There is nowhere safe to cross to access bus stops. Need a pedestrian crossing or island for school kids and elderly to cross to bus stops.' - Community Member

'I would like a safe footpath for me, my family and everyone to walk on.' - Noelene

'As an elderly resident of Point Lonsdale I want to enjoy and feel safe on my scooter.' - Helen

Vehicle traffic, speeds and conflicts



'Make all Point Lonsdale/BoQ 40km/h... as there are no footpaths and we like it like that, reduce speed of all cars in the area' - Community member

'The only reason I ever feel unsafe walking or cycling is because car traffic is travelling too fast' - Dorothy

Improved walking and cycling amenities



'Provision of bike racks in both shopping streets would be an encouragement for residents to shop by bicycle.' - Joan

'There is a significant shortage of parking for bikes in this area. Visible and in front of museum would signal to cyclists [it's] a bike friendly area' - Ian

'More seats along pathways would make walking tracks more accessible and enjoyable for people who need a little rest along the way.' - Loraine

Active travel and the natural environment



'It would be amazing to have some creative and beautiful signage [around the borough] all about the bird and wildlife and natural beauty of this area. Including Indigenous wisdom and knowledge would be so important.' - Lisa

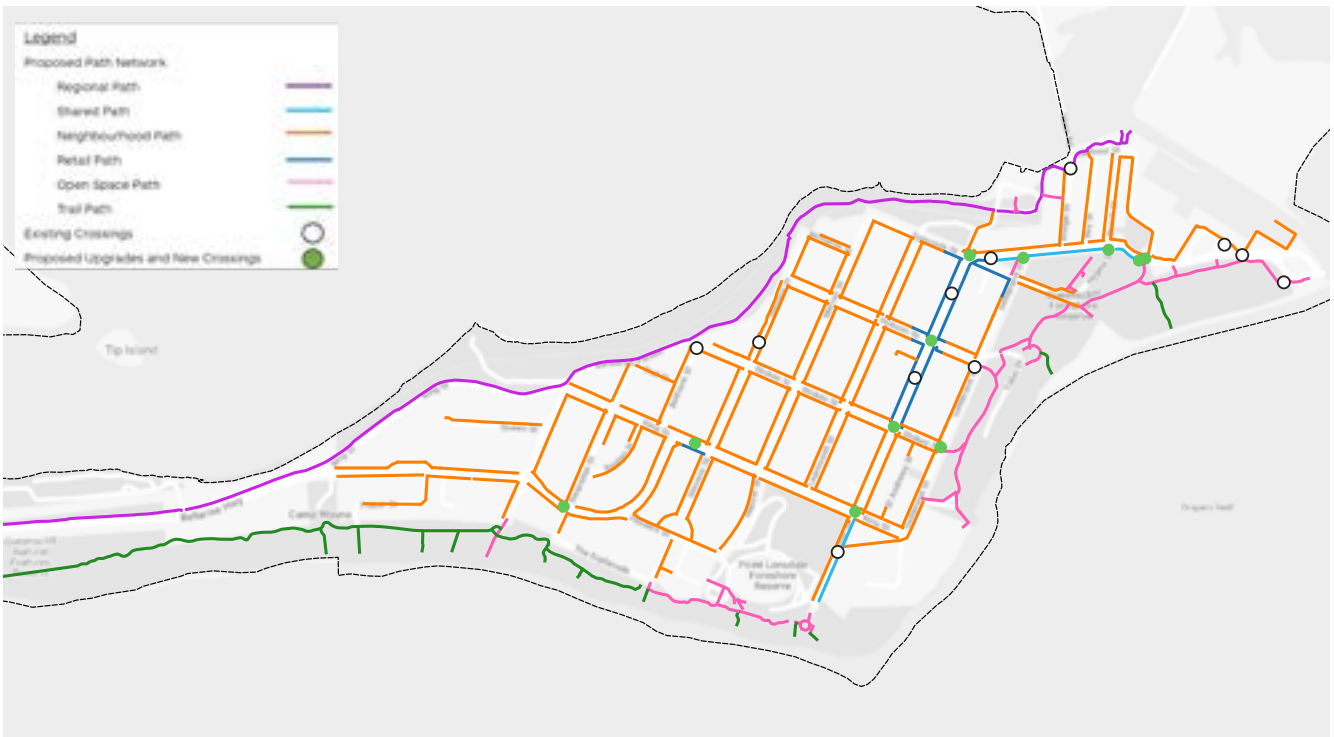
'42% of BoQ's emissions come from transport. Imagine if most residents in future walked, cycled, skateboarded etc to the front shops rather than driving short distances. We can reduce our local emissions if active and integrated transport is made easy, safe, accessible and affordable.' - Lisa

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Appendix B

Pathway Network Plans for Point Lonsdale and Queenscliff

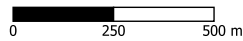
Queenscliff



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Borough of Queenscliffe Active Transport Strategy
 Township of Queenscliff
 Proposed Pathway Network



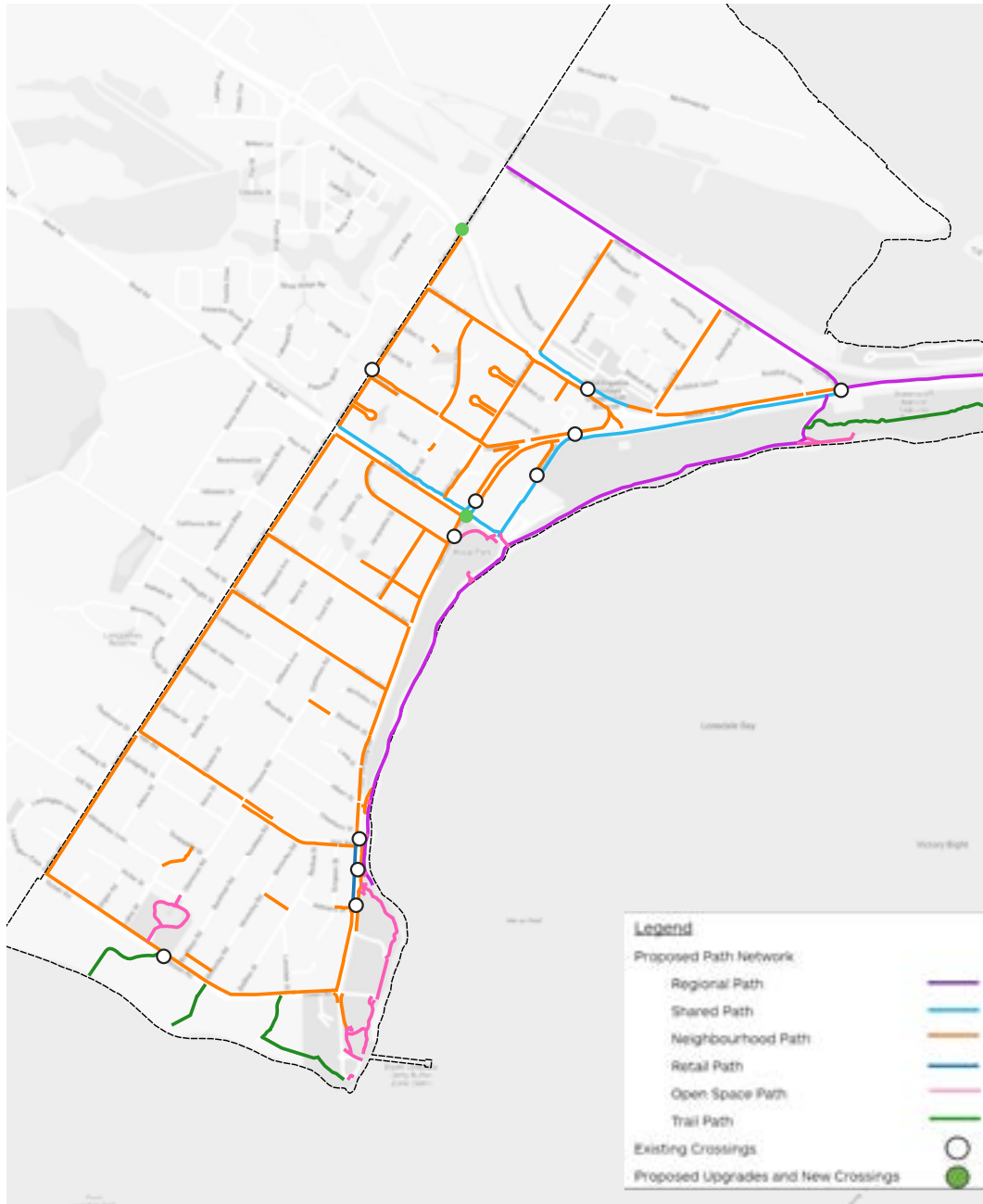
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