



# Bicycle Plan

2007 - 2010



Better transport, lifestyle and recreation choices



Adopted 3 December 2007

# Vision

**To provide a network of suitable cycling facilities and education programs to increase cyclist safety, encourage cycling as an activity for the health, well-being and social benefits it provides, and to promote the Latrobe City as a tourist and competition cycling destination.**

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# 1. Bicycle Plan Objectives

The objectives of the 2007 Latrobe City Bicycle Plan build on the recommendations of the previous 1998 strategy as follows:-

- To update the bicycle networks in the major towns of Traralgon, Moe, Morwell and Churchill based on consultation with local communities and the review of projects identified in the 1998 strategy.
- To develop bicycle network plans for the smaller towns of Boolarra, Glengarry, Toongabbie, Traralgon South, Tyers, Yallourn North and Yinnar.
- To develop priorities for the provision of cycling links between the major towns and links between the smaller towns and nearby centres including on-road routes and shared trails.
- To develop a costed program of works to be implemented over a four year period to develop the bicycle network.
- To ensure new cycling facilities are provided in accordance with appropriate standards, guidelines and policies.
- To identify suitable funding sources available to implement the bicycle plan including benchmarking of bicycle funding against other similar municipalities
- To develop a set of evaluation criteria to measure the success of the Latrobe City Bicycle Plan.

## 2. Introduction

The 2007 Latrobe City Bicycle Plan has been developed to review the success of the previous 1998 Latrobe Bicycle Strategy Plan and to make recommendations to update and improve the plan based on modern cycling standards and practices.

The 2007 Latrobe City Bicycle Plan was prepared by Traffix Group who was appointed by Council as the consultant in 2006.

*The Bicycle Plan was prepared with regard to relevant policies and strategies of Latrobe City and the State Government of Victoria.*

*The review process of the 1998 strategy and the development of the new Bicycle Plan included site inspections at each of the small and larger towns within Latrobe City, attendance at four public consultation sessions held at the four major towns and a review of questionnaire responses completed by representatives of key stakeholder groups identified by Council.*

*The Bicycle Plan recommends cycling networks for the four major towns of Traralgon, Moe, Morwell and Churchill and the smaller townships of Boolarra, Glengarry, Toongabbie, Traralgon South, Tyers, Yallourn North and Yinnar and key cycling links on rural roads and off-road trails connecting many of these towns.*

The Bicycle Plan includes a four year costed program of works to implement key components of the proposed bicycle network with individual works prioritised based on needs.

The Bicycle Plan recommends a range of different cycling facilities suitable for cyclists of varying experience including local school age cyclists, recreational cycling, touring and training cyclists, as well as competitive cycling such as mountain bike/cross-country cycling circuits. It is also acknowledged that provision of shared paths benefits pedestrians as well as cyclists.

The Bicycle Plan acknowledges the importance of non-motorised transport as a significant element of transport within Latrobe City, and its benefits in reducing traffic congestion as well as environmental and personal health benefits. The Bicycle Plan also recognises the benefit of providing high standard cycling facilities and staging major cycling events to encourage more people to cycle and to attract increased visitors to Latrobe City.



Figure 1: City of Latrobe (Study Area)



## 3. Existing Strategy Review

### 3.1 Latrobe 2021

Latrobe 2021 is a strategic document that outlines a vision for the future growth and development of Latrobe City by the year 2021.

Latrobe 2021 identifies four strategic objectives to form the basis of future Council decisions.

- **Sustainability** – *To promote the responsible and sustainable care of our built and natural environment for the use and enjoyment of the people who make up the vibrant community of Latrobe Valley. To provide leadership and to facilitate a well connected, interactive economic environment in which to do business.*
- **Liveability** – *To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.*
- **Community Capacity Building** – *To empower the community through enhancing community advocacy, leadership, partnerships, inclusiveness and participation.*
- **Governance** – *To ensure governance and leadership through a strong commitment and adherence to democratic processes and legislative requirements.*

Some of the relevant strategic actions identified in Latrobe 2021 which are related to cycling facilities are presented below:-

- *Strengthen the link between tourism and economic development, and promote and support the development of the tourism and events industry.*
- *Conduct focussed feasibility studies to determine potential major public infrastructure with significant economic benefits.*
- *Develop and implement asset management strategies for Latrobe City infrastructure including whole-of-life maintenance requirements.*
- *Ensure integration of roads, bike paths, footpaths and public transport options.*
- *Promote and support the infrastructure and development of small town communities within the municipality.*
- *Ensure public infrastructure is maintained to meet community aspirations.*
- *Assess and evaluate future recreational opportunities to address community aspirations.*
- *Align the open space requirements of the community with useable public open space.*
- *Promote and maximise the utilisation of recreation, aquatic and leisure facilities and services and discourage the duplication of facilities and services and ensure they meet the needs of residents.*
- *Encourage greater participation in all recreation pursuits.*
- *Increase the accessibility of Latrobe City's recreation and sporting facilities.*
- *Facilitate the maintenance and upgrading of parks and open spaces by friends and user groups.*
- *Develop and maintain high quality recreation facilities in partnership with the community.*
- *Promote active living and participation in community life.*

Latrobe 2021 also contains a broad framework for each of the major and smaller towns located within Latrobe City.

## 3. Existing Strategy Review

### 3.2 Council Plan (2006 – 2010)

Under the heading of **Sustainability** in Council's plan for the future, a number of strategic objectives and actions are set out. Of particular note is the following action relating to infrastructure development of the built environment:

*Ensure integration of roads, bike paths, footpaths and public transport options.*

A key priority/action for 2006/2007 is to prepare an Implementation Plan following Council adoption of the revised Bicycle Strategy (this document).

### 3.3 Crash Statistics

The adjacent table compares the crash statistics of the most recent 5-year period available (January 2000 to December 2004) with the data presented in the 1998 Strategy Plan.

This table indicates that the number of crashes involving cyclists within the City of Latrobe has reduced significantly in recent years.

**Crash Data Comparison (1998 Strategy Plan and 2007 Plan)**

Latrobe Bicycle Strategy	1998 Strategy*	2007 Strategy
Period of Data (5 yr)	Jan 91 – Dec 95	Jan 00 – Dec 04
Population	71,100	70,500**
"Fatal" Cyclist Crashes	0	1
"Serious Injury" Cyclist Crashes	31	22
"Other Injury" Cyclist Crashes	85	51
<i>Total Cyclist Crashes</i>	<i>116</i>	<i>74</i>
Cyclist Crashes per 1,000 population	1.63	1.05

\* Source: 1998 Latrobe Bicycle Strategy Plan, prepared by Turnbull Fenner Pty Ltd

\*\*Source: 2005 Statistical Profile, prepared by Gippsland Research and Information Services

**Crash Summary of Cyclist Age and Gender**

Age Grouping	Male		Female		TOTAL	
	1998	2006	1998	2006	1998	2006
3 – 12	26	13	7	3	33	16
13 – 15	25	14	4	-	29	14
16 – 17	7	6	1	-	8	6
18 – 21	4	5	-	-	4	5
22 – 25	4	1	1	-	5	1
26 – 29	2	6	2	1	4	7
30 – 59	20	19	5	2	25	21
60 – 74	2	4	-	-	2	4
75+	1	-	-	-	1	-
Unknown	2	-	-	-	3	-
<b>TOTAL</b>	<b>93</b>	<b>68</b>	<b>20</b>	<b>6</b>	<b>114</b>	<b>74</b>

This table summarises the bicycle crash data by age and gender and provides a comparison to the data presented in the 1998 Bicycle Strategy.

The number of crashes per age group has remained roughly the same for most of the age brackets aged 16 years and over.

However, there has been a significant reduction in the cyclist crashes involving children aged 15 and under.

In particular, the number of crashes involving 3 – 15 year olds has approximately halved in the most recent period of available data (2000 – 2004) compared with the 1991 – 1995 period.



## 3. Existing Strategy Review

### 3.4 Previous Report: Latrobe Bicycle Strategy Plan (1998)

The previous bicycle strategy plan was undertaken by Turnbull Fenner in 1998 and was adopted by Latrobe City in October 2000.

The report includes discussions on four major projects (Rotary Morwell to Traralgon path, rail trails, LV BUG's Ride Guide and the shoulder sealing program), as well as standard bicycle facility provision guidelines, intersection treatments, end of journey facilities, bicycle theft, maintenance of bicycle facilities, education, enforcement and encouragement, Council's role, implementation and network priorities and funding options.

#### Report Recommendations

The major recommendations of the 1998 bicycle strategy were as follows:

- *The La Trobe Shire adopt Bicycle Victoria's "Bicycle Vision for Local Government" as the fundamental principles to address the Shire's cycling requirements.*
- *Council adopt the La Trobe Shire Bicycle Network and approve funding and implementation of the network facilities as follows:*
  - *The network should be implemented according to Figures 7, 8, 9, 10 & 11, and staged according to the priority of works, where network continuity is given highest priority,*
  - *Council should ensure maintenance of existing bicycle facilities, including sealed shoulders, be undertaken continuously, including road surfacing, street sweeping, linemarking, sign replacement and path maintenance, and*
  - *Council begin the installation of end-of-journey facilities at strategic locations identified in the report beginning with Council buildings to encourage the installation of facilities at work locations.*
- *Council support the continuation of other cyclist projects (although not necessarily with funding), including the Rotary Morwell to Traralgon path, the Rail Trails program, the La Trobe Valley Ride Guide, and shoulder sealing programs.*
- *Council encourage the continuation of the La Trobe Bicycle Steering Committee to oversee projects, and through this committee encourage:*
  - *The continuation of the Safe Routes to School program for all primary schools throughout the Shire,*
  - *Participation of all schools in bicycle education programs including the use of traffic schools,*
  - *The continuation of the different La Trobe cycling groups, and support through funding of a major ride,*
  - *Liaison with the police to ensure enforcement of bicycle related issues,*
  - *The promotion of safe cycling by raising motorist awareness, as well as providing school holiday programs to help educate cyclists,*
  - *Support towards reducing bicycle theft and increasing recovery of stolen bicycles through funding bicycle identification programs, and*
  - *Consider appointing a bicycle coordinator to promote and encourage cycling initiatives throughout the Shire.*
- *Council actively provides commitment and support to key tourism and recreational cycling, including touring cycling connections by rail, major cycling events, facilities, routes and promotion.*

#### Progress to Date

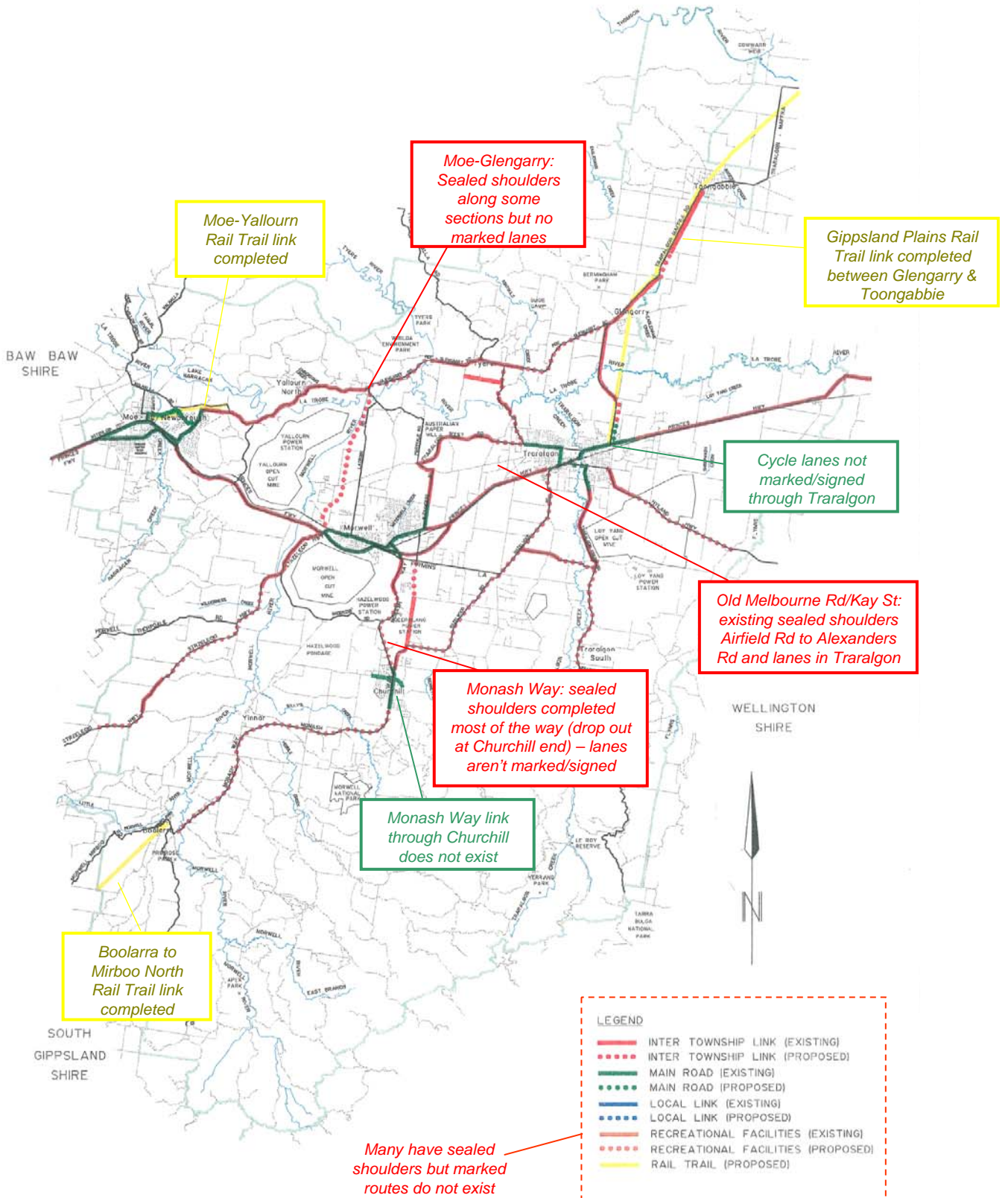
A number of projects identified in the 1998 Latrobe Bicycle Strategy have been completed including the following significant routes:

- **Moe-Yallourn Rail Trail**
- **Boolarra-Mirboo North Rail Trail**
- **Gippsland Plains Rail Trail**  
*(between Glengarry and Toongabbie only)*
- **McDonald Street (Morwell)**
- **Chestnut Avenue/Park Avenue (Morwell)**

Figures 2 to 6 on the following pages show the existing and proposed bicycle network as part of the 1998 Latrobe Bicycle Strategy, and include commentary on which routes have since been constructed.

It is noted that some routes shown on the 1998 plans as being existing routes are not currently signed or marked as cycling routes or do not contain sealed shoulders or a suitable path width for cycling. The affected routes have been identified on Figures 2 to 6.

### 3. Existing Strategy Review



### LATROBE BICYCLE STRATEGY LATROBE SHIRE BICYCLE NETWORK

Figure 2: 1998 Strategy Stage of Completion – Latrobe Shire

# 3. Existing Strategy Review

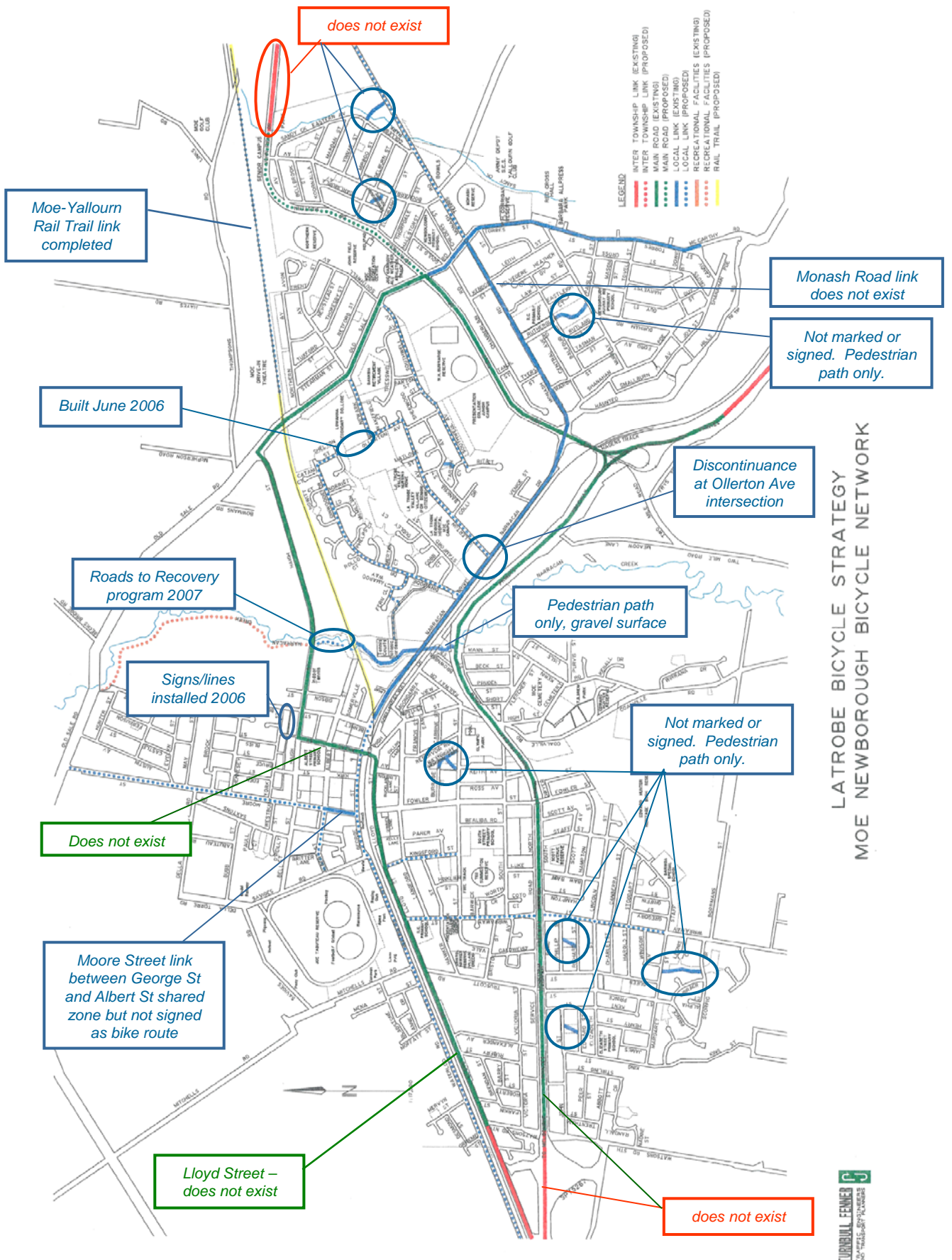


Figure 3: 1998 Strategy Stage of Completion – Moe



# 3. Existing Strategy Review

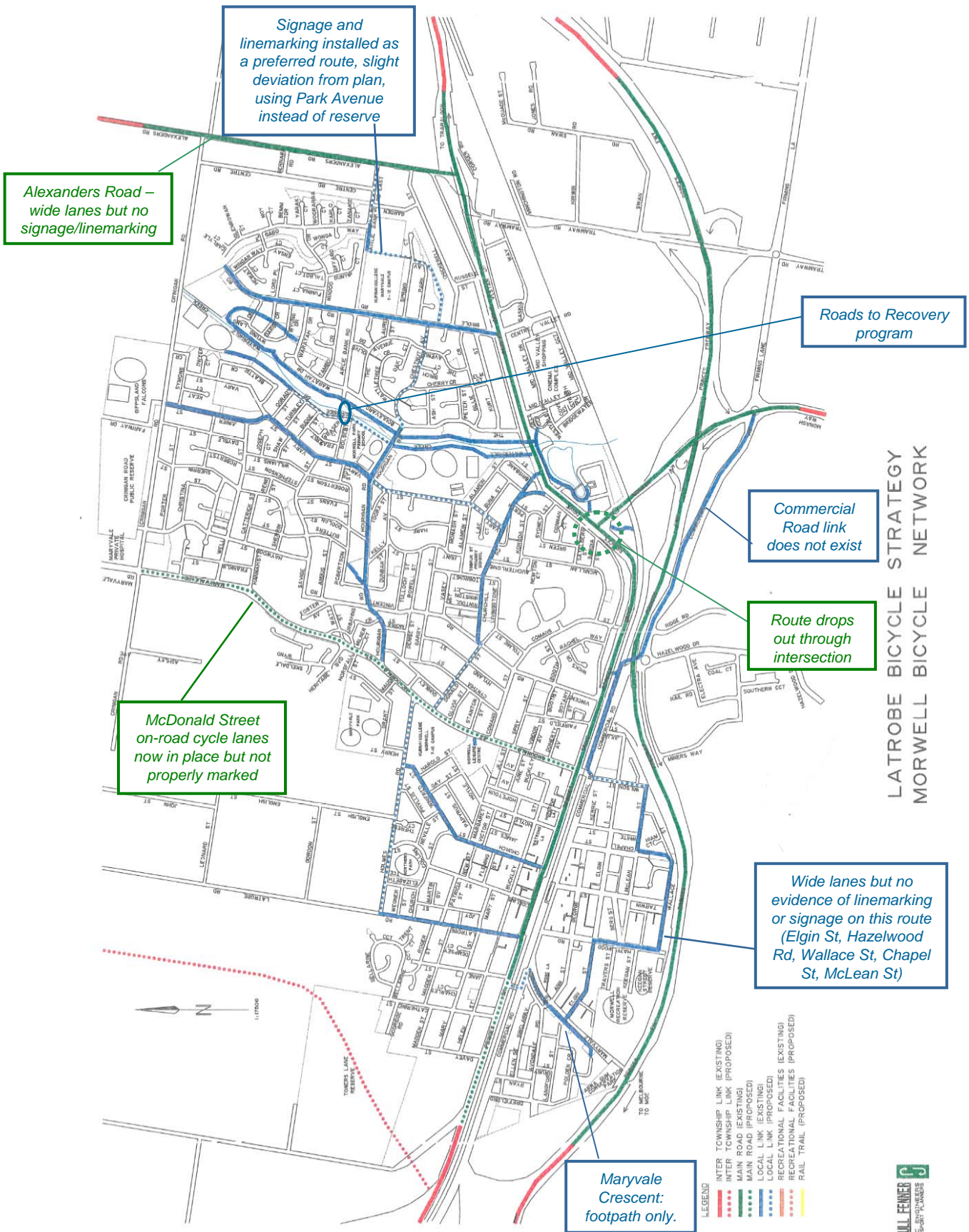
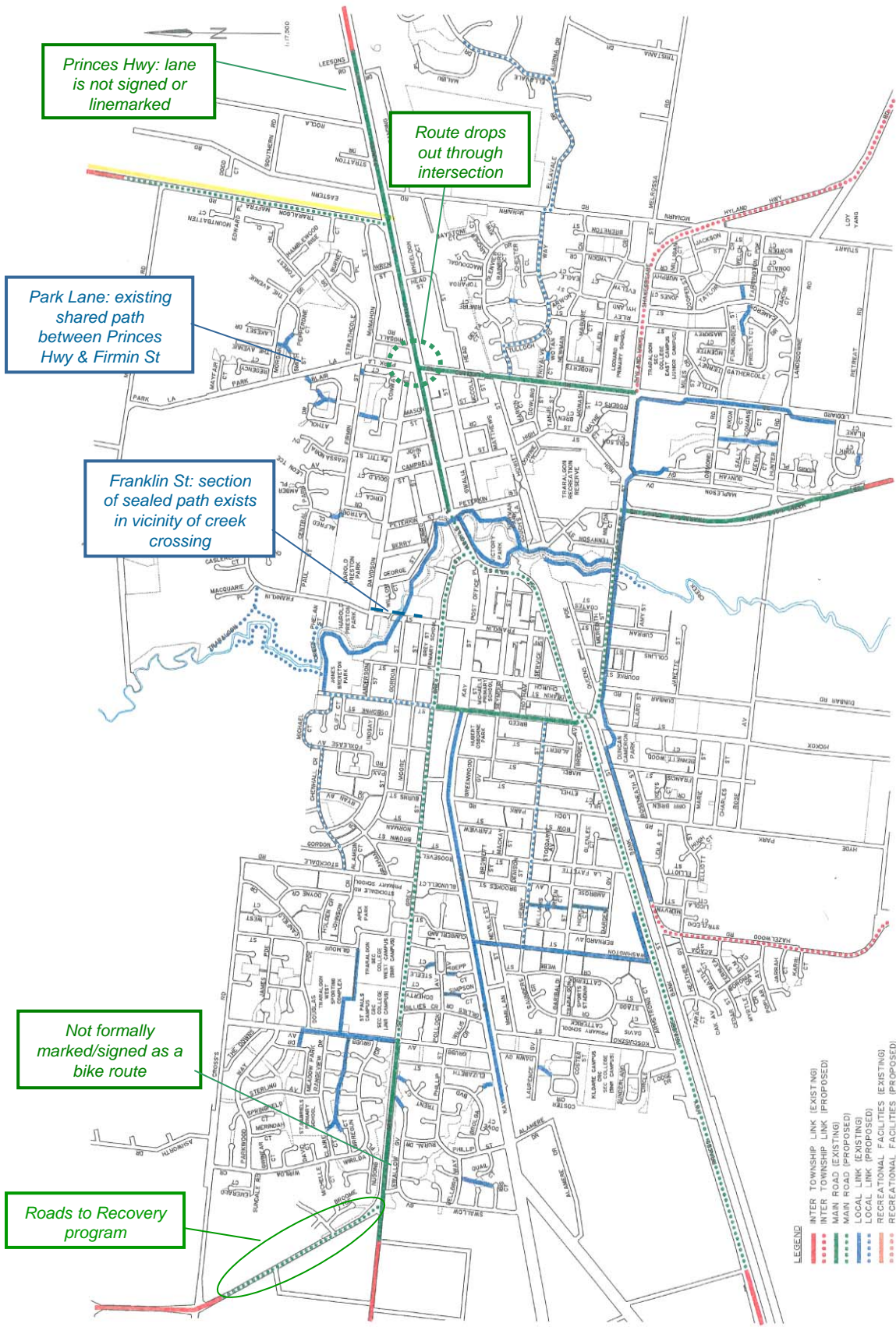


Figure 4: 1998 Strategy Stage of Completion – Morwell

# 3. Existing Strategy Review



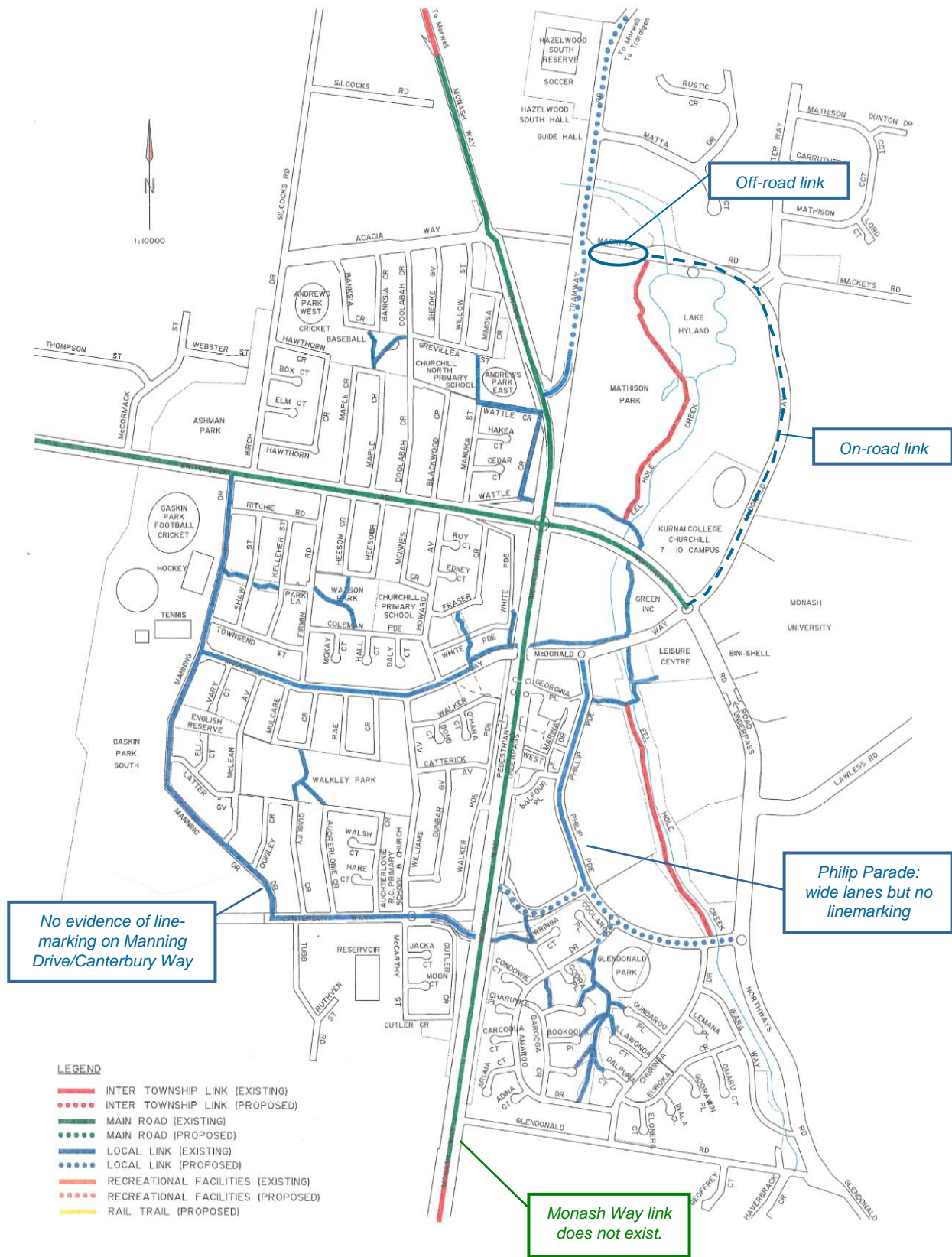
LATROBE BICYCLE STRATEGY  
TRARALGON BICYCLE NETWORK



Figure 5: 1998 Strategy Stage of Completion – Traralgon



# 3. Existing Strategy Review



## LATROBE BICYCLE STRATEGY CHURCHILL BICYCLE NETWORK

Figure 6: 1998 Strategy Stage of Completion – Churchill



## 3. Existing Strategy Review

### 3.5 Victorian Trails Strategy (2004)

The Victorian Trails Strategy was prepared in 2004 by the State Government to ensure the development of an integrated and sustainable trail network that meets community and trail user needs, while uniting the community with a shared vision of Victoria as a premier trail destination.

The strategy establishes key directions for trail development, management, marketing and research, and identifies priority action projects for implementation from 2005 to 2010. The development of the Victorian Trails Strategy promotes co-ordination of short-term and long-term issues and sets out directions for trail network enhancement and sustainability.

Some of the relevant actions in this strategy which relate to cycling trails include:-

- *Cater for cyclists by developing on-and off-road cycle trails in the Goldfields and Gippsland regions, such as Bendigo Bushland Trail, O'Keefe Rail Trail and Great Dividing Trail.*
- *Develop identified and industry-approved mountain biking trail opportunities both in and around Melbourne and regional areas.*
- *Complete rail trail development identified as part of the Victorian Rail Trails Project and other trail development outside the project. As part of a strategic assessment of rail trail supply opportunities, further network opportunities can be considered once existing priorities have been completed.*

The Gippsland Plains, Mirboo North-Boolarra and Moe-Yallourn Rail Trails are all recognised as priorities in this document.

### 3.6 Public Toilet Strategy (2006)

The Public Toilet Strategy for Latrobe City was prepared in 2006. This strategy guides the future maintenance and development of public toilet facilities across Latrobe City.

The Public Toilet Strategy has been considered when preparing the Bicycle Plan in relation to the need to provide public toilet facilities at key nodes along important cycle routes.

### 3.7 Events & Tourism Strategy

Latrobe City has developed an Events and Tourism Strategy with a vision for the Latrobe Valley to be the premier event tourism destination in provincial Victoria.

Cycling events are one type of major event that has been held in Latrobe City in recent years. Recent cycling events have included the 2004 Herald Sun Tour Final Stage Finish and the 2003 Great Victorian Bike Ride through Gippsland and Latrobe Valley.

One of the objectives of this strategy is to put in place systems that will facilitate the attraction of future events. Accordingly, improvements to the bicycle network will accord with this strategy.

### 3.8 Healthy by Design Strategy

The Latrobe 'Healthy by Design' study is currently being undertaken by Beca.

The aim of the study is to assist to further develop the built environment to encourage residents and visitors in Latrobe to participate in physical activity.

A key objective of the study is to develop 'Good Practice Guidelines' for housing developments and open spaces, including walking tracks, bicycle tracks and community spaces.

## 3. Existing Strategy Review

### 3.9 Latrobe City Recreation and Leisure Strategy (2006)

The Latrobe City Recreation and Leisure Strategy was adopted on the 1<sup>st</sup> May 2006 and has been prepared by Latrobe City to address the strategic planning framework and aspirations outlined in Latrobe 2021, including the key “liveability” strategic objective “To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities and services within the municipality”.

The draft recreation and leisure strategy identifies a number of strategic objectives and actions. The objectives and actions which are relevant to the bicycle strategy are set out below.

**Strategic Objective #1** – “provide a diversity of financially sustainable recreation and leisure facilities and opportunities”.

**Strategic Actions:**

4. *Ensure a well-connected, well defined and safe bicycle network is available within and between the main townships, by:*

- *Reviewing and updating the 1998 Latrobe Bicycle Strategy Plan and including specific references to and details of rail trails.*

- *Maximising opportunities to create circuits, rather than wholly “one-way” routes to specific destinations.*

- *Installing functional and directional signage.*

**Strategic Objective #2** – “provide and promote well used and relevant recreation facilities and settings”.

**Strategic Actions:**

12. *Ensure affordable options for participating in recreation activities are available. For example, provision of free (unstructured) recreation facilities in selected parks and open space areas, such as basketball half-courts, tennis rebound walls, linear bike paths, and golf practice cages.*

14. *(part) ... Identifying opportunities where selected unsealed paths and trails could be sealed, as a means to increase their use by older adults or people with poor mobility.*

**Strategic Objective #6** – “provide effective management, support and resources”.

**Strategic Actions:**

36. *Collect an Annual Statement from all user groups utilising Council-owned/managed facilities, and rural reserves which provides as a minimum, the membership profile of the group, the key activities and events of the group, and a list of any facility and operational issues which require consideration.*

46. *(part) ... Maximise external funding opportunities by identifying all external funding bodies and collecting information on their respective programs.*

*Action 36 (listed above) recommends consultation with user groups. Key user groups relevant to the bicycle strategy include Traralgon and Morwell Pedallers (TRAMPS), Latrobe City Cycling Club and rail trail groups (including Mirboo North/Boolarra Rail Trail, Moe-Yallourn Rail Trail and Gippsland Plains Rail Trail).*

## 3. Existing Strategy Review

### 3.10 Latrobe Transit Centred Precincts Study – 2003

The transit cities document includes a plan showing existing and proposed cycle network facilities in Traralgon. In addition a number of issues are raised in the Transit Cities document as a result of discussions with local cyclists and site observations, as follows:

- Existing off-street paths provide good facilities but some are poorly marked and integrated with the rest of the transport network;
- Signposting could be improved to inform people of the opportunities;
- The highway presents a barrier to cyclists;
- There are no facilities to encourage modal interchange between cyclists and bus/train;
- The proposed network will improve the choice of routes but does not link to the main activity centres or the station; and
- Existing access across the rail line is poor, with crossing points limited to the road under the rail line in the west, the pedestrian bridge at the station (which requires bikes to be carried) or the path alongside the creek. This access is also limited with sections of this path occasionally submerged as a result of the flooding of Traralgon Creek during periods of excessively wet weather.

The following “bicycle actions” have been identified in the Transit Cities document for Latrobe City:

#### Traralgon

- Develop and implement a regional cycle strategy
- Linemark a shared bicycle/parking lane along Shakespeare St, Traralgon as listed in the VicRoads Operational Management Plan
- Delineate, mark and sign the existing bicycle path on Kay St, west of Breed St
- Provide a bicycle lane along Kay Street, east of Breed St.
- Design and construct changes to the design of Franklin St to encourage cyclists through the town centre

- Install additional cycle racks in the town centre
- Explore the potential for promoting cycle/walking based tourism within the region
- Review the need to improve cycle and pedestrian related infrastructure and signage within the region to support Tourism
- Explore the potential to implement a TravelSMART travel behaviour change project within the region

#### Morwell

- Design & construct new on-street cycle lanes along Elgin St, Tarwin St, Buckley St & Commercial Rd
- Linemark a shared parking and cycle lane along Latrobe Rd in accordance with the VicRoads operational management
- Install additional cycle racks in the town centre

#### Moe

- Design & construct new shared off-street pedestrian/cycle paths along the north side of Lloyd Street west of the station, and between the station and the Moe-Yallourn Rail Trail along the northern side of the railway line
- Create new cycle routes along Albert Street, Saviges Rd and Market Street, and provide way finding signage indicating routes, distances and attractions
- Install additional cycle racks in the town centre
- Explore the potential for promoting cycle/walking based tourism within the region
- Review the need to improve cycle and pedestrian related infrastructure and signage within the region to support Tourism
- Explore the potential to implement a TravelSMART travel behaviour change project within the region

The above actions for Moe are to be further investigated and refined in the “Moe Activity Centre Plan” which is to be finalised during 2007.

## 3. Existing Strategy Review

### 3.11 Local Structure Plans

Each of the small towns within Latrobe City has a Framework & Strategy Plan which identifies recreational, social and infrastructure upgrades for the medium term throughout the townships.

Objectives relevant to the bicycle study are listed below.

#### Boolarra

The Boolarra Structure Plan was prepared on 16 August 2004, and includes the following objectives relevant to the bicycle strategy:

- *build on the existing successful tourism ventures of the Rail Trail and the annual Folk Festival*
- *provide a visitor information facility for the increasing number of tourists in the area and provide adequate directional signage to the town centre*
- *extend the Rail Trail through the avenue of Gums in the park to the north and through to the Recreation Reserve, with the long-term vision of extending trail through to Yinnar*
- *continue the encouragement by local residents for the opening of additional B&B and other accommodation facilities within the central area, including a caravan park*
- *establish a viewpoint or platform on Piggery's Road and provide interpretive signage at the site and directional signage to the site*
- *include the exiting 6-8 walking and cycling tracks in appropriate promotional material*
- *strengthen the link to Mirboo North and its magnets of tourism including the Grand Ridge Brewery and the Rail Trail*
- *construct concrete footpaths along one side of the main pedestrian/vehicle conflict roads (such as Monash Way to physically link the Boolarra Club Hotel to the core area)*
- *create pedestrian and cyclist access to O'Grady's Creek and link back to the Rail Trail*
- *link the Recreation Reserve to the core area by a pathway and signage*
- *support the interpretation of the history of the town and the Rail Trail through images and publications*
- *provide promotional and informative signage and brochures about the existing heritage walk in and around Boolarra*

- *review traffic conflict at several dangerous intersections including the Monash Way/ Bastin Street intersection, the Young Street/Bastin Street intersection, the Bastin Street/Tarwin Street intersection and the rail trail crossing dirt track near the primary school*

- *construct concrete footpaths to main pedestrian routes, to one side of the street only therefore retaining the rural character of Boolarra*

- *review vehicle and pedestrian circulation to the north end of Duke Street*

- *locate Monash Way signage less than 10m before the Bastin Street intersection so people slow down for the township (and intersection)*

- *review the Monash Way/Bastin Street intersection and review the use of the traffic island, a roundabout is a possibility*

- *investigate possibility of reducing the speed limit to 60kph at the Monash Way/Bastin Street intersection*

- *further promote the surrounding forests (including the Barktown Road Forest) for passive recreation experiences including walking, cycling, horse riding and fishing*

The bicycle strategy for Boolarra should have regard to the cycle paths suggested in the Boolarra Structure Plan, including extension of the Rail Trail, and connection to O'Grady's Creek.

Treatment of the Monash Way/Bastin Street intersection should have regard to use by cyclists, and it should be noted that a roundabout is the most dangerous intersection type for cyclists.

#### Glengarry

The Glengarry Framework Directions Plan was last revised on 20 October 2003, and includes the following objectives relevant to the bicycle strategy:

- *establish a skate park within the Recreation Reserve precinct*

- *seek minor funding for establishment of the start of a rail trail to operate between Cowwaar and Glengarry. In the longer term seek significant funding to complete trestle bridge to the south of Glengarry to facilitate continuation of the rail trail to Traralgon*

- *townsfolk to support existing B&B ventures, including one recently established, encourage further establishment of B&B businesses in homesteads through inclusion in new marketing material*



## 3. Existing Strategy Review

- develop a tourism brochure to further promote Glengarry, brochure can be a combination of a tourism and a business advertisement brochure and should be disseminated in the Traralgon Information Centre and other nearby towns and cities
- establish an internet site to promote Glengarry and link site to tourism sites such as Tourism Victoria and the RACV
- develop a marketing strategy for Glengarry, this can include consolidated signage on the Traralgon-Maffra Road outlining the facilities and services available in town to travellers
- provide easier entrance navigation to Glengarry from both the Traralgon-Maffra Road and Cairnbrook Road, slip lanes are required on Maffra Road, VicRoads to be consulted as soon as possible
- construct footpaths leading from the outskirts of town to the primary school, limit to one side (south) of Cairnbrook Road, gravel bicycle tracks are an economical and viable option for the Traralgon-Maffra Road and Cairnbrook Road leading west to the Community Hall
- investigate need for speed humps, a roundabout and kerb extensions for Main Street as the community have expressed some concern with traffic speed, potential for angle parking on west side of Main Street, investigate widening the road

The establishment of a skate park within Glengarry should have regard to local cyclist access to the park.

B&B and accommodation ventures should be “cycle friendly” to allow tourists to utilise the rail trail and stay in Glengarry at the end of the journey.

Any new tourism brochure should include the location of cyclist routes (particularly the rail trail) as well as facilities locations (toilets, water, accommodation, shelter, etc). Also, internet advertisement could be linked to Bicycle Victoria and other similar sites.

Speed humps and roundabouts in Main Street may cause issues for any proposal for on-road cycle lanes. Also, the provision of angle parking in Main Street would increase risk to on-road cyclists.

### Toongabbie

The Toongabbie Framework & Strategy Plan was prepared on 6 September 2002, and includes the following objectives relevant to the bicycle strategy:

- Provide additional leisure pursuits for the youth of Toongabbie, develop a skateboard circuit and BMX track on the former railway land and provide additional tennis courts

- eliminate the deep drainage swales in the triangle bordered by King Street, Cowen Street and Main Street which prevent easy pedestrian access in the core of the township

- encourage bed and breakfast, farm stays and other forms of accommodation, possibility exists for a camping ground on the railway land

- develop the Rail Trail as a major recreation area for cycling and camping, provide interpretive signage at key points such as the former railway station, Ned Striger’s grave site and the flora and fauna reserve

- the link from Traralgon (Melbourne to Traralgon by train), Traralgon to Toongabbie, Cowwarr, Heyfield and Stratford on the rail trail by bicycle, pick up the train at Stratford and return to Melbourne, the Latrobe bridge would have to be repaired/replaced to complete this link

- discuss with VicRoads the installation of 50kph road speed signs at all township entries to Toongabbie, specific requirement exists in the vicinity of the primary school

- improve access to the creek and develop it as a focal point feature

The establishment of a skate park within Toongabbie should have regard to local cyclist access to the park.

B&B and accommodation ventures should be “cycle friendly” to allow tourists to utilise the rail trail and stay in Toongabbie at the end of the journey.

### Traralgon South

The Traralgon South Structure Plan was last revised on 24 May 2004, and includes the following objectives relevant to the bicycle strategy:

- provide a facility or appropriate pathway systems away from residential areas for trail bike riders and discourage the use of the Flora and Fauna Reserve for this purpose with curving pedestrian pathways too tight for trail bikes

- provide a major play area for children and locate in the vicinity of Cats Drive, incorporate a picnic area with sheltered (but open) BBQ facility and public toilets in a prominent location in the area

- construct a skate park facility similar to those constructed/in construction within Toongabbie and Boolarra

- provide lookouts at scenic points, particularly at Rifle Range Road

- provide township walks and appropriate signage to direct residents and visitors around the surrounding area

## 3. Existing Strategy Review

- construct proposed pathways within the surrounding bushland areas for walking and discourage use by trail bikers with design features such as tight curves and trees close to edges
- construct an additional bicycle path along to the end of Red Hill Road
- construct a permeable gravel path along the north of Morgan Drive and extend the pathway along the east side of the Traralgon-Balook Road parallel to the road
- provide physical permeability through the entire township for residents to walk or ride bicycles
- investigate the safety aspects concerning cars, buses, trucks and pedestrians at various key points within the township
- investigate the possibility of providing bicycle trails that lead along the Traralgon-Balook Road into Traralgon
- develop pedestrian and bicycle networks throughout the township
- continue with community support for the retention of the traffic lights at the turn-off onto the Traralgon-Balook Road, north of the former Traralgon South township site
- provide parking for access to walking tracks throughout the surrounding bushland, particularly the Flora and Fauna reserve
- increase safety for motorists, pedestrians and cyclists around the town entrance intersection and along the approaches on the Traralgon/Balook Road including speed reduction and turning lanes at and around the township entrance

The establishment of a skate park and/or picnic/play/BBQ facility within Traralgon South should have regard to local cyclist access to the park.

Cyclist access to any new lookouts should be considered.

Bicycle paths recommended in the Traralgon South Structure Plan (such as Red Hill Road) should be included in the Bicycle Strategy.

### Tyers

The Tyers Structure Plan was last revised on 20 October 2003, and includes the following objectives relevant to the bicycle strategy:

- establish a walking and cycling trail along Gilmours Road with interpretive material along the trail
- construct signage within the central township to direct locals and visitors to Gilmours Road bicycle trail

- develop the Bert Christensen Reserve, provide picnic and BBQ facilities in an attractive setting central to the town activities

- the lookout location on the Walhalla Road, north of the town, provide an opportunity for travellers to pull over and enjoy the view, signage within the town and consistency along the Walhalla Road need to assure motorists they are on the correct road to points of interest such as the lookout

- distribute Tyers information brochure in surrounding townships, including Traralgon

Any updated Tyers information brochure should include preferred bicycle routes, and the location of facilities/amenities such as bicycle parking, toilets, water, etc.

### Yallourn North

The Yallourn North Framework & Strategy Plan was prepared on 6 September 2002, and includes the following objectives relevant to the bicycle strategy:

- realign the track into the oval so as not to coincide with the exit from the car park to the west side of Reserve Street

- provide a walking trail and interpretive signage to Woorabinda and Halls Bay

- upgrade several play areas that are below standard with respect to equipment and amenity, review and potentially rationalise the number of playgrounds

- investigate the orientation for a new intersection treatment to improve sightlines for vehicles entering Third Street

It is noted that any new walking trails could be constructed as shared paths to cater for cyclists. Any new intersection treatment should have regard to cyclists, particularly on the main road between Moe and Tyers/Glengarry.

### Yinnar

The Yinnar Framework & Strategy Plan was prepared on 16 October 2002, and includes the following objectives relevant to the bicycle strategy:

- Develop an identifiable physical link of parkland in Yinnar, establish pathways within the former rail reserve to link the CWA reserve and Firmin's Creek to the eastern side of Main Street and future wetland development and sculpture garden



## 3. Existing Strategy Review

- develop a portion of the former railway land as an accommodation (short-term only) site for visiting artists and the general public, there is potential for a much greater link to the ARC and other major community-based functions in the town
- retain and refurbish the toilet block within the CWA Jubilee Park
- consolidate subdivision to the eastern side of the township leaving the western side as a strong rural edge, the western side of the railway land is zoned as an open space buffer
- encourage the establishment of a coffee shop/café
- develop further leisure pursuits for children such as a skateboard and BMX circuit and a basketball court
- establish and promote the town through tourist information such as brochures and signage, improve the image of Firmin's Creek in incorporating revegetation and further pedestrian links parallel to creek zone, interpretive trail heritage and environmental information should be located at key points on the journey
- potential roundabout at Creamery Road and Main Street to reduce traffic speed, recommended trial layout on site prior to permanent construction
- discuss with VicRoads the installation of 50kph road speed signs to all township entries to Yinnar
- provide several slow points within the commercial precinct to reduce vehicle speeds (kerb extensions and crossing points)
- where opportunity arises with sign maintenance/replacement in surrounding centres, provide direction and distance information signs to Yinnar

While the Yinnar Framework & Strategy Plan encourages pathways within part of the railway reserve, the proposed development of a portion of the land for accommodation reduces the options for a continuous rail trail link to Boolarra.

New pedestrian links parallel to the creek zone should have regard to the potential use of the links by cyclists.

Any proposed roundabout and slow point treatments should also have regard for the needs of cyclists using the route.

### Larger Towns

A consultant has recently been appointed to prepare structure plans for the larger towns of Traralgon, Moe, Morwell and Churchill.

### 3.12 Churchill Recreation Paths & Corridors (February 1999)

The Churchill Recreational Paths & Corridors study identifies five main corridors to improve pedestrian linkages to overcome the isolation of different parts of Churchill as follows:

- Eel Hole Creek Corridor (extends 2.6km along Eel Hole Creek between Mackeys Road and Glendonald Road, the study also recommends investigation to extend path along the creek to Tramway Road although land is in private ownership)
- Western Parks Corridor (extends 4.5km, commencing at the north-west corner of Mathison Park, utilising Mackeys Road and Acacia Way to connect to Andrews Park, Gaskin Park, Manning Drive, Canterbury Way, Philip Parade and connecting back to Eel Hole Creek)
- Monash Way Corridor (extends 2.4km along the west side of Monash Way from Arcacia Way to Glendonald Road)
- University Parks Corridor (extends 2.1km and provides a circuitous loop connecting from the Eel Hole Creek Corridor and around the eastern side of Monash University, Monash University is funding and constructing the sections through their site)
- Bennetts Creek Corridor -Wildlife Bridges (extends 2.7km to consolidate two wildlife bridges that link the bushland at the south of Churchill via Bennetts Creek to the University Parks and Mathison Park)

As a result of community consultation, the study proposes to generally construct 2m wide pea-gravel paths along these corridors as these are able to be utilised by pedestrians/cyclists.

The document discusses funding and assistance from a number of sources, including corporate sponsorship, Monash University, Council and community groups.



## 3. Existing Strategy Review

### 3.13 Latrobe City Council Road Safety Strategy

The Latrobe City Road Safety Strategy is currently under review. The previous Road Safety Strategic Plan was adopted by Council in mid 2001.

The following strategic goals/actions were outlined in the 2001 road safety strategy:

- *In partnership with key agencies, to provide strong direction, leadership, coordination and integration of services in road safety, for the benefit of all residents of and visitors to Latrobe City.*
- *To encourage schools to take a lead role in road safety; to help students travel to and from school safely; and to promote well targeted traffic safety education throughout each student's primary and secondary schooling.*
- *To improve pedestrian and bicycle safety and accessibility and to reduce the dependency on cars for local trips within Latrobe City.*
- *To promote the safe restraint of young children (under school age) in cars and protect young children when they are walking or playing near traffic.*
- *To encourage safer driving practices through a range of coordinated activities and actions.*

It is currently proposed that the updated strategy will adopt the Safe System Approach, which includes four main elements as follows:

- **Safer Roads** – *improvements to the safety of the roads and roadsides through infrastructure such as roadside barriers and clearways, intersection improvements and lower speed limits;*
- **Safer Speeds** – *the levels of force that the human body can withstand in a crash are assessed by road authorities when identifying appropriate speed limits;*
- **Safer Vehicles** – *higher standards of vehicle safety result in improved occupant safety and are achieved through a market driven approach and government and manufacturers working together; and*
- **Safer Road Users** – *road users have an obligation to follow the road rules to ensure their own safety and the safety of other road users.*

## 4. Consultation

In order to ensure the Latrobe bicycle network meets the requirements of all users, extensive community consultation was undertaken as part of this study, and included the following groups:

- All schools in the municipality (including primary, secondary and specialty schools)
- Monash University (Churchill Campus) representative and student union representative
- VicRoads
- Bicycle user groups
- Rail trail groups
- Township community action groups
- RoadSafe Latrobe
- Victoria Police
- Bicycle Victoria
- All current Latrobe City Councillors



### Questionnaire & Discussions

The first stage of consultation included making contact with each of the groups listed above, and distribution of a questionnaire seeking input and views in relation to the existing cycling facilities within the municipality, and future development of the cycling network.

The form included the following questions:

- State the major destinations you are aware that people cycle to/from within your town.
- Show (on attached map(s)#1) cycle routes that are most commonly used by cyclists within the town.
- State existing problems and possible improvements for each of the routes identified above.
- Show (on attached map(s)#2) locations where you believe new/improved cycle routes should be provided.
- State any locations where you believe improved end of journey facilities for cyclists should be provided.
- Please state any other comments you have in relation to cycling in the City of Latrobe.

A summary of the issues raised from the discussions and questionnaire responses is attached at Appendix A.

### Public Meetings

Following distribution of the questionnaire, public meetings were held in each of the four major towns as follows:

- Churchill: Wednesday 24th May 2006 at 6pm
- Traralgon: Wednesday 24th May 2006 at 8pm
- Moe: Tuesday 30th May 2006 at 6pm
- Morwell: Tuesday 30th May 2006 at 8pm

The meetings were advertised by Council, and details were distributed with the questionnaire. In addition, some schools placed notices in newsletters.

A list of the key groups and numbers attending each of the meetings and a summary of each of the issues raised are attached at Appendix A.

### Bicycle Victoria Questionnaire

Separate to the Latrobe Bicycle Strategy, Bicycle Victoria recently undertook a questionnaire to determine the priority for the provision of cycle network facilities throughout Gippsland.

This study identified that the priority was for the provision of high quality bicycle links between major towns.



## 5. Projects

This section of the report provides a brief outline of the major projects which have been identified as key priorities for each of the towns in Latrobe City to expand the cycling network. The projects have been identified based on the public consultation undertaken as part of this review and on recommendations described in existing documentation and Council policies. A summary of the projects for each town are provided in the table at Appendix B.

### 5.1 Moe/Newborough

The proposed Moe/Newborough bicycle network has been based largely on the network proposed as part of the original 1998 bicycle strategy as described in Fig. 3.

The following subsections describe proposed additions and changes to this network as part of this review.

The revised Moe/Newborough bicycle network is presented in Appendix B.

#### 5.1.01 Edward Hunter Heritage Bush Reserve Trail

Edward Hunter Heritage Bush Reserve is a large nature reserve located on the southern fringe of Moe. It currently includes a number of informal walking tracks and horse trails but no dedicated route for cyclists.

This reserve provides a great opportunity for recreational cycling and also allows a link in the Moe/Newborough bicycle network to be provided between the proposed on-road route along Wirraway Street and the proposed recreational route along Narracan Creek.

#### 5.1.02 Elizabeth Street

Elizabeth Street is a narrow residential street which runs in an east-west direction through the southern portion of Moe. It provides an important link from Wirraway Street past a local shopping strip through to the Elizabeth Street Primary School.

Although this street is too narrow to provide formal bicycle lanes, it is recommended that bicycle route signs G8-14 and G8-15 be installed along the route with bicycle logos marked on the road pavement at the edge of the road to provide guidance that the route is used by cyclists.

#### 5.1.03 Haigh Street (*part arterial*)

Bicycle lanes are currently provided along Haigh Street in the section between Anzac Street and Old Sale Road.

It is now recommended that this route should be continued to the west of Anzac Street through to Moore Street to link up with the proposed Moore Street route. This replaces the route previously proposed in the 1998 bicycle strategy along Anzac Street which would have led cyclists to the difficult roundabout at Narracan Drive.

#### 5.1.04 Haunted Hills Road

Haunted Hills Road forms part of the most direct route for cyclists to ride between Moe and Morwell that is an alternative to riding along the shoulders of the Princes Freeway.

In the long term it is proposed to construct an off-road path linking the two towns adjacent to the Gippsland railway. In the short term, however it is proposed that cyclist warning signs W6-V11 should be provided at 5km intervals along the route and at major intersections to indicate that it is commonly used by cyclists.

#### 5.1.05 Lake Narracan Trail

Lake Narracan is located only a short distance to the north-east of Moe/Newborough and provides a popular destination for recreational activities.

Gravel tracks currently exist around much of the lake which are used by vehicular traffic in some sections.

It is recommended that a complete circuit should be constructed around the lake for use by recreational cyclists. This could involve converting existing sections of track which are no longer required for regular vehicle use and also constructing new track sections.

#### 5.1.06 Lloyd Street (*arterial*)

Lloyd Street forms the main access into Moe from the Princes Freeway to the west. It also provides the connection from the McDonalds fast food outlet to the town centre.

It was identified as an existing bicycle route in the 1998 bicycle strategy, however there is currently no physical evidence that the route exists. Currently the road has a wide pavement including kerb and channel on the south side of the road and an unsealed shoulder on the north side.

It is recommended that on-road bicycle lanes should be formally designated along this route. This will require either the sealing of the shoulder on the north side of the road or the narrowing of the eastbound traffic lane.



Figure 7: Lloyd Street

### 5.1.07 Mitchells Road - Della Torre Rd

Mitchells Road, Saviges Road and Della Torre Road form part of a route that is commonly used by cyclists to avoid the town centre of Moe which links between Waterloo Road and Moore Street around the back of the Moe Racecourse.

It is recommended that this route should be formally designated as part of the Moe/Newborough bicycle network.

### 5.1.08 Monash Road

The 1998 bicycle strategy indicated that a section of the Monash Road bicycle route had been constructed between Old Sale Road and John Field Drive, however no physical evidence currently exists. It is recommended that this section of the route should be implemented with the remainder of the route to the east of Old Sale Road.

### 5.1.09 Moore Street (*part arterial*)

The 1998 bicycle strategy indicated that a section of the Moore Street bicycle route had been constructed between George Street and Albert Street. This is currently a shared zone, not a designated bicycle route. It is recommended that this section of the route be signed with the remainder of the route between Albert Street and Old Sale Road also to be implemented.

### 5.1.10 Old Sale Road (*part arterial*)

Bicycle lanes are currently provided along Old Sale Road in the section between Haigh Street and Monash Road.

It is understood that Old Sale Road is a popular route for cyclists who ride to nearby Westbury, Willow Grove and the Blue Rock Lake. There is currently no designated space provided for cyclists along Old Sale Road to the west of Haigh Street to reach these destinations. Accordingly, it is now recommended that Old Sale Road between Haigh Street and the municipal boundary should now be incorporated as part of the Moe/Newborough bicycle network.

In the short term it is recommended that cyclist warning signs W6-V11 should be provided at 5km intervals along the route and at major intersections to indicate that it is commonly used by cyclists. In the longer term, it is recommended that sealed shoulders should be provided when the existing seal is due for renewal.

Negotiations should be undertaken with the Shire of Baw Baw to upgrade the route across the municipal boundary.

### 5.1.11 Service Road South

Service Road South is a residential street which runs along the south side of the Princes Freeway through Moe. It contains residential abuttal on the south side of the road only, with the freeway located directly to the north.

It is recommended that Service Road South should be added to the Moe/Newborough bicycle network between Watsons Road and Wirraway Street to provide access into the new residential area being developed on the south-western fringe of Moe. The route will also provide part of an access route through to Trafalgar on the south side of the freeway.

It is recommended that narrow bicycle lanes could be implemented along this road, given that minimal on-street parking has been observed.

### 5.1.12 Sullivans Track

Sullivans Track provides a direct link between the Yallourn Rail Trail and Lake Narracan. It is located within a wide road reserve and allows the opportunity for a shared trail to be constructed adjacent to the road as a long term project.

In the short term it is recommended that cyclist warning signs W6-V11 should be provided between the rail trail and Lake Narracan to indicate that Sullivans Track is commonly used by cyclists.

### 5.1.13 Thompsons Road (*arterial*)

Thompsons Road is a popular route for cyclists and is used as an alternative to the Yallourn Rail Trail between Old Sale Road and Sullivans Track, particularly during winter when the condition of the rail trail surface is quite poor.

Given that an alternative route to Thompsons Road currently exists, it is not recommended to provide formal cycling lanes along this route. However, it is recommended that cyclist warning signs W6-V11 should be provided at both ends of the route to indicate that it is commonly used by cyclists.

### 5.1.14 Vale Street

Vale Street is a narrow residential street which runs in an east-west direction through the southern portion of Moe. It provides an important link between the proposed Wirraway Street and Fowler Street bicycle routes and also links to a numbers of recreational areas including the Moe public swimming pool and the Ted Summerton Reserve.

Although this street is too narrow to provide formal bicycle lanes, it is recommended that bicycle route signs G8-14 and G8-15 be installed along the route with bicycle logos marked on the road pavement at the edge of the road to provide guidance that the route is used by cyclists.

### 5.1.15 Waterloo Road/George Street

Waterloo Road is identified as a popular back road which provides access between Moe and Trafalgar and is an alternative to the busy Princes Freeway.

In the short term it is recommended that cyclist warning signs W6-V11 should be provided at 5km intervals along the route and at major intersections to indicate that it is commonly used by cyclists. In the longer term, it is recommended that sealed shoulders should be provided when the existing seal is due for renewal.

Negotiations should be undertaken with the Shire of Baw Baw to upgrade the route across the municipal boundary and to continue signage along the route in the short term.

For the section of Waterloo Road to the east of Desmond Street, the existing road pavement is already wide enough to accommodate bicycle lanes. It is therefore recommended that on-road bicycle lanes should be formally designated along this section of the road.

Note that it is no longer proposed to continue the bicycle lanes along the section of George Street through the commercial precinct to the east of Moore Street.

### 5.1.16 Watsons Road/Mountain Glen Dve

Watsons Road and Mountain Glen Drive provide an alternative route between Moe and Trafalgar to the Princes Freeway for people living in the southern portion of Moe.

In the short term it is recommended that cyclist warning signs W6-V11 should be provided at 5km intervals along the route and at major intersections to indicate that it is commonly used by cyclists. In the longer term, it is recommended that sealed shoulders should be provided when the existing seal is due for renewal.

Negotiations should be undertaken with the Shire of Baw Baw to upgrade the route across the municipal boundary.

### 5.1.17 Wirraway Street

The Wirraway Street route which was proposed in the 1998 bicycle strategy will form an important linkage into the southern portion of Moe.

It is now recommended that this link be extended to the south of Staff Street to link into the proposed recreational route through the Edward Hunter Heritage Bush Reserve.

### 5.1.18 Yallourn Rail Trail

The Yallourn Rail Trail currently extends from the Narracan Drive overpass through to the Yallourn Power Station to the east.

Existing access points to the trail occur at Narracan Drive, Old Sale Road, Sullivans Track and at a barbeque area within the grounds of the Yallourn Power Station. These existing access points are very poorly signed with few if any signs provided directing cyclists to the trail and also few signs located on the track advising cyclists of the intersecting routes.

At the Moe end of the trail, the trail stops just short of Narracan Drive which is 400 metres to the east of the Moe Railway Station and the Moe town centre. Travel between the rail trail and the railway station is currently quite difficult for cyclists and involves travel along Narracan Drive across the busy roundabout at Anzac Street or along Albert Street.

To provide improved and safer access between the rail trail and Moe Railway Station it is recommended that the trail should be extended further along the former rail alignment beneath the Anzac Street road bridges and adjacent to the existing railway line through to the existing rail crossing near Moe Station.

Negotiations will need to be undertaken with VicTrack, in order to construct this trail connection due to the close proximity between the trail and the existing rail track underneath one of the Anzac Street bridges. Fencing will be required to prevent cyclists from straying onto the railway track.

The existing surface of the Yallourn Rail Trail is quite poor in sections and can be difficult to negotiate particularly in winter. Accordingly, it is recommended that continual maintenance of the track surface is undertaken to ensure it is accessible throughout the year.

It is recommended that improved facilities should be provided at the both ends of the trail including distance signage advising how far to cycle to the other end of the trail. Improved signage should also be provided to direct motorists to the start of the trail at both ends. At the Yallourn end of the trail it is recommended that a toilet and drinking water supplement the existing barbeque facilities.



## 5. Projects



**Figure 8: Bridge under Narracan Drive proposed as extension to Yallourn Rail Trail**

### 5.1.19 Fowler Street

Fowler Street between Lloyd Street and Princes Freeway was identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.1.20 Kingsford Street

Kingsford Street between Lloyd Street and Vale Street was identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.1.21 Kerin Street/Mann Street

Kerin Street and Mann Street were identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.1.22 TB Drew Park

TB Drew Park was identified in the 1998 Bicycle Strategy as a proposed off-road path with signage. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.1.23 Narracan Creek & Botanic Gardens

A 2.5km proposed off-road path with signage was identified in the 1998 Strategy. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority. Includes replacement of steps to Railway Crescent with a ramp

### 5.1.24 Dinwoodie Drive

Dinwoodie Drive was identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.1.25 Ollerton Avenue/Newark Avenue

Ollerton Avenue and Newark Avenue were identified in the 1998 Bicycle Strategy as a proposed signed on-road route between Narracan Drive and Old Sale Road. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.1.26 Southwell Avenue

Southwell Avenue was identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.1.27 W.H. Burrage Reserve to Narracan Drive

W.H. Burrage Reserve was identified in the 1998 Bicycle Strategy as a proposed off-road path with signage. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.1.28 John Field Drive

John Field Drive was identified in the 1998 Bicycle Strategy as a proposed signed on-road route between Narracan Drive and Tanjil Street and between Old Sale Road and Central Gippsland Tafe. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

Between Burrage Reserve and Old Sale Road the route is currently used for recreational walking. It is proposed that a shared path be constructed.

### 5.1.29 John Field Reserve

John Field Reserve was identified in the 1998 Bicycle Strategy as a proposed off-road path with signage. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.1.30 Old Sale Road

Old Sale Road was identified in the 1998 Bicycle Strategy as a proposed signed on-road route between Monash Road and Haunted Hills Road. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

## 5. Projects

### 5.1.31 End of Journey Facilities

The main priority within Moe involves providing bicycle parking rails throughout the town centre.

The parking rails should be provided in highly visible locations to deter bicycle theft.

When determining the number and location of bicycle parking rails, consideration should be given to Clause 52.34 of the Latrobe Planning Scheme (as outlined in Section 6). As a general rule, one bicycle rail to each 500 square metres of floor space within the commercial centre would be appropriate.

## 5.2 Morwell

The proposed Morwell bicycle network has been based largely on the network proposed as part of the original 1998 bicycle strategy as described in Figure 4.

The following subsections describe proposed additions and changes to this network as part of this review.

The revised Morwell bicycle network is presented in Appendix B.

### 5.2.01 Alexanders Road (*arterial*)

Alexanders Road forms the main connection between the built up area of Morwell and the Maryvale Paper Mill. It also forms part of the preferred route by many cyclists between the towns of Morwell and Traralgon.

The 1998 bicycle strategy identified the section of Alexanders Road between Crinigan Road and Princes Drive as an existing bicycle route and the section to the north of Crinigan Road as an existing inter-town link.

An inspection of Alexanders Road in 2006 reveals however that although Alexanders Road was identified as an existing bicycle route in the 1998 strategy, there is not currently any physical evidence that the route forms part of the bicycle network.

The section of Alexanders Road south of Crinigan Road has a wide pavement and it is recommended that bicycle lanes should be formally marked including regulatory signage and linemarking.

The section of Alexanders Road to the north of Crinigan Road has a narrower pavement with unsealed shoulders and a 100km/h speed limit. The road is also used by a large number of heavy vehicles accessing the Maryvale Paper Mill. To improve the route for cyclists it is recommended that sealed shoulders be provided in this section.

Figure 9 shows Alexanders Road looking to the south where the pavement widens at Crinigan Road.



Figure 9: Alexanders Rd, Morwell

### 5.2.02 Bridle Road

On-road bicycle lanes currently exist along the full length of Bridle Road to the north of Princes Drive.

It is understood that Bridle Road is proposed to be extended through to Crinigan Road and it is recommended that a continuation of the on-road bicycle lanes should be incorporated as part of the extension.

### 5.2.03 Commercial Road (*part arterial*)

The 1998 bicycle strategy identified an existing on-road cycle route along Commercial Road between Wilson Street and Monash Way, however there is no evidence that this route currently exists.

It is recommended that this route should be developed as an on-road link.

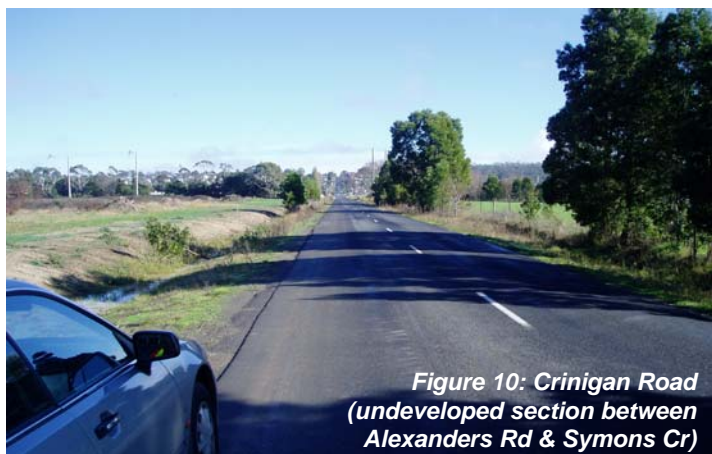
It is also recommended that this route should be extended through the commercial area and provide a link to the Strzelecki Highway.

### 5.2.04 Crinigan Road

Located on the northern fringe of Morwell, Crinigan Road will ultimately form a suitable east-west link in the Morwell bicycle network between Maryvale Road and Alexanders Road.

Kerb and channel currently exists in the section between Maryvale Road and Junier Street, and is sufficiently wide enough to accommodate marked bicycle lanes within the existing carriageway. Between Junier Street and Symons Crescent the road currently contains sealed shoulders but these are not marked as bicycle lanes.

To the east of Symons Crescent, the area adjacent to Crinigan Road is yet to be developed and Crinigan Road contains only a 6.1 metre wide pavement with no shoulders and an 80km/h speed limit.



It is recommended that formal bicycle lanes including regulatory signage and marked bicycle logos are implemented in the section of Crinigan Road between Maryvale Road and Symons Crescent. In the remaining section of the road to the east of Symons Crescent it is recommended that the pavement width of Crinigan Road should be increased to accommodate bicycle lanes as this area is developed.

### 5.2.05 Firmins Lane (arterial)

The section of Firmins Lane to the east of Tramway Road contains sealed shoulders and is commonly used by cyclists travelling between Traralgon and Churchill.

There are however no sealed shoulders provided in the section of Firmins Lane between Tramway Road and Monash Way which would complete the bicycle link into Morwell. This section of road is used by large numbers of heavy vehicles and is currently difficult for cyclists to negotiate.

It is accordingly recommended that sealed shoulders be provided along Firmins Lane between Tramway Road and Monash Way.



### 5.2.06 Latrobe Road (arterial)

Latrobe Road forms a popular route for training cyclists between Morwell and the smaller towns of Tyers and Yallourn North. It is popular route due to its relatively straight alignment and low traffic volumes compared to other routes.

As identified in the 1998 bicycle strategy, the current extent of the route involves marked bicycle lanes in the section between Princes Drive and Holmes Road.

In the short term it is recommended that cyclist warning signs W6-V11 should be provided at 5km intervals along the route and at major intersections to indicate that it is commonly used by cyclists. In the longer term, it is recommended that sealed shoulders should be provided when the existing seal is due for renewal.

### 5.2.07 Marretts Road

Marretts Road is a route that is currently used as a link between south of Morwell and Moe which is used as an alternative to the Princes Freeway. While much of the route is located directly to the south of the freeway, at the Morwell end it deviates to the south where it intersects with the Strzelecki Highway to the south of Brodribb Road.

Although Marretts Road is currently used in conjunction with Brodribb Road as a link through to Churchill, this link will not be available in the future when Brodribb Road is truncated to facilitate an expansion of the Morwell Open Cut Mine.

To make this route more attractive to cyclists, it is recommended that a direct connection should be provided to the Strzelecki Highway incorporating a new shared path crossing of the Morwell River immediately to the south of the Princes Freeway, to avoid the existing deviation.

Further investigation is required on this project in consultation with Hazelwood Power plans.

It is recommended that the remainder of the route that runs adjacent to the Princes Freeway should be signed with cyclist warning signs W6-V11 which should be provided at 5km intervals along the route and at major intersections to indicate that it is commonly used by cyclists.

In the longer term, it is recommended that this route could be replaced with a shared trail that links the towns of Morwell and Moe that runs parallel to the Gippsland Railway.



### 5.2.08 Maryvale Crescent

The 1998 bicycle strategy identified a short off-road trail existing on the west side Maryvale Crescent between Commercial Road and the Eric Lubcke Reserve within the former reservation of the branch railway that ran from Morwell to Mirboo North prior to its truncation due to the Morwell Open Cut Mine.

An inspection of this area in 2006 reveals no evidence of this trail as a bicycle route, although there is a footpath located in this area.

It is recommended that the existing footpath be widened and formally signed as a shared trail suitable for usage by cyclists.

### 5.2.09 McDonald Street/Maryvale Road

The McDonald Street/Maryvale Road route was identified as a proposed bicycle route in the 1998 bicycle strategy. This route is now in place between Princes Drive and Crinigan Road but needs to be upgraded to meet current standards.

In the longer term it is recommended that the Maryvale Road route should be extended further to the north to link up with Old Melbourne Road and the route to Traralgon via the Maryvale Paper Mill. This could be achieved by constructing sealed shoulders at the next time the existing seal is due for renewal.

### 5.2.10 Monash Way (arterial)

Monash Way provides a good bicycle route linkage between Morwell and Churchill which includes sealed shoulders for much of the route.

In the section between Princes Drive and Firmins Lane/Commercial Road, it is recommended that the route should be formally designated as a bicycle route to include regulatory bicycle lane signage and formal pavement markings incorporating bicycle logos.

### 5.2.11 Morwell – Mid Valley Trail

For most of the distance between Morwell Railway Station and the Mid Valley Shopping Centre to the east, there is a wide grassed verge area located between the railway line to the south and Princes Drive to the north. A photograph of this verge area is presented in Fig. 12.

It is recommended that an off-road trail should be constructed in this verge area to create a link suitable for inexperienced cyclists between Morwell Railway Station and town centre to the west and the Mid Valley Shopping centre to the east which would also link to the existing trail along Waterhole Creek.



Figure 12: Grassed verge between Railway & Princes Dve

### 5.2.12 Princes Drive (arterial)

Princes Drive is the old route of the Princes Highway through Morwell. It contains formally marked bicycle lanes along much of the route and provides a good facility for cyclists.

There is however one location along the route where the bicycle lanes drop out. It is near the Princes Drive/Monash Way intersection where the westbound bicycle lane disappears on both the approach and departure sides.

It is recommended that kerb lines should be modified or alternatively traffic lanes narrowed to allow the bicycle lane to continue through the intersection.



Figure 13: Princes Drive westbound departure from Monash Way intersection

### 5.2.13 Vincent Road

Vincent Road is not included as part of the Morwell bicycle network in the 1998 bicycle strategy, however it is now recommended that Vincent Road should be added as a bicycle route between Princes Drive and Hourigan Road to provide access to the St Vincent de Paul Catholic Primary School.

It is also recommended for this route to replace the route previously identified via Donald Street given the narrower alignment of that road.

### 5.2.14 Waterhole Creek Trail

A shared trail currently exists along much of Waterhole Creek which extends to the north from Princes Drive near the Central Gippsland TAFE. The trail however currently stops short of Crinigan Road and the Morwell Soccer Stadium.

It is recommended that the trail be extended to the north to link with Crinigan Road and the soccer stadium.

### 5.2.15 Hourigan Road

Hourigan Road was identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.2.16 Vary Street/Junier Street

Vary Street and Junier Street were identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.2.17 Churchill Road

Churchill Road was identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.2.18 End of Journey Facilities

The main priority in terms of providing end of journey facilities within Morwell involves providing bicycle parking rails throughout the town centre including near the main entrances to the Mid Valley Shopping Centre and the shopping strips in Commercial Road and Church Street.

The parking rails should be provided in highly visible locations to deter bicycle theft.

Further information on the types of end-of-journey bicycle parking facilities required is contained in Section 6.6.

## 5.3 Traralgon

The proposed Traralgon bicycle network has been based largely on the network proposed as part of the original 1998 bicycle strategy as described in Figure 5.

The following subsections describe proposed additions and changes to this network as part of this review.

The revised Traralgon bicycle network is presented in Appendix B.

### 5.3.01 Cross's Road

Cross's Road was located very much on the northern fringe of Traralgon when the 1998 bicycle strategy was developed. Since this time Traralgon has expanded with development now occurring on the north side of this road including a school. Also a road connection has now been constructed extending from the eastern end of Cross's Road continuing through to Breed Street. A shared path has been constructed as part of this connection.

It is now recommended that a shared path should be provided along Cross's Road connecting between Stockdale Road and Tyers Road.

### 5.3.02 Franklin Street

Franklin Street is a busy route which extends north from the Traralgon town centre and crosses Traralgon Creek before curving to the east and connecting into Park Lane. We understand that a short section of shared path has been constructed on the east side of Franklin Street in the vicinity of the Traralgon Creek crossing, between Grey Street and Davidson Street.

It is recommended that the Franklin Street path should be extended from Davidson Street through to Park Lane.

### 5.3.03 Gippsland Plains Rail Trail

The Gippsland Plains Rail Trail is not currently constructed in the section between Traralgon and Glengarry although a number of signs are provided showing the location of where the trail will be.

Providing the connection through to Traralgon is important to the success of the trail as it taps into a large population base who will be potential trail users. A further reason why the Traralgon connection is important is because a V/Line railway station is located within the town. This will enable easy access to the trail for cyclists located further afield.

One of the main impediments to constructing the section of the trail between Traralgon and Glengarry is the condition of a number of wooden trestle bridges across the Latrobe River and the surrounding floodplain.

The preferable option is to restore the existing bridges, to maintain an easily negotiable grade for cyclists. However, if this proves too costly an alternative option may involve constructing new lower level bridges. The restoration of the original trestle bridges could be undertaken at a later stage after the trail is established. An on-road link via Maffra Road could be used in the short-term prior to restoration of the bridges.



## 5. Projects

The other important consideration for the Gippsland Plains Rail Trail in Traralgon is how it should be linked to Traralgon Railway Station from the Princes Highway/Maffra Road intersection where the commencement of the rail trail is currently signed. The most direct solution would be to use the former railway alignment and continue on the south side of the Princes Highway, running adjacent to the existing railway line up to the McNairn Road level crossing. If land is not available then an alternative route would need to be investigated. To the west of McNairn Road, sections of a shared path have already been constructed on the south side of the railway line, adjacent to Howitt Street. It is proposed that this path should be continued across Traralgon Creek to connect through to the railway station.

As part of the connection through to Traralgon Railway Station, it is necessary to cross the Princes Highway. This could be achieved through the signalisation of the Princes Highway/Maffra Road intersection which would also benefit vehicle traffic through what appears to be a relatively busy intersection.

Other alternative links to Traralgon Railway Station from the Gippsland Plains Rail Trail are described in the following subsections.

### 5.3.04 Greenfield Drive

Greenfield Drive has recently been upgraded as part of the residential development that is occurring on the northern fringe of Traralgon. This road forms a link between Marshalls Road and Franklin Street which are both now identified as proposed bicycle routes.

Accordingly, it is recommended that Greenfield Drive should form a cycling link between the two roads. On-road bicycle lanes could be considered for this road given that on-street parking demand is relatively low.

### 5.3.05 Grey Street (*arterial*)

Grey Street was identified in the 1998 bicycle strategy to have on-road bicycle lanes along its entire length, including sealed shoulders to the west of Tyers Road providing a link through to Morwell.

For much of this route, on-road bicycle lanes could be marked with minimal difficulty. In particular the existing sealed shoulders could be marked as bicycle lanes in the section between Tyers Road and Grubb Avenue, while the section between Grubb Avenue and Breed Street is sufficiently wide to accommodate bicycle lanes and parking lanes.

The section of Grey Street to the east of Breed Street may be more difficult to develop as an on-road bicycle route due to angle parking associated with the town centre. This part of the route could be developed at a later stage.

It is no longer recommended to develop the route to the west of Tyers Road as a bicycle route, given that a more suitable bicycle route between Traralgon and Morwell can be provided via Kay Street/Old Melbourne Road.

### 5.3.06 Kay Street/Old Melbourne Road

The Kay Street route currently contains both on-road bicycle lanes and an off-road shared path in the section between Breed Street and Grubb Avenue within the built up area of Traralgon.

To the west of Swallow Grove, the road changes name to Old Melbourne Road and provides a link between Traralgon and Morwell. Part of this link currently contains sealed shoulders between Airfield Road/Scrubby Lane and Alexanders Road, however there are no sealed shoulders provided on the approach to Traralgon between Airfield Road/Scrubby Lane and Grubb Avenue.

It is recommended that sealed shoulders should be provided in this section including marked bicycle logos and bicycle lane signage given that this route is likely to be used by large numbers of cyclists riding between Traralgon and Morwell.

It is noted that this is currently the preferred route for cyclists between Traralgon and Morwell due to it forming a direct link which is reasonably flat and contains significantly less traffic than the alternative route via the Princes Highway.

The south side of the road reserve between Grubb Avenue and Airfield Road is currently used by the community for recreational walking. As there is a demonstrated need, it is recommended that a shared path be constructed along this route.

### 5.3.07 Kosciuszko Street

Kosciuszko Street runs past two schools towards the western end of Traralgon and provides an important connection between Kay Street and the Princes Highway. It is recommended that a shared path should be constructed along one side of this road given that the current width is insufficient to accommodate on-road bicycle lanes due to the high demand for on-street parking.

### 5.3.08 Liddiard Road

Liddiard Road generally provides a good route for cyclists which includes marked bicycle lanes. However, there is a short section immediately to the south of the Princes Highway intersection where the on-road bicycle lanes are not provided on account of the narrowing of the road pavement to accommodate a central traffic island.

## 5. Projects

It is recommended that a study be undertaken to continue the bicycle lanes through this area as part of the strategy review. Possible options include narrowing the traffic lanes, modifying the central traffic islands or using signage and linemarking to divert cyclists across to the adjacent service roads.

### 5.3.09 Maffra Road (arterial)

Maffra Road currently provides a high standard link for cyclists between the towns of Traralgon and Glengarry, with sealed shoulders provided along most of this length. However, where Maffra Road enters the built up area of Traralgon the sealed shoulders are not continued, leaving a gap in the cycling network as shown in Figure 14.



Figure 14: Maffra Road looking south on approach to Traralgon

To address this issue and provide a continuous cycling network into Traralgon it is recommend that the sealed shoulders should be extended through to the Princes Highway.

Bicycle lane signage and painted bicycle logos could also be installed along the section of the route within the built up area of Traralgon to draw attention to motorists that the route is used by cyclists.

### 5.3.10 Marshalls Road

Located on the northern fringe of Traralgon, Marshalls Road will ultimately form a suitable east-west link in the Traralgon bicycle network.

Much of this road currently has only a narrow sealed pavement as shown in Figure 15 and accordingly is difficult for cyclists to negotiate.

It is recommended that as land in the vicinity of Marshalls Road is developed, the road pavement of Marshalls Road should be widened to include formal bicycle lanes with signage and linemarking.



Figure 15: Marshalls Road

### 5.3.11 McMahon Street

McMahon Street provides an opportunity to link the Maffra Road and Gippsland Plains Rail Trail bicycle routes with the rest of the Traralgon bicycle network, without forcing cyclists to ride along the Princes Highway.

McMahon Street is suitably wide to accommodate marked bicycle lanes including regulatory signage and pavement markings to form a link between Maffra Road and Park Lane.

There is an existing regulatory sign preventing vehicles from turning right into McMahon Street from Maffra Road which exempts vehicles on business in McMahon Street. A photograph of this sign is shown in Figure 16.



Figure 16: Maffra Road/McMahon Street Turn Restriction

The purpose of this sign would appear to be to deter vehicles from travelling along McMahon Street to avoid the difficult right turn from Maffra Road into the Princes Highway and instead undertake the right turn from Park Lane at the traffic signals. It is however questionable whether enforcement of this sign is possible.

## 5. Projects

As part of the bicycle network it is recommended that the right turn from Maffra Road into McMahon Street should be encouraged rather than prohibited. Accordingly, it is recommended that the existing sign should be removed and replaced with a blue & white directional sign indicating that the cycle route turns to the right.

### 5.3.12 Park Lane

The Park Lane cycle route currently includes a shared path on the west side of the road between the Princes Highway and just to the north of Firmin Street. The previous 1998 bicycle strategy proposed to construct on-road cycle lanes to the north of this point up to Mayfair Court.

It is now recommended that a continuous treatment should be adopted for the whole length of Park Lane which would involve the extension of the existing shared path to the northern end of Park Lane at Marshalls Road. This is considered appropriate in particular given that sections of Park Lane have been constructed with kerb outstands which would need to be modified if on-road bicycle lanes were to be installed.

### 5.3.13 Princes Highway (arterial)

The Princes Highway provides the main east-west traffic route through Traralgon. Within the built up area it contains a divided carriageway with two through traffic lanes in each direction. Sealed shoulders are also provided throughout most of this length, however there is no signage or linemarking indicating that these shoulders are for use by cyclists.

Figure 17 is a photograph of an existing section of the Princes Highway within Traralgon which shows the existing unsigned sealed shoulder.



Figure 17: Princes Highway

It is recommended that marked bicycle logos and bicycle lane signage should be installed along the Princes Highway through Traralgon to formally acknowledge its role as part of the bicycle network.

In the long-term there is a proposal to construct a freeway bypass to the south of Traralgon so that through traffic along the Princes Highway does not have to travel through the town. Following the construction of the bypass, it may be possible to allocate more road space to cyclists along the existing highway alignment on account of reduced traffic flows.

### 5.3.14 Scrubby Lane/Airfield Road

Airfield Road provides a key linkage between the Princes Highway and Old Melbourne Road adjacent to the Latrobe Valley Aerodrome and the Latrobe Regional Hospital.

It is recommended that sealed shoulders should be provided as part of the future road alignment to create a high standard linkage for cyclists to the hospital and airport.

Scrubby Lane provides a connection between Old Melbourne Road and Tyers Road that is regularly used by training cyclists. In the longer term, it is recommended that sealed shoulders should be provided when the existing seal is due for renewal. In the short term it is recommended that warning signs W6-V11 should be provided at major intersections along the route to indicate that it is commonly used by cyclists.

### 5.3.15 Shakespeare Street (arterial)

Shakespeare Street contains an existing shared pathway on the south side of the road. Towards the western end of the street the pathway does not offer a good standard facility for cyclists due to the relatively narrow verge and the number of vehicular crossovers which cross the path.

Accordingly, it is recommended that on-road bicycle lanes should be marked along Shakespeare Street to supplement the shared path. It is also recommended that the surface of the western end of the path should be upgraded.

### 5.3.16 Traralgon Creek Road (arterial)

Traralgon Creek Road contains sealed shoulders for most of the route between Shakespeare Street in Traralgon and the Loy Yang Power Station. However there are sections where the width of the sealed shoulder narrows including the section immediately to the south of the Hunter Road intersection.



It is recommended that a consistent width of sealed shoulder should be provided between Shakespeare Street and the Loy Yang Power Station.

### 5.3.17 Traralgon Creek Trail

The Traralgon Creek Trail is a sealed path that can be used by recreational cyclists within the built up area of Traralgon. Although much of this trail is signed as a shared path, the section to the west of Franklin Street is not signed due to its narrower alignment.

It is recommended that the narrow section of the trail should be widened such that it is at a suitable standard to be formally signed as a shared path.

The crossing of Franklin Street has been highlighted as a difficult crossing point due to the amount of traffic which travels along Franklin Street. It is noted that Franklin Street provides the only vehicular crossing of Traralgon Creek within Traralgon to the north of the Princes Highway.

As a minimum, it is recommended that upgraded terminal treatments should be provided on the trail at both approaches to the crossing to provide increased warning to cyclists of the presence of the road crossing ahead. In addition it is also recommended that increased road signage should be provided to warn motorists of the crossing point. This could also include a lighting upgrade so that the crossing point is illuminated at night.

In the longer term, it is recommended that the crossing could be upgraded to include a central refuge area or potentially even pedestrian operated signals due to the difficulty crossing Franklin Street at this location and a second crossing of Traralgon Creek should be investigated in the vicinity of the new section of Cross's Road.

### 5.3.18 Tyers Road (*arterial*)

Tyers Road provides a connection between Traralgon and Tyers that is regularly used by training cyclists. A short section of off-road path has been proposed in the previous strategy for a short distance to the north of the Grey Street intersection.

In addition to this, it is now recommended that warning signs W6-V11 should be provided following major intersections at 5km intervals along the route to indicate that it is commonly used by on-road cyclists. In the longer term, it is recommended that sealed shoulders should be provided when the existing seal is due for renewal.

### 5.3.19 Stockdale Road

Stockdale Road was identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.3.20 Henry Street

Henry Street was identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.3.21 Breed Street

Breed Street was identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.3.22 Chenhall Crescent

Chenhall Crescent was identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.3.23 Grey Street

Grey Street was identified in the 1998 Bicycle Strategy as a proposed signed on-road route between Breed Street and Franklin Street. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.3.24 Tulloch Way

Tulloch Way was identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.3.25 Glenview Drive

Glenview Drive was identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.



### 5.3.26 Ellavale Drive

Ellavale Drive was identified in the 1998 Bicycle Strategy as a proposed signed on-road route. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.3.27 Traralgon Creek

Traralgon Creek was identified in the 1998 Bicycle Strategy as a proposed off-road path with signage between Howitt Street and Shakespear Street. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.3.28 Victory Park

Victory Park was identified in the 1998 Bicycle Strategy as a proposed bicycle route on which signage is required. It is recommended that this proposed route continue to be included in the Bicycle Strategy as a low priority.

### 5.3.29 Sandalwood Court Reserve

It is proposed to construct a shared path through Sandalwood Court Reserve providing access to St. Gabriels Primary School and connecting to adjacent courts.

### 5.3.30 Liddiard Road (South End)

It is proposed to construct an off-road shared path to complete the gap in the existing shared paths on the west side of Liddiard Road between Shakespeare Street and Miles Street.

### 5.3.31 End of Journey Facilities

The main priority in terms of providing end of journey facilities within Traralgon involves providing bicycle parking rails throughout the town centre including near the main entrances to the Stockland Traralgon shopping mall and outside cycling shops and cafes.

The parking rails should be provided in highly visible locations to deter bicycle theft.

## 5.4 Churchill

The proposed Churchill bicycle network has been based largely on the network proposed as part of the original 1998 bicycle strategy as described in Figure 6.

The following subsections describe proposed additions and changes to this network as part of this review.

The revised Churchill bicycle network is presented in Appendix B.

### 5.4.01 Canterbury Way/Canterbury Way East

The 1998 bicycle strategy indicated that there was an existing bicycle route along Canterbury Way, however there is currently no physical evidence that this route exists.

It is recommended that a bicycle route along Canterbury Road should be formally designated with marked bicycle lanes including regulatory signage and marked bicycle logos.

It is noted that expansive earthworks exist on either side of Monash Way in the vicinity of the Canterbury Way/Monash Way intersection to allow for an abandoned freeway overpass. Whilst this overpass is unlikely to ever be constructed for vehicular traffic, a long term project could involve providing an overpass for pedestrians and cyclists to replace the existing at-grade crossing located to the south of the Monash Way/Canterbury Way intersection.

In the short to medium term it is recommended that the existing at-grade crossing be upgraded to include traffic signals, overhead lighting and increased warning signage.

It is noted that the speed limit along Monash Way is 80km/h in this area and that many young children are expected to cross at this location.



The bicycle route is proposed to continue to the east of Monash Way along Canterbury Way East with an existing connection to Curringa Court.

### 5.4.02 Eel Hole Creek Trail

A shared trail currently exists alongside Eel Hole Creek between Mackeys Road to the north and Philip Parade to the south. This trail is popular for recreational cyclists whilst also linking to Monash University, Kurnai College and Churchill shopping centre.

It is recommended that the Eel Hole Creek Trail should be extended at both ends so that the trail can be more easily accessed by a greater number of Churchill residents. The southern extension is recommended to run between Philip Parade and Glendonald Road, while the northern extension is recommended to run between Mackeys Road and Tramway Road.

### 5.4.03 Glendonald Road

Glendonald Road is an east-west route located at the southern fringe of Churchill. Much of the land directly adjacent to this road is currently undeveloped however there is potential that it will be developed in the future as Churchill expands.

It is recommended that a shared path should be constructed on the north side of Glendonald Road as the adjacent land is developed.

### 5.4.04 Junction Road

Junction Road is a popular cycling route which leads between Churchill and Morwell National Park through a low density residential area.

There are no sealed shoulders provided along this road and the presence of extensive native vegetation within the road verges make the prospect of widening the road to include shoulders unlikely.

Accordingly, it is recommended that in the long-term, an investigation be undertaken to determine the feasibility of the construction of a shared trail alongside Junction Road to provide a recreational link between Churchill and Morwell National Park.

### 5.4.05 Manning Drive

The 1998 bicycle strategy indicated that there was an existing bicycle route along Manning Drive, however there is currently no physical evidence that this route exists.

It is recommended that a bicycle route along Manning Drive should be formally designated with marked bicycle lanes including regulatory signage and marked bicycle logos.

It is recommended that a wider bicycle lane should be marked on the east side of the road as this side of the road also contains on-street parking. In contrast the bicycle lane on the west side of the road can be narrower as this is adjacent to parkland where there is very little on-street parking.



Figure 19: Manning Drive

### 5.4.06 Monash Way (arterial)

Monash Way forms the main north-south route through Churchill. Originally designed to be a freeway, the road now functions as an arterial road and is unlikely to ever be upgraded to freeway standard given that the population of Churchill is not expected to reach the size that it was originally planned for.

Due to the original intention of Monash Way to become a freeway, there is a very wide reservation located on the west side of the road which was ultimately proposed to contain a second road carriageway.

The 1998 bicycle strategy showed the Monash Way as an existing bicycle route, however there is currently no physical evidence that a bicycle route exists. In particular, sealed shoulders are generally narrow or non-existent and there is no bicycle lane signage or marked bicycle logos.

Given that Monash Way provides such a critical link through Churchill, it is likely that the route would be used by both experienced and less experienced cyclists. Accordingly, it is recommended that feasibility studies be undertaken for the provision of both an on-road and an off-road route.

It is recommended that the on-road route should be provided with consistent width sealed shoulders for the full length between Tramway Road to the north and Junction Road to the south. Regulatory bicycle lane signage and marked bicycle logos should be installed to formally designate the route.



## 5. Projects

It is recommended that an off-road route should be constructed within the wide reservation area on the west side of Monash Way for the same length as the on-road route. The off-road route would be primarily used for less experienced cyclists.



Figure 20: Monash Way view North at Canterbury Way

### 5.4.07 Northways Road

Northways Road forms one of the main road links on the eastern edge of Churchill. Bicycle lanes are currently marked in the section between Monash Way and McDonald Way, linking to Monash University and Kurnai College.

It is now recommended that the bicycle route should be extended further to the south as far as Philip Parade. This will involve a minor widening of the road as the existing width is insufficient to accommodate formal bicycle lanes.

It is also recommended that the existing intersection treatment at Lawless Road be removed or modified so that it is easier for cyclists to negotiate this intersection.



Figure 21: Northways Rd at Lawless Rd intersection

### 5.4.08 Philip Parade

The 1998 bicycle strategy indicated that there was an existing bicycle route along Philip Parade, however there is currently no physical evidence that this route exists.

It is recommended that a bicycle route along Philip Parade should be formally designated with marked bicycle lanes including regulatory signage and marked bicycle logos.

In the vicinity of the Churchill Shopping Centre, Philip Parade is sufficiently wide to accommodate bicycle lanes and parallel parking lanes on both sides of the road in addition to the existing centre of the road parking.

To the south of the shopping centre Philip Parade narrows and there is insufficient room to provide separate bicycle and parking lanes. This is not expected to be a problem however, as on-street parking was observed to be relatively light in this area.



Figure 22: Philip Parade near shopping centre

### 5.4.09 Switchback Road

Switchback Road is a major east-west route which runs to the west of Churchill between Monash Way and Yinnar Road.

Within the built up area of Churchill, Switchback Road is a dual carriageway road with marked bicycle lanes provided in each carriageway. In the section between Manning Drive and Langford Street, however the bicycle lane is missing on the south side of the road.

Between Langford Street and Nadenbouschs Road, the on-road bicycle lanes are replaced with an off-road path along the north side of the road. There is no bicycle facility currently provided to the west of Nadenbouschs Road.

Switchback Road provides part of a popular route for cyclists between the towns of Churchill and Yinnar that avoids the main traffic route via Monash Way.

It is recommended that a feasibility study be undertaken for the provision of sealed shoulders for the full length of Switchback Road including both sides of the road to the west of Langford Street and on the south side of the road between Manning Drive and Langford Street.

## 5. Projects

### 5.4.10 Tramway Road (arterial)

Tramway Road links into Monash Way towards the northern end of Churchill. It provides a direct link between Churchill and Mid Valley shopping centre to the east of Morwell and also connects to the Traralgon-Churchill Road.

Although Tramway Road was proposed as a bicycle route for its full length between Churchill and Mid Valley as part of the 1998 bicycle strategy, it is now recommended that only the section between Monash Way and Traralgon-Churchill Road should be constructed given that an alternative route is available to Morwell via Monash Way.

Tramway Road does not currently contain consistent width sealed shoulders and is used by a large amount of heavy vehicles which makes it difficult for cyclists to use.

For the section between Monash Way and Traralgon-Churchill Road it is recommended that Tramway Road should be upgraded to include sealed shoulders to provide part of the connection between Churchill and Traralgon.

It is also recommended that the existing footpath located on the west side of Tramway Road between Monash Way and Hazelwood South Reserve should be widened and upgraded to a shared path suitable for cyclists. A designated crossing point should be established between Hazelwood South Reserve and Matta Drive to provide safe access into the residential estate to the east.



Figure 23: Tramway Road showing unsealed shoulders & existing footpath

### 5.4.11 End of Journey Facilities

The main priority in terms of providing end of journey facilities within Churchill involves providing bicycle parking rails scattered around the main shopping centre area and community hub between Philip Parade and Monash Way.

The parking rails should be provided in highly visible locations to deter bicycle theft.

### 5.4.12 Birch Drive/Acacia Way

Birch Drive and Acacia provide access between the Hazelwood South Reserve and the Gaskin Park area. This route would also provide part of a larger circuit around Churchill.

It is recommended that on-road bicycle lanes be provided along Birch Drive and Acacia Way.

## 5.5 Yallourn North

There is no existing plan for bicycle routes within Yallourn North. Accordingly, a proposed bicycle network for Yallourn North has been developed as part of this bicycle strategy review.

The proposed Yallourn North bicycle network is presented in Appendix B.

### 5.5.01 Howlett Road

Howlett Road provides access from Yallourn North past the George Bates Reserve through to the Halls Bay area of Lake Narracan.

It is recommended that a recreational shared trail be considered adjacent to this route as a long term project (feasibility study is required).

### 5.5.02 North Road/Purvis Road

North Road and Purvis Road form the main east-west route through Yallourn North. North Road contains a wide pavement which would be suitable for the installation of on-road bicycle lanes to provide a high standard linkage through the town.

It is recommended that on-road bicycle lanes be provided along North Road between Murray Road and Third Street.

To the west of Murray Road, the route changes name to Purvis Road and contains a narrower pavement width.

It is recommended that sealed shoulders be constructed in the section between Murray Road and Howlett Road to provide a linkage to the George Bates Reserve.

### 5.5.03 Old Latrobe River Road

Old Latrobe River Road is an unused road reservation which was formerly the main route between Yallourn North and Yallourn.

It is recommended that a study be undertaken to consider the feasibility of constructing a shared trail in this reservation to provide a bicycle connection through to the Yallourn Power Station which connects to the existing Yallourn Rail Trail and Lake Narracan.



This will form part of an off-road cycling route which extends the full distance between Yallourn North and Moe.

### 5.5.04 Reserve Street

Reserve Street is the main north-south route through Yallourn North. It contains a narrow pavement and is unsuitable for formal bicycle lanes.

However, because the road provides access to the main shopping centre, Yallourn North Recreation Reserve and Yallourn North Primary School, it is recommended that this route should be included as part of the Yallourn North bicycle network.

In order to physically designate the route it is recommended that bicycle route signs G8-14 and G8-15 be installed with bicycle logos marked on the road pavement at the edge of the road to provide guidance that the route is used by cyclists. This is considered appropriate given the low speed limit on this road.

### 5.5.05 Third Street (*arterial*)

Third Street is located on the south-eastern boundary of Yallourn North between the edge of the built up area and the open cut mine. It is also part of the main road bypass of the town for the route between Moe and Glengarry.

It is recommended that sealed shoulders should be provided along Third Street between Glengarry Road and School Avenue with marked bicycle logos and bicycle lane signage also installed.

Between School Avenue and Reserve Road there is a former section of road reserve that now functions as a parking area for the adjacent primary school and community hall. It is recommended that the bicycle route be continued through this area to connect to Reserve Road and the main shopping centre.

### 5.5.06 End of Journey Facilities

Bicycle parking rails are recommended to be installed in Yallourn North at the main shopping centre and at the two sporting reserves.

## 5.6 Tyers

There is no existing plan for bicycle routes within Tyers. Accordingly, a proposed bicycle network for Tyers has been developed as part of this bicycle strategy review. The proposed Tyers bicycle network is presented in Appendix B.

### 5.6.01 Main Road (*arterial*)

Pedestrian paths have recently been installed adjacent to Main Road through the Tyers township between the primary school and the recreation reserve.

These are not wide enough to be classified as shared paths and are not signed for bicycle use.

However, the main function of the new paths is to provide access to the primary school. Primary school aged children can legally cycle on the footpath and as such it is not considered necessary to upgrade or sign the paths.

Sealed shoulders are also proposed on Main Road through the town as part of a longer route between Glengarry and Yallourn North.

### 5.6.02 End of Journey Facilities

Bicycle parking rails are recommended to be installed in Tyers at the general store and at the recreation reserve.

### 5.6.03 Tyers – Walhalla Road

The bulk of the Tyers community lives on roads running off the Tyers-Walhalla Road. There are significant truck volumes using the existing road which does not have sealed shoulders

It is recommended that sealed shoulders should be provided along Tyers-Walhalla Road from Moe-Glengarry Road to past Cowies Road with marked bicycle logos and bicycle lane signage also installed.

### 5.7 Glengarry

There is no existing plan for bicycle routes within Glengarry. Accordingly, a proposed bicycle network for Glengarry has been developed as part of this bicycle strategy review.

The proposed Glengarry bicycle network is presented in Appendix B.

#### 5.7.01 Cainbrook Road

Cainbrook Road provides the main access into Glengarry from Traralgon where it connects to the Traralgon-Maffra Road.

Cainbrook Road is located within a wide reservation with a number of service roads provided on the north side. Existing gravel paths link a number of the service roads together.

It is recommended that bicycle route signs G8-14 and G8-15 be installed and bicycle logos be marked on the pavement of the service roads to acknowledge their use by cyclists. It is also recommended that the gravel paths connecting the services roads are formally signposted as shared trails.

It is recommended that the Cainbrook Road bicycle route should extend between Traralgon-Maffra Road and the Gippsland Plains Rail Trail. New sections of path will need to be constructed in some locations where there is no currently an existing facility.



Figure 24: Cainbrook Road Service Road

#### 5.7.02 Gippsland Plains Rail Trail

The Gippsland Plains Rail Trail is currently constructed in the section between Glengarry and Cowwarr, but there is no trail currently provided south of Glengarry connecting through to Traralgon although a number of signs marking the proposed trail route are in existence.

It is recommended that the missing part of the Gippsland Plains Trail through to Traralgon should be completed. (More on this connection is described in the Traralgon section of this strategy.)

At Glengarry it is recommended that directional signage be provided to advise cyclists of the location of toilets from the rail trail.

It is also recommended that distance signage should be provided along the trail advising of the distance to other towns.

#### 5.7.03 Main Street

Main Street parallels the Gippsland Rail Trail and for the most part it is not considered that a separate bicycle route is required along this road.

However, for the section in the vicinity of the main shopping strip between the former railway station and Cainbrook Road it is recommended that a shared path be constructed on the east side of the road.

#### 5.7.04 Traralgon-Maffra Road (*arterial*)

Traralgon-Maffra Road currently provides a high standard link for cyclists between the towns of Traralgon and Glengarry, with sealed shoulders provided along most of this length.

However, where Traralgon-Maffra Road approaches the town of Glengarry there is a short section where the sealed shoulders are missing between Cainbrook Road and a short distance to the south of Glengarry-Tyers Road.

It is recommended that sealed shoulders should be provided to complete the missing link.

#### 5.7.05 End of Journey Facilities

Bicycle parking rails are recommended to be installed in Glengarry at the main shopping strip and at the recreation reserve.

### 5.8 Toongabbie

There is no existing plan for bicycle routes within Toongabbie. Accordingly, a proposed bicycle network for Toongabbie has been developed as part of this bicycle strategy review.

A number of bicycle routes already exist in Toongabbie including off-road paths between the primary school and the recreation reserve. The proposed Toongabbie bicycle network is presented in Appendix B.

#### 5.8.01 Cowen Street

It is recommended that a shared trail should be constructed along the north side of Cowen Street to link the existing Victoria Street trail with the Village Green Cricket Ground located at the King Street intersection.

#### 5.8.02 Gippsland Plains Rail Trail

The Gippsland Plains Rail Trail has already been established through Toongabbie in the section which currently exists between Glengarry and Cowwarr.

It is recommended that improved directional signage should be provided from the trail linking to key features within Toongabbie including the general store and skate park.

It is also recommended that toilets, shelter and drinking water should be installed in close proximity to the former railway station site such that they are easily accessible to users of the rail trail.

It is also recommended that distance signage should be provided along the trail advising of the distance to other towns.

At the location where the rail trail crosses Main Street it is recommended that the crossing should be upgraded with signs warning trail users of the road crossing ahead and also signs warning motorists of the presence of the rail trail crossing. It is also recommended that the trail is extended all the way to the road on both sides to create a formal location for cyclists to cross.



Figure 25: Rail Trail Crossing Main Street

Suitably designed terminal treatments should also be installed as part of the crossing treatment to give further warning of the road ahead and prevent unauthorised vehicles from using the trail.

#### 5.8.03 Victoria Street/Cowwarr Weir Road

A shared trail is currently provided in the section of Victoria Street between Main Street and the primary school.

It is understood that cyclists regularly travel along Victoria Street and Cowwarr Weir Road to the north of the school to travel to the Cowwarr Weir.

To facilitate improved cycling along this route it is recommended that the existing shared path should be extended further to the north along Victoria Street to Hill Street and that in the long term sealed shoulders should be provided along Cowwarr Weir Road connecting Toongabbie through to Cowwarr Weir. These could be provided when the existing seal is due for renewal. In the short term it is recommended that cyclist warning signs W6-V11 should be provided at 5km intervals along the route and at major intersections to indicate that it is commonly used by cyclists.

#### 5.8.04 Scott Street Reservation

The reservation for Scott Street continues to the south of Stewart Street through to Cowen Street. Although there is no road constructed within the reservation, an informal track exists which is commonly used by cyclists.

It is recommended that the track should be formalised and signed as a shared path.

#### 5.8.05 Main Street

A wide gravel path currently exists along Main Street linking Victoria Street with the Recreation Reserve to the east. The eastern section of the path is located on the south side of Main Street, with the western section located on the north side. The school crossing located where the rail trail crosses Main Street can also be used by cyclists travelling along this path.

Shared path signage is not currently in place along the full length of this path, however it is recommended that the full length of the path should be formally signed as a shared path.



### 5.8.06 End of Journey Facilities

Bicycle parking rails already exist in Toongabbie outside the general store. It is recommended that additional parking rails should be installed at the main recreational facilities.



Figure 26: Bicycle Parking

### 5.8.07 King Street and Hill Street

King Street and Hill Street are situated on the western and northern edges of the Toongabbie township. Provision of a bicycle route along these streets would form part of a larger circuit around the town and provide access for adjacent residents to the school and recreational areas of the town.

It is recommended that a shared path be constructed along King Street between the Village Green and Hill Street. It is also recommended that Hill Street be an on-road cycle route between King Street and the Gippsland Plains Rail Trail.

## 5.9 Boolarra

There is no existing plan for bicycle routes within Boolarra. Accordingly, a proposed bicycle network for Boolarra has been developed as part of this bicycle strategy review.

The proposed Boolarra bicycle network is presented in Figure 36.

### 5.9.01 Mirboo North Rail Trail

The Mirboo North Rail Trail currently extends southwest from Boolarra through to Mirboo North. It traverses through a dense forest area and parts of the surface are sometimes covered in loose sand, bark and covered by tree branches. It is therefore recommended that the trail surface is maintained regularly so that it is suitable for cyclists at all time.

The rail trail currently ends at a carpark the south end of the former railway station reserve in Boolarra. It is recommended that the trail should be extended through the town of Boolarra past the existing skate park to initially link with the existing shared trail to the recreation reserve.

In the longer term it is recommended that the rail trail should be continued along the former railway reservation through to Yinnar to provide a connection between the two towns. This connection is more direct and provides a safer alternative than the existing on-road route along Monash Way and avoids the double Y-Intersection where Monash Way intersects with Bastin Street on the edge of Boolarra.

Extending the rail trail through to Yinnar (and ultimately to Morwell beside the Morwell River) will increase the number of cyclists who can readily access the trail and will bring more cyclists to Boolarra.

### 5.9.02 Penaluna Street

There is currently a signed shared trail which runs alongside Hirsts Road and Park Road between the Duke Street/Hirsts Road intersection and the Boolarra Recreation Reserve. While the trail provides the majority of the link between the recreation reserve and the town centre, there is a missing section to the south of the Duke Street/Hirsts Road intersection.

It is recommended that the missing link should be filled by extending the trail along Penaluna Street and through the grassed reserve area that was part of the former railway reservation, connecting through to the existing end of the Boolarra to Mirboo North Rail Trail.

### 5.9.03 Tarwin Street (arterial)

Tarwin Street is the main route through Boolarra which leads between the town centre and the local primary school. A footpath is currently provided on the south side of this road between the two destinations, however it does not provide a good surface for cyclists.

It is recommended that this footpath should be widened with an upgraded surface to be formally signed as a shared path between Bastin Street and Mechanics Street.

### 5.9.04 End of Journey Facilities

Bicycle parking rails are recommended to be installed in Boolarra at the main shopping strip and at the recreation reserve.



### **5.10 Yinnar**

There is no existing plan for bicycle routes within Yinnar. Accordingly, a proposed bicycle network for Yinnar has been developed as part of this bicycle strategy review.

There are however existing bicycle routes within Yinnar including between Wicks Street and the recreation reserve adjacent to Jumbuck Road.

The proposed Yinnar bicycle network is presented in Appendix B.

#### **5.10.01 Mirboo North Rail Trail**

Whilst Yinnar includes an existing east-west connection between Wicks Street and the recreation reserve, there is currently no north-south bicycle link provided through the town other than across Firmans Creek.

The reservation of the former Morwell to Mirboo North railway line runs parallel to Main Street in a north-south direction on the west side of the town and provides a good opportunity to provide a new off-road bicycle trail.

The former railway station site still exists opposite the main shopping strip and it is recommended that a shared trail should be investigated along the former railway reserve to the south of the town linking into the existing rail trail at Boolarra.

To the north of the station a small section of the former railway reserve has been redeveloped as a medium density housing site and the shared trail will need to be diverted around this site.

To the north of Yinnar it is recommended that an investigation be undertaken to continue the shared trail to follow the former railway reserve up to the point where the alignment is proposed to be truncated as part of the expansion to the Morwell open cut. From this point it is recommended that the trail should divert to the west to link up with the Morwell River and follow the river alignment into the town of Morwell.

#### **5.10.02 Yinnar Road**

Yinnar Road provides part of a popular route for cyclists between the towns of Churchill and Yinnar that avoids the main traffic route via Monash Way.

Accordingly it is recommended that Yinnar Road be an on-road cycle route between the Yinnar township and Switchback Road, although sealed shoulders are not required due to the low traffic volume. This will also provide a connection through to the Hazelwood Pondage.

#### **5.10.03 End of Journey Facilities**

Bicycle parking rails are recommended to be installed in Yinnar at the main shopping strip and at the recreation reserve.

### **5.11 Traralgon South**

There is no existing plan for bicycle routes within Traralgon South. Accordingly, a proposed bicycle network for Traralgon South has been developed as part of this bicycle strategy review.

The proposed Traralgon South bicycle network is presented in Appendix B.

#### **5.11.01 Redhill Road**

Redhill Road is a narrow road with relatively high traffic speeds. It is recommended that a feasibility study be undertaken to consider extension of the existing off-road path which currently exists between the main township and the Traralgon Creed Road/Redhill Road intersection, further south along Redhill Road.

#### **5.11.02 Traralgon Creek Road (*arterial*)**

A signed off-road bicycle trail is currently provided adjacent to Traralgon Creek Road between Red Hill Road and Morgan Drive. The surface of some sections of this trail is in poor condition and it is recommended that the surface should be upgraded to provide better conditions for cyclists.

Traralgon Creek Road is the main link between Traralgon South and Traralgon and also serves the Loy Yang Power Station located approximately half way between. The section of the road between Loy Yang and Traralgon currently contains sealed shoulders which provided a good facility for cyclists. There is however no cycling provision between Loy Yang and Traralgon South.

An investigation is currently being undertaken into a possible alignment for this link having regard to native vegetation located within the road reserve and the desire for cyclists to have greater separation from the many heavy vehicles which use Traralgon Creek Road.

#### **5.11.03 End of Journey Facilities**

Bicycle parking rails are recommended to be installed in Traralgon South at the general store and at the recreation reserve.

### **5.12 Intertown Links**

Intertown links form an important component of a bicycle network and are considered particularly relevant for Latrobe City given that the major towns are closely spaced and contain reasonably high populations.

#### **5.12.01 Churchill-Yinnar Link**

The preferred cycling link between Churchill and Yinnar is via Yinnar Road and Switchback Road which avoids the high-speed sections of the busy Monash Way. In addition, marked bicycle lanes are already provided part of the way along Switchback Road on the approach to Churchill.

It is recommended that sealed shoulders should be provided along the complete length of Switchback Road and along Yinnar Road between the Yinnar township and Switchback Road.

#### **5.12.02 Churchill-Traralgon South (*arterials*)**

The cycling route between Churchill and Traralgon South is recommended to run via Hazelwood Road, Sanders Road, Mattingly Hill Road and Traralgon Creek Road.

Whilst low ridership is expected between Churchill and Traralgon South, the Mattingly Hill Road link is the only section missing from this route and accordingly is recommended to be completed.

Some parts of this route already contain a wide pavement which could be marked as bicycle lanes without requiring any shoulder sealing.

Cyclist warning signs W6-V11 should be provided at 5km intervals along the route and at major intersections to indicate that it is commonly used by cyclists.

#### **5.12.03 Glengarry-Tyers-Yallourn North (*arterial*)**

The cycling link between Glengarry, Tyers and Yallourn North is via the Moe-Glengarry Road.

Sealed shoulders are currently only provided for short sections along this route and the implementation of sealed shoulders along the entire route is viewed as a long term goal. In the interim it is recommended that cyclist warning signs W6-V11 should be provided at 5km intervals along the route and at major intersections to indicate that it is commonly used by cyclists.

#### **5.12.04 Moe-Trafalgar Link**

There are two recommended cycling routes proposed between Moe and Trafalgar which are alternatives to using the shoulders of the Princes Freeway. These routes are along Mountain Glen Drive for cyclists from the southern area of Moe and along Waterloo Road for cyclists from the northern area of Moe.

The Moe-Trafalgar link generated a lot of interest in the recent survey undertaken by Bicycle Victoria.

It is recommended that cyclist warning signs W6-V11 should be provided at 5km intervals and at major intersections along each of these routes to indicate that they are commonly used by cyclists. In the longer term it is recommended that sealed shoulders should be provided when the road pavements are renewed.

#### **5.12.05 Moe-Yallourn North Link**

There is currently no cycling link provided between Moe and Yallourn North although a cycle route is provided between Moe and the Yallourn Power Station via the Yallourn Rail Trail.

It is recommended that a connection between the Yallourn Power Station and the township of Yallourn North should be provided by constructing a shared trail along the currently disused road reservation along Old Latrobe River Road including a connection between this route and the existing rail trail.

#### **5.12.06 Morwell-Churchill Link (*arterial*)**

An existing cycling route is provided between Morwell and Churchill via sealed shoulders along Monash Way. However, these shoulders drop out on the approach to Churchill, while the section of Monash Way within the built up area of Morwell is not signed as a bicycle route.

It is recommended that the sealed shoulders on Monash Way should be extended into the town of Churchill and that the section of Monash Way within Morwell to the north of Firmans Lane should be formally linemarked and signed as a bicycle route.

#### **5.12.07 Morwell-Moe Link**

There is currently no direct cycling route between Morwell and Moe that is an alternative to riding along the sealed shoulders of the Princes Freeway which is not appropriate for inexperienced cyclists.

The most direct alternative route available is via Marretts Road and Haunted Hills Road, however this requires a large deviation to the south at the Morwell end and also Marretts Road is currently closed for 18 months for the Strzelecki Highway realignment. In the medium term it is recommended to provide cyclist warning signage along the Marretts Road/Haunted Hills Road route and to construct a direct shared trail connection between Marretts Road and the Strzelecki Highway across the Morwell River.

In the longer term it is recommended that a shared trail should be constructed between the towns of Morwell and Moe adjacent to the existing Gippsland Railway Line.

### 5.12.08 Morwell-Traralgon Link

Between Morwell and Traralgon, the preferred cycling route is via Kay Street/Old Melbourne Road and Alexanders Road.

This includes existing bicycle lanes in Kay Street on the approach to Traralgon and existing sealed shoulders on Old Melbourne Road between Airfield Road and Alexanders Road (arterial).

It is recommended that this route should be upgraded by sealing the shoulders on the missing sections of Old Melbourne Road and Alexanders Road and by marking formal bicycle lanes in Alexanders Road in the wider section to the south of Crinigan Road

In the longer term when a freeway bypass is constructed to the south of Traralgon, traffic volume on the existing Princes Highway between Latrobe Regional Hospital and Traralgon will reduce, making this route more attractive to cyclists.

At this time, it may be possible to upgrade the existing sealed shoulders along this route to provide an improved facility for cyclists.

A feasibility study should be undertaken for the Morwell-Traralgon link.

### 5.12.09 Morwell-Tyers Link (*arterial*)

The preferred cycling route between Morwell and Tyers is via Latrobe Road and Tanjil East Road due to less traffic on these roads compared to other routes.

Neither of these roads currently contain sealed shoulders but are generally considered well suited to cyclists due the relatively straight alignment and reasonably low traffic volume in Latrobe Road which forms the main part of the route.

For Latrobe Road it is recommended that cyclist warning signs W6-V11 should be provided at 5km intervals and at major intersections along the route to indicate that it is commonly used by cyclists. In the longer term it is recommended that sealed shoulders should be provided when the road pavement is renewed.

The Tanjil East Road component of the route incorporates a difficult section across the Latrobe River flood plain where there is a narrow winding alignment.

It is recommended that sealed shoulders should be provided along Tanjil East Road between Moe-Glengarry Road and Latrobe Road where possible and that in sections across bridges where this cannot be achieved that G9-57 "Watch for Cyclists" signs should be installed.

### 5.12.10 Morwell-Yinnar-Boolarra Link

There is currently no cycling link provided between the towns of Morwell, Yinnar and Boolarra, however a former branch railway once linked all three of these towns as part of a route to Mirboo North.

Although part of this former railway has been converted into a rail trail between Mirboo North and Boolarra, the section of the former railway reservation to the north of Boolarra remains unused. It is noted however that much of the former railway reservation between Yinnar and Morwell is no longer available for conversion into a rail trail due to it being within the Morwell Open Cut mine or planned to be part of the mine in the future. Accordingly an alternative route will need to be provided for this section.

It is recommended that the rail trail should be extended along the former railway reservation between Boolarra and Yinnar and that the route should be diverted to run adjacent to the Morwell River in the section between Yinnar and Morwell in sections where the former railway reservation is or will be unavailable.

Negotiations should be undertaken with the power company proposing to expand the open cut mine so that construction of the trail alongside the Morwell River can be undertaken as part of this project.

An alternative route which could be promoted between Yinnar and Morwell prior to the construction of the off-road trail is via Yinnar Road, Brodribb Road (past the Hazelwood Power Station) and Monash Way (arterial). Much of this road is relatively lightly traffic and avoids the winding sections of the busy Monash Way to the south of Churchill where there are no sealed shoulders.

While sealed shoulders would provide a long term goal for this route, in the short term it is recommended that cyclist warning signs W6-V11 should be provided at 5km intervals along the route and at major intersections to indicate that it is commonly used by cyclists.

### 5.12.11 Traralgon-Churchill Link (*arterial*)

There is currently no existing bicycle route provided between the towns of Traralgon and Churchill, with the most direct route along Hazelwood Road not containing sealed shoulders.

It is recommended that a feasibility study be undertaken to consider the provision of sealed shoulders along this route, with the section between Traralgon and Firmins Lane being the highest priority as following the construction of this section a link between the two towns will be available via Monash Way, Firmins Lane and Hazelwood Road.

### 5.12.12 Traralgon-Glengarry-Toongabbie

It is recommended in the long term that this link should be provided via the Gippsland Plains Rail Trail. Priorities for this route include repairing the bridges across the Latrobe River floodplain and providing a link into the centre of Traralgon from the Maffra Road/Princes Highway intersection.

In the meantime an alternative route between Glengarry and Traralgon is available via Traralgon-Maffra Road (arterial) where sealed shoulders are provided except for very short sections on the approaches to both towns. It is recommended that sealed shoulders should be constructed in the missing sections.

### 5.12.13 Traralgon-Traralgon South Link

Existing sealed shoulders are provided along Traralgon Creek Road between Traralgon and the Loy Yang Power Station, however there is currently no cycling facility provided between the Loy Yang Power Station and Traralgon South.

It is recommended that a shared trail link should be provided along the east side of Traralgon Creek Road (arterial) to complete the missing section between the Loy Yang Power Station and Traralgon South

### 5.12.14 Traralgon-Tyers Link (*arterial*)

The preferred cycle route between Traralgon and Tyers is via Tyers Road. While sealed shoulders are provided along a section of this road between the Latrobe River crossing and Old Maffra Road, the remainder of the road has no dedicated facility for cycling.

In the short term is recommended that cyclist warning signs W6-V11 should be provided at 5km intervals and at major intersections along the route to indicate that it is commonly used by cyclists in the sections where sealed shoulders are missing. In the longer term it is recommended that sealed shoulders should be provided when the road pavement is renewed.



## 6. Regulations, Guidelines, Polices and Standards

The main standards and guidelines which should be followed when implementing future bicycle facilities are:-

- *Austroroads Guide to Traffic Engineering Practice Part 14 – Bicycles, 2nd Edition 1999*
- *VicRoads Cycle Notes Series Nos. 1 – 18, 1999 – 2006*
- *VicRoads Traffic Engineering Manual Vol. 1*
- *Australian Standard AS 1742.9 Manual of Uniform Traffic Control Devices Part 9: Bicycle Facilities, 2nd Edition 2000*

This section of the bicycle strategy highlights some of the key information which is described in more detail in these guides.

### 6.1 Sealed Shoulders

A large portion of the Latrobe Bicycle Network is proposed to consist of sealed shoulders. The following standards and practices should be adopted when constructing and maintaining sealed shoulder as part of the Latrobe Bicycle Network:-

- Sealed shoulders should desirably be a minimum of 2.0 metres wide, particularly in areas where the speed limit is 100km/h.
- An aggregate of no greater than 10mm nominal size should be used to ensure that the surface will provide a smooth ride quality for cyclists.
- The sealed shoulders should be continuous to avoid situations where the cyclists have to unexpectedly merge into the traffic lane.
- At locations where there is a break in the sealed shoulder due to fixed obstacles such as narrow bridges G9-57 "Watch for Cyclists" signs should be installed to give motorists indication that cyclists will be merging onto the traffic lane at this point.
- A maintenance program needs to be established that ensures that all sealed shoulders that form part of the Latrobe Bicycle Network are swept regularly. This is particularly important given that loose stones and other debris are often swept onto the shoulders from passing traffic.

The provision of sealed shoulders on all identified on-road intertown cycling routes is a long-term goal. However it will also attract a high cost. In the short term shoulder sealing should be targeted at specific locations where there are sharp curves or a known history of safety problems.

### 6.2 Off-Road Trails

Off-road trails also form a large part of the Latrobe Bicycle network with some of their key features described below:-

- All sealed paths should have a minimum width of at least 2.5 metres which is suitable for localised routes which are likely to receive minimal use. Major recreational paths such as rail trails should desirably have a width in the order of 4.0 metres to allow people to ride in groups.
- Sharp curves and steep gradients should generally be avoided to ensure a pleasant riding experience, particularly considering that off-road trails are likely to be used by less experienced cyclists.
- A hard compacted surface should be provided for all off-road trails with good drainage so that the trail can be used throughout the year. Asphalt or concrete surfaces are generally preferred by cyclists, particularly for highly trafficked areas. However well graded gravel paths may be suitable on low volume, low gradient routes, locations where the cost of constructing a sealed path cannot be justified or in locations where it is preferred to retain a more natural character that better reflects the existing environment.
- Off-road trails should be regularly maintained including spraying weeds, trimming overhanging branches, filling cracks and sweeping for debris.
- Signage should be provided at road crossings including signs warning cyclists of the road ahead and signs warning motorists of the presence of the bicycle route.
- Terminal treatments should be provided on approaches to major roads to slow cyclists and in locations where it is necessary to prevent unauthorised vehicles from using the path. They should be designed so that they can be easily negotiated by cyclists and are clearly visible. In particular, narrow points should contain an opening of at least 1.4 metres and a minimum clearance of 3.0 metres should be provided for a staggered fence arrangement.
- Directional signs should be provided along all off-road trails including names of roads intersecting with the trail, town names, locations of amenities and distances to key destinations.

## 6. Regulations, Guidelines, Polices and Standards

- Lighting of off-road trails is generally only required at road crossings or in locations where the trail passes through an area where there is significant night time activity such as an area near a town centre.
- Toilets, shelters and drinking taps should be provided at regular intervals along major off-road trails generally at towns along the route, locations of key interest or at 20 to 25km intervals if towns are further than this distance apart.
- Off-road trails which run adjacent to local streets in built-up areas should preferably be located on a side of the road that contains minimal vehicular crossovers. Where the path is required to cross vehicular crossovers, the path should be set back at least 0.5 metres from the property to ensure there is good visibility between the cyclist and a vehicle exiting a private driveway.
- Regulatory Shared Path signs R8-2 should be installed along off-road trails at locations where cyclists and pedestrians are expected to join the trail to regulate who is an authorised user of the trail. Variations on this sign may be applicable for rail trails and longer recreational paths which may also be used by horses.
- If kerb outstands are to be provided on a road which contains marked bicycle lanes, it should be ensured that they do not protrude into the bicycle lanes.
- Speed humps and narrow points should generally be avoided on roads containing marked bicycle lanes unless a bypass of the treatment can be provided for cyclists.
- Regulatory signage R8-1 should be installed along bicycle lanes and bicycle logos marked on the pavement to prevent their use by other vehicles.

### 6.4 Other Bicycle Routes

In low volume, low speed environments where a route is commonly used by cyclists but the road is too narrow to provide formal bicycle lanes, the use of bicycle logos marked on the pavement and bicycle route signs G8-14 can be considered.

For routes between towns that are regularly used by training cyclists but do not contain a dedicated bicycle facility, cyclist warning signs W6-V11 can be used to advise motorists of the likely presence of cyclists.

Wide kerbside lanes is another treatment that can be considered for multilane roads which are not wide enough to provide formal bicycle lanes. These can be indicated by marking bicycle logos on the road pavement adjacent to a dashed continuity line. This treatment should only be used in situations where the kerbside lane is at least 3.7 metres wide.

### 6.3 Marked Bicycle Lanes

The Latrobe Bicycle Network includes a number of roads which are proposed to contain formal bicycle lanes within the major towns. Some key practices to be observed when providing marked bicycle lanes are described below:-

- The minimum width which should be adopted for roads containing on-road bicycle lanes where on-street parking is prevalent is 12.6 metres, although desirably road pavements should be 13 to 14 metres wide.
- For locations where on-street parking is minimal, a minimum width of 8.4 metres is acceptable to provide on-road bicycle lanes.
- Roundabouts should generally be avoided along routes containing on-road bicycle lanes as they present a hazard which can be difficult for cyclists to negotiate.

## 6. Regulations, Guidelines, Polices and Standards

### 6.5 New Residential Areas

The provision of bicycle routes should be considered as part of the establishment of a new residential area. In particular a new development should consider links to the existing bicycle network and to key activity centres within the proposed development area. This may include establishing linear corridors for off-road trails or providing suitable road reservation widths such that on-road bicycle lanes or adjacent off-road trails can be established.

Clause 18.03 in the State Planning Policy Framework section of the Latrobe Planning Scheme relates to bicycle transport and contains the objective that planning for bicycle travel be integrated with land use and development planning to encourage cycling as an alternative mode of travel.

In particular it states that wherever possible, off-road bicycle networks should be planned for in new urban development.

### 6.6 Cycling Regulations

There are a number of regulations involving cyclists which are documented in Road Rules Victoria.

A number of the key regulations are documented below:-

- The rider of a bicycle riding on a length of road with a bicycle lane designed for bicycles travelling in the same direction as the rider must ride in the bicycle lane unless it is impracticable to do so.

- The rider of a bicycle must not ride across a road, or part of a road, on a children's crossing, marked foot crossing or pedestrian crossing.

- The rider of a bicycle who is 12 years old or older must not ride on a footpath unless the rider of the bicycle is 18 years old or older; and the rider is accompanying a child under 12 years of age who is riding a bicycle on the footpath; and the child is under the rider's supervision.

- The rider of a bicycle riding on a footpath or shared path must keep to the left of the footpath or shared path unless it is impracticable to do so and give way to any pedestrian on the footpath or shared path.

- The rider of a bicycle must wear an approved bicycle helmet securely fitted and fastened on the rider's head.

The following definitions apply for the above rules:-

*A shared path is an area open to the public (except a separated footpath) that is designated for, or has as one of its main uses, use by both the riders of bicycles and pedestrians, and includes a length of path for use by both bicycles and pedestrians beginning at a shared path sign and ending at the nearest of the following—*

- (a) an end shared path sign;*
- (b) a no bicycles sign or no bicycles road marking;*
- (c) a bicycle path sign;*
- (d) a road (except a road related area);*
- (e) the end of the path.*

*Footpath, means an area open to the public that is designated for, or has as one of its main uses, use by pedestrians.*

*A driver (except the rider of a bicycle) must not drive in a bicycle lane, unless the driver is permitted to drive in the bicycle lane under this rule.*

*If stopping or parking is not prohibited at a place in a bicycle lane, a driver may drive for up to 50 metres in the bicycle lane to stop or park at that place.*

*A driver may drive for up to 50 metres in a bicycle lane if the driver is driving a public bus, public minibus, or taxi, and is dropping off or picking up, passengers.*

*A bicycle lane is a marked lane, or the part of a marked lane—*

- (a) beginning at a bicycle lane sign applying to the lane; and*
- (b) ending at the nearest of the following—*
  - (i) an end bicycle lane sign applying to the lane;*
  - (ii) an intersection (unless the lane is at the unbroken side of the continuing road at a T-intersection or continued across the intersection by broken lines);*
  - (iii) if the road ends at a dead end—the end of the road.*

It is noted that bicycle facility signs including bicycle lane and shared path signs are Major Traffic Control Items which require the consent of VicRoads to erect or remove. However, VicRoads have delegated power to Latrobe City to approve changes to some Major Control Traffic Items including bicycle facilities.

Importantly, the road rules do not prevent parking from occurring within a bicycle lane unless parking is restricted for other reasons.



## 6. Regulations, Guidelines, Polices and Standards

### 6.6 New Development Bicycle Parking Provisions – Clause 52.34

Since the last Bicycle Strategy was undertaken for Latrobe City in 1998, a new Clause has been added to the Latrobe Planning Scheme, which specifies bicycle parking provision requirements for new developments, including the required number of spaces as a function of the floor area as well as dimensions of spaces.

The table below indicates the required provisions at land uses likely to be located within the town centres. Note that this is an abridged version of the table which appears in the Planning Scheme.

#### Clause 52.34 – Latrobe Statutory Bicycle Parking Requirements

Use	Employee	Visitor/Shopper
Convenience Restaurant	1 to each 25 sq m of floor area available to the public	2
Hotel	1 to each 25 sq m of bar floor area available to the public, plus 1 to each 100 sq m of lounge floor area available to the public	1 to each 25 sq m of bar floor area available to the public, plus 1 to each 100 sq m of lounge floor area available to the public
Industry	1 to each 1,000 sq m of net floor area	None
Major Sports & Recreation Facility	1 to each 1,500 spectator places	1 to each 250 spectator places
Market	1 to each 50 stalls	1 to each 10 stalls
Office	1 to each 300 sq m of net floor area if the net floor area exceeds 1,000 sq m	1 to each 1,000 sq m of net floor area if the net floor area exceeds 1,000 sq m
Restaurant	1 to each 100 sq m of floor area available to the public	2 plus 1 to each 200 sq m of floor area available to the public if the floor area available to the public exceeds 400 sq m
Retail Premises	1 to each 300 sq m of leasable floor area	1 to each 500 sq m of leasable floor area
Shop	1 to each 600 sq m of leasable floor area if the leasable floor area exceeds 1,000 sq m	1 to each 500 sq m of leasable floor area if the leasable floor area exceeds 1,000 sq m
Take-away	1 to each 100 sq m of net floor area	1 to each 50 sq m of net floor area

Clause 52.34 requires that employee bicycle spaces be secure bicycle lockers or compounds, while short-term bicycle spaces for visitors/shoppers should be easily accessible (i.e. a bicycle rail in a highly visible location for security/surveillance).

Bicycle spaces should be at least 1.7m long, 1.2m high and 0.7m wide at the handlebars.

While a permit may be granted to reduce/waive the bicycle parking requirements for new developments, consideration should be given to the likely users and the proximity of the developments to the existing and proposed bicycle network in determining suitable provisions for bicycle parking throughout the municipality.

## 7. Priority Projects

### 7.1 Implementation

To facilitate the delivery of projects and actions identified in the Bicycle Plan, Council will consider funding allocations for the next four years and will seek opportunities for additional funding from other sources including various Federal and State Government programs.

In determining year one of the implementation plans, consideration has been given to the funding allocated in the 2007-08 Capital Works Program for the implementation of the Bicycle Plan, other specific Council funded bicycle projects and funds already obtained from external sources.

Years 2 to 4 of the implementation plan are based on the ranking of the projects according to the prioritisation process. Projects will be considered in this priority order for future Council funding.

In order to optimise the benefit to be obtained by the community from the availability of external funds, project priorities will be re-assessed annually and the implementation plan adjusted accordingly.

Town	Year 1	Years 2-4	Total Years 1 – 4	Year 5+
Boolarra	\$ 27,700	-	\$ 27,700	-
Churchill	\$28,000	\$ 70,600	\$ 98,600	\$ 69,100
Glengarry	\$ 44,900	-	\$ 44,900	-
Moe/Newborough	\$ 65,000	\$ 132,700	\$ 197,700	\$ 1,065,000
Morwell	\$ 183,800	\$ 229,100	\$ 412,900	\$ 440,000
Toongabbie	\$ 1,000	\$ 63,800	\$ 64,800	-
Traralgon	\$ 109,000	\$ 286,300	\$ 395,300	\$ 607,300
Traralgon South	-	\$ 10,000	\$ 10,000	-
Tyers	\$ 5,000	-	\$ 5,000	\$173,000
Yallourn North	\$ 5,000	\$ 31,100	\$ 36,100	\$ 38,400
Yinnar	\$ 5,000	\$ 13,300	\$ 18,300	-
Intertown Links	-	\$ 43,200	\$ 43,200	\$ 202,000
<b>TOTAL</b>	<b>\$ 474,400</b>	<b>\$ 880,100</b>	<b>\$ 1,354,500</b>	<b>\$ 2,594,800</b>

# 7. Priority Projects

## 7.2 Prioritisation of Projects

Projects were prioritised and ranked by a two step process:

### Step 1 – Multi-Criteria Analysis

All projects identified in this Plan were prioritised using a multi-criteria analysis to determine the comparative ranking of each project.

Projects were assessed and allocated a score against each of the five objectives below. These scores were then weighted according to the relative importance of each objective and totalled to produce an overall score. For the purposes of this plan, the following criteria and weightings were used for the assessment of individual projects:

- a) **Network connectivity (30%)** – Projects were assessed on their contribution to an integrated and connective cycling network. Projects that completed gaps along routes were generally viewed as the highest priority while projects that extend existing routes were given a middle score and new routes scored low.
- b) **Safety (30%)** – Projects were scored for the level of safety provided for cyclists by the proposed works based upon likely interaction with vehicular traffic. Off-road paths generally allow for almost complete separation of cyclists from vehicular traffic. Sealed shoulders provide some separation from other vehicles but do not rate as high as off-road paths. Projects involving signage and road pavement symbols improve cyclist safety by providing a warning of the presence of cyclists to the drivers of other vehicles, but do not provide physical separation of cyclists from other traffic.
- c) **Demand generators (20%)** – Projects were allocated scores based upon their proximity or connection to generators and attractors of cyclists. Schools are strong generators of cycling traffic and therefore a high priority. Providing access to recreational centres, tourist attractions, sporting facilities and places of employment have also been identified as a priority. A number of respondents raised the need for improved inter-town links and training routes. However, such facilities are used only by select groups and are of less importance to the general public, in particular to family groups or inexperienced cyclists. Inter-town routes were generally rated less important and routes used by cyclists for training purposes were given low scores.
- d) **Facilities provided (10%)** – Projects were rated on their contribution of new infrastructure to enhance the network. End of journey facilities such as bike racks and direction signage contribute to the usability of the network and score highly. Off-road paths provide a significant facility for use by cyclists and pedestrians and also score highly. The sealing of road shoulders also provides new infrastructure of benefit to some of the community. The provision of lane lines along an existing road provides a new facility for use by cyclists but does not contribute by providing new infrastructure as it utilises existing road pavement. The provision of warning signage contributes only minimally to new infrastructure, while the undertaking of further studies into the provision of new cycle paths/routes does not provide any new infrastructure.
- e) **Complexity/issues (10%)** – Projects were rated on the degree of complexity and/or the issues to be resolved prior to the construction of the project. Projects requiring minimal design and with no issues were scored higher than those requiring completion of design/investigation or the resolution of other issues. If a significant investigation is required or major issues resolved before a project can progress, a low score was allocated.

### Step 2 – Benefit Cost Analysis

A benefit cost analysis (BCA) was then used to determine relative priorities of the projects. The BCA is based upon the overall weighted score from Step 1 and the project cost, where the project cost has been expressed as a relative score on a sliding scale from projects under \$10,000 to projects costing in excess of \$200,000.

***For the purpose of the implementation plan, those projects with a benefit cost analysis of greater than 1.0 have been defined as high priority.***



## 8. Bench Marking

As part of the bicycle plan review, a brief investigation was undertaken regarding the contribution to bicycle facilities in other similar municipalities. In particular, contact was made with each of the adjoining municipalities of Wellington, South Gippsland and Baw Baw and also other municipalities containing large regional centres at Ballarat, Greater Bendigo and Greater Shepparton.

### 8.1 Adjoining Municipalities

#### **Wellington Shire**

Wellington Shire have a municipal bicycle strategy which includes local bicycle routes and inter-town links throughout the entire municipality. This plan has now become quite dated and few of the recommended routes have been implemented. Due to the large expense of constructing inter-town linkages, and the small population centres in the majority of towns within Wellington, funding to date has been largely concentrated on implementing bicycle routes within the town of Sale. Council has been contributing in the order of \$20,000 per year which has been matched by VicRoads.

#### **South Gippsland Shire**

South Gippsland Shire has also developed a municipal bicycle strategy which includes proposed bicycle facilities across the entire municipality. Similar to Wellington Shire, however, few facilities have been constructed to date.

There are two rail trails located within South Gippsland Shire which are between Mirboo North and Boolarra and between Leongatha and Foster. Council has been contributing \$40,000 each year to the longer Leongatha to Foster trail and \$4,500 each year to the shorter Mirboo North to Boolarra trail.

Funding for other projects documented in the bicycle strategy has so far been allocated on an ad-hoc basis, with so far the only project which has been allocated funding being the construction of an off-road trail between Tarwin Lower and Venus Bay. It is intended that other projects described within the bicycle strategy including local routes within Korumburra and Leongatha would be allocated funding following the completion of the Tarwin Lower to Venus Bay trail.

#### **Baw Baw Shire**

Baw Baw Shire adopted a Bicycle and Walking Path Development Plan in 1998. As part of this plan the entire municipality was divided up into zones and various walking and cycling links were proposed in each of the zones.

Council funding for implementing the plan has generally been in the vicinity of \$50,000 per year, however recently this contribution has increased to \$200,000 per year to implement a major linkage between Drouin and Warragul costing approximately \$800,000.

Baw Baw Shire also have an active cycling group based in their municipality which is the Warragul Cycling Club. Cycling routes which are often used by Baw Baw based cyclists which link into Latrobe City include Waterloo Road, North Canal Road through Westbury and Willow Grove Road.

Old Sale Road has been identified in the Bicycle and Walking Path Development Plan as a popular cycling route between Willow Grove and Moe.

### 8.2 Other Regional Centres

#### **Ballarat City**

Ballarat City have developed an extensive bicycle network which consists of a large number of on-road and off-road routes. They have an active Bicycle Users Group (BUG) which meets every couple of months to discuss any deficiencies with the network. Recently, the BUG assisted Council to develop a cycling brochure for the municipality which documents all of the cycling routes.

Council contributes \$100,000 each year to bicycle facilities which generally relates to maintenance and upgrades to existing routes.

#### **Greater Bendigo City**

Greater Bendigo City are in the process of significantly expanding their cycling network. Council currently contributes in the order of \$200,000 to \$250,000 towards cycling facilities each year and is in the process of preparing a cycling and walking strategy which is looking to increase the amount of Council funding to in the order of \$500,000 per year.

#### **Greater Shepparton City**

Greater Shepparton City are in the process of reviewing their existing bicycle strategy. Council currently contributes approximately \$100,000 per year for shared paths but no funding for on-road bicycle facilities. All on-road facilities are instead funded by VicRoads, with the level of funding varying each year.

As part of the bicycle strategy review, Council are looking to have future bicycle facilities primarily funded by developer contributions.

## 9. Partnerships and Funding

### Funding Opportunities

Sources of funding will be a major consideration when implementing the Latrobe Bicycle Network. Based on the review of other municipalities, a reasonable contribution from Latrobe City Council would be in the order of \$100,000 to \$200,000 per year as a starting point.

While Council's contribution will be a good start in implementing the bicycle network, it will not in itself be sufficient to complete the network within a reasonable timeframe.

This section of the strategy describes a number of other potential funding sources which could be used to implement the Latrobe Bicycle Network.

### **VicRoads – Priority Routes**

VicRoads have a Priority Bicycle Route program where they provide funding to implement the major cycling routes within large regional centres. Priority Bicycle Routes provide cyclists with the most direct route between key destinations within a city or town and support cyclists who want to travel to destinations such as schools and shops. The towns of Traralgon, Morwell, Moe/Newborough and Churchill have benefited from this program in the past.

It is noted that funding is allocated based on a rate of approximately 1km of Priority Bicycle Route per 1,000 population in each town.

Following the 2006 update of the Latrobe Bicycle Network there is potential that this funding can be continued to include further routes in the major towns and some of the main routes in the smaller towns which have now been included in the bicycle network.

Note that the priority route identified as part of the current bicycle plans differ marginally from those identified previously based on changes in development.

### **Roads to Recovery**

The roads to recovery program is managed by the Federal Government and allows local Councils to nominate projects to receive Federal Government funding. This program could be a good funding source to provide shoulder sealing for intertown links in addition to other projects.

Note that Roads to Recovery funding is only available to road related projects.

### **Sports and Recreation Victoria**

Sports and Recreation Victoria includes a grants program which can be used to fund community recreational facilities. This funding source could be used for off-road trails within towns which form part of the Latrobe Bicycle Network.

### **Small Towns Development Fund**

The Small Town Development Fund is a program run through Regional Development Victoria which provides funding to projects which support economic growth in small towns. Provision of bicycle facilities qualifies under this program.

### **VicRoads Shoulder Sealing and Maintenance**

VicRoads fund sealing of shoulders on all "A" standard rural arterial roads. All other rural arterial roads only attract funding based on a crash history.

It is recommended that Council approach VicRoads to explore options to fund shoulder sealing on arterial roads other than "A" standard roads which are identified as intertown cycle routes in the Latrobe Bicycle Plan, including the possibility of Council providing part of the funding.

### **Local Area Access Program (LAAP)**

The LAAP program aims to improve local access and overcome barriers to walking, cycling and public transport. Grants are available to local Councils to develop and implement small scale infrastructure projects around their municipalities.

### **Regional Infrastructure Development Fund**

The Regional Infrastructure Development Fund is a program run through Regional Development Victoria which provides funding to infrastructure projects in regional centres. Transport linkages are a key component of this program.

## 9. Partnerships and Funding

### **Provincial Pathways Program**

This is a new program managed by Regional Development Victoria that was initiated in November 2005 that was set up specifically to develop walking and cycling trails in regional areas. This funding would be particularly applicable to rail trails and other major trail links between towns.

### **Rail Trail Funding**

Whilst there are no specific sources for funding rail trails, in addition to the funding sources documented in the previous section there are a number of other funding sources available. A paper prepared by the High Country Rail Trail Committee of Management (who are managing the development of the rail trail between Wodonga and Cudgewa in north eastern Victoria) list a number of funding sources for their project. These include:-

- Crown Lands Reserve Improvement
- Land Victoria
- Natural Heritage Trust
- Parks Victoria
- Regional Development Victoria
- Regional Assistance Program
- Sponsorship from local businesses

The paper also describes how labour for rail trail projects can be undertaken by volunteers, students and through participants in the Work for the Dole program.

## 10. Bicycle Network Promotion

To ensure the success of the bicycle plan, it is important that the bicycle network is promoted to encourage a greater number of cyclists to use the network.

### Bicycle Network Brochure

A simple way of promoting the bicycle network to potential users is through the development of a fold out pocket sized glossy colour brochure which displays the Latrobe Bicycle Network.

It is recommended that the brochure should include a map showing intertown routes throughout the whole municipality on one side and more detailed plans showing routes within each of the individual towns on the other side.

The brochure could also provide useful information to cyclists such as the location of cafes, bicycle shops, toilets, railway stations and popular attractions that are easily accessible from the bicycle network.

Copies of the bicycle network brochure should be made available at bicycle shops, Council officers and visitor information centres in each of the major towns.

### Cycling Events

Another way of promoting cycling within the Latrobe is by holding and supporting major cycling events. These events not only draw professional cyclists to Latrobe City but also encourage the profile of cycling in the area.

The provision of a high standard bicycle network will help attract future cycling events to Latrobe City, particularly as the bicycle network will provide a good facility for cyclists to train.

Some of the recent cycling events that Council has previously assisted or currently plans to assist include:-

- Slog to Sale (2006-07)
- Latrobe City Cycling Club Picnic Race (2004-06)
- Tour of Gippsland (2005-06)
- Tattersalls Cup (2003-04)
- Herald Sun Tour (2001-07)
- Lions Ride for sight (2005-07)
- Great Victorian Bike Ride

### Dedicated Cycling Facilities

In addition to the provision of linear cycling routes, another measure to encourage cycling in Latrobe City is to provide dedicated off-road facilities. Latrobe City currently includes a number of skate parks suitable for use by BMX bikes in the number of towns as well as a velodrome type facility at John Field Reserve in Newborough, but there is a lack of dedicated cycling tracks and facilities for mountain bikes in the area.

It is recommended that facilities for track cycling and mountain bikes should be considered as part of Council's recreational strategy.



## 11. Performance, Evaluation & Review

To ensure the success of the bicycle plan it is recommended that on-going performance review be undertaken to evaluate whether the objectives of the bicycle plan are being met.

A first step is to establish a group or committee to monitor the progress of the implementation of the bicycle network. The group could also suggest additional routes to be added to the bicycle network in the future.

It is suggested that the bicycle review group should include members of cycling groups, township associations, rail trail committees and local Bicycle Victoria members in addition to Council staff and should meet between 2 and 4 times per year.

To assist the bicycle review committee it is recommended that Council collect and make available the following information:-

- *Undertake annual counts of cyclists at key locations across the Latrobe bicycle network to gauge the rate that cycling is increasing. The counts should be undertaken at the main cycling routes within each of the towns, with the same locations being surveyed each year.*
- *Disclose the amount of funding provided for the implementation of cycling facilities each year including funding allocated from Council's budget and funding provided from other sources.*
- *Provide a list of bicycle facilities completed each year and compare against the list of projects nominated in the bicycle plan.*
- *Review the number of cycling events held each year and review against previous years.*
- *Review statutory planning applications that have been approved in year and the level of compliance with Clause 52.34 of the Latrobe Planning Scheme.*

**Public Meeting Attendance*****Churchill Meeting – Churchill Leisure Centre, 24<sup>th</sup> May 2006: 6:00pm***

<b>Group</b>	<b>Number of Representatives</b>
General Community Members	4
Churchill District Community Association	2
Latrobe City Cycling Club	2
Mallard Cycles Morwell	1
Boolarra Active Community Group	2
Monash University Gippsland	1
<b>TOTAL ATTENDEES</b>	<b>12</b>

***Traralgon Meeting – Cameron Street Community Hall, 24<sup>th</sup> May 2006: 8:00pm***

<b>Group</b>	<b>Number of Representatives</b>
General Community Members	3
Traralgon & Morwell Peddlers Association (TRAMPS)	4
<b>TOTAL ATTENDEES</b>	<b>7</b>

***Moe Meeting – Moe Town Hall, 30<sup>th</sup> May 2006: 6:00pm***

<b>Group</b>	<b>Number of Representatives</b>
General Community Members	7
<b>TOTAL ATTENDEES</b>	<b>7</b>

***Morwell Meeting – Latrobe City Headquarters, 30<sup>th</sup> May 2006: 8:00pm***

<b>Group</b>	<b>Number of Representatives</b>
General Community Members	2
Latrobe Valley Cycling Club	2
Back of Baw Baw Nordic Ski Club	1
TRAMPS	1
<b>TOTAL ATTENDEES</b>	<b>6</b>

### Issues Raised During the Consultation Process

LOCATION	ISSUE
<b>Moe/Newborough</b>	
rail double bridges	dangerous for pedestrians/cyclists at roundabout bridge
Boolarra Avenue, Monash Road, Murray Road, Durham Road, Tovell Street, Law Street	crossing unprotected intersections and/or sharing the route with cars
Waterloo Road	rough and damaged road edges
Moe-Yallourn Rail Trail	safer access from south side of railway, connect Yallourn end of trail through to Yallourn North, Yallourn end in poor condition (grass grown over, wash ways over, etc)
Old Sale Road (Newborough)	Continuation of bike lane over bridge and 60kph limit till after Haigh Street intersection improved access to rail trail, including signage
Lloyd Street	sealed shoulder to continue through to bridge (currently only sealed 1/3 of the way along, need to upgrade Lloyd Street entrance to Moe, marked lanes from McDonalds into town)
Torres Street (Newborough)	continuation of bike lane to Murray Road
Monash Road (Newborough)	continuation of bike lane to school and shopping area
Haigh Street	maintenance of bike lane, sweeping, cut back shrubs
Moore Street	New/improved cycle route required
Thompsons Road	new/improved cycle route required
Waterloo Road – Mitchells Road – Saviges Road – Della Torre Road – Rawson Road – Old Sale Road	new/improved cycle route required
Wirraway Street underpass	not safe getting under the bridge
Narracan Drive	hazardous at signals and at bridges
Service Road	no cyclist provision
Coalville Road	no footpath especially near the cut after Edward Hunter Reserve (Coalville Road goes over the freeway)
<b>Morwell</b>	
Commercial Road	end of journey facilities required
Monash Way	shoulders are good but are always covered in broken glass or loose stones from re-seal works, need sweeping
Firmins Lane (between Commercial Road and Tramway Road)	section is narrow and used by big trucks
Waterhole Creek	potential to extend path along creek north of Cringan Road to connect to Traralgon via Old Melbourne Road

LOCATION	ISSUE
<b><i>Morwell (cont ...)</i></b>	
Princes Drive (old highway)	past McDonalds, lane disappears at intersection of Monash Way
Alexanders Road	route is half done, should finish last km to keep away from logging trucks
general	link weekend destinations, such as lake, Mid Valley, pool, etc
to wetland	separate trail with facilities, could be utilised by families and not contending with traffic
<b><i>Traralgon</i></b>	
Liddiard Road/Princes Highway	Liddiard Road – narrows and there's nowhere for cyclists, i.e. bike lane ends south of Princes Highway and does not allow cyclists to cross easily
Princes Highway	marked cycle lane required along length
shops (business precinct, Stockland, Mallard Cycles, etc)	end of journey facilities need review, bike racks required, visibility/security/theft issues should be considered
Rail Trail	connect township/station to start of rail trail - possible routes: <ul style="list-style-type: none"> <li>▪Princes Hwy,</li> <li>▪Franklin Street/Davidson Street/Park Lane/ Strathcole Drive/Illyarrie Place/Nefertiti Court, and</li> <li>▪Park Lane/Marshalls Road</li> </ul>
general	cycle stands and ability to lock (end-of-trip facilities) required
Franklin Street	crossing south of bridge is dangerous
Traralgon Creek	part of existing path along northern section of creek is not wide enough to sign as bike route, but is used as one
Marshalls Road (Maffra Road to Park Lane)	speed limit of 100kph too high for single track road, should be 60kph or else one-way road very narrow sealed section, will become more of an issue when new subdivision is developed
Maffra Road	short section north of Nefertiti Court - road surface at edge (Traralgon-bound direction) very uneven and unsafe for cyclists sealed shoulder stops 300m before Princes Highway intersection of Maffra Road/Princes Highway dangerous for cyclists
McMahon Street at Maffra Road	right turn into McMahon Street – cyclists should be allowed to turn right
Traralgon West Road/Tyers Road intersection	speed limit: cars still travel at 100kph as 80kph sign is too close to junction
Tyers Road at Kimberley Drive	speed limit too high, should be 60kph, junction design is dangerous, if cyclist is waiting to turn right, needs to stand in front of on-coming car
Tyers Road, north of Kimberley Drive	road is narrow – sealed shoulder is required, speed limit should be 60kph



LOCATION	ISSUE
<b>Traralgon (cont ...)</b>	
Tyers Road, north of Kimberley Drive	road is narrow – sealed shoulder is required, speed limit should be 60kph
Stockdale Road, south of Farmer Crescent	parking bay kerb at end of bay is too wide and sometimes hard to see at night (Breed Street has a good parking bay kerb design)
Wirilda Crescent between Grubb Avenue and Birregun Court	parking bays on both sides of road make bend very dangerous, parking should be prohibited, concrete kerbs for traffic control are laid too wide from the main kerb making the road too narrow for cyclists and motorists together
Traralgon Creek Road south of Mapleson Drive	outbound sealed shoulder a bit rough for bikes with narrow Tyers
<b>Churchill</b>	
Arcacia Way and Birch Drive, Monash Way to Glendonald Road, Glendonald Road, Northways Road (beyond the university)	need bike lanes and “awareness of cyclists” signs
Northways Road	traffic lights at school crossing continuation of Hyland path required south of Philip Parade
Shopping Centre in Churchill	bike racks required with security camera surveillance
Monash Way to Mc Donald Way	need new/improved connections (at overpass)
Monash Way	no markings, section between bridge (McDonald Way) and roundabout (Switchback Road/Northways Road) narrow
Monash Way/Switchback Rd	issues crossing the roundabout
Tramway Road	no room opposite Matta Drive needs painted bike symbol
Phillip Parade	no markings, end-of-trip facilities at proposed Churchill hub
Manning Drive	at Gaskin Park (footy grounds) danger dodging parked cars, needs a physically marked bike lane
Canterbury Way	no markings, street lighting improvements required at Canterbury Way crossing of Monash Way
<b>Yallourn North</b>	
Third Street (Moe-Glengarry Main Road)	new/improved cycle route required
town centre	most trips to/from central area, parts of the town are extremely hilly and footpaths are not in good condition
west of town	potential for bush cycle tracks
Purvis Road/North Road	join to rail trail and Lake Narracan (original access to Halls Bay closed off due to land slide, could be converted to bike trail as a link)

LOCATION	ISSUE
<b>Tyers</b>	
general	cycle stands and ability to lock (end-of-trip facilities) required
Tyers-Walhalla Road	route improvement required, narrow road, a sealed shoulder on the uphill direction would assist when being overtaken by cars
Tyers Road (to Traralgon)	route improvement required
Glengarry West Road, east of Kyandra Drive	bicycle track surface is quite rough for cyclists with narrow Tyers
Primary School	primary school runs a bike-ed program and currently finds it difficult to find an appropriate stretch of road for this, there is a dangerous conflict between logging trucks and bikes
proposed subdivision	should consider bicycle access to the school
<b>Glengarry</b>	
general	accommodation/camping facilities (end-of-trip)
rail trail	bike paths should connect rail trail into main CBD to allow access to accommodation or toilets/tourist opportunities
Cairnbrook Road	on-road bicycle lane required, connecting to the Tyers-Glengarry West Road which connects to Walhalla
<b>Toongabbie</b>	
near school	lack of defined paths, children cycling on road
general	accommodation/toilets/camping facilities (end-of-trip)
rail trail	bike paths should connect rail trail into main CBD to allow access to accommodation or toilets/tourist opportunities
Victoria Street and extension	north of Hill Street poor condition, unsafe to cycle off the road, high speeds, on-road cycle route required to connect to Cowwarr Weir
Toongabbie Cowwarr Weir Road north of Foxes Road	major deep unseen culvert, known accident spot, needs sign posting Toongabbie Cowwarr Weir Road crosses over 2 local government areas (Latrobe and Wellington), if Foxes Road could be accessed by cyclists along easement to join up with Foxes Road on Maffra Cowwarr end, the rail trail could be utilised more safely to cycle into Toongabbie centre
King Street (south of Cowen Street), Cowen Street, Main Street	on-road cycle route required
King Street (Stewart Street to Hill Street)	dangerous to children, one lane, culverts both sides, swampy vacant low land one side and un-mowed nature strip the other, high traffic and school bus route, would benefit from basic gravel riding path
Stringers Road	culverts, pot holes and bitumen edging causing safety issues to cyclists, particularly school children, high traffic and school bus route, would benefit from basic gravel riding path
historic cemetery	route should be constructed from Rail Trail to access historic cemetery

LOCATION	ISSUE
<b>Boolarra</b>	
around primary school	footpaths in poor condition/eroding
Morwell River Road, Mirboo North Road, Boolarra to Yinnar Road	Narrow aprons on roads, poor lighting, no warning signs to vehicles that bicycles may be utilising roads.
Monash Way/Brights Road intersection	Cars travelling into Brights Road generally don't slow down, cyclist travelling into Boolarra on Monash is at risk of collision
general (issues raised by primary school)	many students cycle (school runs bike-ed), no footpaths (or footpaths in crumbling, dangerous condition), narrow roads, winding roads with poor visibility ahead, roads used by buses, log trucks and milk tankers
Tarwin Street (around school and pre-school)	create safe footpaths
Boolarra Primary School and Pre-School	end-of-trip facility – designated dismount section marked with signs and space
Skate Park and Recreation Reserve	bicycle racks required
shops	end-of-trip facility – designated dismount section marked with signs and space
<b>Yinnar</b>	
general	some areas too narrow to cycle, approximately 10% of students cycle to school
connections	to Morwell and to Mirboo North
<b>Traralgon South</b>	
at bridge on Redhill Road	no footpath provision, high speed and narrow road
between Traralgon South township and traffic lights where Traralgon Creek Road meets the Hyland Highway	cycle path needed, residents would like a separate (off-road) path, danger with sealed shoulders and logging trucks, maintenance, etc, proposal has been costed in 3 sections
Rifle Range Road & Morgan Drive	Insufficient road widths, require off-road paths
Traralgon Creek Road	narrow in parts, more shoulders required, log trucks using road regularly
<b>Intertown Links</b>	
along highway between Loy Yang Power Station and Traralgon	signage needed, warning motorists that the road is frequently used by cyclists
loop: Loy Yang – Rosedale – Traralgon	popular cycle route, add to a council list of recommended cycle routes
Maryvale Road	lane has been provided, but not marked or signed
Churchill to Morwell	cycling routes need to be established/improved
Churchill to Traralgon	cycling routes need to be established/improved, Traralgon residents commute to Monash Uni

LOCATION	ISSUE
<i>Intertown Links (cont ...)</i>	
Churchill to Morwell National Park	cycling routes need to be established/improved
Churchill to Hazelwood Pondage	cycling routes need to be established/improved
Willowgrove Road – Tanjil South to Moe	route used for cycling, vehicles travel at high speeds, dangerous bends, dips and rises, often no clearing to the left of the lane (note: this route is entirely within Baw Baw Shire)
Hazelwood Road	sealed shoulder very intermittent, near Traralgon very narrow road
Glengarry – Tyers – Yallourn North Road	very popular cycling route, needs shoulder, sealed should required especially on bends ¾ km west of Wirilda Park 1km between Tyers and Yallourn North really bad in cutting, west side of the bridge from Tyers river
Boolarra to Morwell	link Boolarra Rail Trail with Morwell via rail/open-cut/ wetlands route path along Morwell River could be considered with any future realignment of the river
Yinnar to Churchill	Switchback Road better than Monash Way, less logging trucks and traffic in general
Toms Bridge to Tyers River	road between needs upgrading
Tyers-Walhalla Road	busy road, many trucks, consequent danger to cyclists
Traralgon-Tyers Road	busy road, no verge, sealed should required on bends near river and on the uphill into Traralgon, also speed needs to be reduced to 80kph
Traralgon-Glengarry Road	sealed shoulder urgently needs to be swept clean of stones from re-surfacing of road, edge between shoulder and road needs levelling
Traralgon-Glengarry Rail Trail	not rideable, no bridge across Latrobe River, campers have burnt down pylons and bridge is now un-useable, costly to replace
Scrubby Lane	speed should be reduced to 80kph
Traralgon West Road	sealed shoulder needs sweeping due to effects from quarry trucks and re-surfacing stones, some sections are in poor condition/unsealed
Strzelecki Highway (north-west of Morwell open-cut)	narrow bridge needs widening, any realignment should include sealed shoulders
Princes Freeway (west of Moe)	speed camera required on road alongside freeway to stop cars doing >150kph or else smooth speed humps installed
Princes Freeway (Traralgon to Morwell)	crossing on and off ramps is dangerous, i.e. crossing from left, across to get to Morwell, if coming from Morwell cyclists end up in the middle of the freeway heading towards Melbourne, bikes can't get off freeway at Tramway Road (neither can cars), request a bike exit only freeway not pleasant to ride on due to noise, high speeds, etc, not good for families or recreation



LOCATION	ISSUE
<b><i>Intertown Links (cont ...)</i></b>	
Traralgon Bypass (proposed)	when bypass is built, cyclists could be considered/catered for on the old (existing) route as traffic volumes will be reduced
Loy-Yang – Morwell Road (south of Loy Yang open-cut)	needs a cycle lane from before bend on Traralgon side of traffic lights, also needs a lane at edge of dual carriageway because of big trucks and two lanes of traffic in morning (workdays) and morning sun blinds drivers near top of hill
Yinnar to Boolarra Rail Trail	Construction of this link would allow cyclists to get off road link
Junction Road	hazardous, fair amount of traffic (and houses) out that way (about 3km's from Churchill), well used route, need sealed shoulders
Lake Narracan	need a complete loop around the lake, should join from rail trail
Driffield (Marretts Road)	connect Driffield with freeway via Marretts Road
Traralgon to Morwell	link towns (other than freeway), eg Alexanders to Kay Street, Old Melbourne Road past airport – new section has sealed shoulders, but other sections don't, eastern section of airport (Traralgon side) is dangerous
existing operational rail corridors	Provides a linear connection between towns, but need a significant offset due to fast rail
general	need more wide sealed shoulders, especially on routes with a mix of logging trucks, buses, commuter traffic, etc (such as Hazelwood North Road)
general	need one good continuous route rather than ad hoc non-connected sections
<b><i>General Issues</i></b>	
-	education program needed, to encourage more people to ride and to make motorists more aware of cyclists using roads
-	due to children's health/obesity issues, should try to develop bike specific routes to all local schools – kids sharing roads and footpaths is not a viable long-term plan
Hazelwood Pondage and other rural venues such as wetlands	end of journey facilities required
-	more signage required on cycle routes stating "cyclists use this road" or "designated bike trail", frequency of seeing cyclist signage (i.e. cars not expecting cyclists), a sign on a pole spaces every few kilometres would be good, may improve safety by increasing awareness if signage is installed, good short-term measure where shoulder sealing is missing on intertown links
-	promote Latrobe City as a "cycle friendly city", eg. Bicycle Victoria website, awareness, encourage cyclists to travel from Melbourne
-	tourism opportunities – have suggested tourist routes, have info available on website as well as brochures, need a publicly available "preferred" routes map between the towns, map could include quiet (low traffic) sealed roads, facilities locations could also be included on the map

LOCATION	ISSUE
<i>General Issues (cont ...)</i>	
-	Issue with info not getting out to citizens, not aware of cycle routes within and between towns, suggested map circulation through Bicycle Victoria, tourism centres, website, bicycle shops, etc
-	type of seal is important, large rock is not good for road bikes
-	having a shoulder stop abruptly (or intermitted shoulders) is worse than not having one at all, as a quick decision needs to be made, worse because motorists are not expecting cyclists to more towards them
Yallourn end of Rail Trail	toilets required
Gippsland Plains Rail Trail	support in getting the surface to cycling standard should be considered, section between Glengarry and Toongabbie dips into creek and is not good in Winter
-	enviro-toilet facilities needed along rail trail
Boolarra to Mirboo North Rail Trail	trail needs work to make it more of an all-weather path
schools	dangers with young children (under 9) cycling to school unsupervised
-	difficulties with enforcement (wearing a helmet, following road rules, etc), mainly for school children
-	difficulties crossing major intersections, especially roundabouts, discontinuity at dangerous points
-	separate bikes and cars wherever possible, especially at intersections, minimise interaction with traffic
-	general maintenance of sealed shoulders (sweeping)
small towns	issue with complacency due to low traffic volumes and drivers not being bike-aware, also children on roads due to low volumes and lack of paths
-	residents pay for sealing of roads through a charge scheme and have a say on width, they usually choose the cheapest (narrowest) option, cyclists are in competition with those that pay for road construction
-	should bicycle strategy have regard to the needs of motorised scooters? Increased use, people changing to these due to cost of travel, VACC possible policy to use bicycle paths, looking at a speed limit (50cc's) 30kph max.
-	Any new roads/realignments should require bike lanes to be incorporated at that stage (eg. Airport Road)
-	facilities: public toilets, water, rest stops, coffee shops, rotundas, shelter, seating, cycle-friendly accommodation with secure bike parking at ends of trails (i.e. in towns), signage, distance markers (including how far to next town, toilets, water, etc) and info on where to access trail from roadway, historic points of interest on trails (tourism)
-	off road riding facility/course should be considered, i.e. free riding down hilling (mountain biking), suggested location: Grand Ridge (plantation) – fast drop, could become an event destination and provide tourism opportunities

Proposed Bicycle Network Plans

Priority Route Distance: 13,500m  
 Population: 13,500



**LEGEND**

- |                 | LOCAL ROUTES          | PRIORITY ROUTES |
|-----------------|-----------------------|-----------------|
| <b>ON ROAD</b>  |                       |                 |
| Existing        |                       |                 |
| Proposed        |                       |                 |
| <b>OFF ROAD</b> |                       |                 |
| Existing        |                       |                 |
| Proposed        |                       |                 |
|                 | SCHOOL                |                 |
|                 | COMMERCIAL            |                 |
|                 | PARK / RESERVE        |                 |
|                 | WATER                 |                 |
|                 | RECREATIONAL FACILITY |                 |
|                 | SKATE PARK            |                 |
|                 | RAILWAY STATION       |                 |



**LATROBE BICYCLE PLAN  
 MORWELL BICYCLE NETWORK**



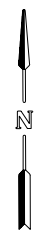
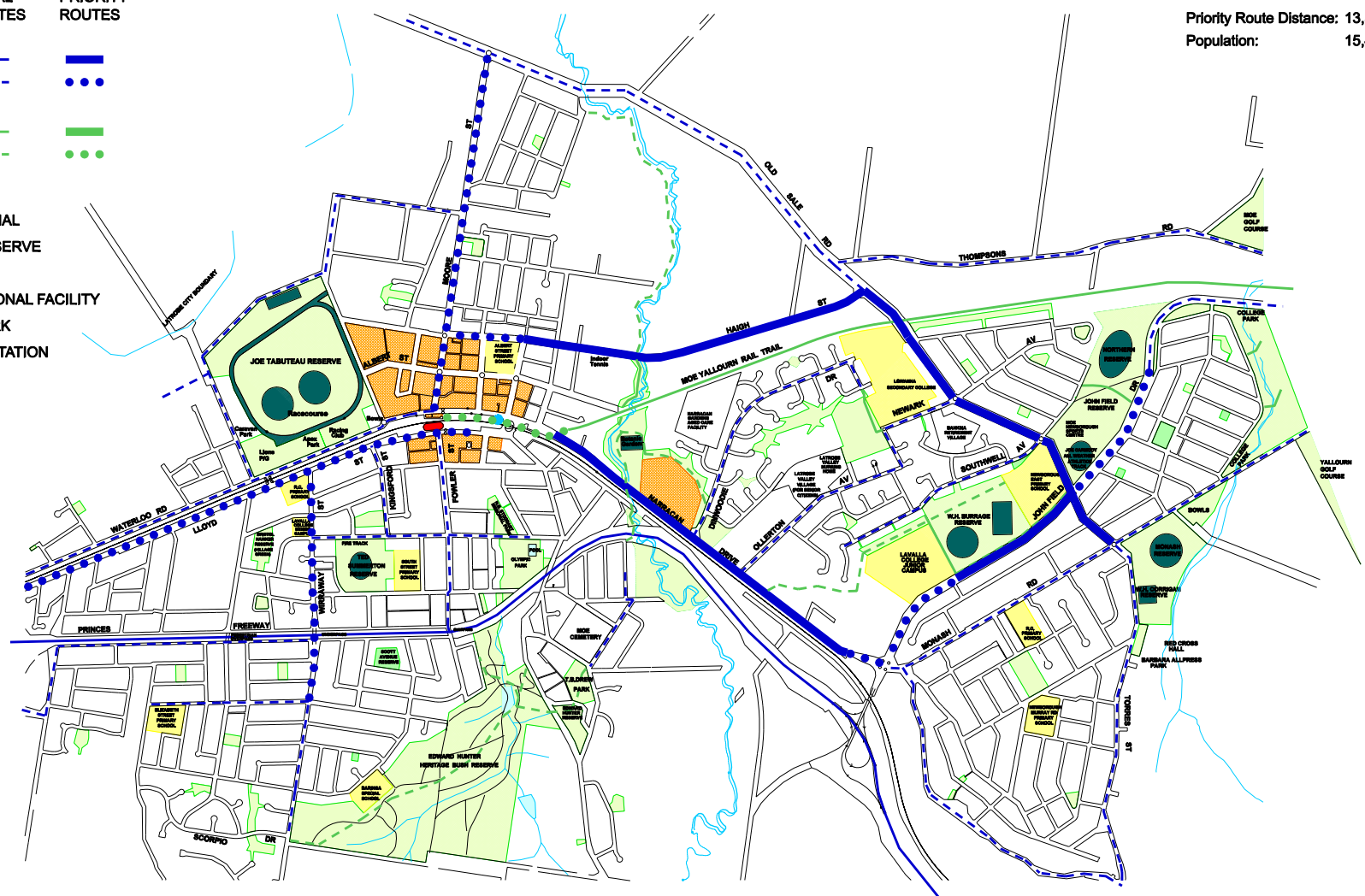
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**LEGEND**

- |                 |                       |                        |
|-----------------|-----------------------|------------------------|
|                 | <b>LOCAL ROUTES</b>   | <b>PRIORITY ROUTES</b> |
| <b>ON ROAD</b>  |                       |                        |
| Existing        |                       |                        |
| Proposed        |                       |                        |
| <b>OFF ROAD</b> |                       |                        |
| Existing        |                       |                        |
| Proposed        |                       |                        |
|                 | SCHOOL                |                        |
|                 | COMMERCIAL            |                        |
|                 | PARK / RESERVE        |                        |
|                 | WATER                 |                        |
|                 | RECREATIONAL FACILITY |                        |
|                 | SKATE PARK            |                        |
|                 | RAILWAY STATION       |                        |

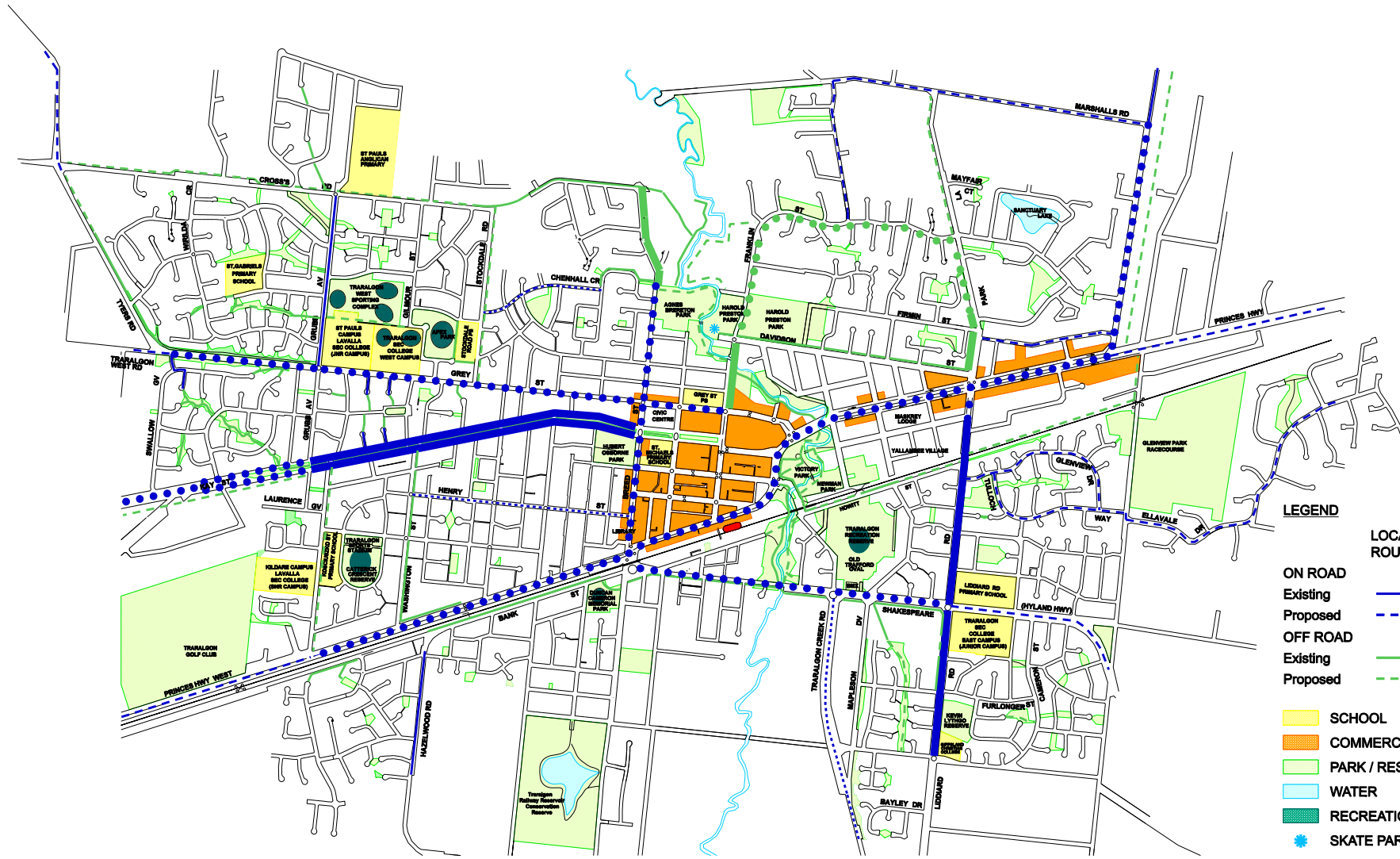
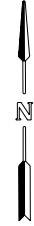
Priority Route Distance: 13,500m  
Population: 15,400



**LATROBE BICYCLE PLAN**  
**MOE / NEWBOROUGH BICYCLE NETWORK**

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Priority Route Distance: 19,100m  
 Population: 19,600



**LEGEND**

	<b>LOCAL ROUTES</b>	<b>PRIORITY ROUTES</b>
ON ROAD		
Existing		
Proposed		
OFF ROAD		
Existing		
Proposed		
	SCHOOL	
	COMMERCIAL	
	PARK / RESERVE	
	WATER	
	RECREATIONAL FACILITY	
	SKATE PARK	
	RAILWAY STATION	

## LATROBE BICYCLE PLAN TRARALGON BICYCLE NETWORK

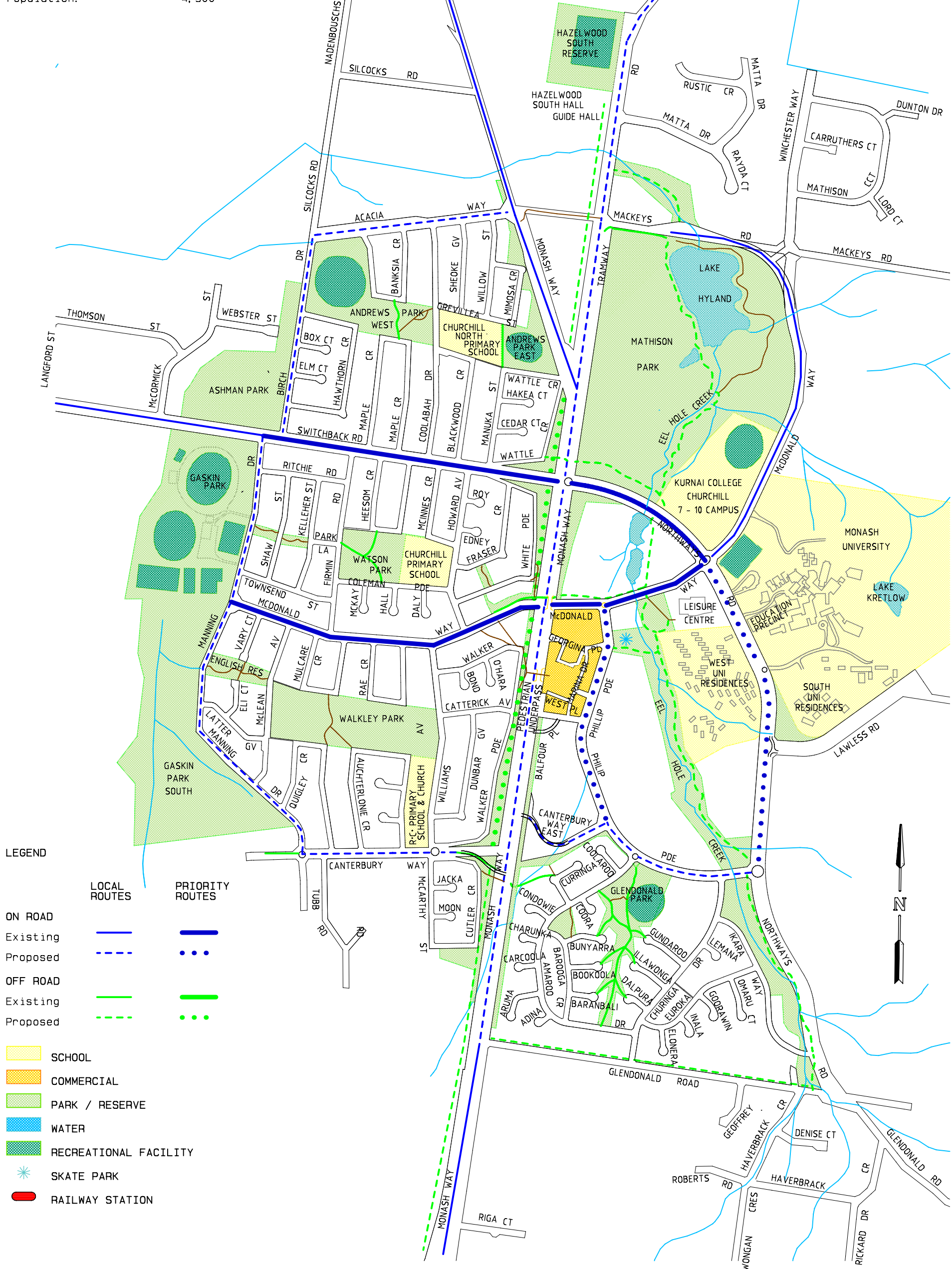


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Priority Route Distance: 5,900m

Population: 4,900



LEGEND

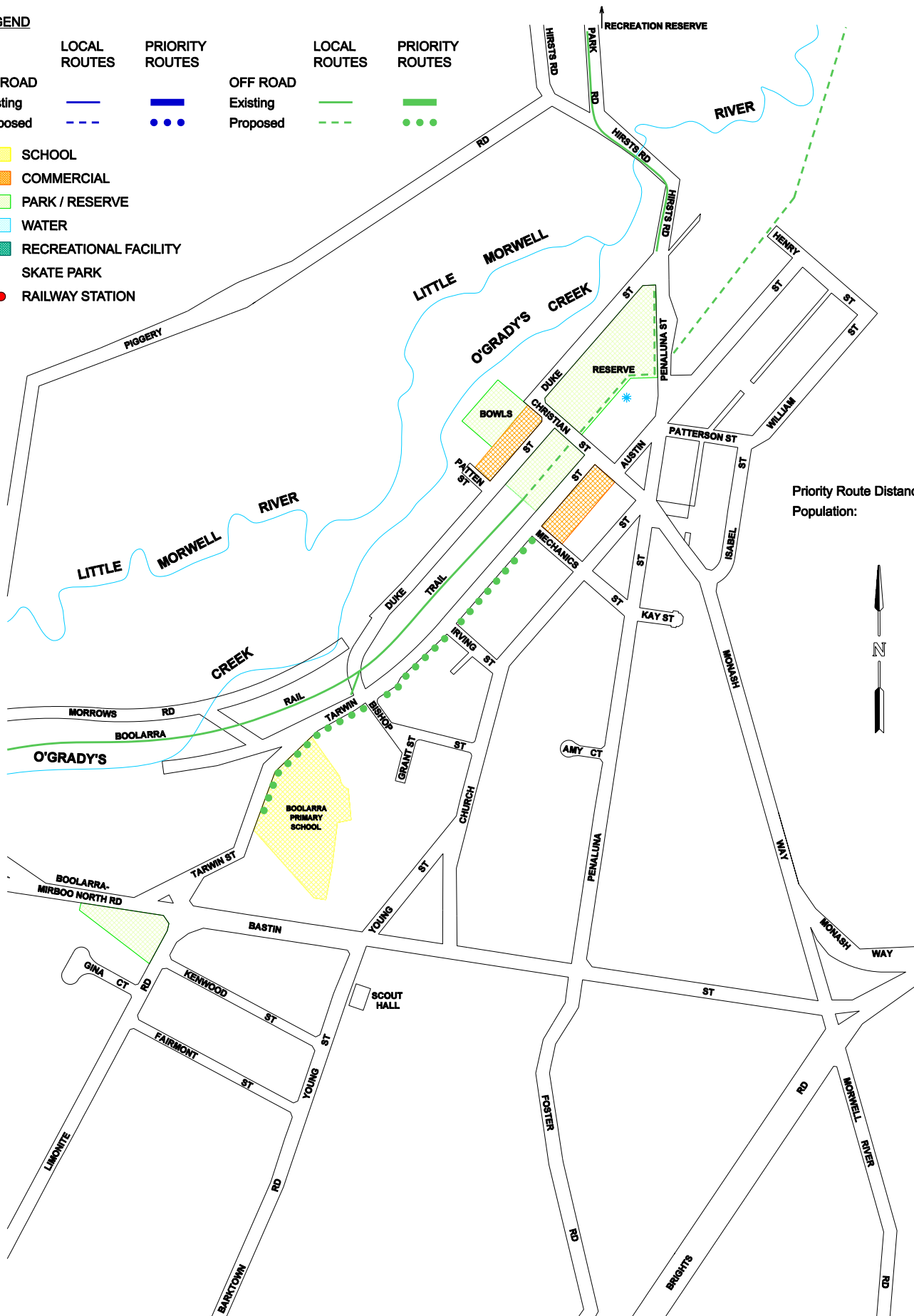
- |                 |                       |                        |
|-----------------|-----------------------|------------------------|
|                 | <b>LOCAL ROUTES</b>   | <b>PRIORITY ROUTES</b> |
| <b>ON ROAD</b>  |                       |                        |
| Existing        |                       |                        |
| Proposed        |                       |                        |
| <b>OFF ROAD</b> |                       |                        |
| Existing        |                       |                        |
| Proposed        |                       |                        |
|                 | SCHOOL                |                        |
|                 | COMMERCIAL            |                        |
|                 | PARK / RESERVE        |                        |
|                 | WATER                 |                        |
|                 | RECREATIONAL FACILITY |                        |
|                 | SKATE PARK            |                        |
|                 | RAILWAY STATION       |                        |

# LATROBE BICYCLE PLAN

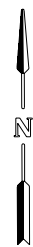
## CHURCHILL BICYCLE NETWORK

**LEGEND**

	<b>LOCAL ROUTES</b>	<b>PRIORITY ROUTES</b>	<b>LOCAL ROUTES</b>	<b>PRIORITY ROUTES</b>
<b>ON ROAD</b>				
Existing				
Proposed				
	<b>SCHOOL</b>			
	<b>COMMERCIAL</b>			
	<b>PARK / RESERVE</b>			
	<b>WATER</b>			
	<b>RECREATIONAL FACILITY</b>			
	<b>SKATE PARK</b>			
	<b>RAILWAY STATION</b>			



Priority Route Distance: 600m  
Population: 500



**LATROBE BICYCLE PLAN  
BOOLARRA BICYCLE NETWORK**





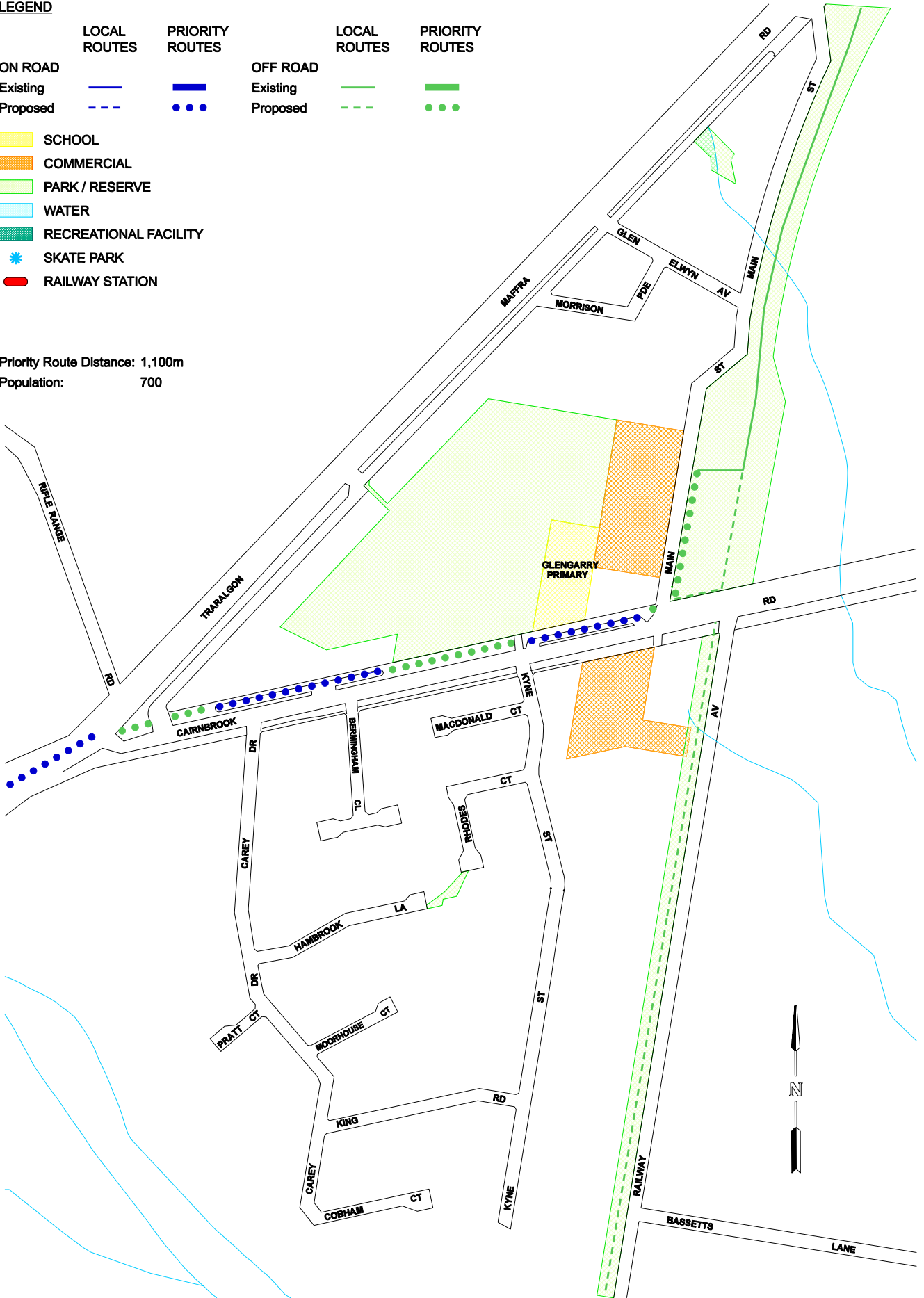
**LEGEND**

	LOCAL ROUTES	PRIORITY ROUTES	LOCAL ROUTES	PRIORITY ROUTES
<b>ON ROAD</b>				
Existing				
Proposed				
<b>OFF ROAD</b>				
Existing				
Proposed				

	SCHOOL
	COMMERCIAL
	PARK / RESERVE
	WATER
	RECREATIONAL FACILITY
	SKATE PARK
	RAILWAY STATION

Priority Route Distance: 1,100m  
 Population: 700



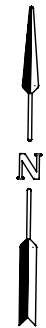
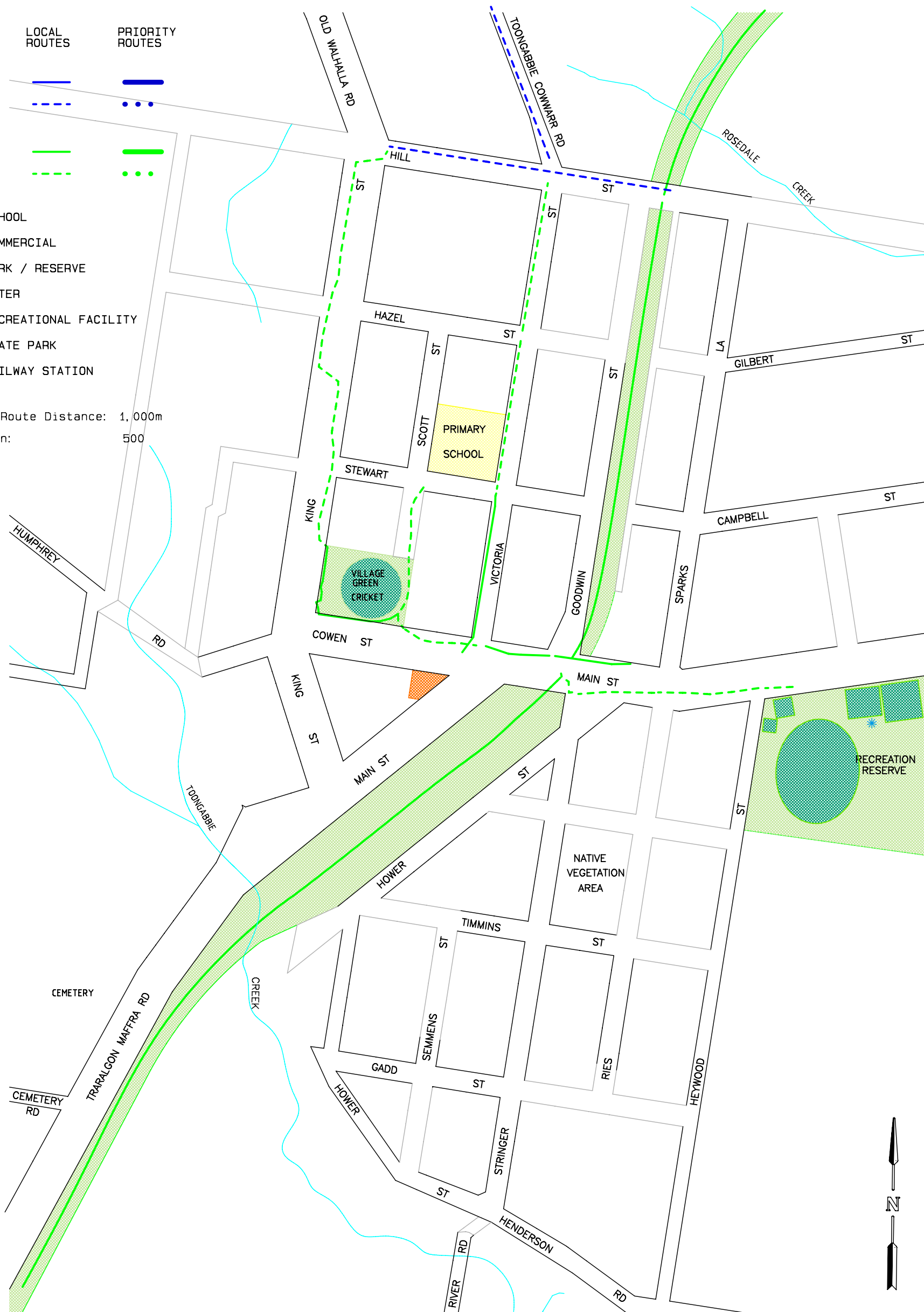
**LATROBE BICYCLE PLAN  
 GLENGARRY BICYCLE NETWORK**



LEGEND

- |                 |                       |                        |
|-----------------|-----------------------|------------------------|
|                 | <b>LOCAL ROUTES</b>   | <b>PRIORITY ROUTES</b> |
| <b>ON ROAD</b>  |                       |                        |
| Existing        |                       |                        |
| Proposed        |                       |                        |
| <b>OFF ROAD</b> |                       |                        |
| Existing        |                       |                        |
| Proposed        |                       |                        |
|                 | SCHOOL                |                        |
|                 | COMMERCIAL            |                        |
|                 | PARK / RESERVE        |                        |
|                 | WATER                 |                        |
|                 | RECREATIONAL FACILITY |                        |
|                 | SKATE PARK            |                        |
|                 | RAILWAY STATION       |                        |

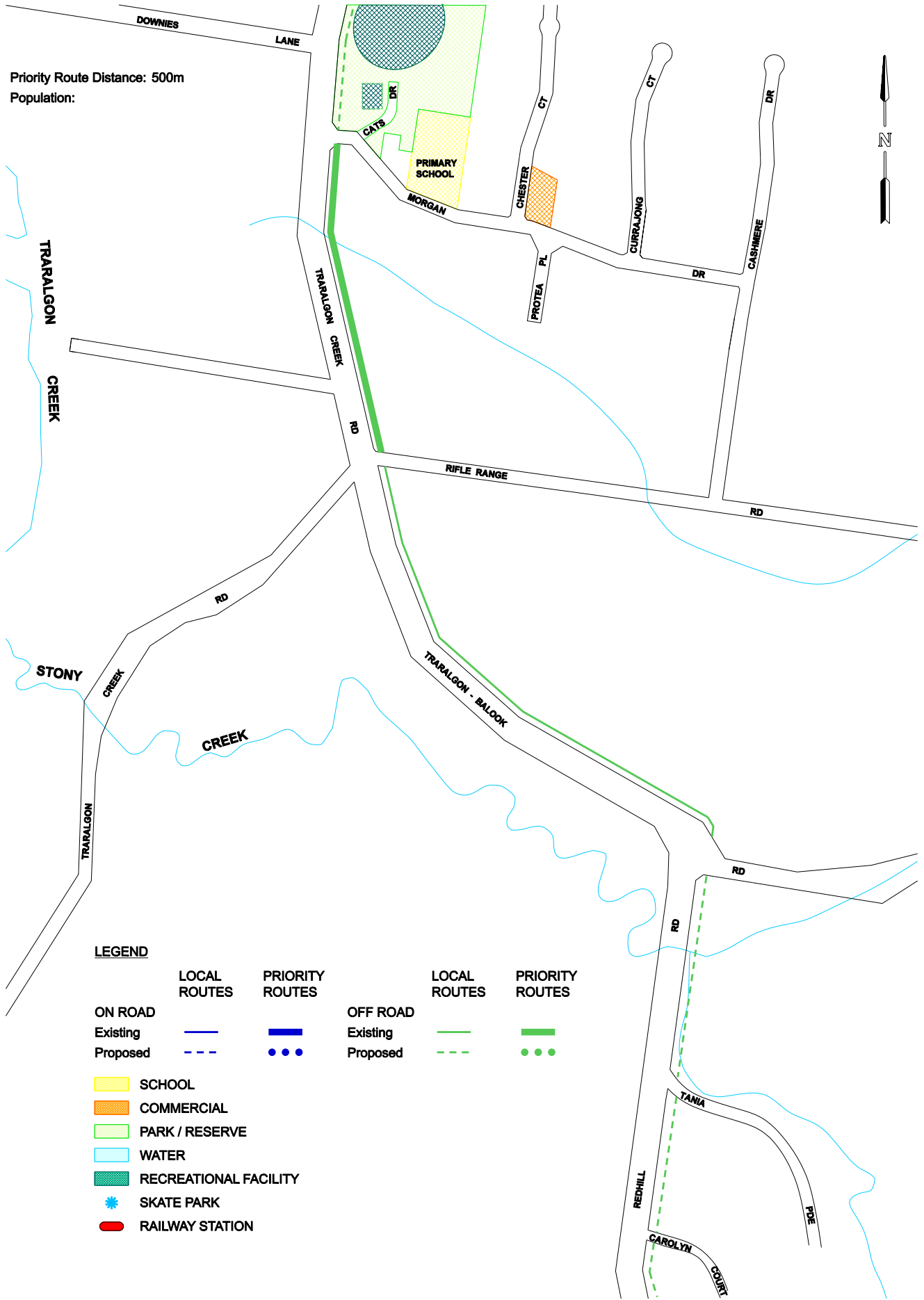
Priority Route Distance: 1,000m  
 Population: 500



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## LATROBE BICYCLE PLAN TOONGABBIE BICYCLE NETWORK

Priority Route Distance: 500m  
 Population:



**LEGEND**

	LOCAL ROUTES	PRIORITY ROUTES		LOCAL ROUTES	PRIORITY ROUTES
<b>ON ROAD</b>			<b>OFF ROAD</b>		
Existing			Existing		
Proposed			Proposed		
SCHOOL					
COMMERCIAL					
PARK / RESERVE					
WATER					
RECREATIONAL FACILITY					
SKATE PARK					
RAILWAY STATION					

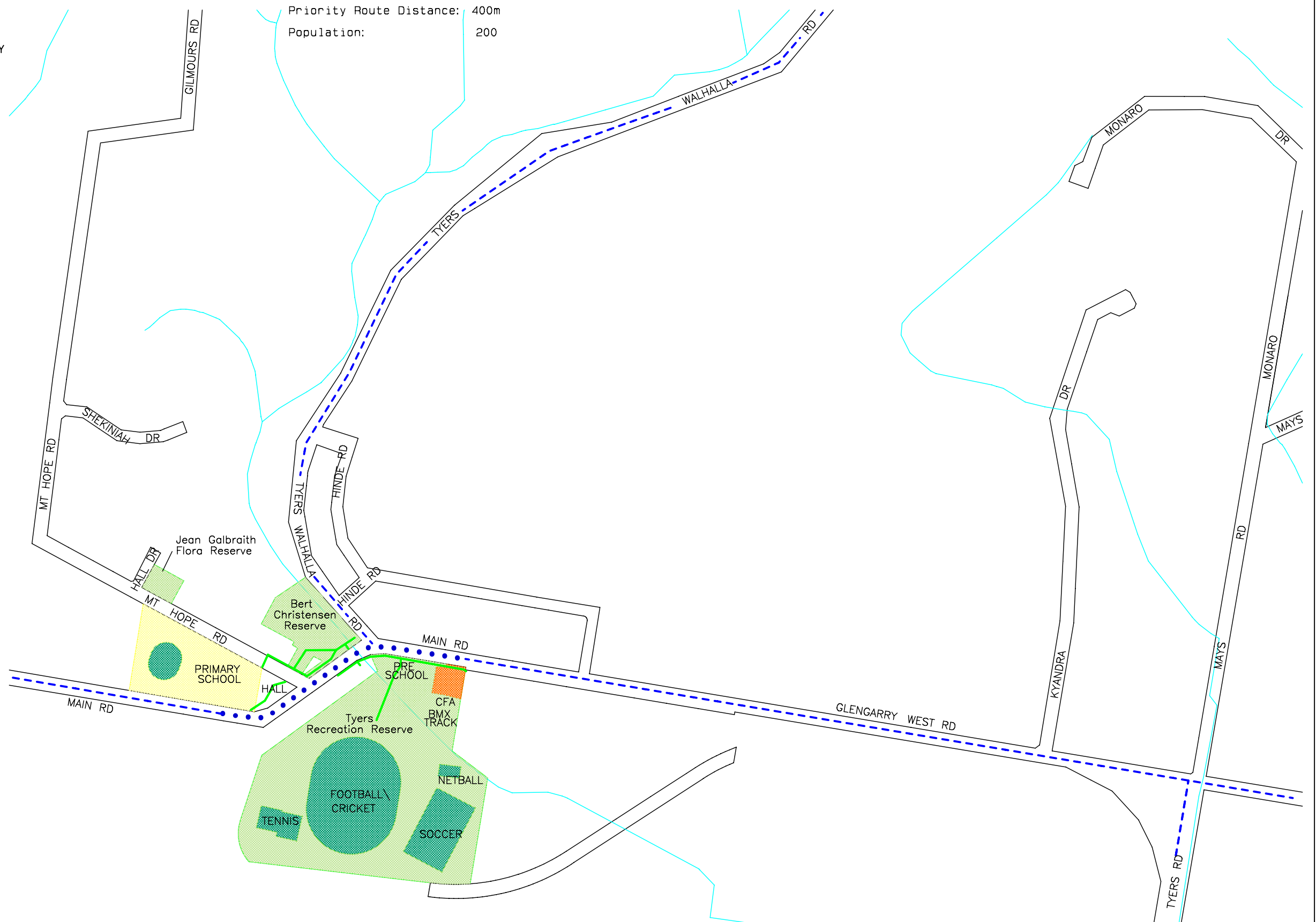


**LATROBE BICYCLE PLAN**  
**TRARALGON SOUTH BICYCLE NETWORK**

LEGEND

- |          |                       |                 |
|----------|-----------------------|-----------------|
|          | LOCAL ROUTES          | PRIORITY ROUTES |
| ON ROAD  |                       |                 |
| Existing |                       |                 |
| Proposed |                       |                 |
| OFF ROAD |                       |                 |
| Existing |                       |                 |
| Proposed |                       |                 |
|          | SCHOOL                |                 |
|          | COMMERCIAL            |                 |
|          | PARK / RESERVE        |                 |
|          | WATER                 |                 |
|          | RECREATIONAL FACILITY |                 |
|          | SKATE PARK            |                 |
|          | RAILWAY STATION       |                 |

Priority Route Distance: 400m  
Population: 200

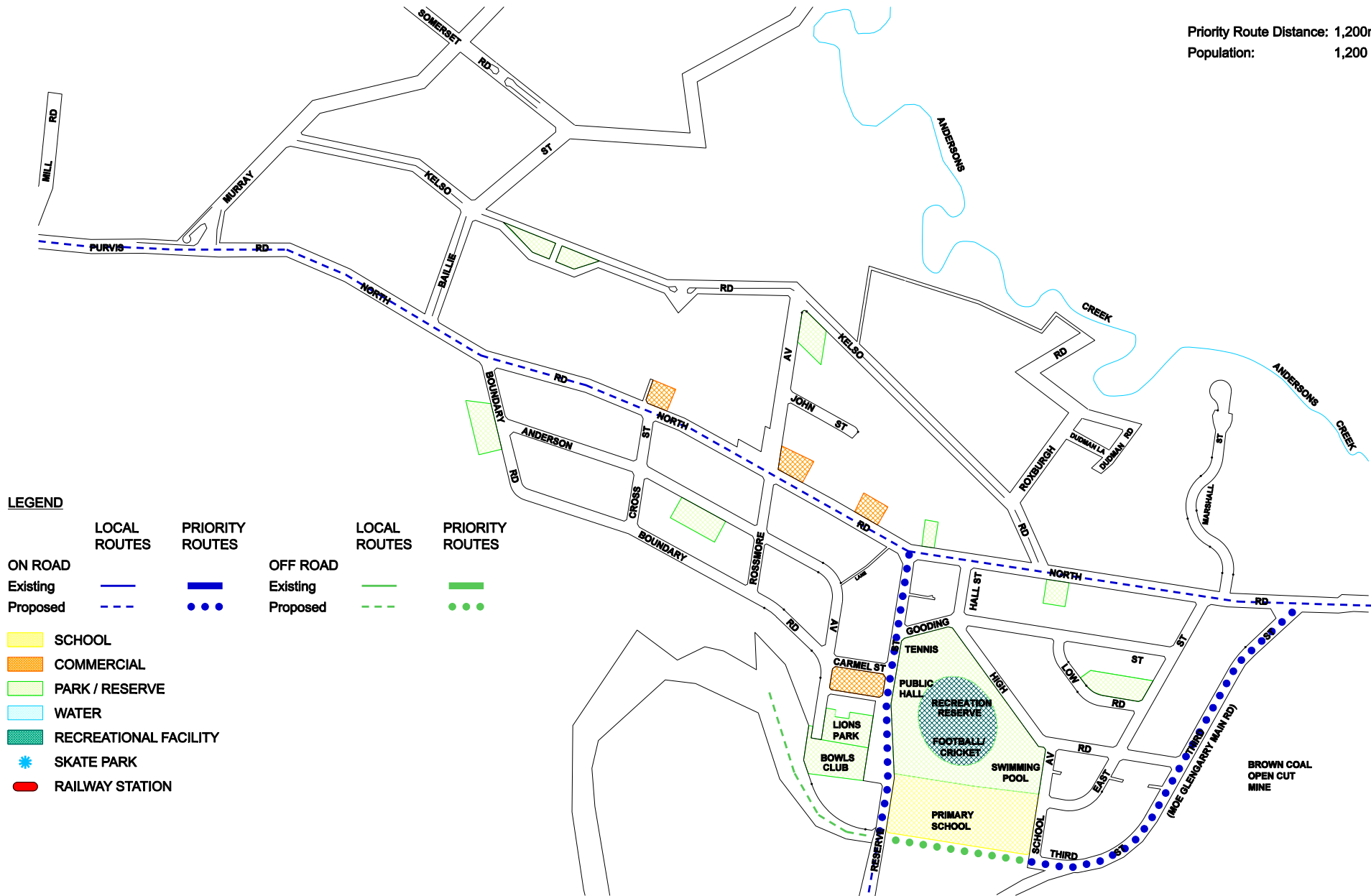


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LATROBE BICYCLE PLAN  
TYERS BICYCLE NETWORK



Priority Route Distance: 1,200m  
 Population: 1,200



**LEGEND**

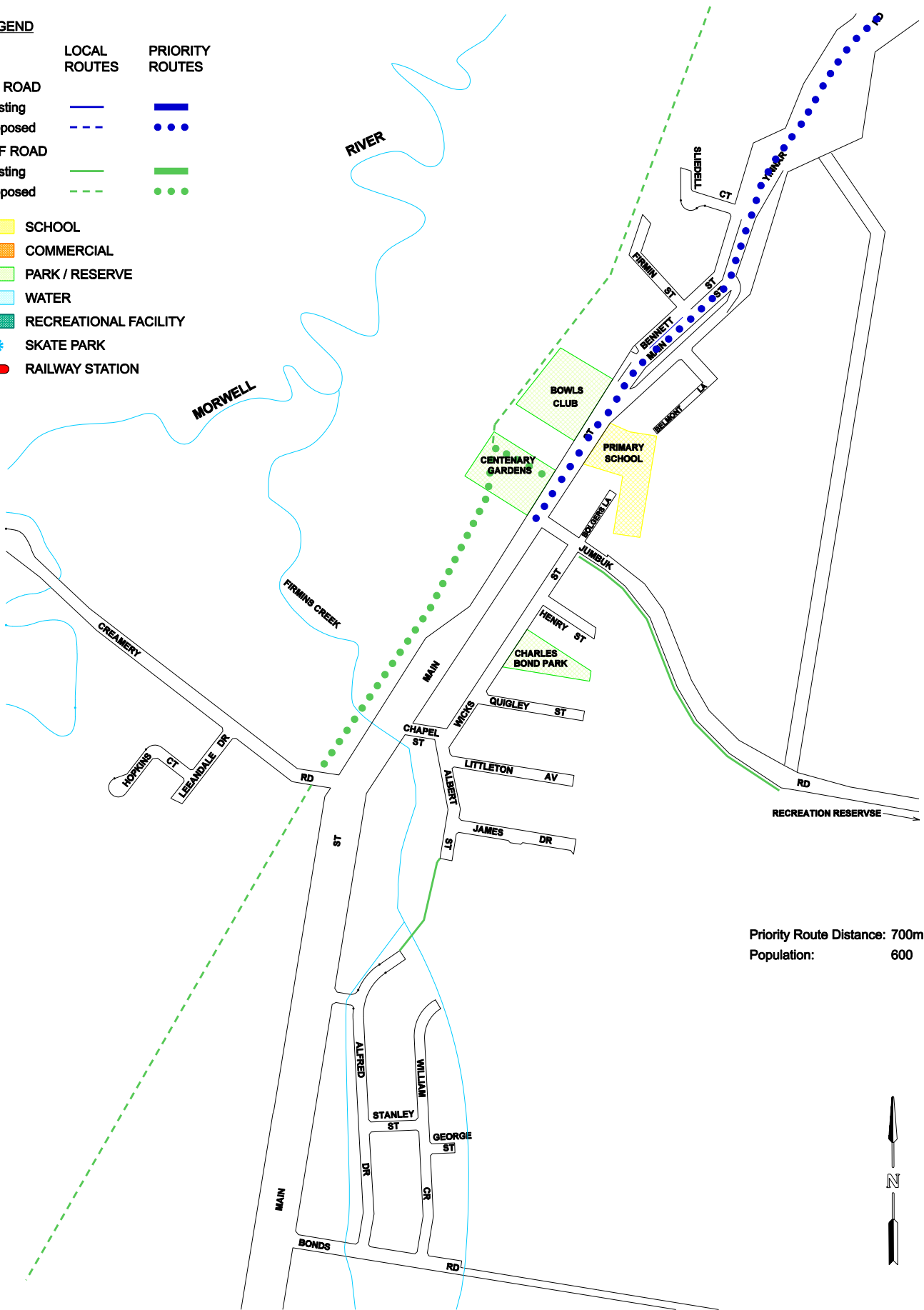
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ON ROAD			OFF ROAD		
Existing			Existing		
Proposed			Proposed		
	SCHOOL			COMMERCIAL	
	PARK / RESERVE			WATER	
	RECREATIONAL FACILITY			SKATE PARK	
	RAILWAY STATION				

**LATROBE BICYCLE PLAN**  
**YALLOURN NORTH BICYCLE NETWORK**



**LEGEND**

	LOCAL ROUTES	PRIORITY ROUTES
<b>ON ROAD</b>		
Existing		
Proposed		
<b>OFF ROAD</b>		
Existing		
Proposed		
	SCHOOL	
	COMMERCIAL	
	PARK / RESERVE	
	WATER	
	RECREATIONAL FACILITY	
	SKATE PARK	
	RAILWAY STATION	



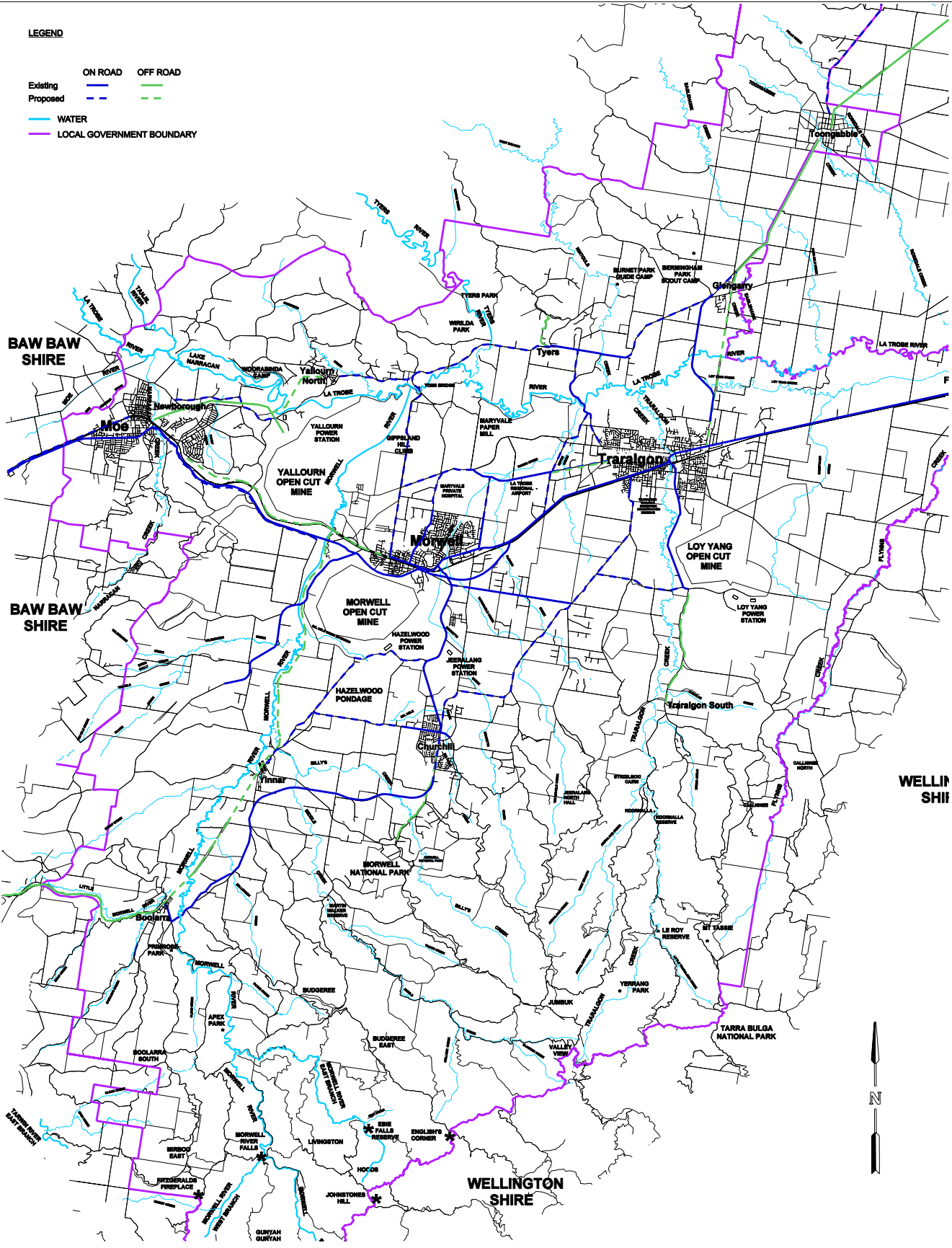
Priority Route Distance: 700m  
Population: 600



**LATROBE BICYCLE PLAN  
YINNAR BICYCLE NETWORK**

**LEGEND**

- |                                  |                |                 |
|----------------------------------|----------------|-----------------|
|                                  | <b>ON ROAD</b> | <b>OFF ROAD</b> |
| Existing                         |                |                 |
| Proposed                         |                |                 |
| <b>WATER</b>                     |                |                 |
|                                  |                |                 |
| <b>LOCAL GOVERNMENT BOUNDARY</b> |                |                 |
|                                  |                |                 |



**LA TROBE BICYCLE STRATEGY  
LA TROBE SHIRE AREA**

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Project Costing



## MOE / NEWBOROUGH

Item	Route	Length	Proposed Treatment		Cost
			Code	Description	
5.1.01	Edward Hunter Heritage Reserve Trail	1.8 km	SP	Off-road path from south-west corner to north-east corner	\$450,000
5.1.02	Elizabeth Street (King Street to Wirraway Street)	0.8 km	SL	Signage (G8-14 and G8-15) and bicycle logos	\$1,823
5.1.03	Haigh Street (Moore Street to Anzac Street)	0.3 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavement	\$729
5.1.04	Haunted Hills Road	4.5 km	SO	Cyclist warning signs (W6-V11) at 5km intervals and at major intersections	\$7,425
5.1.05	Lake Narracan Trail	-	Study	Engage consultant to undertake costing and feasibility study to construct bicycle path around perimeter	\$10,000
5.1.06	Lloyd Street (McDonalds to Moe Railway Station)	2.5 km	SS+SL	Seal northern shoulder (1.5m minimum width) and paint formal bicycle lanes on both sides	\$51,075
5.1.07	Michells Road/Saviges Road/Della Torre Road	2.2 km	SL	Designate on-road cycle lanes (signage and linemarking)	\$5,346
5.1.08	Monash Road (Shanahan Parade to Gippsland Tafe)	2.2 km	SL	Designate on-road cycle lanes (signage and linemarking)	\$5,346
5.1.09	Moore Street (George Street to Old Sale Road)	1.7 km	-	Subject to outcome of Moe AC Study	-
5.1.10	Old Sale Road (Northwest of Haigh Street to municipal boundary)	2.8 km	SO	Cyclist warning signs (W6-V11)	\$4,620
5.1.11	Service Road South (Watsons Road to Wirraway Street)	1.2 km	SL	Designate on-road cycle lanes (signage and linemarking)	\$2,916
5.1.12	Sullivans Track (Yallourn Rail Trail to Lake Narracan)	2.0 km	SO	Cyclist warning signs (W6-V11)	\$3,300
5.1.13	Thompsons Road	-	-	Cyclist warning signs (W6-V11) at both ends of route	\$550
5.1.14	Vale Street (Wirraway Street to Railway Crescent)	1.0 km	SL	Signage (G8-14 and G8-15) and bicycle logos	\$2,430
5.1.15	Waterloo Road (Anzac Street to Desmond Street)	2.1 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavement	\$5,103
5.1.16	Watsons Road/Mountain Glen Drive (to municipal boundary)	1.0 km	SO	Cyclist warning signs (W6-V11) at 5km intervals and at major intersections	\$1,650
5.1.17	Wirraway Street (Bormans Street to Lloyd Street)	1.7 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavement	\$4,131
5.1.18	Yallourn Rail Trail	0.5 km	Study	Engage consultant to investigate extension of trail to Moe Railway Station	\$10,000
5.1.19	Fowler Street (b/w Lloyd Street and Princes Fwy)	0.9 km	SL	From 1998 Study - signed on-road route	\$2,187
5.1.20	Kingsford Street (b/w Lloyd Street and Vale Street)	0.4 km	SL	From 1998 Study - signed on-road route	\$972
5.1.21	Kerin Street/Mann Street	0.3 km	SL	From 1998 Study - signed on-road route	\$729
5.1.22	TB Drew Park	0.2 km	SP	From 1998 Study - off-road path and signage	\$50,000
5.1.23	Narracan Creek & Botanic Gardens	2.5 km	SP	From 1998 Study - off-road path and signage	\$625,000
5.1.24	Dinwoodie Drive	1.1 km	SL	From 1998 Study - signed on-road route	\$2,673

## MOE / NEWBOROUGH

Item	Route	Length	Proposed Treatment		Cost
			Code	Description	
5.1.25	Ollerton Avenue/ Newark Avenue (b/w Narracan Dve & Old Sale Rd)	1.4 km	SL	From 1998 Study - signed on-road route	\$3,402
5.1.26	Southwell Avenue	1.0 km	SL	From 1998 Study - signed on-road route	\$2,430
5.1.27	W.H. Burrage Reserve to Narracan Drive	0.8 km	SP	From 1998 Study - off-road path and signage	\$200,000
5.1.28	John Field Drive (Narracan Dve to Tanjil St & Old Sale Road to Central Gippsland Tafe	2.0 km	SL	From 1998 Study - signed on-road route	\$4,860
5.1.29	John Field Reserve	0.3 km	SP	From 1998 Study - off-road path and signage	\$75,000
5.1.30	Old Sale Road (Monash Rd to Haunted Hills Road)	1.6 km	SL	From 1998 Study - signed on-road route	\$3,888
5.1.31	End-of-journey facilities	-	-	Install bicycle rail facilities near key generators such as shops and public toilets	\$10,000 (nom.)

TREATMENTS		cost per km	
SS	Sealed Shoulder	\$36,000	<i>\$6 per sqm prime and seal, \$12 per sqm for nominal 100mm FCR (total \$18 per sqm each side)</i>
SP	Shared Path (off-road)	\$250,000	<i>2.5m wide. 100mm depth 25MPa concrete F62 mesh &amp; 50mm depth class 2FCR bedding: \$100/m<sup>2</sup></i>
SL	Signs and Linemarking	\$2,430	<i>Linemarking: \$0.50/m for one solid line each side + \$35 per symbol (assume 4/km each side), Signs \$275 per sign, one each side of the road spaced at 300m intervals</i>
SO	Signs only	\$1,650	
Study	Consultant Investigation	\$10,000	<i>nominal</i>

*[P] = priority route (VicRoads Priority Bicycle Route Program allocates funding based on a rate of approximately 1km of Priority Bicycle Route per 1,000 population in each town).*

# MORWELL

Item	Route	Length	Proposed Treatment		Cost
			Code	Description	
5.2.01	Alexanders Road (south of Crinigan)	1.5 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavemen	\$3,645
5.2.01	Alexanders Road (north of Crinigan)	1.9 km	SS	Sealed shoulders	\$68,400
5.2.02	Bridle Road (northern extension to Crinigan Road)	0.3 km	-	Continue on-road bicycle lanes as a requirement when the road is constructed	(Developer funded)
		0.6 km	SL	Signage and linemarking	\$1,458
5.2.03	Commercial Road (Strzelecki Hwy to Monash Way)	1.7 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavemen	\$4,131
5.2.04	Crinigan Road (Maryvale Road to Symonds Crescent)	1.2 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavemen	\$2,916
5.2.05	Firmins Lane (Tramway Road to Monash Way)	0.9 km	SS	Sealed shoulders	\$32,400
5.2.06	Latrobe Road	6.3 km	SO	Cyclist warning signs (W6-V11) at 5km intervals and major intersections	\$10,395
5.2.07	Marretts Road	4.5 km	SO	Cyclist warning signs (W6-V11) at 5km intervals and major intersections	\$7,425
5.2.07	Marretts Road extension to Strzelecki Hwy	1.3 km	Study	Engage consultant to investigate a shared path incorporating a crossing of Morwell River	\$10,000
5.2.08	Maryvale Crescent	0.6 km	SP	Widen footpath to accommodate cyclists and install signage	\$150,000
5.2.09	McDonald Street/Maryvale Road	3.1 km	SS	Sealed shoulders	\$111,600
5.2.10	Monash Way (Princes Drive to Firmins Lane)	1.1 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavemen	\$2,673
5.2.11	Mid Valley Trail (Morwell Station to Mid Valley Shop)	0.8 km	GP	Off-road gravel path between rail line and Princes Drive	\$28,000
5.2.12	Princes Drive at the intersection of Monash Way	0.6 km	Study	Investigate modifications of kerb/narrow traffic lanes to accommodate bike lanes through intersection	\$5,000
5.2.13	Vincent Road (Princes Drive to Hourigan Road)	1.4 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavemen	\$3,402
5.2.14	Waterhole Creek Trail (3 unfinished sections to join with Crinigan Road)	0.8 km	SP	Off-road path	\$200,000
5.2.15	Hourigan Road	1.6 km	SL	From 1998 Study - signed on-road route	\$3,888
5.2.16	Vary Street/Junier Street	2.5 km	SL	From 1998 Study - signed on-road route	\$6,075
5.2.17	Churchill Road	1.1 km	SL	From 1998 Study - signed on-road route	\$2,673
5.2.18	End-of-journey facilities	-	-	Install bicycle rail facilities near key generators such as shops and public toilets	\$10,000 (nom.)

## TREATMENTS

cost per km

SS	Sealed Shoulder	\$36,000	<i>\$6 per sqm prime and seal, \$12 per sqm for nominal 100mm FCR (total \$18 per sqm each side)</i>
SP	Shared Path (off-road)	\$250,000	<i>2.5m wide. 100mm depth 25MPa concrete F62 mesh &amp; 50mm depth class 2FCR bedding: \$100/m<sup>2</sup></i>
GP	Gravel Path (off-road)	\$35,000	<i>pea gravel (excludes any boardwalks or bridges, Linemarking: \$0.50/m for one solid line each side + \$35 per symbol spaced at 300m intervals)</i>
SL	Signs and Linemarking	\$2,430	<i>Signs \$275 per sign, one each side of the road spaced at 300m intervals</i>
SO	Signs only	\$1,650	
Study	Consultant Investigation	\$10,000	<i>nominal</i>

[P] = priority route (VicRoads Priority Bicycle Route Program allocates funding based on a rate of approximately 1km of Priority Bicycle Route per 1,000 population in each town).

## TRARALGON

Item	Route	Length	Proposed Treatment		Cost
			Code	Description	
5.3.01	Cross's Road (Stockdale Road to Tyers Road)	2.2 km	Study	Undertake feasibility study to extend shared path to Tyers Road	\$10,000
5.3.02	Franklin Street (Davidson Street to Park Lane)	1.6 km	Study	Undertake feasibility study to extend shared path to Park Lane	\$10,000
5.3.03	Gippsland Plains Rail Trail (Traralgon to Glengarry)	7.6 km	Study	Investigate costs/options to construct off-road rail trail (will require bridge works and a connection to Traralgon Station)	\$10,000
5.3.04	Greenfield Drive (Franklin Street to Marshalls Road)	0.7 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavement	\$1,701
5.3.05	Grey Street (Tyers Road to Breed Street)	2.4 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavement	\$5,832
5.3.06	Kay St/Old Melbourne Road (Scrubby Lane to Grubb Avenue)	2.0 km	SS+SL	Sealed shoulders, signage and linemarking	\$76,860
5.3.06	Kay St/Old Melbourne Road (Airfield Road to Grubb Avenue)	2.4 km	SP	Shared path on south side	\$202,000
5.3.07	Kosciuszko Street (Princes Hwy to Kay Street)	0.9 km	SP	Construct new shared path on one side	\$225,000
5.3.08	Liddiard Road (in vicinity of Princes Hwy intersection)	0.3 km	Study	Investigate options to continue lanes through intersection (study only)	\$5,000
5.3.09	Maffra Road (Princes Hwy to Marshalls Road)	1.1 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavement	\$2,673
5.3.10	Marshalls Road (Maffra Road to Greenfield Drive)	1.5 km	-	Widen pavement to provide for on-road cycle lanes as land is developed	(Developer funded)
5.3.11	McMahon Street (Maffra Road to Park Lane)	0.7 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavement	\$1,701
5.3.12	Park Lane (Firmin Street to Marshalls Road)	1.1 km	SP	Shared path on west side	\$275,000
5.3.13	Princes Hwy (through Traralgon)	6.0 km	SL	Signage and bicycle logos	\$14,580
5.3.14	Scrubby Lane	3.0 km	SO	Provide warning signs W6-V11 at major intersections	\$4,950
5.3.15	Shakespeare Street (Thomas Street to McNairn Road)	2.2 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavement	\$5,346
5.3.16	Traralgon Creek Road (south of Hunter Road)	1.4 km	SS	Consistent width of sealed shoulder to be provided between Shakespear Street and Loy Yang Power Station	\$50,400
5.3.17	Traralgon Creek Trail (west of Franklin Street)	0.7 km	SP	Widen and provide signage	\$87,500
5.3.18	Tyers Road (Traralgon to Tyers)	6.0 km	SO	Cyclist warning signs (W6-V11) at 5km intervals and major intersections	\$9,900
5.3.19	Stockdale Road	0.9 km	SL	From 1998 Study - signed on-road route	\$2,187
5.3.20	Henry Street	1.1 km	SL	From 1998 Study - signed on-road route	\$2,673
5.3.21	Breed Street	1.3 km	SL	From 1998 Study - signed on-road route	\$3,159
5.3.22	Chenhall Crescent	0.7 km	SL	From 1998 Study - signed on-road route	\$1,701
5.3.23	Grey Street (Breed Street to Franklin St)	0.4 km	SL	From 1998 Study - signed on-road route	\$972
5.3.24	Tulloch Way	0.9 km	SL	From 1998 Study - signed on-road route	\$2,187
5.3.25	Glenview Drive	0.9 km	SL	From 1998 Study - signed on-road route	\$2,187
5.3.26	Ellavale Drive	1.4 km	SL	From 1998 Study - signed on-road route	\$3,402



## TRARALGON

Item	Route	Length	Proposed Treatment		Cost
			Code	Description	
5.3.27	Traralgon Creek between Howitt Street and Shakespear Street	0.3 km	SP	From 1998 Study - off-road path and signage	\$75,000
5.3.28	Victory Park	0.4 km	SO	From 1998 Study - signage	\$660
5.3.29	End-of-journey facilities	-	-	Install bicycle rail facilities near key generators such as shops and public toilets	\$10,000 (nom.)

### TREATMENTS

		cost per km	
SS	Sealed Shoulder	\$36,000	<i>\$6 per sqm prime and seal, \$12 per sqm for nominal 100mm FCR (total \$18 per sqm each side)</i>
SP	Shared Path (off-road)	\$250,000	<i>2.5m wide. 100mm depth 25MPa concrete F62 mesh &amp; 50mm depth class 2FCR bedding: \$100/m<sup>2</sup></i>
SL	Signs and Linemarking	\$2,430	<i>Linemarking: \$0.50/m for one solid line each side + \$35 per symbol (assume 4/km each side), Signs \$275 per sign, one each side of the road spaced at 300m intervals</i>
SO	Signs only	\$1,650	
Study	Consultant Investigation	\$10,000	<i>nominal</i>

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## CHURCHILL

Item	Route	Length	Proposed Treatment		Cost
			Code	Description	
5.4.01	Canterbury Way/Canterbury Way East	0.6 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavement	\$1,458
5.4.02	Eel Hole Creek Trail (Philip Pde to Glendonald Rd and Mackey Rd to Tramway Rd)	1.1 km	GP	Extend shared path at both ends	\$38,500
	Eel Hole Creek Trail	2.0 km	SO	Sign path (full length)	\$3,300
5.4.03	Glendonald Road (Monash Way to Northways Road)	1.2 km	SP	Construct shared path on north side as adjacent land is developed	(Developer funded)
5.4.04	Junction Road	3.0 km	Study	Undertake feasibility study for construction of a shared trail on one side	\$10,000
5.4.05	Manning Drive (Switchback Road to Canterbury Way)	1.5 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavement	\$3,645
5.4.06	Monash Way (through Churchill)	2.8 km	Study	Provide off-road path (feasibility study only)	\$10,000
		2.8 km	Study	Sealed shoulders with signage and linemarking (study only)	\$10,000
5.4.07	Northways Road (McDonald Way to Phillip Parade)	1.0 km	SS+SL	Widen road to provide on-road cycle lanes	\$38,430
5.4.08	Phillip Parade (McDonald Way to Northways Road)	1.2 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavement	\$2,916
5.4.09	Switchback Road (Manning Drive to Yinnar Road)	4.8 km	Study	Sealed shoulders (feasibility study only)	\$10,000
		4.8 km	SO (interim)	Install 'preferred bicycle route' signage as an interim treatment	\$7,920
5.4.10	Tramway Road (Monash Way to Traralgon-Churchill Road)	1.8 km	SS+SL	Sealed shoulds and footpath upgrade	\$69,174
5.4.11	End-of-journey facilities	-	-	Install bicycle rail facilities near key generators such as shops and public toilets	\$10,000 (nom.)
5.4.12	Birch Drive/Acacia Way	1.2 km	SL	Designate on-road cycle lanes (signage and linemarking) on the existing pavement	\$2,916

TREATMENTS		cost per km	
SS	Sealed Shoulder	\$36,000	<i>\$6 per sqm prime and seal, \$12 per sqm for nominal 100mm FCR (total \$18 per sqm each side)</i>
SP	Shared Path (off-road)	\$250,000	<i>2.5m wide. 100mm depth 25MPa concrete F62 mesh &amp; 50mm depth class 2FCR bedding: \$100/m<sup>2</sup></i>
GP	Gravel Path (off-road)	\$35,000	<i>pea gravel (excludes any boardwalks or bridges,</i>
SL	Signs and Linemarking	\$2,430	<i>Linemarking: \$0.50/m for one solid line each side + \$35 per symbol (assume 4/km each side), Signs \$275 per sign, one each side of the road spaced at 300m intervals</i>
SO	Signs only	\$1,650	
Study	Consultant Investigation	\$10,000	<i>nominal</i>

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## YALLOURN NORTH

Item	Route	Length	Proposed Treatment		Cost
			Code	Description	
5.5.01	Yallourn North to Lake Narracan	2.3 km	Study	Undertake a feasibility study to construct a shared recreational trail	\$10,000
5.5.02	North Road/Purvis Road (Third Street to Howlett Road)	1.7 km	SL	Designate on-road cycle lanes on the existing pavement between Third Street and Murray road and seal shoulders between Murray Road and Howlett Road.	\$4,131
		1.0 km	SS+SL		\$38,430
5.5.03	Old Latrobe River Road	2.5 km	Study	Undertake a feasibility study to construct a shared recreational trail between Yallourn North and Yallourn	\$10,000
5.5.04	Rerserve Street (Third Street to North Road)	0.6 km	SO	Install signage (G8-14 and G8-15) and bicycle logos	\$990
5.5.05	Third Street (Glengarry Road to School Avenue and through discontinued road)	0.7 km	SL	Seal shoulders (Glengarry Road to School Avenue only) and signage and linemarking (entire route)	\$1,701
		0.1 km	SS+SL		\$3,843
5.5.06	End-of-journey facilities	-	-	Install bicycle rail facilities near key generators such as shops and public toilets	\$5,000 (nom.)

### TREATMENTS

		cost per km	
SS	Sealed Shoulder	\$36,000	<i>\$6 per sqm prime and seal, \$12 per sqm for nominal 100mm FCR (total \$18 per sqm each side)</i>
SP	Shared Path (off-road)	\$250,000	<i>2.5m wide. 100mm depth 25MPa concrete F62 mesh &amp; 50mm depth class 2FCR bedding: \$100/m<sup>2</sup></i>
GP	Gravel Path (off-road)	\$35,000	<i>pea gravel (excludes any boardwalks or bridges,</i>
SL	Signs and Linemarking	\$2,430	<i>Linemarking: \$0.50/m for one solid line each side + \$35 per symbol (assume 4/km each side), Signs \$275 per sign, one each side of the road spaced at 300m intervals</i>
SO	Signs only	\$1,650	
Study	Consultant Investigation	\$10,000	<i>nominal</i>

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## TYERS

Item	Route	Length	Proposed Treatment		Cost
			Code	Description	
5.6.01	Main Road (Yallourn North-Glengarry)	-	-	See item 5.12.03	-
5.6.02	End-of-journey facilities	-	-	Install bicycle rail facilities near key generators such as shops and public toilets	\$5,000 (nom.)
5.6.03	Tyers-Walhalla Road	4.5 km	SS+SL	Widen road to provide on-road cycle lanes	\$172,935

TREATMENTS		cost per km	
SS	Sealed Shoulder	\$36,000	<i>\$6 per sqm prime and seal, \$12 per sqm for nominal 100mm FCR (total \$18 per sqm each side)</i>
SP	Shared Path (off-road)	\$250,000	<i>2.5m wide. 100mm depth 25MPa concrete F62 mesh &amp; 50mm depth class 2FCR bedding: \$100/m<sup>2</sup></i>
GP	Gravel Path (off-road)	\$35,000	<i>pea gravel (excludes any boardwalks or bridges, Linemarking: \$0.50/m for one solid line each side + \$35 per symbol</i>
SL	Signs and Linemarking	\$2,430	<i>(assume 4/km each side), Signs \$275 per sign, one each side of the road spaced at 300m intervals</i>
SO	Signs only	\$1,650	
Study	Consultant Investigation	\$10,000	<i>nominal</i>

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## GLENGARRY

Item	Route	Length	Proposed Treatment		Cost
			Code	Description	
5.7.01	Cainbrook Road (through Glengarry)	0.9 km	SL	Install bicycle route signs G8-14 and G8-15 and mark logos on pavement of the service roads, formally signpost gravel paths as shared trails	\$2,187
5.7.02	Gippsland Plains Rail Trail			<i>see item 5.3.03 - Traralgon</i>	-
5.7.03	Main Street (Cainbrook road to former Station)	0.3 km	GP	Construct a shared path on the east side	\$8,750
5.7.04	Traralgon-Maffra Road (west of Cainbrook Road)	0.3 km	SS	Seal shoulders on short missing link from Cairnbrook Road to south of Glengarry-Tyers Road	\$10,800
5.7.05	End-of-journey facilities	-	-	Install bicycle rail facilities near key generators such as shops and public toilets	\$5,000 (nom.)

TREATMENTS		cost per km	
SS	Sealed Shoulder	\$36,000	<i>\$6 per sqm prime and seal, \$12 per sqm for nominal 100mm FCR (total \$18 per sqm each side)</i>
SP	Shared Path (off-road)	\$250,000	<i>2.5m wide. 100mm depth 25MPa concrete F62 mesh &amp; 50mm depth class 2FCR bedding: \$100/m<sup>2</sup></i>
GP	Gravel Path (off-road)	\$35,000	<i>pea gravel (excludes any boardwalks or bridges, Linemarking: \$0.50/m for one solid line each side + \$35 per symbol (assume 4/km each side), Signs \$275 per sign, one each side of the road spaced at 300m intervals</i>
SL	Signs and Linemarking	\$2,430	
SO	Signs only	\$1,650	
Study	Consultant Investigation	\$10,000	<i>nominal</i>

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## TOONGABBIE

Item	Route	Length	Proposed Treatment		Cost
			Code	Description	
5.8.01	Cowen Street (linking Victoria Street trail to Village Green Cricket Ground)	0.4 km	GP	Construct a shared trail on the north side	\$14,000
5.8.02	Gippsland Plains Rail Trail		Study	Crossing upgrades, signage facilities (study only)	\$5,000
5.8.03	Victoria Street/Cowwarr Weir Road (Steward St to Hill St)	0.5 km	GP	Entend existing shared path	\$17,500
	Victoria Street/Cowwarr Weir Road (Hill St to Cowwarr Weir)	6.0 km	SO	Install cyclist warning signs (W6-V11) at 5km intervals and major intersections	\$3,300
5.8.04	Stewart St to village green	0.2 km	SO	Install signage	\$330
5.8.05	Main St (off-road)	0.4 km	SO	Install signage	\$660
5.8.06	End-of-journey facilities	-	-	Install bicycle rail facilities near key generators such as shops and public toilets	\$5,000 (nom.)
5.8.07	King Street and Hill Street	0.7 km	GP+SO	Construct a shared trail on the north side	\$24,000

TREATMENTS		cost per km	
SS	Sealed Shoulder	\$36,000	<i>\$6 per sqm prime and seal, \$12 per sqm for nominal 100mm FCR (total \$18 per sqm each side)</i>
SP	Shared Path (off-road)	\$250,000	<i>2.5m wide. 100mm depth 25MPa concrete F62 mesh &amp; 50mm depth class 2FCR bedding: \$100/m<sup>2</sup></i>
GP	Gravel Path (off-road)	\$35,000	<i>pea gravel (excludes any boardwalks or bridges, Linemarking: \$0.50/m for one solid line each side + \$35 per symbol</i>
SL	Signs and Linemarking	\$2,430	<i>(assume 4/km each side), Signs \$275 per sign, one each side of the road spaced at 300m intervals</i>
SO	Signs only	\$1,650	
Study	Consultant Investigation	\$10,000	<i>nominal</i>

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## BOOLARRA

Item	Route	Length	Proposed Treatment		Cost
			Code	Description	
5.9.01	Mirboo North Rail Trail	0.2 km	GP	Short-term extension of shared path past skate park to link with trail to recreation reserve <i>(also see item 5.10.01 - Yinnar)</i>	\$7,000
5.9.02	Penaluna Street (Austin St to Duke St)	0.1 km	GP	Shared path connection	\$3,500
5.9.03	Tarwin Street (town centre to school)	0.7 km	GP (widen)	Upgrade/widen path and provide signage	\$12,250
5.9.04	End-of-journey facilities	-	-	Install bicycle rail facilities near key generators such as shops and public toilets	\$5,000 (nom.)

TREATMENTS		cost per km	
SS	Sealed Shoulder	\$36,000	<i>\$6 per sqm prime and seal, \$12 per sqm for nominal 100mm FCR (total \$18 per sqm each side)</i>
SP	Shared Path (off-road)	\$250,000	<i>2.5m wide. 100mm depth 25MPa concrete F62 mesh &amp; 50mm depth class 2FCR bedding: \$100/m<sup>2</sup></i>
GP	Gravel Path (off-road)	\$35,000	<i>pea gravel (excludes any boardwalks or bridges, Linemarking: \$0.50/m for one solid line each side + \$35 per symbol</i>
SL	Signs and Linemarking	\$2,430	<i>(assume 4/km each side), Signs \$275 per sign, one each side of the road spaced at 300m intervals</i>
SO	Signs only	\$1,650	
Study	Consultant Investigation	\$10,000	<i>nominal</i>

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## YINNAR

Item	Route	Length	Proposed Treatment		Cost
			Code	Description	
5.10.01	Mirboo North Rail Trail (Boolarra to Morwell)	18.0 km	Study	Engage a consultancy to undertake further investigation including costing and feasibility study	\$10,000
5.10.02	Yinnar Road (Township to Switchback Road)	4.0 km	SO	Signage - on-road route	\$3,300
5.10.03	End-of-journey facilities	-	-	Install bicycle rail facilities near key generators such as shops and public toilets	\$5,000 (nom.)

### TREATMENTS

		cost per km	
SS	Sealed Shoulder	\$36,000	<i>\$6 per sqm prime and seal, \$12 per sqm for nominal 100mm FCR (total \$18 per sqm each side)</i>
SP	Shared Path (off-road)	\$250,000	<i>2.5m wide. 100mm depth 25MPa concrete F62 mesh &amp; 50mm depth class 2FCR bedding: \$100/m<sup>2</sup></i>
GP	Gravel Path (off-road)	\$35,000	<i>pea gravel (excludes any boardwalks or bridges, Linemarking: \$0.50/m for one solid line each side + \$35 per symbol</i>
SL	Signs and Linemarking	\$2,430	<i>(assume 4/km each side), Signs \$275 per sign, one each side of the road spaced at 300m intervals</i>
SO	Signs only	\$1,650	
Study	Consultant Investigation	\$10,000	<i>nominal</i>

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## TRARALGON SOUTH

Item	Route	Length	Proposed Treatment		Cost
			Code	Description	
5.11.01	Redhill Road	2.0 km	Study	Construct an off-road trail (feasibility study only)	\$10,000
5.11.02	Traralgon Creek Road (Loy Yang to Traralgon South)	6.0 km	Study (by others)	Construct an off-road trail (feasibility study only)	-
5.11.03	End-of-journey facilities	-	-	Install bicycle rail facilities near key generators such as shops and public toilets	\$5,000 (nom.)

### TREATMENTS

		cost per km	
SS	Sealed Shoulder	\$36,000	<i>\$6 per sqm prime and seal, \$12 per sqm for nominal 100mm FCR (total \$18 per sqm each side)</i>
SP	Shared Path (off-road)	\$250,000	<i>2.5m wide. 100mm depth 25MPa concrete F62 mesh &amp; 50mm depth class 2FCR bedding: \$100/m<sup>2</sup></i>
GP	Gravel Path (off-road)	\$35,000	<i>pea gravel (excludes any boardwalks or bridges, Linemarking: \$0.50/m for one solid line each side + \$35 per symbol</i>
SL	Signs and Linemarking	\$2,430	<i>(assume 4/km each side), Signs \$275 per sign, one each side of the road spaced at 300m intervals</i>
SO	Signs only	\$1,650	
Study	Consultant Investigation	\$10,000	<i>nominal</i>

*[P] = priority route (VicRoads Priority Bicycle Route Program allocates funding based on a rate of approximately 1km of Priority Bicycle Route per 1,000 population in each town).*

## INTERTOWN LINKS

Item	Route	Length	Proposed Treatment		Cost	
			Code	Description		
5.12.01	Churchill-Yinnar Link (Yinnar Road, Switchback Road)	-	-		See items 5.4.09 and 5.10.02	-
5.12.02	Churchill-Traralgon South Link (Hazelwood Road, Sanders Road, Mattingly Hill Road & Traralgon Creek Road)	4.0 km	SO		Short-term provision of cyclist warning signs W6-V11 at 5km intervals and at major intersections	\$1,650
5.12.03	Glengarry-Tyers-Yallourn North Link	17.0 km	SO		Short-term provision of cyclist warning signs W6-V11 at 5km intervals and at major intersections	\$7,013
5.12.04	Moe-Trafalgar Link (Mountain Glen Drive and Waterloo Road)	20.0 km	SO		Provision of cyclist warning signs W6-V11 at 5km intervals and at major intersections on both routes	\$8,250
5.12.05	Moe-Yallourn North Link (Old Latrobe River Road)	-	-		See item 5.5.03	-
5.12.06	Morwell-Churchill Link (Monash Way)	-	-		See items 5.2.10 and 5.4.06	-
5.12.07	Morwell-Moe Link (Marretts Road)	-	-		See item 5.2.07	-
5.12.08	Morwell-Traralgon Link (Kay Street/Old Melbourne Road & Alexanders Road)	-	-		See items 5.2.01 and 5.3.06	-
5.12.09	Morwell-Tyers Link (Latrobe Road & Tanjil East Road)	-	Study		Tanjil East Road - provide sealed shoulders between Moe-Glengarry Road & Latrobe Road where possible and install G9-57 signs across bridges where this cannot be achieved (study only) (Also see item 5.2.06)	\$5,000
5.12.10	Morwell-Yinnar-Boolarra Link (Yinnar Road, Brodribb Road, Monash Way)	11.5 km	SO		Short-term provision of cyclist warning signs at 5km intervals and at major intersections	\$6,325
5.12.11	Traralgon-Churchill Link (Hazelwood Road)	13.0 km	Study		Sealed shoulders (feasibility study only)	\$5,000
5.12.12	Traralgon-Glengarry-Toongabbie Link (Gippsland Plains Rail Trail)	-	-		See item 5.3.03	-
5.12.13	Traralgon-Traralgon South Link (Traralgon Creek Road)	-	-		See item 5.11.01	-
5.12.14	Traralgon-Tyers Link (Tyers Road)	-	-		See item 5.3.18	-

### TREATMENTS

		cost per km	
SS	Sealed Shoulder	\$36,000	\$6 per sqm prime and seal, \$12 per sqm for nominal 100mm FCR (total \$18 per sqm each side)
SP	Shared Path (off-road)	\$250,000	2.5m wide. 100mm depth 25MPa concrete F62 mesh & 50mm depth class 2FCR bedding: \$100/m <sup>2</sup>
GP	Gravel Path (off-road)	\$35,000	pea gravel (excludes any boardwalks or bridges), Linemarking: \$0.50/m for one solid line each side + \$35 per symbol
SL	Signs and Linemarking	\$2,430	(assume 4/km each side), Signs \$275 per sign, one each side of the road spaced at 300m intervals
SO	Signs only	\$1,650	
Study	Consultant Investigation	\$10,000	nominal

[P] = priority route (VicRoads Priority Bicycle Route Program allocates funding based on a rate of approximately 1km of Priority Bicycle Route per 1,000 population in each town).

Priority Ranking of All Projects

## BICYCLE PLAN PRIORITIES

Item	Route	Proposed Treatment	Funding Source		Cost	Town	Cum. total (\$,000)
5.9.02	Penaluna Street (Austin St to Duke St)	Shared path connection	Latrobe City Bike Plan alloc	YEAR 1	\$3,500	Boolarra	4
5.9.01	Mirboo North Rail Trail	Short-term extension of shared path past skate park to link with trail to recreation reserve	Latrobe City Bike Plan alloc		\$7,000	Boolarra	11
5.9.03	Tarwin Street (town centre to school)	Upgrade/widen path and provide signage	Vic Govt EC		\$12,205	Boolarra	23
5.9.04	End-of-journey facilities	Install bicycle rail facilities near key generators such as shops and public toilets (nominal sum)	Latrobe City Bike Plan alloc		\$5,000	Boolarra	28
5.4.02	Eel Hole Creek Trail (Philip Pde to Glendonald Rd)	Extend shared path at south end	Latrobe City Bike Plan alloc		\$28,000	Churchill	56
5.7.04	Traralgon-Maffra Road (west of Cairnbrook Road)	Seal shoulders on short missing link from Cairnbrook Road to south of Moe-Glengarry Road	VicRoads		\$29,000	Glengarry	85
5.7.01	Cairnbrook Road (through Glengarry)	Install bicycle route signs G8-14 and G8-15 and mark logos on pavement of the service roads, formally signpost gravel paths as shared trails	Latrobe City Bike Plan alloc		\$2,187	Glengarry	87
5.7.03	Main Street (Cairnbrook road to former Station)	Construct a shared path on the east side	Latrobe City Bike Plan alloc		\$8,750	Glengarry	96
5.7.05	End-of-journey facilities	Install bicycle rail facilities near key generators such as shops and public toilets (nominal sum)	Latrobe City Bike Plan alloc		\$5,000	Glengarry	101
5.2.02	Bridle Road (northern extension to Crinigan Road)	Continue on-road bicycle lanes as a requirement when the road is constructed (Developer funded)	Developer		\$40,800	Morwell	141
5.2.14	Waterhole Creek Trail (unfinished section to join with Crinigan Road)	Off-road path on east side of creek	Latrobe City R2R		\$105,000	Morwell	246
5.2.14	Waterhole Creek Trail (section Morwell Park Primary)	Off-road path	Latrobe City CW Project 07/08		\$38,000	Morwell	284
5.1.28	John Field Drive (Tanjil St to Old Sale Rd)	Off-road path	Latrobe City CW Project 07/08		\$65,000	Newborough	349
5.8.04	Main St (off-road)	Install signage	Latrobe City CW Project 07/08		\$660	Toongabbie	350
5.8.05	Stewart St to village green	Install signage	Latrobe City CW Project 07/08		\$330	Toongabbie	350
5.3.18	Tyers Road (Kimberley Dve to Cross's Rd)	Off-road shared path	Developer		\$60,000	Traralgon	410
5.3.29	Sandalwood Court reserve	Shared path	Latrobe City reserve acc.		\$49,000	Traralgon	459
5.6.02	End-of-journey facilities	Install bicycle rail facilities near key generators such as shops and public toilets (nominal sum)	Latrobe City Bike Plan alloc	\$5,000	Tyers	464	
5.5.06	End-of-journey facilities	Install bicycle rail facilities near key generators such as shops and public toilets (nominal sum)	Latrobe City Bike Plan alloc	\$5,000	Yallourn North	469	
5.10.03	End-of-journey facilities	Install bicycle rail facilities near key generators such as shops and public toilets (nominal sum)	Latrobe City Bike Plan alloc	\$5,000	Yinnar	474	
					<b>\$474,432</b>		

## BICYCLE PLAN PRIORITIES

Item	Route	Proposed Treatment	Funding Source		Cost	Town	Cum. total (\$,000)
5.3.30	Liddiard Road (Miles St to Shakespeare St)	Off-road path on the west side		YEARS 2-4	\$23,000	Traralgon	23
5.3.17	Traralgon Creek Trail (west of Franklin Street)	Widen and provide signage			\$87,500	Traralgon	111
5.2.14	Waterhole Creek Trail (from Budge Street to O'Grady Street)	Off-road path			\$50,000	Morwell	161
5.8.03	King Street and Hill Street	Off-road shared path and signed on-road route			\$24,000	Toongabbie	185
5.8.01	Cowen Street (linking Victoria Street trail to Village Green Cricket Ground)	Construct a shared trail on the north side to connect to public toilets			\$14,000	Toongabbie	199
5.2.02	Bridle Road	Signage and linemarking			\$1,458	Morwell	200
5.2.14	Waterhole Creek Trail (from Hourigan Rd to Morwell Park Primary)	Off-road path			\$25,000	Morwell	225
5.4.02	Eel Hole Creek Trail	Sign path (full length)			\$3,300	Churchill	228
5.3.28	Victory Park	Signage only			\$660	Traralgon	229
5.1.06	Lloyd Street (McDonalds to Moe Railway Station)	Seal northern shoulder (1.5m minimum width) and paint formal bicycle lanes on both sides			\$51,075	Moe	280
5.3.12	Park Lane (Firmin Street to Franklin Street)	Shared path on west side			\$90,000	Traralgon	370
5.4.12	Birch Drive/Acacia Way	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$2,900	Churchill	373
5.8.03	Victoria Street/Cowwarr Weir Road (Stewart St to Hill St)	Extend existing shared path			\$17,500	Toongabbie	390
5.4.07	Northways Road (McDonald Way to Philip Parade)	Widen road to provide on-road cycle lanes			\$38,430	Churchill	429
5.1.12	Sullivans Track (Yallourn Rail Trail to Lake Narracan)	Cyclist warning signs (W6-V11)			\$3,300	Newborough	432
5.1.03	Haigh Street (Moore Street to Anzac Street)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$729	Moe	433
5.2.11	Mid Valley Trail (Morwell Station to Mid Valley Shop)	Off-road gravel path between rail line and Princes Drive			\$28,000	Morwell	461
5.2.05	Firmins Lane (Tramway Road to Monash Way)	Sealed shoulders			\$32,400	Morwell	493
5.2.10	Monash Way (Princes Drive to Firmins Lane)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$2,673	Morwell	496
5.3.19	Stockdale Road	Signed on-road route			\$2,187	Traralgon	498
5.4.08	Phillip Parade (McDonald Way to Northways Road)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement		\$2,916	Churchill	501	
5.1.08	Monash Road (Shanahan Parade to Gippsland Tafe)	Designate on-road cycle lanes (signage and linemarking)		\$5,346	Moe	506	
5.2.15	Hourigan Road	Designate on-road cycle lanes (signage and linemarking)		\$3,888	Morwell	510	



## BICYCLE PLAN PRIORITIES

Item	Route	Proposed Treatment	Funding Source		Cost	Town	Cum. total (\$,000)
5.1.25	Ollerton Avenue	Designate on-road cycle lanes (signage and linemarking)		YEARS 2-4	\$3,402	Newborough	514
5.3.20	Henry Street	Signed on-road route			\$2,673	Traralgon	516
5.5.02	North Road/Purvis Road (Third Street to Howlett Road)	Designate on-road cycle lanes on the existing pavement between Third St and Murray Rd			\$4,131	Yallourn North	520
5.1.17	Wirraway Street (Bormans Street to Lloyd Street)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$4,131	Moe	525
5.4.05	Manning Drive (Switchback Road to Canterbury Way)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$3,645	Churchill	528
5.1.15	Waterloo Road (Anzac Street to Desmond Street)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$5,103	Moe	533
5.1.26	Southwell Avenue south of Old Sale Road	Designate on-road cycle lanes (signage and linemarking)			\$2,430	Newborough	536
5.1.21	Kerin Street/Mann Street	Designate on-road cycle lanes (signage and linemarking)			\$729	Moe	537
5.1.02	Elizabeth Street (King Street to Wirraway Street)	Signage (G8-14 and G8-15) and bicycle logos			\$1,823	Moe	538
5.2.16	Vary Street/Junier Street	Designate on-road cycle lanes (signage and linemarking)			\$6,075	Morwell	544
5.2.17	Churchill Road	Designate on-road cycle lanes (signage and linemarking)			\$2,673	Morwell	547
5.2.01	Alexanders Road (south of Crinigan)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$3,645	Morwell	551
5.1.24	Dinwoodie Drive	Designate on-road cycle lanes (signage and linemarking)			\$2,673	Newborough	553
5.1.30	Torres Street/McCarthy Road	Designate on-road cycle lanes (signage and linemarking)			\$3,888	Newborough	557
5.3.22	Chenhall Crescent	Signed on-road route			\$1,701	Traralgon	559
5.3.15	Shakespeare Street (Thomas Street to McNairn Road)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$5,346	Traralgon	564
5.3.09	Maffra Road (Princes Hwy to Marshalls Road)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$2,673	Traralgon	567
5.12.08	Morwell-Traralgon off-road link	Engage a consultancy to undertake further investigation including costing and feasibility study			\$20,000	Morwell	587
5.4.01	Canterbury Way/Canterbury Way East	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$1,458	Churchill	588
5.1.19	Fowler Street b/w Lloyd St & Princes Fwy	Designate on-road cycle lanes (signage and linemarking)			\$2,187	Moe	591
5.1.20	Kingsford Street b/w Lloyd St & Vale St	Designate on-road cycle lanes (signage and linemarking)		\$972	Moe	592	
5.1.11	Servcie Road South (Watsons Road to Wirraway Street)	Designate on-road cycle lanes (signage and linemarking)		\$2,916	Moe	595	

## BICYCLE PLAN PRIORITIES

Item	Route	Proposed Treatment	Funding Source		Cost	Town	Cum. total (\$,000)
5.1.07	Michells Road/Saviges Road/Della Torre Road	Designate on-road cycle lanes (signage and linemarking)		YEARS 2-4	\$5,346	Moe	600
5.2.13	Vincent Road (Princes Drive to Hourigan Road)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$3,402	Morwell	603
5.3.24	Tulloch Way	Signed on-road route			\$2,187	Traralgon	605
5.3.25	Glenview Drive	Signed on-road route			\$2,187	Traralgon	608
5.3.26	Ellavale Drive	Signed on-road route			\$3,402	Traralgon	611
5.5.04	Reserve Street (Third Street to North Road)	Install signage (G8-14 and G8-15) and bicycle logos			\$990	Yallourn North	612
5.3.05	Grey Street (Tyers Road to Breed Street)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$5,832	Traralgon	618
5.2.07	Marretts Road extension to Strzlecki Hwy	Engage consultant to investigate a shared path incorporating a crossing of Morwell River			\$10,000	Morwell	628
5.3.04	Greenfield Drive (Franklin Street to Marshalls Road)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$1,701	Traralgon	630
5.3.11	McMahon Street (Maffra Road to Park Lane)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$1,701	Traralgon	631
5.3.13	Princes Hwy (through Traralgon)	Signage and bicycle logos			\$14,580	Traralgon	646
5.2.03	Commercial Road (Strzelecki Hwy to Monash Way)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$4,131	Morwell	650
5.1.10	Old Sale Road (Northwest of Haigh Street to municipal boundary)	Cyclist warning signs (W6-V11)			\$4,620	Moe	655
5.2.04	Crinigan Road (Maryvale Road to Symonds Crescent)	Designate on-road cycle lanes (signage and linemarking) on the existing pavement			\$2,916	Morwell	658
5.5.05	Third Street (Glengarry Road to School Avenue and through discontinued road)	Seal shoulders (Glengarry Road to School Avenue only) and signage linemarking (entire route)			\$6,000	Yallourn North	664
5.3.23	Grey Street ( Breed St to Franklin St)	Signed on-road route			\$972	Traralgon	665
5.4.09	Switchback Road (Manning Drive to Yinnar Road)	Install 'preferred bicycle route' signage as an interim treatment			\$7,920	Churchill	672
5.3.21	Breed Street	Signed on-road route			\$3,159	Traralgon	676
5.12.02	Churchill-Traralgon South Link (Hazelwood Rd, Sanders Rd, Mattingly Hill Rd & Traralgon Ck Rd)	Short-term provision of cyclist warning signs W6-V11 at 5km intervals and at major intersections			\$1,650	Intertown	677
5.10.02	Yinnar Road (Township to Switchback Road)	Signage - on-road route			\$3,300	Yinnar	681
5.4.11	End-of-journey facilities	Install bicycle rail facilities near key generators such as shops and public toilets (nominal sum)		\$10,000	Churchill	691	
5.12.10	Mowell-Yinnar-Boolarra Link (Yinnar Road, Brodribb Road, Monash Way)	Short-term provision of cyclist warning signs at 5km intervals and at major intersections		\$6,325	Intertown	697	
5.12.04	Moe-Trafalgar Link (Mountain Glen Drive and Waterloo Road)	Provision of cyclist warning signs W6-V11 at 5km intervals and at major intersections on both routes		\$8,250	Intertown	705	

## BICYCLE PLAN PRIORITIES

Item	Route	Proposed Treatment	Funding Source		Cost	Town	Cum. total (\$,000)
5.12.03	Glengarry-Tyers-Yallourn North Link	Short-term provision of cyclist warning signs W6-V11 at 5km intervals and at major intersections			\$7,013	Intertown	712
5.1.14	Vale Street (Wirraway Street to Railway Crescent)	Signage (G8-14 and G8-15) and bicycle logos		YEARS 2-4	\$2,430	Moe	715
5.1.13	Thompsons Road	Cyclist warning signs (W6-V11) at both ends of route			\$550	Moe	715
5.1.31	End-of-journey facilities	Install bicycle rail facilities near key generators such as shops and public toilets (nominal sum)			\$10,000	Moe	725
5.2.18	End-of-journey facilities	Install bicycle rail facilities near key generators such as shops and public toilets (nominal sum)			\$10,000	Morwell	735
5.8.03	Victoria Street/Cowwarr Weir Road (Hill St to Cowwarr Weir)	Install cyclist warning signs (W6-V11) at 5km intervals and major intersections			\$3,300	Toongabbie	738
5.8.06	End-of-journey facilities	Install bicycle rail facilities near key generators such as shops and public toilets (nominal sum)			\$5,000	Toongabbie	743
5.3.18	Tyers Road (Traralgon to Tyers)	Cyclist warning signs (W6-V11) at 5km intervals and major intersections			\$9,900	Traralgon	753
5.3.31	End-of-journey facilities	Install bicycle rail facilities near key generators such as shops and public toilets (nominal sum)			\$10,000	Traralgon	763
5.1.16	Watsons Road/Mountain Glen Drive (to municipal boundary)	Cyclist warning signs (W6-V11) at 5km intervals and at major intersections			\$1,650	Moe	765
5.1.04	Haunted Hills Road	Cyclist warning signs (W6-V11) at 5km intervals and at major intersections			\$7,425	Moe	772
5.2.06	Latrobe Road	Cyclist warning signs (W6-V11) at 5km intervals and major intersections			\$10,395	Morwell	783
5.2.07	Marretts Road	Cyclist warning signs (W6-V11) at 5km intervals and major intersections			\$7,425	Morwell	790
5.3.14	Scrubby Lane	Provide warning signs W6-V11 at major intersections			\$4,950	Traralgon	795
5.1.18	Yallourn Rail Trail	Engage consultant to investigate extension of trail to Moe Railway Station			\$10,000	Moe	805
5.12.11	Traralgon-Churchill Link (Hazelwood Road)	Sealed shoulders (feasibility study only)			\$5,000	Intertown	810
5.12.09	Morwell-Tyers Link (Latrobe Road & Tanjil East Road)	Tanjil East Road - provide sealed shoulders between Moe-Glengarry Road & Latrobe Road where possible and install G9-57 signs across bridges where this cannot be achieved (study only)			\$5,000	Intertown	815
5.8.02	Gippsland Plains Rail Trail	Crossing upgrades, signage facilities (study only)			\$0	Toongabbie	815
5.2.12	Princes Drive at the intersection of Monash Way	Investigate modifications of kerb/narrow traffic lanes to accomodate bike lanes through intersection			\$5,000	Morwell	820
5.3.02	Franklin Street (Davidson Street to Park Lane)	Undertake feasibility study to extend shared path to Park Lane			\$0	Traralgon	820
5.3.01	Cross's Road (Stockdale Road to Tyers Road)	Undertake feasibility study to extend shared path to Tyers Road			\$0	Traralgon	820

## BICYCLE PLAN PRIORITIES

Item	Route	Proposed Treatment	Funding Source		Cost	Town	Cum. total (\$,000)
5.4.06	Monash Way (through Churchill)	Sealed shoulders with signage and linemarking (study only)		YEARS 2-4	\$0	Churchill	820
5.11.01	Redhill Road	Construct an off-road trail (feasibility study only)			\$10,000	Traralgon South	830
5.3.08	Liddiard Road (in vicinity of Princes Hwy intersection)	Investigate options to continue lanes through intersection (study only)			\$0	Traralgon	830
5.5.03	Old Latrobe River Road	Undertake a feasibility study to construct a shared recreational trail between Yallourn North and Yallourn			\$10,000	Yallourn North	840
5.4.06	Monash Way (through Churchill)	Provide off-road path (feasibility study only)			\$0	Churchill	840
5.1.05	Lake Narracan Trail	Engage consultant to undertake costing and feasibility study to construct bicycle path around perimeter			\$0	Moe	840
5.5.01	Yallourn North to Lake Narracan	Undertake a feasibility study to construct a shared recreational trail			\$10,000	Yallourn North	850
5.3.03	Gippsland Plains Rail Trail (Traralgon to Glengarry)	Investigate costs/options to construct off-road rail trail (will require bridge works and a connection to Traralgon Station)			\$10,000	Traralgon	860
5.10.01	Mirboo North Rail Trail (Boolarra to Morwell)	Engage a consultancy to undertake further investigation including costing and feasibility study			\$10,000	Yinnar	870
5.4.09	Switchback Road (Manning Drive to Yinnar Road)	Sealed shoulders (feasibility study only)			\$0	Churchill	870
5.4.04	Junction Road	Construct shared path along one side (feasibility study)		\$10,000	Jeeralang	880	

## BICYCLE PLAN PRIORITIES

Item	Route	Proposed Treatment	Funding Source		Cost	Town	Cum. total (\$,000)
5.3.06	Kay St/Old Melbourne Road (Airfield Road to Grubb Avenue)	Off-road shared path		YEAR 5 +	\$202,000	Intertown	202
5.2.14	Waterhole Creek Trail (unfinished section to join with Crinigan Rd)	Off-road path on the west side			\$110,000	Morwell	312
5.1.27	WH Burrage Reserve (Newborough East Primary to Narracan Dve)	Off-road shared path			\$200,000	Newborough	512
5.1.22	TB Drew Park	Off-road shared path			\$90,000	Moe	602
5.3.27	Traralgon Creek b/w Howitt St & Shakespeare St	Off-road path on east side of creek			\$75,000	Traralgon	677
5.1.01	Edward Hunter Heritage Reserve trail	Off-road shared path			\$70,000	Moe	747
5.1.23	Narracan Creek & Moe Botanic Gardens	Off-road shared path			\$625,000	Newborough	1,372
5.6.03	Tyers-Walhalla Road	Sealed shoulders, signage and linemarking			\$173,000	Tyers	1,545
5.3.12	Park Lane (Franklin Street to Marshalls Road)	Shared path on west side			\$180,000	Traralgon	1,725
5.3.07	Kosciuszko Street	Construct new shared path on one side			\$225,000	Traralgon	1,950
5.2.08	Maryvale Crescent	Widen footpath to accommodate cyclists and install signage			\$150,000	Morwell	2,100
5.1.28	John Field Drive ( Narracan Dve to Tanjil St & Old Sale Rd to Central Gippsland TAFE)	Designate on-road cycle lanes (signage and linemarking) and seal shoulders			\$80,000	Newborough	2,180
5.5.02	North Road/Purvis Road (Third Street to Howlett Road)	Seal shoulders between Murray Rd and Howlett Rd.			\$38,430	Yallourn North	2,218
5.2.01	Alexanders Road (north of Crinigan)	Sealed shoulders			\$68,400	Morwell	2,287
5.3.16	Traralgon Creek Road (south of Hunter Road)	Consistent width of sealed shoulder to be provided between Shakespeare Street and Loy Yang Power Station			\$50,400	Traralgon	2,337
5.4.10	Tramway Road (Monash Way to Traralgon Churchill Road)	Sealed shoulds and footpath upgrade			\$69,174	Churchill	2,406
5.2.09	McDonald Street/Maryvale Road	Sealed shoulders		\$111,600	Morwell	2,518	
5.3.06	Kay St/Old Melbourne Road (Scrubby Lane to Grubb Avenue)	Sealed shoulders, signage and linemarking		\$76,860	Traralgon	2,595	