

Sustainable Transport Strategy 2010-2020







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Executive summary

Warrnambool City Council (WCC) presents this document as its inaugural *Sustainable Transport Strategy (STS)*. Through it, WCC and the community will work together to become a city that is less reliant on private motor vehicles by utilising ‘active transport’ modes (e.g. walking, cycling, roller blading, scooters etc) and public transport more often.

There are numerous benefits to increasing a community’s use of sustainable transport, including improved health, financial and environmental outcomes for individuals and society more broadly. There are also a range of factors that are known to encourage higher use of sustainable transport options.

Whilst Warrnambool is serviced by a three daily rail service to Melbourne, a school bus system and a local and regional bus service, Warrnambool residents are currently heavily reliant on personal motor vehicles for transport. Sustainable transport is used by relatively few residents.

In fact, Australia as a whole fares relatively poorly in relation to use of sustainable transport, with less than 15% of all trips taken are by sustainable transport options. This is in comparison with other developed nations such as the UK (35%) and Switzerland (62%).

Consultation conducted as part of the development of this STS indicated that members of the Warrnambool community would utilise sustainable transport modes more frequently if improvements were made to the existing infrastructure to enhance quality, connectedness and safety. When the community was engaged to provide input the development of the STS, many felt excited and inspired to be part of more sustainable community. Please find below one community member’s vision of a sustainable transport future.

“In 2020 Warrnambool will be a city of 39,000 people – new housing estates will have opened along Wollaston Road and Hopkins Point Road, Dennington will be fully developed with a new shopping centre.

Warrnambool will be renowned for its interconnecting bike and pedestrian paths, enabling residents and visitors to traverse quickly and safely from one side of the city to the other and beyond... The City heart will be a vibrant retail and service hub, serviced effectively by public transport, and providing infrastructure and facilities to support pedestrian and bicycle transport.

The City will have planned for the removal of the increasing volumes of heavy traffic from the main arteries making cycling and pedestrian traffic safety a priority and removing pollution from the populated area.

WCC will have adopted sustainable transport modes through its entire fleet of motorized vehicles and equipment, with the priority on removing pollution and lowering greenhouse gas emissions. WCC will provide incentives for its staff to adopt sustainable transport and provide leadership and inspiration to other businesses and organizations.

By 2020 more than 20% (aspirational target) of all intracity trips will encompass sustainable transport modes, resulting in the doubling of active and public transport usage which are less polluting and noisy.”

Comments provided through community consultation by:

Mark Taylor

Resident City of Warrnambool



This STS identifies the following points:

- WCC has numerous existing policy and budget commitments, programs and activities that relate to sustainable transport. However, aside from the Council Plan, there is currently no overarching policy framework that brings these together
- Improvements needed to strengthen the pedestrian shared path environments include addressing gaps in the footpath and shared path system, high traffic speed, traffic congestion, confusion about priority for users of active transport and the need for more supporting infrastructure and amenities
- Improvements needed to strengthen the on-road cycling environment include route upgrades, improving safety, traffic speed, route connectivity, bike parking, maps and signage
- Measures to improve connectivity and safety need to be implemented along existing active transport routes across the municipality, but especially to and from the central business district (city centre), beach/foreshore, shopping centre hubs and train station
- The existing active transport maps of Warrnambool need to be reviewed and updated to include measures to support the use of active transport (such as the provision of distances and accurate scale)
- Signage in Warrnambool needs to be reviewed to support active transport usage, including the provision of information about linked destinations and distances.
- Programs such as the *Healthy Moves Program*, along with events and initiatives that promote the opportunities and benefits relating to sustainable transport are likely to make a positive impact on its use
- Supporting travel planning that promotes active transport to and from workplaces and educational institutions is likely to foster the use of sustainable transport options
- Council planning for new residential estates needs to include measures that foster sustainable transport
- Measuring the uptake of sustainable transport options is contingent upon monitoring, analysing and storing the data on usage of key sustainable transport routes within Warrnambool
- There are a number of public transport challenges within the municipality that are outside the jurisdiction of Warrnambool City Council. These include the need for better frequency and coverage of services, improved timetables and information, and the need for better parking at the train station. However, Council does have a role in addressing these issues both in partnership with other organisations and initiatives (e.g. the Regional Accessibility Committee and Transport Connections) and as an advocate.

Whilst the jurisdiction of the WCC restricts the extent to which it can alter all of the factors known to improve sustainable transport use, this STS sets down principles and objectives that underpin the first coordinated steps toward the vision outlined in this strategy which is to “increase the use of sustainable transport modes by Warrnambool residents and visitors.”

Introduction

This document is the inaugural Sustainable Transport Strategy (STS) for the Warrnambool City Council (WCC). This STS:

- outlines the local, national and international context for the development of an STS;
- provides an overview of findings from a community consultation;
- examines the current infrastructure and commitments relating to sustainable transport within Warrnambool;
- provides a vision, principles and objectives for an STS; and
- details new strategies to further improve sustainable transport options for our community.

In essence this STS identifies measures to support the continued development of the transport modes associated with a sustainable transport system. This STS is the first step in making our municipality more navigable using active and public transport modes for the benefit of our residents and visitors alike.

How was the Warrnambool STS developed?

This STS is a culmination of work by many people including senior staff within the WCC, a Project Control Group (Appendix One) and external consultants. In particular during 2009 WCC contracted J.A. Grant and Associates to undertake research, consultation and develop recommendations to form the basis for a Sustainable Transport Strategy for Warrnambool^{i ii iii iv}. Engage Consulting Australia was contracted in early 2010 to write the Sustainable Transport Strategy.

The development of the STS was a lengthy process and included:

- A review of the national and international research pertaining to sustainable transport and travel behaviour change
- A contextual analysis of Warrnambool, including a:
 - o Review of the available evidence pertaining to transport use in the municipality
 - o Review of key Policy and Planning Documents
 - o Detailed audits of the major walking and cycling environments
 - o A Strength Weakness Opportunity Threat (SWOT) analysis of transport options in the municipality.
- A public consultation including:
 - o On-street questionnaires seeking input from 50 members of the general public on sustainable transport¹
 - o Nine on-site 'listening posts' held throughout Warrnambool in August 2009 (See Appendix Two)
 - o Review of 14 public submissions received through a public call for comment
 - o A half day Stakeholders Reference Group Meeting, attended by 22 people from WCC and external organisations (See Appendix Three)².

The conclusions drawn from this lengthy development process are presented in this document.

¹ Collection sites included the corner of Koroit and Liebig Streets, close to the TAFE Campus, the Corner of Liebig and Timor Streets and near the Tourist Information Centre.

² This meeting included numerous presentations on Sustainable Transport and "contribution sessions" during which a vision, strengths, issues and priorities for sustainable transport in Warrnambool were discussed by participants.



Why is sustainable transport important?

What is sustainable transport?

The term 'sustainable transport' refers to transport options that provide sustainable environmental outcomes. These include 'active transport' modes (e.g. walking, cycling, roller blading, scooters) along with the use of public transport. Sustainable transport options can foster the physical, emotional and financial health of individual and support local economies. The Australian Local Government Association (ALGA)^v uses the Canadian Centre for Sustainable Transport definition of a sustainable transport system, which is one that:

- *Allows the basic access needs of individuals and societies to be met safely and in a manner consistent with human and ecosystem health, and with equity within and between generations;*
- *Is affordable, operates efficiently, offers choice of transport mode and supports a vibrant economy; and*
- *Limits emissions and waste within the planet's ability to absorb them, minimizes consumption of non-renewable resources, limits consumption of renewable resources to the sustainable yield level, reuses and recycles its components, and minimizes the use of land and the production of noise.^{vi}*

What are the benefits of sustainable transport?

Sustainable transport systems have significant benefits to the individuals that live and visit the communities in which they are in place and they improve environmental outcomes through reducing carbon emissions.

There are personal and city-wide economic benefits of a sustainable transport system. Individuals can become less reliant on their cars and more dependent on cheaper options (e.g. public transport) or free transport (e.g. walking or cycling). Local economic development is also fostered through sustainable transport as increased walking through retail areas may correspond to increased expenditure in those areas.

'Peak oil' is a predicted time in the near future where the demand for oil will exceed supply. The predicted impacts of peak oil include increased fuel prices and transportation costs of goods. By increasing the uptake in sustainable transport our reliance on oil and susceptibility to peak oil and its impacts will be reduced.

The health benefits of active transport such as walking and cycling, compared to more passive transport options (such as the use of motor vehicles) are significant. This is of particular interest to a society that is experiencing increasing rates of obesity, diabetes, heart disease and other chronic conditions that can be prevented or alleviated through increased physical activity.

In addition, in areas where there are sound strategies in place to promote sustainable transport, drivers tend to slow down making it safer for everyone, especially for older people, children, and people experiencing particular types of disabilities.

Data from the Victorian Integrated Survey of Travel and Activity in 2009 show that 52% of trips made by car in the Greater Geelong areas, Greater Shepparton, Greater Bendigo, the Latrobe region and Ballarat were of 3.9 kilometers or less. Whilst similar data is unavailable for Warrnambool, it is reasonable to assume that similar car use patterns would be seen for Warrnambool. Reduced reliance on personal motor cars for short journeys would reduce traffic congestion and unnecessary carbon emissions. This is of particular interest to a regional city currently experiencing significant and projected population growth.

The history of generally lower-density development in Warrnambool, the relatively low cost of owning and operating vehicles in Australia (in comparison to other countries), the parameters of the current public transport system and the current dominance of the car in the local economy means that it is unlikely that extremely high levels of active and sustainable transport rates such as those found in cities in European countries would be achieved. However “significant change can be brought about by adopting a Sustainable Transport Strategy (STS) that is based on the organisational and physical strengths and opportunities in the local community and recognises the constraints of finance, organisational capacity and existing geography of the City.”ⁱ

In essence, the implementation of this inaugural STS for Warrnambool will commence a journey to becoming a community that supports and embraces sustainable transport, which will subsequently provide significant benefits for residents, visitors and the environment.

What is the Policy context for developing a sustainable transport strategy?

Through consultations with the community on a number of other strategies and plans, WCC has previously identified that residents support the principles behind sustainable transport. Consequently, Council already has a number of strategies and activities in place that support furthering Warrnambool as a community that utilises sustainable transport principles. These include:

- The *WCC Council Plan (2009-2013)* includes environmental sustainability as one of its values, and one of its four year strategies (2.05) commits WCC to ‘promote sustainable transport systems’^{viii}
- The *WCC’s Environmental Sustainability Strategy (2008-2013)* provides impetus for the development of this Sustainable Transport Strategy, through its commitment to develop an Active Transport Plan for the City by 2010
- The *Warrnambool Recreation Plan (2007-17)* also provides impetus to develop this STS through its recommendation to improve planning for walking and cycling in Council’s planning processes. Resident’s identified walking as their preferred sport and recreation activity (60% of survey respondents). Cycling was the third highest ranked activity (14%). Residents also indicated that the development of paths and trails was their highest priority with this reflected through the Action Plan recommendations



- The *Active Ageing Plan (2008-13)* also provides impetus to develop this STS, through its recommendation to develop a Pedestrian Strategy
- The *Warrnambool Planning Scheme* recognises the importance of “a compact urban environment that encourages increased public transport patronage as well as walking and cycling, has substantial benefits in reducing reliance on motor vehicles and has a consequent reduction in greenhouse gas emissions”^{ix}
- The *Road Safety Strategy* includes recommendations for improved unprotected road user safety
- The *Community Access Plan 2009-13* includes actions that relate to issues such as upgrading access to bus stops and ensuring that all new developments are accessible, demonstrating Council’s commitment to lead by example in ensuring access and inclusion in the community for people with a disability
- Council has plans to develop a *Green Travel Plan* that will aim to encourage and enable staff (and Councillors) to use sustainable transport modes more frequently as well as setting an example for other local organisations and stakeholders
- Council is currently developing a *Warrnambool City Centre Structure Plan*. This is an integrated policy, physical planning and implementation document that clearly defines the intended direction, priorities and design philosophy for the long term management of the City Centre
- Council is undertaking structure plans for its four main growth areas (North East, North Merri, North Dennington, Coastal/Hopkins River). These structure plans and their related documents identify main road, pedestrian and bike links, land uses, open space and development contributions to infrastructure and community facilities. The Development Plan Overlay applied to the areas requires permits for subdivision to relate to the main structure plan uses and connections
- At the time of writing, Council will shortly release the *Railway Precinct Master Plan* for comment. This Plan relates to the train station and its immediate precinct
- Two relatively new Clauses in the Victorian Planning Provisions (VPP)³ relate to sustainable transport measures, and work is being undertaken by WCC to fulfill the requirements of the Provisions; particularly in relation to the four designated growth development areas
- At the time of writing Council was exhibiting the Design Guidelines for Subdivision & Development. This document sets the minimum standards for the City’s infrastructure.

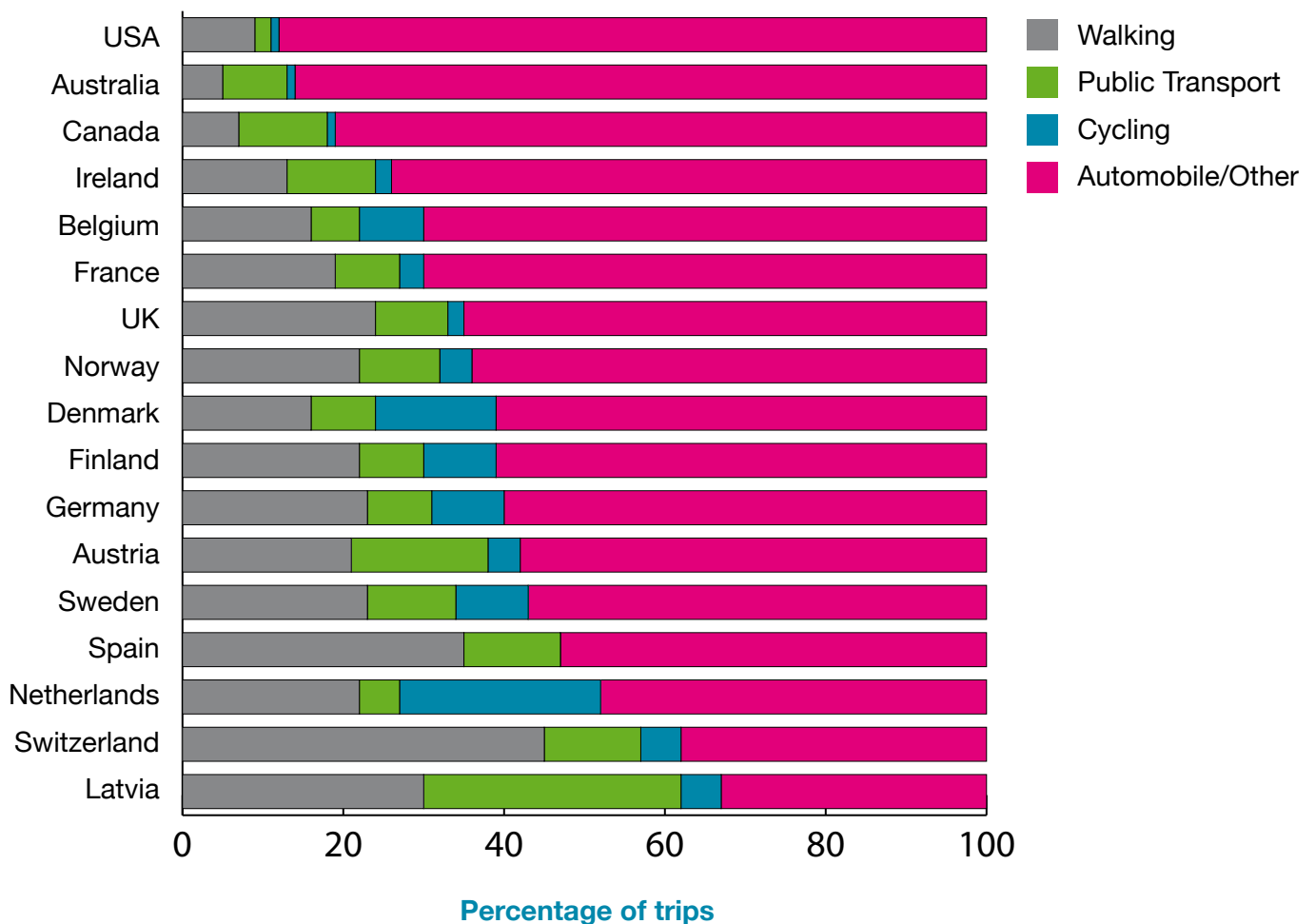
³ VPP Clause 56 (06) addresses the issue of planning subdivisions and activity centres for improved active transport. This Clause discusses slow design speed limits for traffic, narrow roads, footpaths (on both sides of the average street), and the integration of cycling facilities, public transport routes and stops that are compliant with the Disability Discrimination Act. VPP Clause 52.34 requires that new developments provide bicycle facilities, including parking, showers and changing room facilities at destinations.

What do we know about sustainable transport?

Sustainable transport in Australia and internationally

The extent to which people in different countries use sustainable transport options varies considerably. Table One below shows the proportion of 'trips' in selected countries that are taken by 'active transport' such as walking, bicycling or public transport in comparison with automobiles. Active transport use can range from 12% of all trips in the United States of America to over half of all trips for countries such as Switzerland (62% of all trips) and the Netherlands (52% of all trips). In comparison, Australia fares poorly on the use of active transport options, with less than 15% of all trips taken by the sustainable options of walking, cycling and public transport. Conversely, this shows that the balance of all other trips in these selected countries are taken by cars – and in Australia this means that approximately 86% of all trips taken are by car.

Table One: Percentage of trips taken by different modes of transport in selected countries (data sourced from Bassett et al, 2008)





Within countries there is also great variability in the proportion of travel that is active/sustainable. International research on the use of active transport suggests that there are a range of issues that influence the use of sustainable transport (particularly in Europe). Higher rates of active transport use are known to be associated with:

- Compact cities with mixed land use (that encourage short ‘trips’) – thus, the more ‘urbanised’ a country is, the more use of active transport options
- Restrictions on car use (such as car free zones, low speed limits and prohibitions of through traffic)
- The existence of extensive, safe and convenient facilities for walking and cycling
- The existence of ‘traffic calming’ in residential neighbourhoods
- The existence of an efficient and extensive public transport system
- A coordination of public transport with walking and cycling to stations and stops (including bike parking)
- Traffic regulations and enforcement policies that favour pedestrians and cyclists over motorists
- High costs of owning and operating a car (for example through expensive driver licensing arrangements and high taxes on car purchases)
- High petrol/fuel costs
- The broader promotion of active transport options to a targeted community.

Of course, within Australia (and within Victoria), the situation varies as to how possible (and feasible) it is to alter these factors in order to encourage the use of sustainable transport options.

There is also some evidence to suggest that the use of promotions/education campaigns to encourage sustainable transport use can make a difference to behavior. For example, in Melbourne “in many localities where TravelSmart campaigns have been conducted the relatively simple act of providing people with information about the personal and community benefits of active transport, public transport timetables, and maps of public transport, walking and cycling routes has achieved changes in travel behavior. In the suburbs of Melbourne where the impact of TravelSmart campaigns have been monitored the use of cars has reduced by between 5-30%, depending on the intensity and scope of the information and promotional campaign”^{xi}.

There is also some evidence to suggest that cycling is becoming increasingly popular. The Cycling Promotion Fund estimates⁴ that in 2009, up to 23% more bicycles were sold in Australia than cars and that this is the tenth year in a row this has occurred^{xii}.

⁴ The figures cited by the Cycling Promotion Fund can only be considered an estimate as they compared bicycle imports (which they have used as a proxy for sales figures given the negligible bicycle production in Australia) with actual vehicle sales figures from the Australian Federal Chamber of Automotive Industries. For an exact figure, bicycle sales figures would need to be used.

Sustainable transport use in Warrnambool

When thinking about what are feasible sustainable transport options in Warrnambool, we need to consider that there are approximately 33,374 people living in 11,557 households across the 120 square kilometer sized municipality (See Appendix Four, for a map of Warrnambool and its population within its neighborhoods)^{xiii}. In addition Warrnambool is the regional centre for those living in the many townships and agricultural properties in the nearby Local Government Areas (LGA) of Moyne, Corangamite, and to some extent, Glenelg and Southern Grampians.

Warrnambool is also a popular tourist destination and the number of people visiting the municipality increases significantly during the summer months (an estimated additional 800,000+ external visitors^{xiv} per year to the 'Holiday Area', including the beach/foreshore/Lake Pertobe).

Whilst Warrnambool is not considered to be a disadvantaged area of Australia (according to the Index of Relative Socio-Economic Disadvantage used by the Australian Bureau of Statistics), when thinking about transport options, it is pertinent that a third of all households in Warrnambool (34.1%) had weekly household incomes under \$650 in 2006 (compared with 36.7% of households in regional Victoria).

Some of the best information available about how people use transport in the Warrnambool municipality comes from the 2006 Australian Bureau of Statistics Census of Population and Housing^{xv}.

An analysis of car ownership in households within Warrnambool demonstrates that 86.6% of all households in Warrnambool reported to own at least one vehicle and 7.3% of households reported that they did not own a car. This is similar to car ownership in other regional areas of Victoria. Table Two demonstrates how many cars are owned in each household in the different sub-areas of Warrnambool compared with Warrnambool overall and other regional areas. This provides an estimate of approximately 18,000 cars in the WCC LGA.

The general trends we see is that most households have one or two vehicles and that households in the outlying 'rural balance' areas of Warrnambool are more likely to have one or more cars than other areas.

There are 4270 households (36.5%) within Warrnambool with one car. It is probable that each car needs to be shared across a range of purposes (including work, education, leisure etc) for all members of the household.

The large percentage of households with cars in Warrnambool is consistent with other information about how people travel to work. Table Three shows the percentage of people in Warrnambool who travel to work in the different modes of transport. We can see a heavier reliance on cars as a means of getting to work for people in Warrnambool than in regional Victoria or Victoria more generally. Conversely, we also see a lower use of sustainable transport options to get to work in Warrnambool (such as walking, cycling or public transport).

There is some existing information available about the usage of key shared paths in Warrnambool. In the Travel to Warrnambool 2007/08 Visitor Survey, 'Walking the Foreshore Promenade' ranked fifth of the Top 6 Visitor Activities. It also ranked in the top five in the 2005 survey results.



Pedestrian data collected by WCC along the Foreshore Promenade shows the average number of trips per day in 2008 was 538 and in 2009 was 562 trips. Subsequent surveying also indicates that cyclists make up 23% of traffic along the Foreshore Promenade.

Usage data has also been collected along the Russells Creek Trail, showing there were on average, 254 daily trips along this path in 2009.

Public transport and transport initiatives in Warrnambool

Warrnambool is served by rail and bus public transport systems.

The passenger rail service operates three daily return trains between Warrnambool and Southern Cross Station in Melbourne.

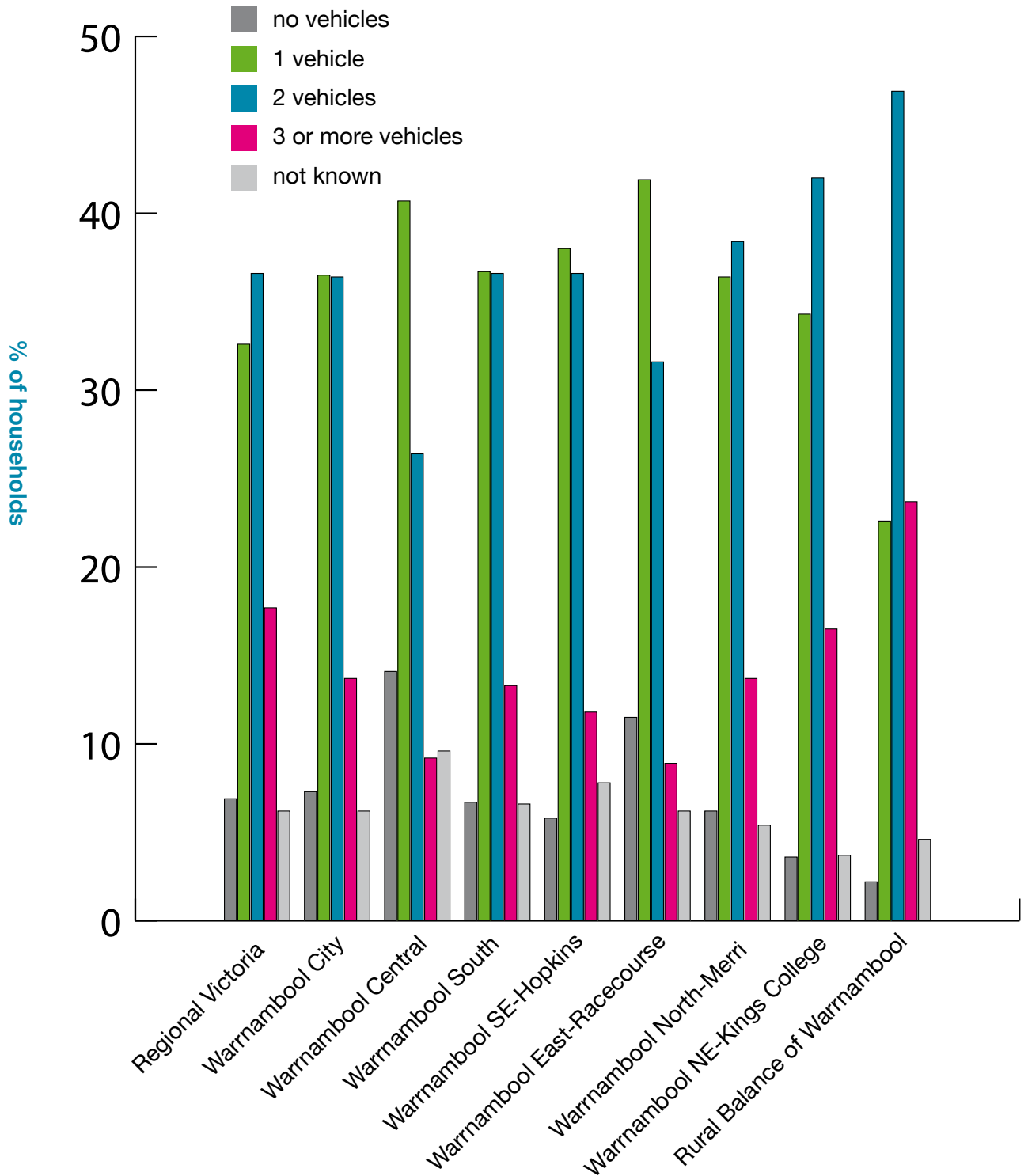
The local public bus service operates ten routes in and around Warrnambool (See Appendix Five, for a map of these routes). The bus service has later weekday services plus Saturday afternoon and all day on Sunday services. Bus services also extend to the nearby towns of Port Fairy and Koroit and further afield to Ararat, Apollo Bay, Portland, Mount Gambier and Ballarat. An extensive school bus network system also operates through Warrnambool and the wider region.

Along with the Moyne and Corangamite Shires, WCC is involved in the Regional Accessibility Committee (RAC). The RAC exists to “identify transport/accessibility needs and strengthen the region’s transport resources”^{xvi}. The RAC focuses on identifying, planning for and implementing changes that address transport issues within the catchment, identifying unmet demand and linking that demand to service providers and integrating transport services information for improved ease of use by members of the public. The RAC has a wide membership which includes local and state government, public and private sector providers of public, private and community transport along with relevant transport and accessibility initiatives.

The Department of Planning and Community Development has introduced the Transport Connections program to support communities working together to improve local transport. The aim of the program is for communities to develop innovative approaches that can make participation in community life easier for people with limited access to transport. Transport Connections works toward this aim through the development and use of local partnerships, existing assets and services such as taxis, school buses, community buses and volunteers. A Transport Connections Project Coordinator is responsible for the Warrnambool, Moyne and Corangamite LGAs.

Given these aims, it is vital that the RAC and Transport Connections are connected in the implementation of sustainable transport strategies within Warrnambool.

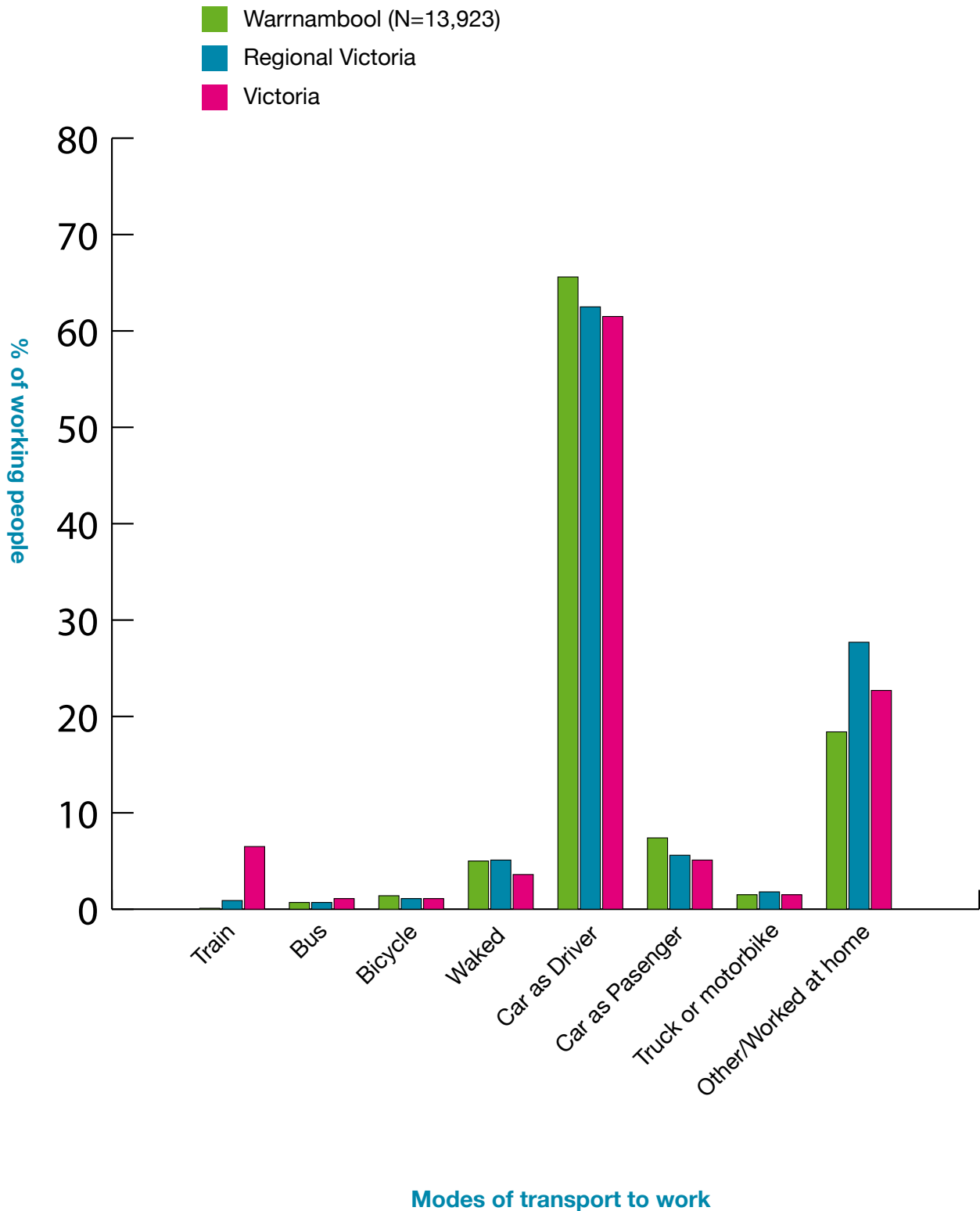
Table Two: Percentage of households in regional Victoria, Warrnambool LGA and sub-areas of Warrnambool LGA by level of car ownership (ABS, 2006).



Regional, Warrnambool municipality and sub-areas of Warrnambool



Table Three: Proportion of people living in the Warrnambool LGA that report using different modes of transport to get to work (ABS 2006)



What does Council already do to support sustainable transport?

- Warrnambool City Council has completed, or is currently undertaking, a number of initiatives that support sustainable transport networks, including:
- Maintenance of approximately 309 kilometres of footpath assets (WCC Assets Database)
- Development of key off-road shared pathway networks including the Foreshore Promenade, Russells Creek Trail, Warrnambool to Port Fairy Rail Trail and Stage One of the Albert Park Trail
- Establishment of the *Healthy Moves Program* which incorporates the TravelSmart initiatives of Ride2School, Ride2Work and school travel planning
- Ongoing funding to increase the number of bicycle parking sites in the city centre
- Staged implementation of the new footpath works is being undertaken annually
- Development of a draft program for Sustainable Transport Infrastructure works that includes on-road cycling lanes, off-road shared pathways and supporting infrastructure (See Appendix Six).
- Development of new bus shelters
- Expending an above average amount on bicycle infrastructure compared to other local government areas in Victoria⁵.^{xvii}

In summary, Council expenditure on sustainable transport measures in 2009/2010 was \$1,255,452 (includes \$466,485 for the Rail Trail development) and has listed \$766,400 for associated works in its draft 2010/11 budget.

⁵ Bicycling Victoria's Bicycle Expenditure Index (BiXE) measures local government spending on bicycle infrastructure such as lanes, paths and signs against per head of population. With a BiXE of \$11.52 in 2009, Warrnambool fared very well in the BiXE in comparison to other municipalities; which is significantly higher than the regional BiXE average of \$7.04 and the base threshold of \$5.00 per head.

What does our community think about sustainable transport?

The public consultation along with the walking and cycling audits conducted in the development of this Strategy, provided information about the existing infrastructure for sustainable transport modes, as well as information on the aspirations members of our community hold in relation to sustainable transport.

Findings from the consultation revealed that people are aware of the current deficiencies in the supporting infrastructure for sustainable modes of transport. Key priorities expressed by members of the community included improving the quality and connectedness of footpaths, the cycling network and the public transport system; and improving overall safety for active transport users. More than half of all respondents said that they would use sustainable transport more often if the supporting infrastructure was improved.

This section is divided into five parts, summarising the key findings from the consultation and audits in relation to walking, cycling, connectivity, maps and signage and transport to and from workplaces and educational institutions.

Walking

Warrnambool has numerous existing and proposed footpaths and off-road shared paths (See Appendix Seven, for a map of these paths).

The majority of the feedback from the public consultations focussed on pedestrian activity. Comments were in relation to the lack of footpaths and gaps in the footpath system in certain areas, high traffic speed, traffic congestion, confusion about pedestrian priority (particularly at roundabouts⁶) and the need for more pedestrian amenities. This feedback, combined with information from the walking audits provides an overview of some of the changes that could be made to improve the pedestrian environment within Warrnambool including:

- The Foreshore Path Network could be improved through implementing measures to enhance connectivity such as:
 - Linking the Price Street shared path with the Stanley Street/Pertobe Road roundabout
 - Providing a zebra crossing with pedestrian priority at the Stanley Street/Pertobe Road roundabout
 - Providing a zebra crossing across Viaduct Road aligning with the public toilets and bridge, including with signage for all three directions (i.e. to Thunder Point, the Breakwater, Lake Pertobe/the city centre)
 - Providing a footpath across the car park at the breakwater

⁶ There was inconsistency in how people wanted to approach crossings at roundabouts, with half wanting signs to advise pedestrians to give way to vehicles, and the other half wanting vehicles to give way to pedestrians,

- Providing a footpath or safe pedestrian access to Thunder Point along Macdonald Street
- Providing a walking route behind the beach from the Flume to Granny's Grave that following the existing users' desire line as an alternative to the Promenade walk.
- The Russells Creek path could be strengthened through:
 - Providing signage to nearby destinations (such as Aquazone, Centro Shopping Centre, Botanic Gardens and Warrnambool College etc.) that include distances to these places
 - Improving the existing map of the path to include nearby destinations, neighbourhoods and distances to these locations
 - Providing signage to show people how to bridge the gaps in the path via streets that provide temporary links (such as the current detour via Garden Street, Cherlin Drive and Golden Springs Court)
 - Providing a crossing at Moore and Cramer Streets to provide a direct link from the path to Warrnambool College
 - Extending the path as identified in the Recreation Plan, especially into North East Warrnambool.
- Sustainable transport to and from Northpoint Village shopping centre could be strengthened through improving connectivity to and from the surrounding residential estates and the Russells Creek Path, as well as provision of signage to and from the centre
- Sustainable transport to and from Gateway Plaza could be improved through the provision of appropriate signage at the junctions of the paths and cross streets near to Gateway Plaza
- Council planning in relation to Dennington and North Dennington should include measures that foster sustainable transport measures within and around the existing and new residential estates.

Cycling

The audits and consultations found that Warrnambool has the basis for a good cycling network (see Appendix Eight, for a map of the existing and proposed on-road cycling network and Appendix Seven, for a map of the existing and proposed shared paths). However, the level of maintenance and the standards of the design of the existing network of bicycle routes have significant scope for improvement. The following points summarise key considerations raised in the consultations and audits in regard to the cycling environment within Warrnambool:

- Increasing the number of bike paths and bike lanes would assist to alleviate some of the safety concerns expressed in the public consultations
- Maps and signage for cyclists could be improved and updated
- Existing cycling routes would benefit from increased maintenance, upgrade and better linkages within those routes



- There is potential to increase the amount of bicycle parking available with the municipality
- Cycling education programs and promotion campaigns would assist in creating a cycling culture within Warrnambool. Components of such programs/campaigns could include:
 - Building cycling pages into Council’s website
 - Developing a “share the road” program to encourage all road users to respect one another’s right to be on the roads in Warrnambool
 - Implement staff riding to work days that include rewards for those that do
 - Encourage use of the Council electric bike by staff.

Public transport

Feedback from the consultation relating to public transport related to the train and bus services within, and to and from, Warrnambool. Feedback indicated there is scope for improvement in relation to existing maps and timetables, the frequency of services, accessibility for people of all abilities and ages, level of geographic coverage, bus shelter suitability, use for travel to work, the need for long-term parking for cars and bicycles near the train station.

Connectivity for active transport users

The audits and consultation conducted for the development of the STS found that there are numerous barriers to good connectivity along regularly used walking and cycling paths in Warrnambool. These routes are regularly used by residents as well as visitors to the municipality. Such barriers can be addressed through filling in gaps in the footpath/shared path network and providing appropriate crossings and signage.

In particular links could be improved between:

- the city centre and the holiday/foreshore area
- The Information Centre and Flagstaff Hill to the holiday/foreshore area
- The city centre and the residential and visitor accommodation area to the north of Raglan Parade adjacent to the city centre
- The railway station, the city centre and the holiday/foreshore area.

In addition, the consultation and audits found that many neighborhoods in Warrnambool would benefit from the installation of new footpaths and connection of existing footpaths.

Maps and signage

“Good signage is recognised to be one of the major influences on whether people are willing to walk, especially if it shows them a range of attractive accessible destinations and how long it may take to reach them.” *J.G. Grant*^{xviii}

The audits of the cycling and walking environments found that the three existing maps of Warrnambool that are available for residents and visitors⁷ are not of a high standard; with many aspects of these maps being out of date, incomplete, without sufficient relevant detail for cyclists and pedestrians, and/or without accurate scale.

The audits also found that whilst the existing footpath and shared paths systems are reasonable, there is little or no signage to tell people where paths go or how far it is to get to the many linked destinations.

In particular, the audits found there are a number of areas where new or improved signage would be beneficial including:

- the city centre
- To and within the holiday area
- On the shared path networks
- To/from the neighbourhood shopping centres.

Travel planning to workplaces and educational institutions

Provision of supporting infrastructure to promote active transport to and from workplaces and educational institutions is likely to make a significant impact on the WCC’s plan to foster sustainable transport. The consultation revealed the education sector provides a good example of how this can occur.

Feedback from the consultation showed strong support for improved sustainable transport options to and from educational institutions, with particular mention of improved cycling routes to Deakin University.

The available data also indicates that focusing on improving sustainable transport options to and from educational institutions could possibly have a significant impact in Warrnambool. In 2006 the Australian Bureau of Statistics (ABS) indicates there were 3,077 young people aged between 5 – 11 years living in Warrnambool (the vast majority of whom attend primary school). In 2009, there were 3,428 full time enrolments of students in Warrnambool’s secondary schools^{xix}. Warrnambool is also host to a campus of Deakin University, the home campus of South West TAFE and Community College Warrnambool.

⁷ These include a ‘tear off’ free map for visitors, a \$2 map of all of Warrnambool, and the ‘Bike’able Warrnambool, Warrnambool Cycling map’.



Together, the students, teachers and auxiliary staff of these educational institutions represent a significant proportion of Warrnambool's population (a population of 30,054 in 2006, ABS). Educational institutions are also situated throughout the municipality, so a focus on improving sustainable transport routes to and from educational institutions would have spin off benefits for the residential areas around them.

WCC has already commenced supporting primary school travel planning. The local TravelSmart surveys suggest that on an average school day, approximately 30% of students regularly use active transport^{xx}. However, on the 2009 Walk to School Day, this figure rose to between 80-90% of students walking^{xxi}. This demonstrates that it is possible for most students to walk or cycle to school and that effort put into supporting and promoting such an activity could make a big impact on the use of sustainable transport modes within the municipality.

Extending such supported travel planning to other parts of the education sector and other workplaces through direct programs, and/or leading by example, presents a significant opportunity to encourage sustainable transport use in Warrnambool.



The Strategy

Our vision

Warrnambool is renowned for accessible and affordable sustainable transport options that allow for safe, well connected and environmentally responsible travel throughout the city.

Principles underlying the STS

The STS will:

- Improve transport affordability for residents and visitors;
- Integrate across other Council strategies, plans and priorities;
- Be lead by WCC, but require a whole of community effort ; and
- Focus on improving current sustainable transport infrastructure and behavioral change programs, before embarking on significant additional infrastructure.

Objectives of the STS

The objectives of this Sustainable Transport Strategy 2010-2020 are to:

1. Integrate sustainable transport principles into all Council policy, planning, programs and activities.
2. Maintain, appropriately upgrade, and extend existing physical infrastructure that supports the use of active transport modes.
3. Improve connectivity and safety of existing pedestrian and cycling routes to foster increased use of active transport modes.
4. Promote the use of active transport and public transport to residents and visitors of Warrnambool.
5. Demonstrate leadership and advocacy in the field of sustainable transport.

Action Plan

| 1.0 POLICY, LEADERSHIP AND ADVOCACY | | | | | | | | | | | |
|--|-----------------|---|---|---|---|---|------------------|------------|---------------------------------------|--|--------------------|
| STRATEGY | MEETS OBJECTIVE | | | | | STRATEGIC INDICATORS | PRIORITY | RESOURCES | RESPONSIBILITY | LINKS WITH OTHER WCC PLANS/POLICIES | EXTERNAL PARTNER/S |
| | 1 | 2 | 3 | 4 | 5 | | | | | | |
| 1.1 Council will adopt the Sustainable Transport Strategy (STS) as the overarching policy framework for the implementation of all sustainable transport measures within the municipality | ✓ | | | | | <ul style="list-style-type: none"> This STS is adopted by Council Strategies outlined in the STS are incorporated in the Council Plan | High and ongoing | Staff time | Manager City Strategy and Development | See page 9 for a list of relevant policies | Internal Only |

| STRATEGY | MEETS OBJECTIVE | | | | | STRATEGIC INDICATORS | PRIORITY | RESOURCES | RESPONSIBILITY | LINKS WITH OTHER WCC PLANS/POLICIES | EXTERNAL PARTNER/S |
|--|-----------------|---|---|---|---|---|----------|------------|---------------------------------------|---|--------------------|
| | 1 | 2 | 3 | 4 | 5 | | | | | | |
| 1.2 Council will review all relevant existing Council planning documents and ensure all relevant new Council planning documents appropriately align with the objectives of the STS and incorporate strategies from the STS | ✓ | | | | | <ul style="list-style-type: none"> ▪ Existing relevant Council planning documents are aligned with the STS and incorporate the strategies from the STS ▪ New relevant Council planning documents have objectives that align with the STS and incorporate strategies from the STS ▪ All WCC Managers responsible for the review and/ or development of strategic plans are aware of the objectives and strategies of the STS and the requirement for them to be integrated across all Council plans | High | Staff time | Manager City Strategy and Development | Warrnambool Recreation Plan 2007-17 Environmental Sustainability Strategy 2008-13 Active Ageing Plan 2008-13 Community Access Plan 2009-13 Municipal Strategic Statement Planning Scheme | Internal Only |



| STRATEGY | MEETS OBJECTIVE | | | | | STRATEGIC INDICATORS | PRIORITY | RESOURCES | RESPONSIBILITY | LINKS WITH OTHER WCC PLANS/POLICIES | EXTERNAL PARTNER/S |
|--|-----------------|---|---|---|---|--|------------------|--|---|--|----------------------------|
| | 1 | 2 | 3 | 4 | 5 | | | | | | |
| 1.3 Council will develop and annually update a prioritized program of Sustainable Transport Infrastructure Works (See Appendix Six) that is incorporated into Council's Strategic Resource Plan | ✓ | ✓ | ✓ | | | <ul style="list-style-type: none"> ▪ Prioritised <i>Sustainable Transport Infrastructure Works Plans</i> are adopted by Council each year ▪ Funds are allocated to implement the <i>Sustainable Transport Infrastructure Works Plan</i> in the Council budget each year (an average spend of \$15 per resident per annum). ▪ Standards and design guidelines for the development of Sustainable Transport Infrastructure Works are reviewed by Council. | High | Staff time Allocation of budget resources | Manager Capital Works and Project Manager Recreation and Culture | Council Plan Council Budget | Internal Only |
| 1.4 Council will ensure that the requirements in clauses 56.06 and 52.34 of the Victorian Planning Provisions (VPP) relating to structure planning are applied and reflect the objectives of the STS | ✓ | ✓ | ✓ | | ✓ | <ul style="list-style-type: none"> ▪ Existing and new Structure Plans, subdivisions and developments incorporate the relevant requirements of the VPP and reflect the objectives of the STS | High and ongoing | Staff time | Manager City Strategy and Development | North Dennington, North East, North of the Merri, Coastal/Hopkins River and City Centre Structure Plans Planning Scheme | Developers VicRoads |

| STRATEGY | MEETS OBJECTIVE | | | | | STRATEGIC INDICATORS | PRIORITY | RESOURCES | RESPONSIBILITY | LINKS WITH OTHER WCC PLANS/POLICIES | EXTERNAL PARTNER/S |
|--|-----------------|---|---|---|---|---|----------|--|--|-------------------------------------|--|
| | 1 | 2 | 3 | 4 | 5 | | | | | | |
| 1.5 Council will conduct further planning to enhance sustainable transport in Warrnambool, including investigation into the development of pedestrian plans | ✓ | | | | ✓ | <ul style="list-style-type: none"> The relevant plans are produced and adopted by Council Funds are allocated to implement the relevant plans in the Council budget each year | Medium | Staff time Allocation of budget resources | Director City Growth | Not Applicable | Internal and relevant stakeholders |
| 1.6 Council will advocate for improved public transport in Warrnambool | | | | | ✓ | <ul style="list-style-type: none"> Council is an active member of the Regional Accessibility Committee Council is involved in the Transport Connections Project Council is an active advocate for the proposed new bus service | High | Staff time Grants Allocation of budget resources | Director City Growth Director Community Development | Council Plan | Warrnambool Bus Lines Department of Transport Department of Infrastructure Regional Accessibility Committee Transport Connections (DPCD) |



| STRATEGY | MEETS OBJECTIVE | | | | | STRATEGIC INDICATORS | PRIORITY | RESOURCES | RESPONSIBILITY | LINKS WITH OTHER WCC PLANS/POLICIES | EXTERNAL PARTNER/S |
|--|-----------------|---|---|---|---|--|----------|------------|------------------------------|-------------------------------------|--|
| | 1 | 2 | 3 | 4 | 5 | | | | | | |
| 1.7 Council will monitor and report on usage data for Warrnambool's key sustainable transport routes to establish an evidence base for future planning | ✓ | | | | ✓ | <ul style="list-style-type: none"> A usage monitoring program of key sustainable transport routes is in place A data base to record sustainable transport usage information and trends is in use Annual reports on sustainable transport usage data are provided to Council and other key stakeholders Sustainable transport usage data is used as key evidence to support future sustainable planning within the municipality | Medium | Staff time | Director City Infrastructure | Not Applicable | Department of Transport Local Community |

2.0 PROMOTION AND EDUCATION

| STRATEGY | MEETS OBJECTIVE | | | | | STRATEGIC INDICATORS | PRIORITY | RESOURCES | RESPONSIBILITY | LINKS WITH OTHER WCC PLANS/ POLICIES | EXTERNAL PARTNER/S |
|---|-----------------|---|---|---|---|---|----------|--|--|--------------------------------------|--|
| | 1 | 2 | 3 | 4 | 5 | | | | | | |
| 2.1 Council will develop and promote new maps for walking and cycling in Warrnambool and advocate for new maps of public transport networks in Warrnambool | | | | ✓ | ✓ | <ul style="list-style-type: none"> ▪ New maps of walking and cycling routes in Warrnambool are in use ▪ Council is an advocate for new maps of public transport networks in Warrnambool to be developed | High | \$20,000 initial set up cost \$5,000 recurrent reprinting | Environment Planner Recreation Officer TravelSmart Officer | Warrnambool Recreation Plan 2007-17 | Department of Transport |
| 2.2 Council will facilitate and support travel planning within workplaces and educational institutions in Warrnambool | ✓ | | | ✓ | ✓ | <ul style="list-style-type: none"> ▪ Council's <i>Green Travel Plan</i> is implemented ▪ At least one travel plan with a local workplace/ educational institution is completed annually ▪ <i>Sustainable Transport Infrastructure Works Plans</i> are informed by workplace and educational institutional travel plans | Medium | Up to \$5,000 per organisation | TravelSmart Officer | Not Applicable | Primary and Secondary Schools Tertiary Institutions South West Health Care |



| STRATEGY | MEETS OBJECTIVE | | | | | STRATEGIC INDICATORS | PRIORITY | RESOURCES | RESPONSIBILITY | LINKS WITH OTHER WCC PLANS/POLICIES | EXTERNAL PARTNER/S |
|---|-----------------|---|---|---|---|---|----------|--------------------------------|---|-------------------------------------|--|
| | 1 | 2 | 3 | 4 | 5 | | | | | | |
| 2.3 Council will develop and implement the <i>Healthy Moves Program</i> and support local walking and cycling groups | ✓ | | | ✓ | ✓ | <ul style="list-style-type: none"> Council's <i>Healthy Moves Program</i> is implemented There is evidence of Council support for local walking and cycling groups | Medium | Staff time | TravelSmart Officer Recreation Officer | Not Applicable | Educational Institutions Walking and Cycling Clubs Local community |
| 2.4 Council will undertake a range of events/initiatives to promote the use of sustainable transport in Warrnambool | ✓ | | | ✓ | ✓ | <ul style="list-style-type: none"> There is evidence of Council support for key events promoting sustainable transport Sustainable transport issues and information is included on the Council's web-site | Medium | Staff time \$10,000 p/a | TravelSmart Officer | Not Applicable | Department of Transport Local community Local media Walking and Cycling Clubs |

3.0 INFRASTRUCTURE, CONNECTIVITY AND SAFETY

| STRATEGY | MEETS OBJECTIVE | | | | | STRATEGIC INDICATORS | PRIORITY | RESOURCES | RESPONSIBILITY | LINKS WITH OTHER WCC PLANS/POLICIES | EXTERNAL PARTNER/S |
|---|-----------------|---|---|---|---|--|----------|--|-----------------------------------|-------------------------------------|---|
| | 1 | 2 | 3 | 4 | 5 | | | | | | |
| 3.1 Council will facilitate improvements to pedestrian networks and supporting amenities to support walking in the city | | ✓ | ✓ | ✓ | | <ul style="list-style-type: none"> There is evidence of improvements to pedestrian networks There is evidence of increased quantity and quality of amenities which support pedestrian networks | High | Incorporated in Council's overall budget Grants Staff time | Manager Capital Works and Project | Not Applicable | Developers Special Charge Scheme VicRoads |



| STRATEGY | MEETS OBJECTIVE | | | | | STRATEGIC INDICATORS | PRIORITY | RESOURCES | RESPONSIBILITY | LINKS WITH OTHER WCC PLANS/POLICIES | EXTERNAL PARTNER/S |
|--|-----------------|---|---|---|---|---|----------|--|---|-------------------------------------|--|
| | 1 | 2 | 3 | 4 | 5 | | | | | | |
| 3.2 Council will continue to develop and enhance key shared walking and cycling networks to encourage their increased use | | ✓ | ✓ | ✓ | | <ul style="list-style-type: none"> There is evidence of an increased number of shared walking cycling network projects The sustainable transport usage data indicates that increased activity is occurring on shared walking cycling networks | High | Incorporated in Council's overall budget Grants Staff time | Manager Capital Works and Project Manager Recreation and Culture | Warrnambool Recreation Plan 2007-17 | Developers Special Charge Scheme VicRoads Department of Transport Department of Infrastructure Regional Development Victoria Department of Planning and Community Development Bicycle Victoria Local community |

| STRATEGY | MEETS OBJECTIVE | | | | | STRATEGIC INDICATORS | PRIORITY | RESOURCES | RESPONSIBILITY | LINKS WITH OTHER WCC PLANS/POLICIES | EXTERNAL PARTNER/S |
|---|-----------------|---|---|---|---|--|----------|---|---|-------------------------------------|---|
| | 1 | 2 | 3 | 4 | 5 | | | | | | |
| 3.3 Council will enhance connectivity in the shared walking and cycling networks to improve access to key community places, including shopping centres, schools, transport hubs and community facilities | | ✓ | ✓ | ✓ | | <ul style="list-style-type: none"> ▪ There is evidence of improvements to connectivity in the shared walking and cycling networks ▪ The sustainable transport usage data indicates that increased activity is occurring on shared walking cycling networks | High | <p>Incorporated in Council's overall budget</p> <p>Grants</p> <p>Staff time</p> | <p>Manager Capital Works and Projects</p> <p>Manager Recreation and Culture</p> | Not Applicable | <p>Developers</p> <p>Special Charge Scheme</p> <p>VicRoads</p> <p>Department of Transport</p> <p>Department of Infrastructure</p> <p>Regional Development Victoria</p> <p>Department of Planning and Community Development</p> <p>Bicycle Victoria</p> <p>Local community</p> |



| STRATEGY | MEETS OBJECTIVE | | | | | STRATEGIC INDICATORS | PRIORITY | RESOURCES | RESPONSIBILITY | LINKS WITH OTHER WCC SEI/IO/PLANS/POLICIES | EXTERNAL PARTNER/S |
|--|-----------------|---|---|---|---|--|----------|--|------------------------------------|--|---|
| | 1 | 2 | 3 | 4 | 5 | | | | | | |
| 3.4 Council will facilitate the development and maintenance of on-road cycling routes to provide safe and well connected routes for cyclists | | ✓ | ✓ | ✓ | | <ul style="list-style-type: none"> There is evidence of improvements to the on-road cycling routes The sustainable transport usage data indicates that increased activity is occurring on-road cycling networks There is evidence of the decrease in accidents and incidents involving on-road cyclists | High | Incorporated in Council's overall budget Grants Staff time | Manager Capital Works and Projects | Warrnambool Recreation Plan 2007-17 | VicRoads Department of Transport Department of Infrastructure Bicycle Victoria |

| STRATEGY | MEETS OBJECTIVE | | | | | STRATEGIC INDICATORS | PRIORITY | RESOURCES | RESPONSIBILITY | LINKS WITH OTHER WCC PLANS/POLICIES | EXTERNAL PARTNER/S |
|---|-----------------|---|---|---|---|---|----------|----------------------------|---------------------------------------|-------------------------------------|---|
| | 1 | 2 | 3 | 4 | 5 | | | | | | |
| 3.5 Council will develop and implement consistent and accessible signage for sustainable transport networks in Warrnambool | | ✓ | ✓ | ✓ | | <ul style="list-style-type: none"> ▪ There is evidence that existing signs are consistent with best practice standards for sustainable transport usage ▪ There is evidence that all new signs installed are consistent with best practice standards for sustainable transport usage ▪ There is an increase in visitor satisfaction in relation to sustainable transport options as demonstrated through Visitor Survey results | Medium | \$50,000 Staff time | Manager Capital Works and Projects | Not Applicable | Department of Infrastructure Department Of Transport VicRoads |



| STRATEGY | MEETS OBJECTIVE | | | | | STRATEGIC INDICATORS | PRIORITY | RESOURCES | RESPONSIBILITY | LINKS WITH OTHER WCC PLANS/POLICIES | EXTERNAL PARTNER/S |
|---|-----------------|---|---|---|---|---|----------|--|---------------------------------------|-------------------------------------|---|
| | 1 | 2 | 3 | 4 | 5 | | | | | | |
| 3.6 Council will develop and implement additional supporting infrastructure (including but not limited to bike parking facilities, pedestrian crossings, pedestrian refuges) to encourage use of sustainable transport | | ✓ | ✓ | ✓ | | <ul style="list-style-type: none"> There is evidence of an increase in the quantity and quality of supporting infrastructure for sustainable transport | Medium | Incorporated in Council's overall budget Grants Staff time | Manager Capital Works and Projects | Not Applicable | Department of Infrastructure Department of Transport VicRoads |

Appendix One: STS Project Control Group Members

The development of the STS was overseen by a Project Control Group of WCC officers. The membership of this group was as follows:

- Bill Millard, Director City Growth
- Peter Robertson, Director City Infrastructure
- Rohan McKinnon, Manager Capital Works and Projects
- Russell Lineham, Manager Recreation and Culture
- Paul Cugley, Coordinator Design and Major Projects
- Ian Fitzgibbon, Environment Planner
- Kim White, Recreation Officer
- Nicole Wood, TravelSmart Officer

Appendix Two: Listening Posts

Listening Posts provided a face-to-face opportunity for members of the community to relay their ideas on sustainable transport as they were passing by. They were conducted from 3-8 August 2009 and provided an opportunity for local residents to provide their feedback and comments at their local community hub.

| Venue | Location | Date | Time |
|--|--|--------------------|-----------------------|
| Morriss Road Milk Bar | 116 Morriss Road | Monday 3 August | 8.00am until 10.00am |
| Woodford Primary School | 8 Victoria Street | Tuesday 4 August | 8.30am until 10.30am |
| Merrivale Milk Bar | 93 Merrivale Drive | Tuesday 4 August | 3.00pm until 5.00pm |
| Centro Warrnambool Shopping Centre | 70 Hopkins Highway | Wednesday 5 August | 4.00pm until 6.00pm |
| Allansford Primary School | School Foyer Administration Block enter off Frank Street | Thursday 6 August | 8.30am until 10.30am |
| Gateway Plaza Shopping Centre | Raglan Parade | Thursday 6 August | 4.00pm until 6.00pm |
| Hopkins River Milk Bar | 8 Hopkins Road | Friday 7 August | 11.00am until 1.00pm |
| Dennington Post Office and General Store | 71 Drummond Street | Friday 7 August | 3.00pm until 5.00pm |
| Warrnambool Surf Club | Foreshore Promenade enter off Pertobe Road | Saturday 8 August | 10.00am until 12 noon |

Appendix Three: Attendees at Stakeholders Reference Group meeting

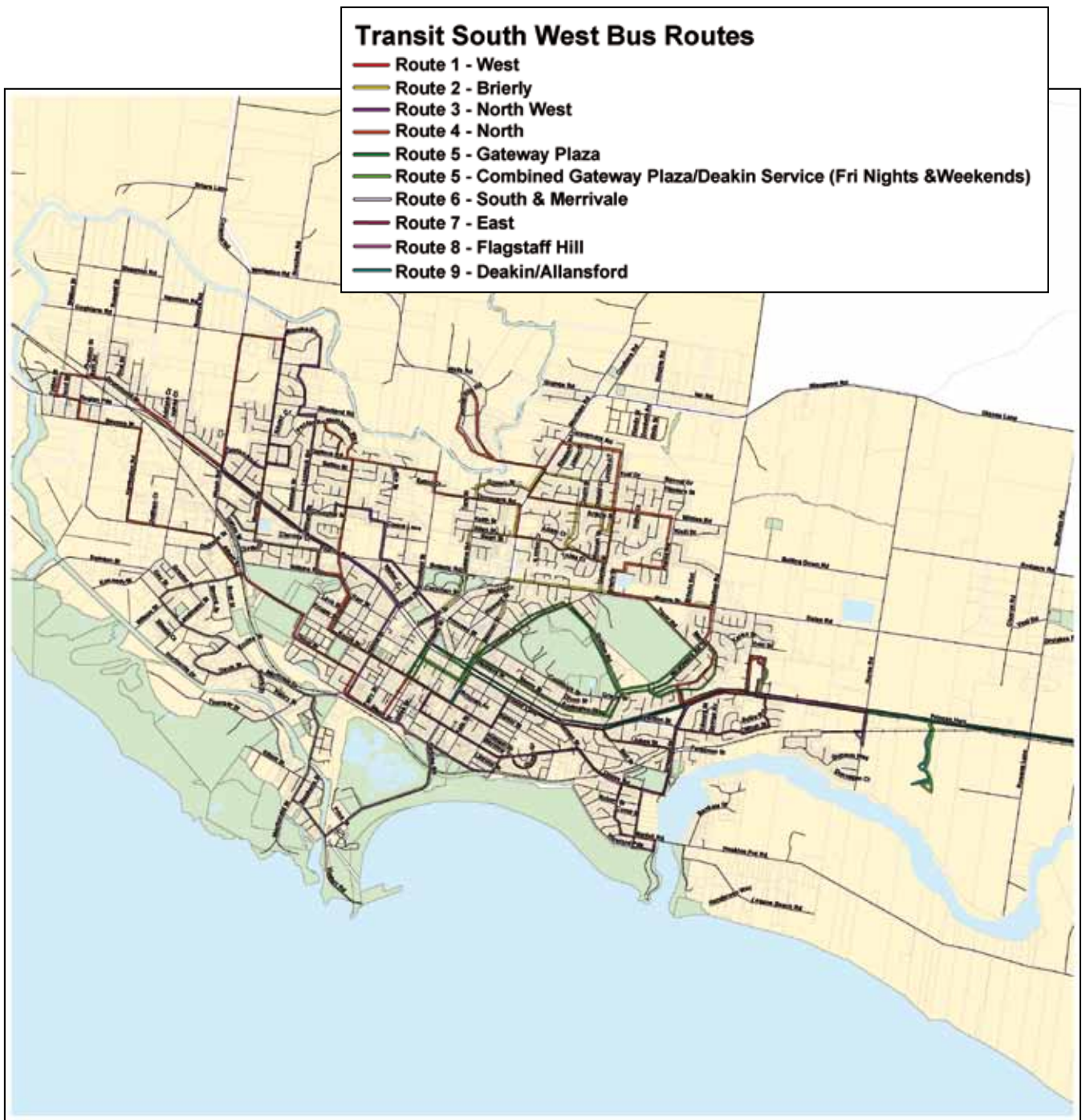
| Name | Organisation | Position |
|-------------------|--|--|
| David Fary | Vic Roads | Senior Planning Officer |
| Sam Lucas | Warrnambool Bus Lines | |
| Brenda Hampson | Warrnambool Bus Lines | |
| Richard Sloan | Department of Transport | Regional Manager |
| Richard Stone | Warrnambool City Council | Rural Access Officer |
| Geraldine Moloney | SW TAFE | Industry Services - Business Development Unit |
| Carole Reid | Tourism Association | Chief Executive Officer |
| Matt Berry | Department of Planning and Community Development | Planning Officer |
| Tanya Egan | Warrnambool City Council | Manager Business Support |
| Ian Fitzgibbon | Warrnambool City Council | Environmental Planner |
| Kim White | Warrnambool City Council | Recreation Officer |
| Peter Robertson | Warrnambool City Council | Director City Infrastructure |
| Bill Millard | Warrnambool City Council | Director City Growth |
| Rohan McKinnon | Warrnambool City Council | Manager Capital Works and Projects |
| Paul Cugley | Warrnambool City Council | Co-ordinator Design and Major Projects |
| Andrew Fawcett | Warrnambool City Council | Councillor |
| Murray Murfett | Warrnambool City Council | Manager Health and Local Laws |
| Russell Lineham | Warrnambool City Council | Manager Recreation and Culture |
| Phil Currie | Community Engagement Coordinator, Barwon South West Region | Department of Planning and Community Development |
| Grant Hamilton | Executive Officer | South West Primary Care Partnership |
| Michael Neoh | South West Sports Assembly | Executive Officer |
| Paul Hargraves | Police Victoria | |



Appendix Four: Map of neighborhood areas in Warrnambool and their populations



Appendix Five: Map of existing bus routes

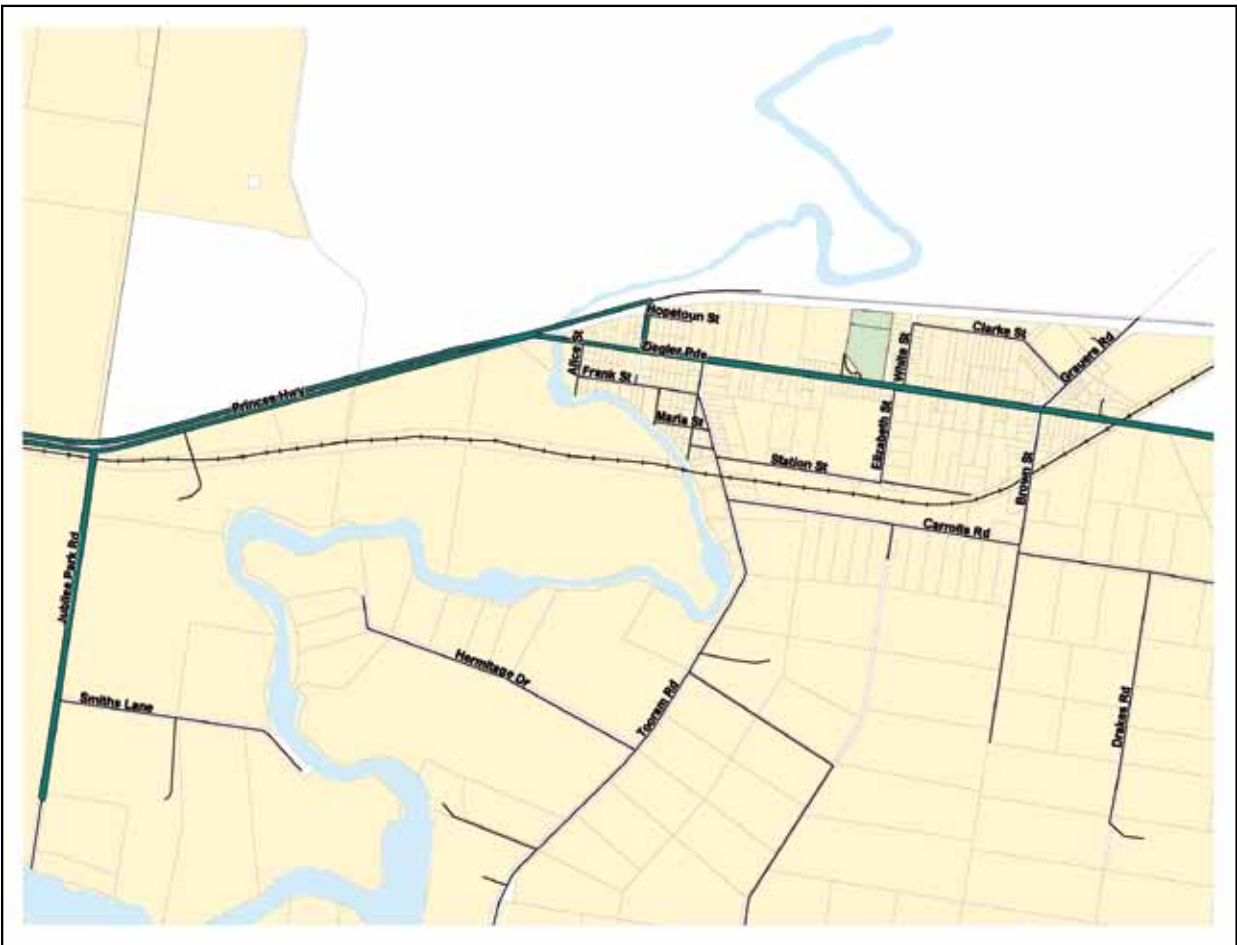


WARRNAMBOOL



Appendix Five: Map of existing bus routes

2010-2020



ALLANSFORD

Appendix Six: Sustainable transport infrastructure works plan

OFF ROAD TRAILS PROJECTS

| ITEM No | PROJECT STREET | PROJECT DESCRIPTION | START | END |
|---------|--|---|-----------------|---------------------|
| 1 | Warrnambool to Allansford Rail Trail | Gravel Path Trail | Flagstaff Hill | Simpson Street |
| 2 | Albert Park Stage 2 | Gravel Path Trail | | |
| 3 | Bridge Road, Woodford - Off Road | Upgrade and New Paths | Hopkins Highway | Caramut Road |
| 4 | Caramut Road | Gravel Path Trail | Coghlands Road | Bridge Road |
| 5 | DW Jones Oval | Gravel Path Trail/Railway/Underpass | Ward Street | Hickford Parade |
| 6 | Flume Carpark | Shared Path and Rail Crossing | Merri Street | Foreshore Promenade |
| 7 | Friendlyes Society Park/ Victoria Park | Gravel Path Trail | Caramut Road | Aitkins Road |
| 8 | Hopkins Highway | Gravel Path Trail | Wangoom Road | Bushfield |
| 9 | Hopkins Point Road | Shared Concrete Path Subject to New Subdivisional Development | Hopkins River | Logans Beach |
| 10 | Hopkins River | Path Trail/Board walk | Marfell Road | Simpson Street |
| 11 | Hopkins River | Shared Concrete Path Subject to New Subdivisional Development | Ferguson Street | Dobson Way |
| 12 | Jamieson Street | Shared Concrete Path Westside | Queens Street | Raglan Parade |
| 13 | Kennedy Street | Gravel Path Trail | Merri River | Court Bowl |
| 14 | Koroit Street north side | Shared Concrete Path | Hyland Street | Aitkins Road |
| 15 | Lake Pertobe | Gravel Path Trail | | |
| 16 | Landmann Street | Shared Concrete Path Southside | Merrivale Drive | Merri River |
| 17 | MacDonald Street | Gravel Path Trail | Stanley Street | Thunder Point |
| 18 | Mahogany Walking Trail | Gravel Path Trail/Boardwalk | Thunder Point | Levys Point |
| 19 | Mahogany Walking Trail | Gravel Path Trail/Boardwalk | Thunder Point | Merri River |
| 20 | Merri River | Bridge Crossing and Path | Block Street | O'Brien Street |
| 21 | Merri River | Shared Concrete Path Subject to New Subdivisional Development | Caramut Road | Drummond Street |



Appendix Six: Sustainable transport infrastructure works plan

OFF ROAD TRAILS PROJECTS (CONTINUED)

| | | | | |
|----|--------------------------------------|---|-------------------|-------------------------------|
| 22 | Merri River | Shared Concrete Path and Bridge Crossings North Side Subject to New Subdivisional Development | Wollaston Road | Caramut Road |
| 23 | Merri River | Shared Concrete Path Subject to New Subdivisional Development | Wollaston Road | Grange Road |
| 24 | Merri River Path | South Side Gravel Path Trail | Queens Road | Tarhook Road |
| 25 | Merri River Path | South Side Gravel Path Trail | Swinton Street | Drummond Street |
| 26 | Merri River, Woodford | Bridge Crossing and Path | Jubilee Park | North Side of River |
| 27 | Miles Road, Woodford | Bridge Crossing and Path | Albert Street | Watsons Lane |
| 28 | Moore Street | Gravel Path Trail | Brierly Street | Brierly Reserve Entrance Road |
| 29 | Mortlake Road | Gravel Path Trail | Conneamara Rd | Wangoom Road |
| 30 | Queen Street | Shared Concrete Shared Path West Side | Jamieson Street | Russells Creek |
| 31 | Raglan Parade | Gravel Path Trail Centre Median | Botanic Road | Selby Road |
| 32 | Raglan Parade, Dennington | Shared Path and Rail Crossing | Underpass Road | Russell Street |
| 33 | Russells Creek | Shared Concrete Path Eastside Subject to New Subdivisional Development | Whites Road | Wangoom Road |
| 34 | Russells Creek | Land Aquisition & Concrete Path North Side | Garden Street | Golden Springs Court |
| 35 | Russells Creek | Shared Concrete Path South Side | Cherlin Drive | Wares Road |
| 36 | Russells Creek | Shared Concrete Path | Daltons Road | Merri River |
| 37 | Russells Creek | Shared Concrete Path | Hallam Drive | Booval Drive |
| 38 | Russells Creek | Shared Concrete Path | Pencoed Road | Exisitng Path North Side |
| 39 | Russells Creek | Bridge Crossing and Path | Roache Court | North Side of Creek |
| 40 | Plummers Hill Road, Woodford | Shared Gravel Sealed Path | Bridge Road | Cilmery Crescent |
| 41 | Wangoom Road | Gravel Path Trail | Mortlake Road | Aberline Road |
| 42 | Warrnambool to Allansford Rail Trail | Gravel Path Trail | Simpson Street | Deakin University |
| 43 | Warrnambool to Allansford Rail Trail | Gravel Path Trail | Deakin University | Allansford |

ON ROAD BICYCLE LANE PROJECTS

| ITEM No | PROJECT STREET | PROJECT DESCRIPTION | START | END |
|---------|--|---|------------------|--------------------|
| 1 | Aberline Road | Linemark on road bike lanes | Moore Street | Whites Road |
| 2 | Aberline Road | Road Construction with bike lanes, Subject to Future Subdivision Development | Whites Road | Wangoom Road |
| 3 | Albert Street | Linemark on road bike lanes | McMeekin Road | Braithwaite Street |
| 4 | Ardlie Street | Linemark on road bike lanes | Botanic Road | Daltons Road |
| 5 | Atkins Road | Linemark on road bike lanes | Kerr Street | Giffen Street |
| 6 | Baynes Street | Linemark on road bike lanes | Harrington Road | Tylden Street |
| 7 | Bell St | Linemark on road bike lanes | Raglan Pde | Bostock Street |
| 8 | Boiling Down Road | Road Construction with bike/edge lanes, Subject to Future Subdivision Development | Abeline Road | Horne Road |
| 9 | Bostock Street | Linemark on road bike lanes | Bell Street | Flaxman Street |
| 10 | Braithwaite Street | Linemark on road bike lanes | Harrington Road | Albert Street |
| 11 | Bridge Road | Sealed Shoulders & Edge Line | Caramut Road | Hopkins Highway |
| 12 | Bromfield Street | Linemark on road bike lanes | Caterbury Road | Daltons Road |
| 13 | Canterbury Road | Linemark on road bike lanes | Jamieson Street | Botanic Road |
| 14 | Caramut Road | Linemark on road bike lanes | Coghlands Road | Raglan Parade |
| 15 | Caramut Road | Sealed Shoulders & Edge Line | Coghlands Road | Bridge Road |
| 16 | Coghlands Road | Road Construction with bike lanes, Subject to Future Subdivision Development | Caramut Road | Station Street |
| 17 | Coghlands Road (Caramut Rd - Morriss Rd) | Linemark on road bike lanes | Caramut Road | Morris Road |
| 18 | Coulstock Street | Linemark on road bike lanes | Cramer Street | Craig Street |
| 19 | Cramer Street | Linemark on road bike lanes | Banayn Street | Moore Street |
| 20 | Dales Road | Linemark on road bike lanes | Aberline Road | Gateway Road |
| 21 | Daltons Road | Linemark on road bike lanes | Laverock Road | Bromfield Street |
| 22 | Donovans Road | Linemark on road bike lanes | Bromfield Street | Mortlake Road |
| 23 | Drummond Street | Linemark on road bike lanes | The Esplande | Raglan Parade |
| 24 | Fairy Street | Linemark on road bike lanes | Raglan Pde | Merri Street |
| 25 | Fitzroy Road | Linemark on road bike lanes | Giffen Street | Raglan Parade |
| 26 | Foster Street | Linemark on road bike lanes | Merri Street | Coulstock Street |



ON ROAD BICYCLE LANE PROJECTS (CONTINUED)

| | | | | |
|----|--------------------|--|--------------------|-------------------|
| 27 | Garden Street | Linemark on road bike lanes | Moore Street | Whites Road |
| 28 | Gateway Road | Road Construction with bike lanes, Subject to Future Subdivision Development | Dales Road | Boiling Down Road |
| 29 | Gateway Road | Linemark on road bike lanes | Hoki Street | Raglan Parade |
| 30 | Glenrowe Avenue | Linemark on road bike lanes | Wanstead Street | Raglan Parade |
| 31 | Grafton Road | Linemark on road bike lanes | McGregors Road | Cramer Street |
| 32 | Granter Street | Linemark on road bike lanes | McMeekin Road | Watson Street |
| 33 | Grieve Street | Linemark on road bike lanes | Craig Street | Derby Street |
| 34 | Harrington Road | Linemark on road bike lanes | Braithwaite Street | Baynes Street |
| 35 | Harrington Road | Road Construction with bike lanes, Subject to Future Subdivision Development | Drummond Street | Merri River |
| 36 | Henna Street | Linemark on road bike lanes | Wellington Street | Raglan Parade |
| 37 | Hopetoun Road | Linemark on road bike lanes | Raglan Parade | Daltons Road |
| 38 | Hopkins Highway | Linemark on road bike lanes | Moore Street | Wangoom Road |
| 39 | Hopkins Highway | Sealed Shoulders & Edge Line | Wangoom Road | Bridge Road |
| 40 | Hopkins Point Road | Sealed Shoulders & Edge Line | Marfell Road | Tooram Road |
| 41 | Kennedy Street | Linemark on road bike lanes | Granter St | Court Bowl |
| 42 | Kerr Street | Linemark on road bike lanes | Henna Street | Atkins Road |
| 43 | Jamieson Street | Linemark on road bike lanes | Princess Street | Raglan Parade |
| 44 | King Street | Linemark on road bike lanes | Raglan Parade | Canterbury Road |
| 45 | Koroit Street | Linemark on road bike lanes | Henna Street | Foster Street |
| 46 | Laverock Grove | Linemark on road bike lanes | Raglan Parade | Fitzroy Rod |
| 47 | Laverock Road | Linemark on road bike lanes | Raglan Parade | Woodend Road |
| 48 | Lennon Avenue | Bike Route Direction Signage | Fitzroy Road | Aitkins Road |
| 49 | Mahoneys Road | Linemark on road bike lanes | Raglan Parade | Hopkins River |
| 50 | McGregors Road | Linemark on road bike lanes | Grafton Road | Tozer Road |
| 51 | McKiernans Road | Linemark on road bike lanes | Tozer Road | Moore Street |
| 52 | Merri Street | Linemark on road bike lanes | Kelp Street | Ward Street |
| 53 | Moore Street | Sealed Shoulders & bike lanes | Brierly Street | Aberline Road |
| 54 | Morriss Road | Linemark on road bike lanes | Fitzroy Road | Coghlan Road |
| 55 | Nicholson Street | Linemark on road bike lanes | Foster Street | Flaxman Street |
| 56 | Pertobe Road | Bike Route Direction Signage | Merri Street | Stanley Street |
| 57 | Princess Street | Linemark on road bike lanes | Jamieson Street | Cramer Street |

ON ROAD BICYCLE LANE PROJECTS (CONTINUED)

| | | | | |
|----|-----------------|--|--------------------|----------------------------|
| 58 | Queens Road | Linemark on road bike lanes | Botanic Road | Dooley Street |
| 59 | Raglan Parade | Linemark on road bike lanes | Mahoneys Road | Deakin University Entrance |
| 60 | Raglan Parade | Linemark on road bike lanes | Rooneys Road | Russell Street |
| 61 | Rooneys Road | Linemark on road bike lanes | Raglan Parade | Braithwaite Street |
| 62 | Rooneys Road | Road Construction with bike lanes, Subject to Future Subdivision Development | Raglan Parade | Coghlan Road |
| 63 | Rowley Street | Linemark on road bike lanes | Moore Street | Cramer Street |
| 64 | Russell Street | Linemark on road bike lanes | Drummond Street | Coghlan Road |
| 65 | Russell Street | Road Construction with bike lanes, Subject to Future Subdivision Development | Coghlan Road | End |
| 66 | Scott Street | Linemark on road bike lanes | McMeekin Road | Strong |
| 67 | Selby Road | Linemark on road bike lanes | Tower Square | Raglan Parade |
| 68 | Timor Street | Linemark on road bike lanes | Banyan Street | Nicholson Street |
| 69 | Tooram Road | Sealed Shoulders & Edge Line | Hopkins Point Road | Railway Line |
| 70 | Tooram Road | Linemark on road bike lanes | Railway Line | Zeigler Parade |
| 71 | Tower Square | Linemark on road bike lanes | Verdon Street | Shelby Road |
| 72 | Tozer Road | Linemark on road bike lanes | Moore Street | McGregors Road |
| 73 | Tylden Street | Linemark on road bike lanes | Raglan Parade | Drummond Street |
| 74 | Tylden Street | Linemark on road bike lanes | Raglan Parade | Baynes Street |
| 75 | Verdon Street | Linemark on road bike lanes | Otway Road | Tower Square |
| 76 | Walsh Road | Linemark on road bike lanes | Braithwaite Street | Giffen Street |
| 77 | Wanstead Street | Linemark on road bike lanes | McGregors Road | McKiernan Road |
| 78 | Wangoom Road | Linemark on road bike lanes upon Development | Mortlake Road | Aberline Road |
| 79 | Wangoom Road | Sealed Shoulders & Edge Line | Mortlake Road | Horne Road |
| 80 | Ward Street | Linemark on road bike lanes | Merri Street | Nicholson Street |
| 81 | Watson Street | Linemark on road bike lanes | Braithwaite Street | Granter Street |
| 82 | Whites Road | Linemark on road bike lanes | Mortlake Road | Aberline Road |
| 83 | Wollaston Road | Linemark on road bike lanes | Mortlake Road | Walls Road |
| 84 | Wollaston Road | Road Construction with bike lanes, Subject to Future Subdivision Development | Walls Road | Caramut Road |
| 85 | Woodend Road | Linemark on road bike lanes | Laverock Road | Morris Road |



ON ROAD CROSSING & OTHER PROJECTS

| ITEM No. | PROJECT STREET | PROJECT DESCRIPTION |
|----------|---|---|
| 1 | Aberline Road and Boiling Down Road | Pedestrian Crossing Improvement Works |
| 2 | Tooram Road and Zeigler Parade Allansford | Pedestrian Crossing Improvement Works |
| 3 | Banyan /Cramer/ Skene Street Intersection | Pedestrian Crossing Improvement Works |
| 4 | Bell Street and Raglan Parade | Pedestrian Crossing Improvement Works |
| 5 | Bostock Street | Pedestrian Railway Overpass |
| 6 | Bridge Road Bushfield | Pedestrian Crossing Improvement Works |
| 7 | Bromfield Street and Botanic Road Precinct | Pedestrian Crossing Improvement Works |
| 8 | Bromfield St connecting Russell's Creek Trail | Pedestrian Crossing Improvement Works |
| 9 | Cramer Street and Coulstock Street | Pedestrian Crossing Improvement Works |
| 10 | Crawley Street and Hopetoun Road | Pedestrian Crossing Improvement Works |
| 11 | Daltons Road and Laverock Road. | Pedestrian Crossing Improvement Works |
| 12 | Daltons Road at Russell's Creek Trail | Pedestrian Bridge across Russell's Creek |
| 13 | Daltons Road at Russell's Creek Trail | Pedestrian Crossing Improvement Works |
| 14 | Davis Street and Merrivale Drive | Pedestrian Crossing Improvement Works |
| 15 | Duir Street and Merrivale Drive | Pedestrian Crossing Improvement Works |
| 16 | Fitzroy Road Lennon Road | Pedestrian Crossing Improvement Works |
| 17 | Flume Car park Entrance Road | Pedestrian Railway Crossing |
| 18 | Garden St at Russell's Creek Trail | Pedestrian Refuge |
| 19 | Gateway Road and Raglan Parade | Increase Pedestrian Time of Traffic Lights |
| 20 | Harris Street and Merri River | Pedestrian Refuge & Pram Crossings |
| 21 | Henna Street and Kerr Street | Improvement of pedestrian refuges, pedestrian crossings |
| 22 | Henna Street and Koriot Street | Improvement of pedestrian refuges, pedestrian crossings |
| 23 | Henna Street and Lava Street | Improvement of pedestrian refuges, pedestrian crossings |
| 24 | Henna Street and Timor Street | Improvement of pedestrian refuges, pedestrian crossings |
| 25 | Hopkins Road and Marfell Street | Pedestrian Crossing Improvement Works |
| 26 | Hopkins Road and Otway Road | Pedestrian Crossing Improvement Works |
| 27 | Jamieson Street and Raglan Parade | Increase Pedestrian Time of Traffic Lights |
| 28 | Koriot St (near the hospital bus stops) | Increase Pedestrian Time of Traffic Lights |
| 29 | King Street and Raglan Parade | Increase Pedestrian Time of Traffic Lights |
| 30 | Laverock Road and Raglan Parade | Increase Pedestrian Time of Traffic Lights |

ON ROAD CROSSING & OTHER PROJECTS (CONTINUED)

| | | |
|----|--|--|
| 31 | Merri Street Henna Street and Wellington Street Intersection | Pedestrian Crossing Improvement Works |
| 32 | Minerva Drive and Whites Roads | Pedestrian Crossing Improvement Works |
| 33 | Moore Street and Garden Street | Pedestrian Crossing Improvement Works |
| 34 | Moore Street and Rowley Street | Pedestrian Crossing Improvement Works |
| 35 | Morris Road and Pecten Avenue | Pedestrian Crossing Improvement Works |
| 36 | Morris Road and Ross Street | Pedestrian Crossing Improvement Works |
| 37 | Morris Road and Woodend Road | Pedestrian Crossing Improvement Works |
| 38 | Morris Road and Raglan Parade | Increase Pedestrian Time of Traffic Lights |
| 39 | Mortlake Road Roundabout | Pedestrian Crossing Improvement Works |
| 40 | Mountain Ash Drive and Woodend Road | Pedestrian Crossing Improvement Works |
| 41 | Pecten av and Beamish st | Pedestrian Crossing Improvement Works |
| 42 | Pertobe Road, Stanley Street, Viaduct Road Roundabout | Pedestrian Crossing Improvement Works |
| 43 | Raglan Pde and Caramut Rd | Pedestrian Crossing Improvement Works |
| 44 | Raglan Parade and Derby Street | Pedestrian Crossing Improvement Works |
| 45 | Rooneys Road and Raglan Parade | Pedestrian Crossing Improvement Works |
| 46 | Ross Street | Pedestrian Crossing Improvement Works |
| 47 | Swintons Street at Merri River | Pedestrian Bridge |
| 48 | Walsh Road and Raglan Parade | Increase Pedestrian Time of Traffic Lights |
| 49 | Ward Street and Davey Court | Pedestrian Crossing Improvement Works |
| 50 | Ward Street and Nicholson Street | Pedestrian Crossing Improvement Works |
| 51 | Wellington Street at Merri River | Pedestrian Bridge |
| 52 | Wellington Street at Railway line | Railway Crossing on south side |
| 53 | Woodend Road and Mountain Ash Drive | Pedestrian Crossing Improvement Works |
| 54 | Viaduct Road | Pedestrian Crossing Improvement Works |
| 55 | Zeigler Parade near kindergarten | Pedestrian Crossing Improvement Works |



NEW FOOTPATH LINK PROJECTS

| No. | PROJECT Street Location | PROJECT DESCRIPTION | START | END |
|-----|-------------------------|--|---------------|--------------|
| 1 | Aberline Rd | Aberline Rd from Whites to Wangoom Road on both sides in concrete 1.5m wide (Subject to Development) | Whites | Wangoom |
| 2 | Aberline Rd | Aberline Rd from Boiling Down to Whites on both sides in concrete 1.5m wide (Subject to Development) | Boiling Down | Whites |
| 3 | Aberline Rd | Aberline Rd from Dales to Boiling Down on both sides in concrete 1.5m wide (Subject to Development) | Dales | Boiling Down |
| 4 | Albert St | Albert St from Braithwaite to Dickson on both sides in concrete 1.5m wide | Braithwaite | Dickson |
| 5 | Albert St | Albert St from Dickson to McMeekin on both sides in concrete 1.5m wide | Dickson | McMeekin |
| 6 | Alice St - Allansford | Alice St - Allansford from Ziegler to Frank on east side in concrete 1.5m wide | Ziegler | Frank |
| 7 | Ardlie St | Ardlie St from Barbers to Conns on east side in concrete 1.5m wide | Barbers | Conns |
| 8 | Ardlie St | Ardlie St from Conns to Crawley on east side in concrete 1.5m wide | Conns | Crawley |
| 9 | Ardlie St | Ardlie St from Crawley to Sovereign on east side in concrete 1.5m wide | Crawley | Sovereign |
| 10 | Ardlie St | Ardlie St from Gabreka to Willow on east side in concrete 1.5m wide | Gabreka | Willow |
| 11 | Ardlie St | Ardlie St from Sovereign to Gabreka on east side in concrete 1.5m wide | Sovereign | Gabreka |
| 12 | Ardlie St | Ardlie St from Botanic to Barbers on east side in concrete 1.5m wide | Botanic | Barbers |
| 13 | Ardlie St | Ardlie St from Willow to Nairn on east side in concrete 1.5m wide | Willow | Nairn |
| 14 | Ardlie St | Ardlie St from Nairn to Daltons on east side in concrete 1.5m wide | Nairn | Daltons |
| 15 | Barkly St | Barkly St from Foster to Nicholson on south side in concrete 1.5m wide | Foster | Nicholson |
| 16 | Baynes St | Baynes St from The Esplanade to Tylden on north side in concrete 1.5m wide | The Esplanade | Tylden |
| 17 | Baynes St | Baynes St from Tylden to Hood on north side in concrete 1.5m wide | Tylden | Hood |
| 18 | Baynes St | Baynes St from Lindsay to Graham on north side in concrete 1.5m wide | Lindsay | Graham |
| 19 | Baynes St | Baynes St from Russell to Harrington on both sides in concrete 1.5m wide | Russell | Harrington |

NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|----|--------------------|---|------------------|-----------------|
| 20 | Baynes St | Baynes St from Russell to The Esplanade south side in concrete 1.5m wide (Subject to Development) | Russell | The Esplanade |
| 21 | Baynes St | Baynes St from Russell to Harrington on south side in concrete 1.5m wide | Russell | Harrington |
| 22 | Belmore Rd | Belmore Rd from Landy to Fairmont on north side in concrete 1.5m wide | Landy | Fairmont |
| 23 | Belmore Rd | Belmore Rd from Fairmont to Gladstone on north side in concrete 1.5m wide | Fairmont | Gladstone |
| 24 | Belmore Rd | Belmore Rd from Hickford to Elizabeth on north side in concrete 1.5m wide | Hickford | Elizabeth |
| 25 | Bluehole Rd | Bluehole Rd from Hopkins Point Rd to Logans Beach Rd on east side in concrete 1.5m wide | Hopkins Point Rd | Logans Beach Rd |
| 26 | Bostock St | Bostock St from Ilex to Bell on south side in concrete 1.5m wide | Ilex | Bell |
| 27 | Bostock St | Bostock St from Bell to Maxwell on south side in concrete 1.5m wide | Bell | Maxwell |
| 28 | Botanic Rd | Botanic Rd from Bromfield to Queen on south side in concrete 1.5m wide | Bromfield | Queen |
| 29 | Botanic Rd | Botanic Rd from Queen to Mortlake on south side in concrete 1.5m wide | Queen | Mortlake |
| 30 | Braithwaite St | Braithwaite St from Chatham to Rooneys on north side in concrete 1.5m wide | Chatham | Rooneys |
| 31 | Braithwaite St | Braithwaite St from Rooneys to Wannan on north side in concrete 1.5m wide | Rooneys | Wannan |
| 32 | Braithwaite St | Braithwaite St from Harrington to Chatham on north side in concrete 1.5m wide | Harrington | Chatham |
| 33 | Braithwaite St | Braithwaite St from Wannan to Walsh on north side in concrete 1.5m wide | Wannan | Walsh |
| 34 | Braithwaite St | Braithwaite St from Walsh to Railway on north side in concrete 1.5m wide | Walsh | Railway |
| 35 | Braithwaite St | Braithwaite St from Russell to Harrington on north side in concrete 1.5m wide | Russell | Harrington |
| 36 | Brierly St | Brierly from Moore St to Penceod St on both sides in concrete 1.5m wide | Moore | Penceod |
| 37 | Bridge Rd Woodford | Bridge Rd Woodford from Plummers Hill to Mill on south side in Seal 2m wide | Plummers Hill | Mill |
| 38 | Bridge Rd Woodford | Bridge Rd Woodford from Caramut Rd to Plummers Hill on south side in Gravel 2m wide | Caramut Rd | Plummers Hill |
| 39 | Bromfield St | Bromfield St from Cockman to Botanic on east side in concrete 1.5m wide | Cockman | Botanic |
| 40 | Bromfield St | Bromfield St from Botanic to Barbers on east side in concrete 1.5m wide | Botanic | Barbers |
| 41 | Bromfield St | Bromfield St from Barbers to Donovans on east side in concrete 1.5m wide | Barbers | Donovans |



NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|----|--------------|---|-------------------|------------|
| 42 | Bromfield St | Bromfield St from Donovans to Daltons on east side in concrete 1.5m wide | Donovans | Daltons |
| 43 | Caramut Rd | Caramut Rd from Fotheringham to Coghlands Rd on east side in concrete 1.5m wide | Fotheringham | Coghlands |
| 44 | Caramut Rd | Caramut Rd from Staduim Enterance to Coghlands on west side in concrete 1.5m wide | Staduim Enterance | Coghlands |
| 45 | Caramut Rd | Caramut Rd from Coghlands to Wollaston on east side in concrete 1.5m wide | Coghlands | Wollaston |
| 46 | Caramut Rd | Caramut Rd from Wollaston to Brias lane on east side in Gravel 2.5m wide | Wollaston | Brias lane |
| 47 | Caramut Rd | Caramut Rd from Brias Lane to Bridge Rd on east side in Gravel 2.5m wide | Brias lane | Bridge rd |
| 48 | Cecil St | Cecil St from Wollaston to Johnstone on both sides in concrete 1.5m wide | Wollaston | Johnstone |
| 49 | Cockman St | Cockman St from Bromfield to Jamieson on north side in concrete 1.5m wide | Bromfield | Jamieson |
| 50 | Coghlands Rd | Coghlands Rd from Caramut to Morriss on both sides in concrete 1.5m wide | Caramut | Morriss |
| 51 | Cooper St | Cooper St from Robson to McMeekin on both sides in concrete 1.5m wide | Robson | McMeekin |
| 52 | Cooper St | Cooper St from Dickson to Robson on both sides in concrete 1.5m wide | Dickson | Robson |
| 53 | Craig St | Craig St from Hassett to Eddington on east in concrete 1.5m wide | Hassett | Eddington |
| 54 | Craig St | Craig St from Eddington to Dixon on both sides in concrete 1.5m wide | Eddington | Dixon |
| 55 | Craig St | Craig St from Dixon to Grieve on both sides in concrete 1.5m wide | Dixon | Grieve |
| 56 | Dales Rd | Dales Rd from Bailyana to Gateway on both sides in concrete 1.5m wide | Bailyana | Gateway |
| 57 | Dales Rd | Dales Rd from Aberline to Bailyana on both sides in concrete 1.5m wide | Aberline | Bailyana |
| 58 | Daltons Rd | Daltons Rd from Ardlie to Grosvenor on north side in concrete 1.5m wide | Ardlie | Grosvenor |
| 59 | Daltons Rd | Daltons Rd from Grosvenor to Membery on north side in concrete 1.5m wide | Grosvenor | Membery |
| 60 | Daltons Rd | Daltons Rd from Membery to Kagoola on north side in concrete 1.5m wide | Membery | Kagoola |
| 61 | Davis St | Davis St from Merrivale to Cody on both sides in concrete 1.5m wide | Merrivale | Cody |
| 62 | Davis St | Davis St from Cody to Morse on both sides in concrete 1.5m wide | Cody | Morse |
| 63 | Davis St | Davis St from Morse to Block on both sides in concrete 1.5m wide | Morse | Block |

NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|----|--------------|---|-----------------|---------------|
| 64 | Davis St | Davis St from Block to Merrivale on north side in concrete 1.5m wide | Block | Merrivale |
| 65 | Dickson St | Dickson St from Robson to Cooper on both sides in concrete 1.5m wide | Robson | Cooper |
| 66 | Dickson St | Dickson St from Watson to Robson on both sides in concrete 1.5m wide | Watson | Robson |
| 67 | Dickson St | Dickson St from Cooper to Albert on both sides in concrete 1.5m wide | Cooper | Albert |
| 68 | Donovans Rd | Donovans Rd from Queen to Mortlake on south side in concrete 1.5m wide | Queen | Mortlake |
| 69 | Donovans Rd | Donovans Rd from Bromfield to Queens on north side in concrete 1.5m wide | Bromfield | Tara |
| 70 | Dooleys St | Dooleys St from St James East to Mortlake on north side in concrete 1.5m wide | St James East | Mortlake |
| 71 | Dooleys St | Dooleys St from Queens Rd to St James East on north side in concrete 1.5m wide | Queens Rd | St James East |
| 72 | Drummond St | Drummond St from Fontra Entrance to Preston on north side in concrete 1.5m wide (note Cost will need to include Railway crossing) | Fontra Entrance | Preston |
| 73 | Drummond St | Drummond St from Preston to Russell St on south side in concrete 1.5m wide | Preston | Russell |
| 74 | Drummond St | Drummond St from Russell to Underpass Road on south side in concrete 1.5m wide | Russell | Underpass |
| 75 | Duirs St | Duirs St from Henry to Bowl on east side in concrete 1.5m wide | Henry | Bowl |
| 76 | Duirs St | Duirs St from Merrivale to Henry on east side in concrete 1.5m wide | Merrivale | Henry |
| 77 | Eddington St | Eddington St from Craig to Derby on south side in concrete 1.5m wide | Craig | Derby |
| 78 | Elliot St | Elliot St from Pertobe to Coramba on north side in concrete 1.5m wide | Pertobe | Coramba |
| 79 | Elliot St | Elliot St from Robinson to McGannan on south side in concrete 1.5m wide | Robinson | McGannan |
| 80 | Evelyn Cres | Evelyn Cres from Labella to Brolga on north side in concrete 1.5m wide | Labella | Brolga |
| 81 | Evelyn Cres | Evelyn Cres from Brolga to Sapphire on north side in concrete 1.5m wide | Brolga | Sapphire |
| 82 | Evelyn Cres | Evelyn Cres from Sapphire to Glenbane on north side in concrete 1.5m wide | Sapphire | Glenbane |
| 83 | Evelyn Cres | Evelyn Cres from Glenbane to Breton on west side in concrete 1.5m wide | Glenbane | Breton |
| 84 | Evelyn Cres | Evelyn Cres from Breton to Labella on east side in concrete 1.5m wide | Breton | Labella |
| 85 | Fitzroy Rd | Fitzroy Rd from Morriss to Bruce on north side in concrete 1.5m wide | Morriss | Bruce |



NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|-----|-----------------------|---|-----------|-----------|
| 86 | Fitzroy Rd | Fitzroy Rd from Bruce to Clyde on north side in concrete 1.5m wide | Bruce | Clyde |
| 87 | Fitzroy Rd | Fitzroy Rd from Laverock to Calder on north side in concrete 1.5m wide | Laverock | Calder |
| 88 | Fitzroy Rd | Fitzroy Rd from Lachlan to McKnight on north side in concrete 1.5m wide | Lachlan | McKnight |
| 89 | Fitzroy Rd | Fitzroy Rd from Clyde to Westmore on north side in concrete 1.5m wide | Clyde | Westmore |
| 90 | Fitzroy Rd | Fitzroy Rd from Westmore to Lennon on north side in concrete 1.5m wide | Westmore | Lennon |
| 91 | Fitzroy Rd | Fitzroy Rd from McKnight to Raglan on north side in concrete 1.5m wide | McKnight | Raglan |
| 92 | Foster St | Foster St from Eddington to Coulstock on west side in concrete 1.5m wide | Eddington | Coulstock |
| 93 | Foster St | Foster St from Nicholson to Bayview on east side in concrete 1.5m wide | Nicholson | Bayview |
| 94 | Foster St | Foster St from Bayview to Hotham on both sides in concrete 1.5m wide | Bayview | Hotham |
| 95 | Foster St | Foster St from Hotham to Patricks on both sides in concrete 1.5m wide | Hotham | Patricks |
| 96 | Foster St | Foster St from Patricks to Koroit on both sides in concrete 1.5m wide | Patricks | Koroit |
| 97 | Foster St | Frank St from Alice to Tooram on north side in concrete 1.5m wide | Alice | Tooram |
| 98 | Frank St - Allansford | Foster St from Williams to Barkley on east side in concrete 1.5m wide | Williams | Barkley |
| 99 | Gay St | Gay St from Kennedy to McMeekin on both sides in concrete 1.5m wide | Kennedy | McMeekin |
| 100 | Giffen St | Giffen St from Clyde to Aitkins on west side in concrete 1.5m wide | Clyde | Aitkins |
| 101 | Giffen St | Giffen St from Fitzroy to Clyde on west side in concrete 1.5m wide | Fitzroy | Clyde |
| 102 | Giffen St | Giffen St from Mack to Fitzroy on west side in concrete 1.5m wide | Mack | Fitzroy |
| 103 | Giffen St | Giffen St from Aitkens to McMeekin on west side in concrete 1.5m wide | Aitkens | McMeekin |
| 104 | Giffen St | Giffen St from McMeekin to Koroit on west side in concrete 1.5m wide | McMeekin | Koroit |
| 105 | Giffen St | Giffen St from Walsh to Mack on west side in concrete 1.5m wide | Walsh | Mack |
| 106 | Gladstone St | Gladstone St from Otway Rd to Bostock St on east side in concrete 1.5m wide | Otway | Bostock |
| 107 | Gladstone St | Gladstone St from Belvedere to Belmore on east side in concrete 1.5m wide | Belvedere | Belmore |

NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|-----|------------------|---|----------------------|--------------------|
| 108 | Gladstone St | Gladstone St from Otway to Belvedere on east side in concrete 1.5m wide | Otway | Belvedere |
| 109 | Gladstone St | Gladstone St from Belmore to Altmann on east side in concrete 1.5m wide | Belmore | Altmann |
| 110 | Grafton Rd | Grafton Rd from Cramer to Mack Oval Entrance on south side in concrete 1.5m wide | Cramer | Mack Oval Entrance |
| 111 | Grafton Rd | Grafton Rd from Park to Mcgregors on west side in concrete 1.5m wide | Park | Mcgregors |
| 112 | Grange Rd | Grange Rd from Mortlake to Bowl on north side in concrete 1.5m wide | Mortlake | Bowl |
| 113 | Granter St | Granter St from Kennedy to McMeekin on both sides in concrete 1.5m wide | Kennedy | McMeekin |
| 114 | Grauers Rd | Grauers Rd from Ziegler to Clarke on both sides in concrete 1.5m wide | Ziegler | Clarke |
| 115 | Grauers Rd | Grauers Rd from Clarke to Princes Hwy on both sides in concrete 1.5m wide | Clarke | Princes Hwy |
| 116 | Harrington Rd | Harrington Rd from Railway Line to Raglan on both sides in concrete 1.5m wide | Railway Line | Raglan |
| 117 | Harrington Rd | Harrington Rd from Baynes to Railway Line on both sides in concrete 1.5m wide | Baynes | Railway Line |
| 118 | Harrington Rd | Harrington Rd from Braithwaite to Baynes on both sides in concrete 1.5m wide | Braithwaite | Baynes |
| 119 | Henry St | Henry St from Duirs to Wellington on both sides in concrete 1.5m wide | Duirs | Wellington |
| 120 | Hickford Pde | Hickford Pde from Patricia to Marfell on south side in concrete 1.5m wide | Patricia | Marfell |
| 121 | Hickford Pde | Hickford Pde from Belmore to Elizabeth on south side in concrete 1.5m wide | Belmore | Elizabeth |
| 122 | Hickford Pde | Hickford Pde from Anthony to Patricia on south side in concrete 1.5m wide | Anthony | Patricia |
| 123 | Hickford Pde | Hickford Pde from Fairmont to Anthony on south side in concrete 1.5m wide | Fairmont | Anthony |
| 124 | Hickford Pde | Hickford Pde from Hopkins to Ritchie Point on south side in concrete 1.5m wide | Hopkins | Point Ritchie |
| 125 | Hickford Pde | Hickford Pde from Marfell to Hopkins on south side in concrete 1.5m wide | Marfell | Hopkins |
| 126 | Hopetoun Rd | Hopetoun Rd from McPherson Cr to No 32 on east side in concrete 1.5m wide | McPherson | No 32 |
| 127 | Hopkins Point Rd | Hopkins Point Rd from Bluehole Rd to Riverview Tce on south side in concrete 1.5m wide | Bluehole Rd | Riverview Tce |
| 128 | Hopkins Point Rd | Hopkins Point Rd from Hopkins River Bridge to Bluehole Rd on south side in concrete 1.5m wide | Hopkins River Bridge | Bluehole Rd |
| 129 | Hopkins Point Rd | Hopkins Point Rd from Riverview to Casurina on both sides in concrete 1.5m wide | Riverview | Casurina |



NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|-----|--------------|---|-----------|-----------|
| 130 | Hopkins Hwy | Hopkins Hwy from Conheadys Rd to Bridge Road on east side in Gravel 2.5m wide | Coheadys | Bridge |
| 131 | Hopkins Rd | Hopkins Rd from Cyma to Florence on east side in concrete 1.5m wide | Cyma | Florence |
| 132 | Hopkins Rd | Hopkins Rd from Altmann to Cyma on east side in concrete 1.5m wide | Altmann | Cyma |
| 133 | Hopkins Rd | Hopkins Rd from Florence to Marfell on east side in concrete 1.5m wide | Florence | Marfell |
| 134 | Hopkins Rd | Hopkins Rd from Otway to Altmann on east side in concrete 1.5m wide | Otway | Altmann |
| 135 | Hyland St | Hyland St from Timor to Koroit on west side in concrete 1.5m wide | Timor | Koroit |
| 136 | Hyland St | Hyland St from Lava to Kerr on south side in concrete 1.5m wide | Lava | Kerr |
| 137 | Hyland St | Hyland St from Abbey to Timor on west side in concrete 1.5m wide | Abbey | Timor |
| 138 | Hyland St | Hyland St from Merri to Abbey on west side in concrete 1.5m wide | Merri | Abbey |
| 139 | Jamieson St | Jamieson St from Liebig to Banyan on both sides in concrete 1.5m wide | Liebig | Banyan |
| 140 | Jamieson St | Jamieson St from Queen to Liebig on north side in concrete 1.5m wide | Queen | Liebig |
| 141 | Japan St | Japan St from Hotham St to Koroit St on east side in concrete 1.5m wide | Hotham | Koroit |
| 142 | Japan St | Japan St from Raglan Pde to Skene St on west side in concrete 1.5m wide | Raglan | Skene |
| 143 | Johnstone Rd | Johnstone Rd from Cecil to Ponting on both sides in concrete 1.5m wide | Cecil | Ponting |
| 144 | Johnstone Rd | Johnstone Rd from Wollaston to Cecil on both sides in concrete 1.5m wide | Wollaston | Cecil |
| 145 | Jukes St | Jukes St from Maxwell to Simpson on south side in concrete 1.5m wide | Maxwell | Simpson |
| 146 | Kennedy St | Kennedy St from Granter to Gay on both sides in concrete 1.5m wide | Granter | Gay |
| 147 | Koroit St | Koroit St from Giffen to Hyland on both sides in concrete 1.5m wide | Giffen | Hyland |
| 148 | Landmann St | Landmann St from Granter to Merrivale Drive on both sides in concrete 1.5m wide | Granter | Merrivale |
| 149 | Landmann St | Landmann St from Merrivale to End west side in concrete 1.5m wide | Merrivale | End |
| 150 | Landmann St | Landmann St from Merrivale to End east side in concrete 2.5m wide | Merrivale | End |
| 151 | Laverock Grv | LaverockGrv from Raglan to Fitzroy on east side in concrete 1.5m wide | Raglan | Fitzroy |

NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|-----|-----------------|--|------------------------|---------------------------|
| 152 | Laverock Rd | Laverock Rd from Woodend to Daltons on east side in concrete 1.5m wide | Woodend | Daltons |
| 153 | Laverock Rd | Laverock Rd from Daltons to Angela on east side in concrete 1.5m wide | Daltons | Angela |
| 154 | Logans Beach Rd | Logans Beach from Blue Hole Rd to Henderson on north side in concrete 1.5m wide | Blue Hole Rd | Henderson |
| 155 | Logans Beach Rd | Logans Beach from Henderson to Whale Viewing Platform on north side in concrete 1.5m wide | Henderson | Whale Viewing Platform |
| 156 | Manuka Dr | Manuka Dr from Tarhook Rd to Wirilda Tr on west side in concrete 1.5m wide | Tarhook | Wirilda |
| 157 | Manuka Dr | Manuka Dr from Wirilda Tr to Morriss Rd on west side in concrete 1.5m wide | Wirilda | Morriss |
| 158 | MacDonald St | MacDonald St from No 44 MacDonald Street to Thunder point Rd on both sides in concrete 1.5m wide | No 44 MacDonald Street | Thunder point Rd |
| 159 | MacDonald St | MacDonald St from Merri River Bridge to Elliot on east side in concrete 1.5m wide | Merri River Bridge | Elliot |
| 160 | McGennan St | McGennan St from Wellington to Elliot on east side in concrete 1.5m wide | Wellington | Elliot |
| 161 | McGregors Rd | McGregors Rd from Grafton to Waikato on north side in concrete 1.5m wide | Grafton | Waikato |
| 162 | McGregors Rd | McGregors Rd from Armstrong to Tozer on north side in concrete 1.5m wide | Armstrong | Tozer |
| 163 | McGregors Rd | McGregors Rd from Waikato to Wanstead on north side in concrete 1.5m wide | Waikato | Wanstead |
| 164 | McGregors Rd | McGregors Rd from Wanstead to Whitehead on north side in concrete 1.5m wide | Wanstead | Whitehead |
| 165 | McGregors Rd | McGregors Rd from Whitehead to Armstrong on north side in concrete 1.5m wide | Whitehead | Armstrong |
| 166 | McKiernan Rd | McKiernan Rd from Caroville to Wesak on east side in concrete 1.5m wide | Caroville | Wesak |
| 167 | McKiernan Rd | McKiernan Rd from Wesak to Bailyana on east side in concrete 1.5m wide | Wesak | Bailyana |
| 168 | McKiernan Rd | McKiernan Rd from Bailyana to Moore Street/ Dales Rd on east side in concrete 1.5m wide | Bailyana | Moore Street / Dales Road |
| 169 | McKiernan Rd | McKiernan Rd from Mcgregors to Caroville on east side in concrete 1.5m wide | Mcgregors | Caroville |
| 170 | McMeekin Rd | McMeekin Rd from Merrivale to Giffen on both sides in concrete 1.5m wide | Merrivale | Giffen |
| 171 | Membery Way | Membery Way from Laverock to Mannerim on south side in concrete 1.5m wide | Laverock | Mannerim |



NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|-----|--------------|--|------------------|-------------------|
| 172 | Membery Way | Membery Way from Karong to Daltons on west side in concrete 1.5m wide | Karong | Daltons |
| 173 | Membery Way | Membery Way from Mannerim to Karong on south side in concrete 1.5m wide | Mannerim | Karong |
| 174 | Merri Cres | Merri Cres from Hyland St to No 296 Merri Cres on north side in concrete 1.5m wide | Hyland | No 296 Merri Cres |
| 175 | Merri St | Merri St from Banyan to Gibson on south side in concrete 1.5m wide | Banyan | Gibson |
| 176 | Merri St | Merri St from Kelp to Japan on south side in concrete 1.5m wide | Kelp | Japan |
| 177 | Merri St | Merri St from Anns to Foster on south side in concrete 1.5m wide | Anns | Foster |
| 178 | Merri St | Merri St from Bryant to Barham on south side in concrete 1.5m wide | Bryant | Barham |
| 179 | Merri St | Merri St from Barham to Ward on south side in concrete 1.5m wide | Barham | Ward |
| 180 | Merri St | Merri St from Japan to Anns on south side in concrete 1.5m wide | Japan | Anns |
| 181 | Merri St | Merri St from Foster to Bryant on south side in concrete 1.5m wide | Foster | Bryant |
| 182 | Merrivale Dr | Merrivale Dr from McMeekin to Landmann on north side in concrete 1.5m wide | McMeekin | Landmann |
| 183 | Merrivale Dr | Merrivale Dr from McMeekin to Wilson on south side in concrete 1.5m wide | McMeekin | Wilson |
| 184 | Moore St | Moore St from Rogers to Russells on north side in concrete 1.5m wide | Rogers | Russells |
| 185 | Moore St | Moore St from Monash to Wallace on north side in concrete 1.5m wide | Monash | Wallace |
| 186 | Moore St | Moore St from Oak to Rowley on north side in concrete 1.5m wide | Oak | Rowley |
| 187 | Moore St | Moore St from Wallace to Oak on north side in concrete 1.5m wide | Wallace | Oak |
| 188 | Moore St | Moore St from Mortlake to Kiama on north side in concrete 1.5m wide | Mortlake | Kiama |
| 189 | Moore St | Moore St from Kiama to Rogers on north side in concrete 1.5m wide | Kiama | Rogers |
| 190 | Moore St | Moore St from Russells to Monash on north side in concrete 1.5m wide | Russells | Monash |
| 191 | Moore St | Moore St from Cramer to Garden on south side in concrete 1.5m wide | Cramer | Garden |
| 192 | Moore St | Moore St from Brierly Entrance to Aberline on south side in concrete 1.5m wide | Brierly Entrance | Aberline |
| 193 | Moore St | Moore St from Rowley to Cramer on north side in concrete 1.5m wide | Rowley | Cramer |

NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|-----|--------------|--|-----------------|------------------|
| 194 | Moore St | Moore St from Garden to Tozer on north side in concrete 1.5m wide | Garden | Tozer |
| 195 | Moore St | Moore St from Tozer to Brierly Entrance on north side in concrete 1.5m wide | Tozer | Brierly Entrance |
| 196 | Morriss Rd | Morriss Rd from Thomas to Woodend on west side in concrete 1.5m wide | Thomas | Woodend |
| 197 | Morriss Rd | Morriss Rd from Woodend to Kermond Ct on west side in concrete 1.5m wide | Woodend | Kermond |
| 198 | Morriss Rd | Morriss Rd from Lipook to Fitzroy on east side in concrete 1.5m wide | Lipook | Fitzroy |
| 199 | Morriss Rd | Morriss Rd from Manuka to Coghlan on west side in concrete 1.5m wide | Manuka | Coghlan |
| 200 | Morriss Rd | Morriss Rd from Tarhook to Mountain Ash on west side in concrete 1.5m wide | Tarhook | Mountain Ash |
| 201 | Morriss Rd | Morriss Rd from Mountain Ash to Hibiscus on west side in concrete 1.5m wide | Mountain Ash | Hibiscus |
| 202 | Morriss Rd | Morriss Rd from Wirilda to Tarhook on west side in concrete 1.5m wide | Wirilda | Tarhook |
| 203 | Morriss Rd | Morriss Rd from Merri River to Manuka on west side in concrete 1.5m wide | Merri River | Manuka |
| 204 | Mortlake Rd | Mortlake Rd from No 26 Mortlake to Roslyn on east side in concrete 1.5m wide | No 26 Mortlake | Roslyn |
| 205 | Mortlake Rd | Mortlake Rd from Roslyn to No 46 Mortlake on east side in concrete 1.5m wide | Roslyn | No 46 Mortlake |
| 206 | Mortlake Rd | Mortlake Rd from Connemara to Wangoom on east side in concrete 2.5m wide | Connemara | Wangoom |
| 207 | Mortlake Rd | Mortlake Rd from Wangoom Rd to Conheadys Rd on east side in Gravel 2.5m wide | Wangoom | Conheadys |
| 208 | Mortlake Rd | Mortlake Rd from Russells Creek to Garden St on west side in concrete 1.5m wide | Russells Creek | Garden |
| 209 | Mortlake Rd | Mortlake Rd from Garden St to No 59 Mortlake on west side in concrete 1.5m wide | Garden St | No 59 Mortlake |
| 210 | Mortlake Rd | Mortlake Rd from No 71 Mortlake to Donovans Rd on west side in concrete 1.5m wide | No 71 Mortlake | Donovans Rd |
| 211 | Mortlake Rd | Mortlake Rd from No 143 Mortlake to No 143 Mortlake on west side in concrete 1.5m wide | No 143 Mortlake | No 143 Mortlake |
| 212 | Mortlake Rd | Mortlake Rd from No 157 to No 173 West Side in Gravel 2.5 metres wide | 157 | 173 |
| 213 | Murray St | Murray St from Lava to Kruger on west side in concrete 1.5m wide | Lava | Kruger |
| 214 | Nelson St | Nelson St from Jamieson St to Mickle Cres on north side in concrete 1.5m wide | Jamieson | Mickle |
| 215 | Nicholson St | Nicholson St from Harper to Barkly St on north side in concrete 1.5m wide | Harper | Barkly |



NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|-----|------------------|--|-----------------------|--------------------|
| 216 | Oak Ct | Oak Ct from Moore to Boyle on south side in concrete 1.5m wide | Moore | Boyle |
| 217 | Oak Ct | Oak Ct from Bowl to Boyle on south side in concrete 1.5m wide | Boyle | Bowl |
| 218 | Otway Rd | Otway Rd from Railway Bridge to Gladstone on north side in concrete 1.5m wide | Railway Bridge | Gladstone |
| 219 | Otway Rd | Otway Rd from Hopkins to Simpson on south side in concrete 1.5m wide | Hopkins | Simpson |
| 220 | Otway Rd | Otway Rd from Gladstone to Hopkins on north side in concrete 1.5m wide | Gladstone | Hopkins |
| 221 | Penceod St | Penceod St from Brierly St to Tait's Rd on both sides in concrete 1.5m wide | Brierly | Tait's |
| 222 | Pertobe Rd | Pertobe Rd from Surfside Caravan Park to Surf Club Entrance on east side in concrete 1.5m wide | Surfside Caravan Park | Surf Club Entrance |
| 223 | Pertobe Rd | Pertobe Rd from Price St to Stanley St on north side in concrete 1.5m wide | Price | Stanley |
| 224 | Plummers Hill Rd | Plummers Hill Rd from Bridge to The Hill on east side in Gravel 2.0m wide | Bridge | The Hill |
| 225 | Plummers Hill Rd | Plummers Hill Rd from Municipal Boundary to The Hill on east side in Gravel 2.0m wide | The Hill | Municipal Boundary |
| 226 | Ponting Dr | Ponting Dr from Johnstone to Bowl on both sides in concrete 1.5m wide | Johnstone | Bowl |
| 227 | Ponting Dr | Ponting Dr from Wollaston to Johnstone on south side in concrete 1.5m wide | Wollaston | Johnstone |
| 228 | Preston St | Preston St from Drummond to Station on east side in concrete 1.5m wide | Drummond | Station |
| 229 | Princes Hwy | Princes Hwy from Road 215 to Rowans on south side in Asphalt 2.5m wide | Road 215 | Rowans |
| 230 | Princes Hwy | Princes Hwy from Jubilee Park to Ziegler on south side in Asphalt 2.5m wide | Jubilee Park | Ziegler |
| 231 | Princes Hwy | Princes Hwy from Mahoneys to Road 215 on south side in concrete 2.5m wide | Mahoneys | Road 215 |
| 232 | Princes Hwy | Princes Hwy from Rowans to Jubilee Park on south side in Asphalt 2.5m wide | Rowans | Jubilee Park |
| 233 | Queens Rd | Queens Rd from Jamieson St to Botanic Rd on west side in Concrete 2.5m wide | Jamieson St | Botanic |
| 234 | Raglan Pde | Raglan Pde from Mahoneys to Selby on south & north side in concrete 1.5m wide | Mahoneys | Selby |
| 235 | Raglan Pde | Raglan Pde from Gateway to Selby on south & north side in concrete 1.5m wide | Gateway | Selby |
| 236 | Raglan Pde | Raglan Pde from 182 to Gateway Rd north side in concrete 1.5m wide | No 182 | Gateway |
| 237 | Raglan Pde | Raglan Pde from 185 to Simpson St south side in concrete 1.5m wide | No 185 | Simpson |

NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|-----|------------|--|------------|--------------|
| 238 | Raglan Pde | Raglan Pde from Walsh to Rooneys on south side in concrete 1.5m wide | Walsh | Rooneys |
| 239 | Raglan Pde | Raglan Pde from Fitzroy to Laverock on south side in concrete 1.5m wide | Fitzroy | Laverock |
| 240 | Raglan Pde | Raglan Pde from Verdon to Simpson on south side in concrete 2.5m wide | Verdon | Simpson |
| 241 | Raglan Pde | Raglan Pde from Tylden to the Esplande south side in concrete 1.5m wide | Tylden | The Esplande |
| 242 | Raglan Pde | Raglan Pde from Russell St to Lindsay St north side in concrete 1.5m wide | Russell | Lindsay |
| 243 | Renoir Dr | Renior Dr from Wares to No 20 on north side in concrete 1.5m wide | Wares | No 20 |
| 244 | Rogers Ave | Rogers Ave from Bowl to Correa on north side in concrete 1.5m wide | Correa | Bowl |
| 245 | Rooneys Rd | Rooneys Rd from Rongoa to Raglan on both sides in concrete 1.5m wide | Rongoa | Raglan |
| 246 | Rooneys Rd | Rooneys Rd from Nicolls to Rongoa on both sides in concrete 1.5m wide | Nicolls | Rongoa |
| 247 | Rooneys Rd | Rooneys Rd from Darwinia to Nicolls on both sides in concrete 1.5m wide | Darwinia | Nicolls |
| 248 | Rooneys Rd | Rooneys Rd from Raglan to Sedgemoor on both sides in concrete 1.5m wide | Raglan | Sedgemoor |
| 249 | Rooneys Rd | Rooneys Rd from Sedgemoor to White Rock on both sides in concrete 1.5m wide | Sedgemoor | White Rock |
| 250 | Rooneys Rd | Rooneys Rd from White Rock to Hammond on both sides in concrete 1.5m wide | White Rock | Hammond |
| 251 | Rooneys Rd | Rooneys Rd from Hammond to Braithwaite on both sides in concrete 1.5m wide | Hammond | Braithwaite |
| 252 | Russell St | Russell St from Drummond to No 224 on east side in concrete 1.5m wide | Drummond | 224 |
| 253 | Russell St | Russell Street Dennignton From No 251-to No 261 on the West Side in concrete 1.5 metres wide | 251 | 261 |
| 254 | Ryot St | Ryot St from Raglan to Kerr on east side in concrete 1.5m wide | Raglan | Kerr |
| 255 | Ryot St | Ryot St from Kerr to Lava on east side in concrete 1.5m wide | Kerr | Lava |
| 256 | Scott St | Scott St from McMeekin to Strong on both sides in concrete 1.5m wide | McMeekin | Strong |
| 257 | Simpson St | Simpson St from Otway to Bostock on east side in concrete 1.5m wide | Otway | Bostock |
| 258 | Simpson St | Simpson St from Ferguson to Jukes on east side in concrete 1.5m wide | Ferguson | Jukes |
| 259 | Simpson St | Simpson St from Thompson to Verdon on east side in concrete 1.5m wide | Thompson | Verdon |



NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|-----|-----------------------|--|------------------|--------------------|
| 260 | Simpson St | Simpson St from Bostock to Ferguson on east side in concrete 1.5m wide | Bostock | Ferguson |
| 261 | Simpson St | Simpson St from Verdon to Raglan on west side in concrete 1.5m wide | Verdon | Raglan |
| 262 | Simpson St | Simpson St from Verdon to Raglan on east side in concrete 1.5m wide | Verdon | Raglan |
| 263 | Station St Dennington | Station St Dennington from Preston to Coghlan on east side in concrete 1.5m wide | Preston | Coghlan |
| 264 | Stephens St | Stephens St from Dennam to Elliot on east side in concrete 1.5m wide | Dennam | Elliot |
| 265 | Swinton St | Swinton St from Kennedy to Merri River Bridge on south side in asphalt 2.5m wide | Kennedy | Merri River Bridge |
| 266 | Taits Rd | Taits Rd from Penceod to Wares on both sides in concrete 1.5m wide | Penceod | Wares |
| 267 | Tarhook Rd | Tarhook Rd from Morriss to Calistemon on both sides in concrete 1.5m wide | Morriss | Calistemon |
| 268 | Tarhook Rd | Tarhook Rd from Calistemon to Manuka on both sides in concrete 1.5m wide | Calistemon | Manuka |
| 269 | The Esplanade St | The Esplanade St from Raglan to Baynes on east side in concrete 1.5m wide | Raglan | Baynes |
| 270 | The Esplanade St | The Esplanade St from Raglan to Drummond on both sides in concrete 1.5m wide | Raglan | Drummond |
| 271 | Tooram Rd | Tooram Rd from Railway Crossing to Carrolls on both sides in concrete 1.5m wide | Railway Crossing | Carrolls |
| 272 | Tooram Rd | Tooram Rd from Station to Railway Crossing on both sides in concrete 1.5m wide | Station | Railway Crossing |
| 273 | Tooram Rd | Tooram Rd from Sophia to Station on both sides in concrete 1.5m wide | Sophia | Station |
| 274 | Tooram Rd | Tooram Rd from Maria to Sophia on both sides in concrete 1.5m wide | Maria | Sophia |
| 275 | Tooram Rd | Tooram Rd from Frank to Maria on both sides in concrete 1.5m wide | Frank | Maria |
| 276 | Tooram Rd | Tooram Rd from Ziegler to Frank on both sides in concrete 1.5m wide | Ziegler | Frank |
| 277 | Tozer Rd | Tozer Rd from Moore to Mcgregors on south side in concrete 1.5m wide | Moore | Mcgregors |
| 278 | Verdon St | Simpson St to Raglan Pde on north side in concrete 1.5m wide | Simpson St | Raglan Pde |
| 279 | Walsh Rd | Walsh Rd from Raglan to Clavens on west side in concrete 1.5m wide | Raglan | Clavens |
| 280 | Walsh Rd | Walsh Rd from Clavens to Bradley on west side in concrete 1.5m wide | Clavens | Bradley |
| 281 | Walsh Rd | Walsh Rd from Bradley to Giffen on west side in concrete 1.5m wide | Bradley | Giffen |

NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|-----|---------------|---|--------------------|--------------------|
| 282 | Walsh Rd | Walsh Rd from Railway Crossing to Braithwaite on both sides in concrete 1.5m wide | Railway Crossing | Braithwaite |
| 283 | Walsh Rd | Walsh Rd from Giffen to Railway Crossing on west side in concrete 1.5m wide | Giffen | Railway Crossing |
| 284 | Wangoom Rd | Wangoom Rd from Mortlake to Crothers on south side in concrete 1.5m wide (Subject to Development) | Mortlake | Crothers |
| 285 | Wangoom Rd | Wangoom Rd from Crothers to Wrights on south side in concrete 1.5m wide (Subject to Development) | Crothers | Wrights |
| 286 | Wangoom Rd | Wangoom Rd from Wrights to Aberline on south side in concrete 1.5m wide (Subject to Development) | Wrights | Aberline |
| 287 | Wangoom Rd | Wangoom Rd from Mortlake to Crothers on north side in concrete 1.5m wide | Mortlake | Crothers |
| 288 | Wangoom Rd | Wangoom Rd from Crothers to Wrights on north side in concrete 1.5m wide | Crothers | Wrights |
| 289 | Wangoom Rd | Wangoom Rd from Wrights to Aberline on north side in concrete 1.5m wide | Wrights | Aberline |
| 290 | Wanstead St | Wanstead St from Jellie to Mcgregors on north side in concrete 1.5m wide | Jellie | Mcgregors |
| 291 | Ward St | Ward St from Merri to Barham on east side in concrete 1.5m wide | Merri | Barham |
| 292 | Ward St | Ward St from Barham to Davey on east side in concrete 1.5m wide | Barham | Davey |
| 293 | Ward St | Ward St from Davey to Nicholson on east side in concrete 1.5m wide | Davey | Nicholson |
| 294 | Watson St | Watson St from Granter to Dickson on both sides in concrete 1.5m wide | Granter | Dickson |
| 295 | Watson St | Watson St from Dickson to Braithwaite on both sides in concrete 1.5m wide | Dickson | Braithwaite |
| 296 | Wellington St | Wellington St from Merri Cres to Harris St on south side in concrete 1.5m wide | Merri Cres | Harris St |
| 297 | Wellington St | Wellington St from Merri River Bridge to McGannan on west side in concrete 1.5m wide | Merri River Bridge | McGannan |
| 298 | Wellington St | Wellington St from Merri River Bridge to McGannan on west side in concrete 1.5m wide | Merri River Bridge | McGannan |
| 299 | Wellington St | Wellington St from McGannan to Fairway on west side in concrete 1.5m wide | McGannan | Fairway |
| 300 | Wellington St | Wellington St from Merrivale Drive to Henry on west side in concrete 1.5m wide | Merrivale Drive | Henry |
| 301 | Wellington St | Wellington St from Henry to Merri River Bridge on west side in concrete 1.5m wide | Henry | Merri River Bridge |
| 302 | Wellington St | Wellington St from Fairway to Younger on west side in concrete 1.5m wide | Fairway | Younger |



NEW FOOTPATH LINK PROJECTS (CONTINUED)

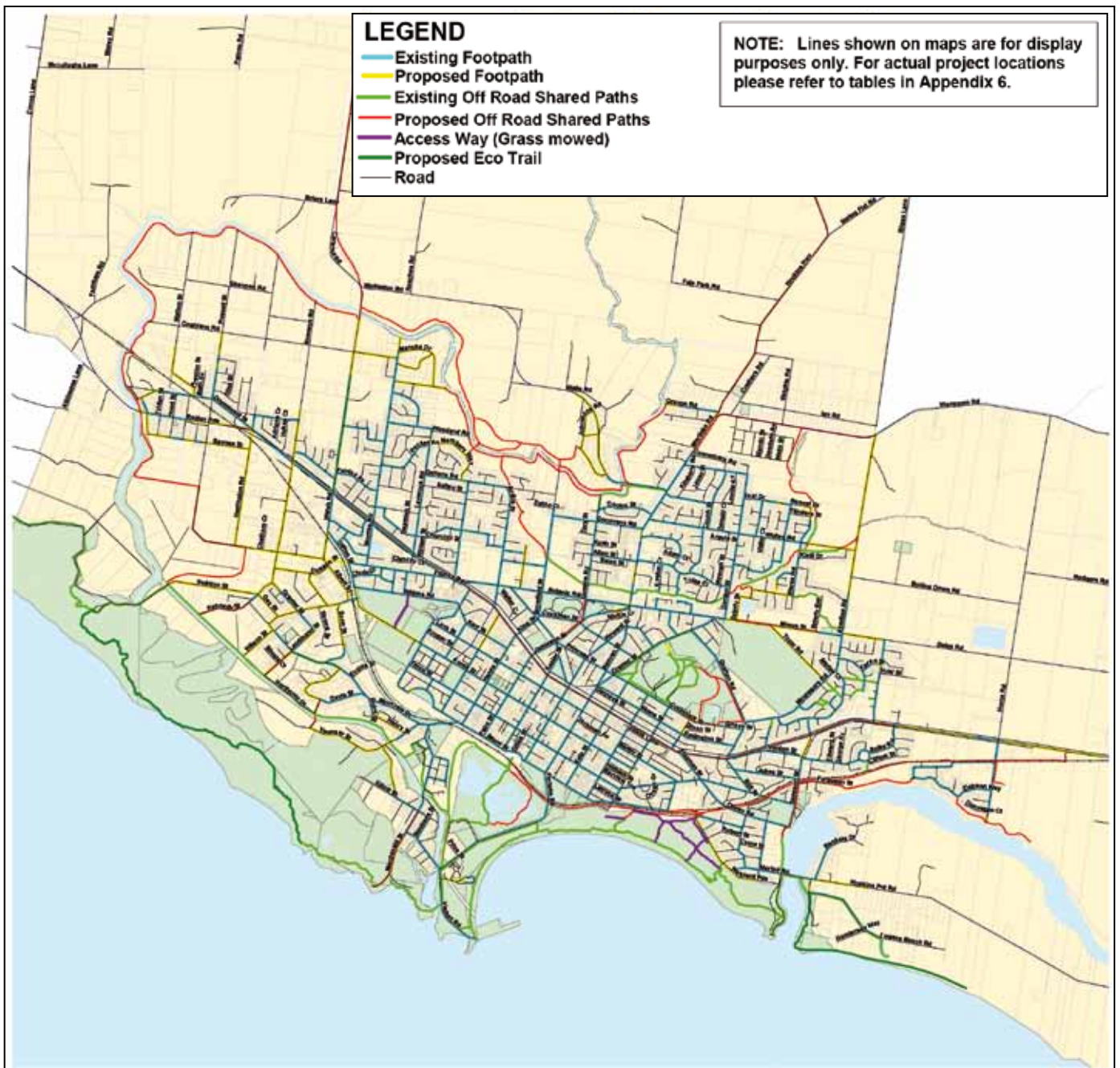
| | | | | |
|-----|--------------|---|-------------|-----------|
| 303 | Wentworth St | Wentworth St from Barbers to Conns on both sides in concrete 1.5m wide | Barbers | Conns |
| 304 | Wentworth St | Wentworth St from Botanic to Barbers on both sides in concrete 1.5m wide | Botanic | Barbers |
| 305 | Wentworth St | Wentworth St from Conns to Bowl on both sides in concrete 1.5m wide | Conns | Bowl |
| 306 | Whites Rd | Whites Rd from No 96 to No 96 on north side in concrete 1.5m wide | No 96 | No 96 |
| 307 | Whites Rd | Whites Rd from Carlyle to Vidler on south side in concrete 1.5m wide | Carlyle | Vidler |
| 308 | Whites Rd | Whites Rd from Garden to Carlyle on south side in concrete 1.5m wide | Garden | Carlyle |
| 309 | Whites Rd | Whites Rd from Kielli to Aberline on both sides in concrete 1.5m wide | Kielli | Aberline |
| 310 | Whites Rd | Whites Rd from Wares to Cherlin Dr on south side in concrete 1.5m wide | Wares | Cherlin |
| 311 | Whites Rd | Whites Rd from Wares to Kielli on both sides in concrete 1.5m wide | Wares | Kielli |
| 312 | Wilson St | Wilson St from Merrivale to Bowl on south side in concrete 1.5m wide | Merrivale | Bowl |
| 313 | Wirilda Tr | Wirilda Tr from Morriss to Manuka on both sides in concrete 1.5m wide | Morriss | Manuka |
| 314 | Wollaston Rd | Wollaston Rd from Mortlake Rd to Veronica Ct on north side in concrete 1.5m wide | Mortlake | Veronica |
| 315 | Wollaston Rd | Wollaston Rd from Merri River to Walls Rd on east side in concrete 1.5m wide | Merri River | Walls |
| 316 | Wollaston Rd | Wollaston Rd from Walls Rd to Walls Rd on east side in concrete 1.5m wide | Walls | Walls |
| 317 | Wollaston Rd | Wollaston Rd from Cecil to Ponting on west side in concrete 1.5m wide | Cecil | Ponting |
| 318 | Wollaston Rd | Wollaston Rd from Cecil to Johnstone on west side in concrete 1.5m wide | Cecil | Johnstone |
| 319 | Wollaston Rd | Wollaston Rd from Johnstone to Walls on west side in concrete 1.5m wide | Johnstone | Walls |
| 320 | Wollaston Rd | Wollaston Rd from Caramut to Roaches on south side in concrete 1.5m wide | Caramut | Roaches |
| 321 | Wollaston Rd | Wollaston Rd from Roaches to Walls on both sides in concrete 1.5m wide (Subject to Development) | Roaches | Walls |
| 322 | Woodend Rd | Woodend Rd from Morris to Laverock on both sides in concrete 1.5m wide (Subject to Development) | Morris | Laverock |
| 323 | Worm Bay Rd | Worm Bay Rd from Viaduct Rd to Carpark on north side in concrete 1.5m wide | Viaduct | Carpark |

NEW FOOTPATH LINK PROJECTS (CONTINUED)

| | | | | |
|-----|--------------------------|--|------------|-----------|
| 324 | Younger St | Younger St from Wellington to O'Brien on north side in concrete 1.5m wide | Wellington | O'Brien |
| 325 | Ziegler Pde - Allansford | Ziegler Pde from Alice to Garabaldi on both sides in concrete 1.5m wide | Alice | Garabaldi |
| 326 | Ziegler Pde - Allansford | Ziegler Pde from Garabaldi to Tooram Rd on north side in concrete 1.5m wide | Garabaldi | Tooram |
| 327 | Ziegler Pde - Allansford | Ziegler Pde from No 72 to No 82 on north side in concrete 1.5m wide | No 72 | No 82 |
| 328 | Ziegler Pde - Allansford | Ziegler Pde from No 86 to Whites Rd on north side in concrete 1.5m wide | No 86 | Whites |
| 329 | Ziegler Pde - Allansford | Ziegler Pde from Whites Rd to Grauers Rd on north side in concrete 1.5m wide | Whites | Grauers |










Appendix Seven: Map of existing and proposed path network

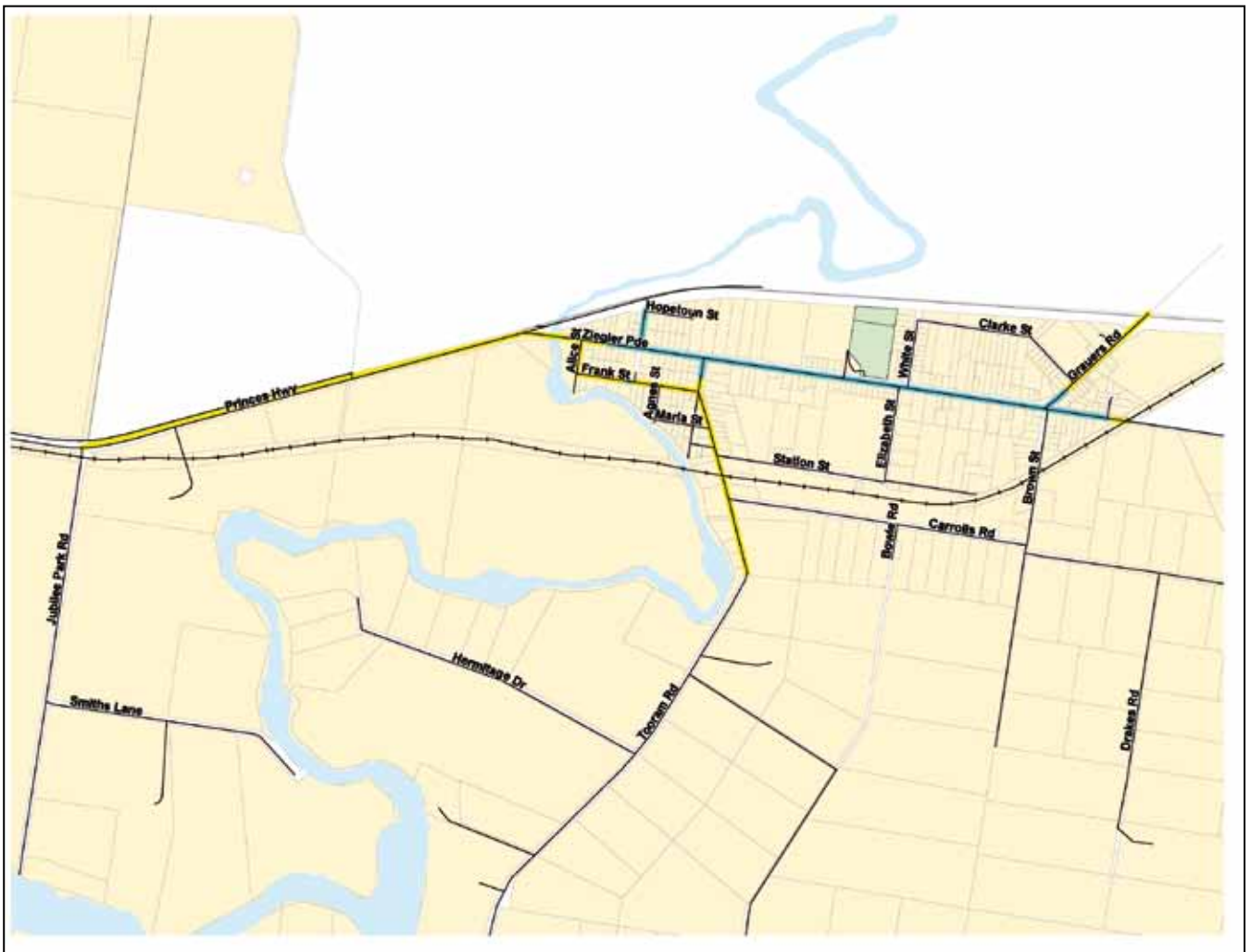


WARRNAMBOOL

Appendix Seven: Map of existing and proposed path network (continued)

| | |
|---|--------------------------------|
| LEGEND | |
|  | Existing Footpath |
|  | Proposed Footpath |
|  | Existing Off Road Shared Paths |
|  | Proposed Off Road Shared Paths |
|  | Access Way (Grass mowed) |
|  | Proposed Eco Trail |
|  | Road |

NOTE: Lines shown on maps are for display purposes only. For actual project locations please refer to tables in Appendix 6.



ALLANSFORD

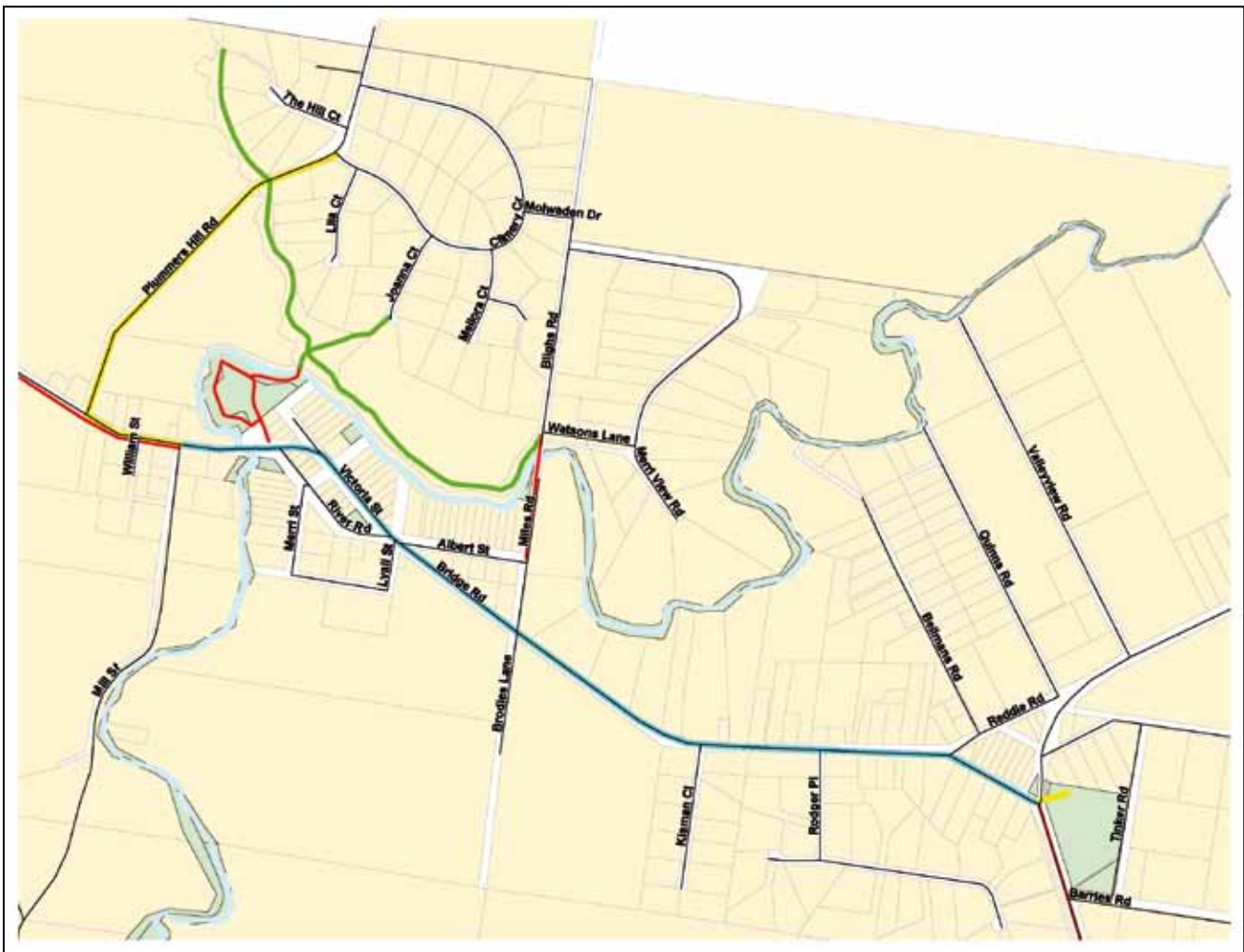


Appendix Seven: Map of existing and proposed path network (continued)

LEGEND

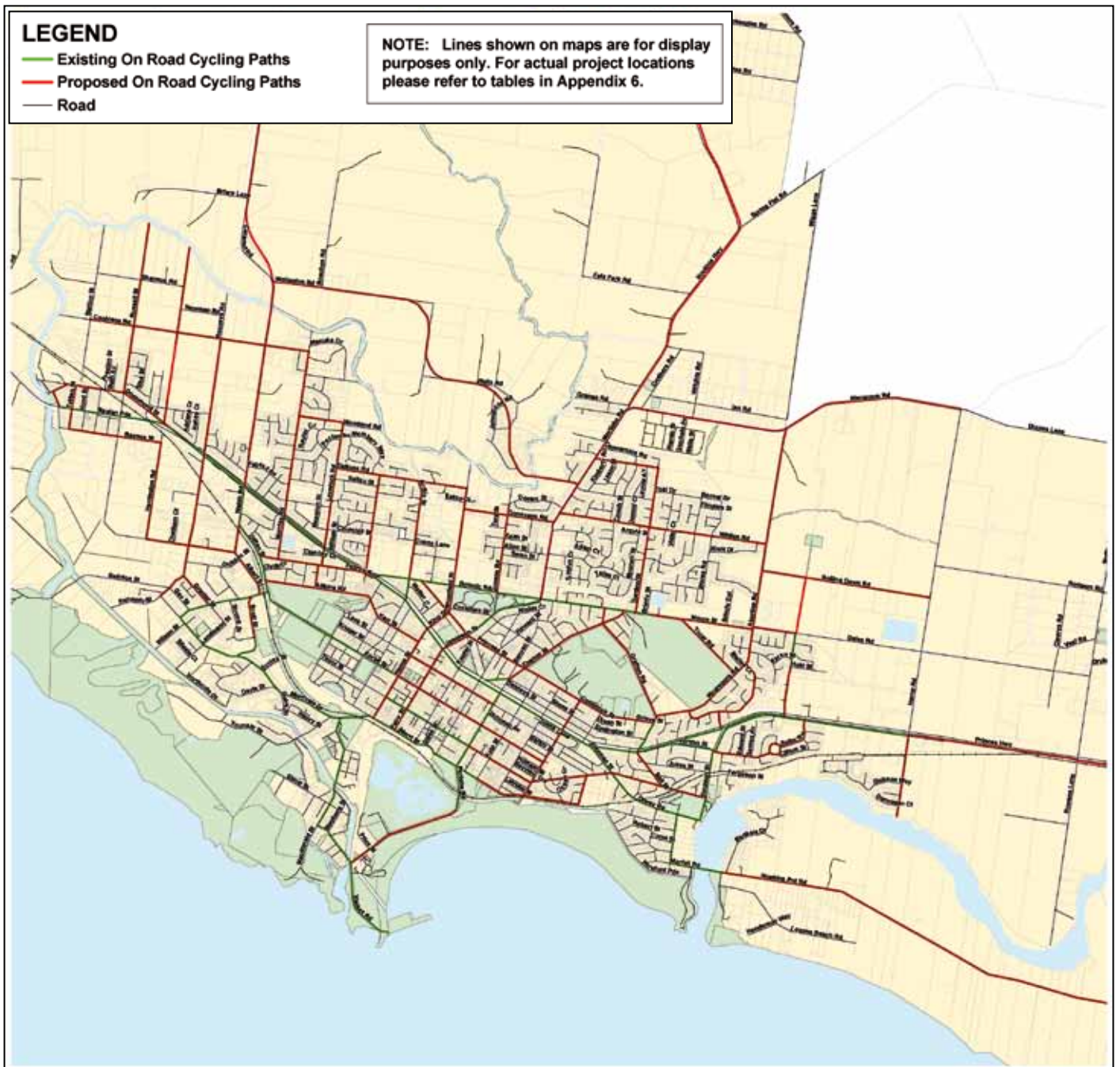
- Existing Footpath
- Proposed Footpath
- Existing Off Road Shared Paths
- Proposed Off Road Shared Paths
- Access Way (Grass mowed)
- Proposed Eco Trail
- Road

NOTE: Lines shown on maps are for display purposes only. For actual project locations please refer to tables in Appendix 6.



BUSHFIELD

Appendix Eight: Map of existing and proposed on road cycling network

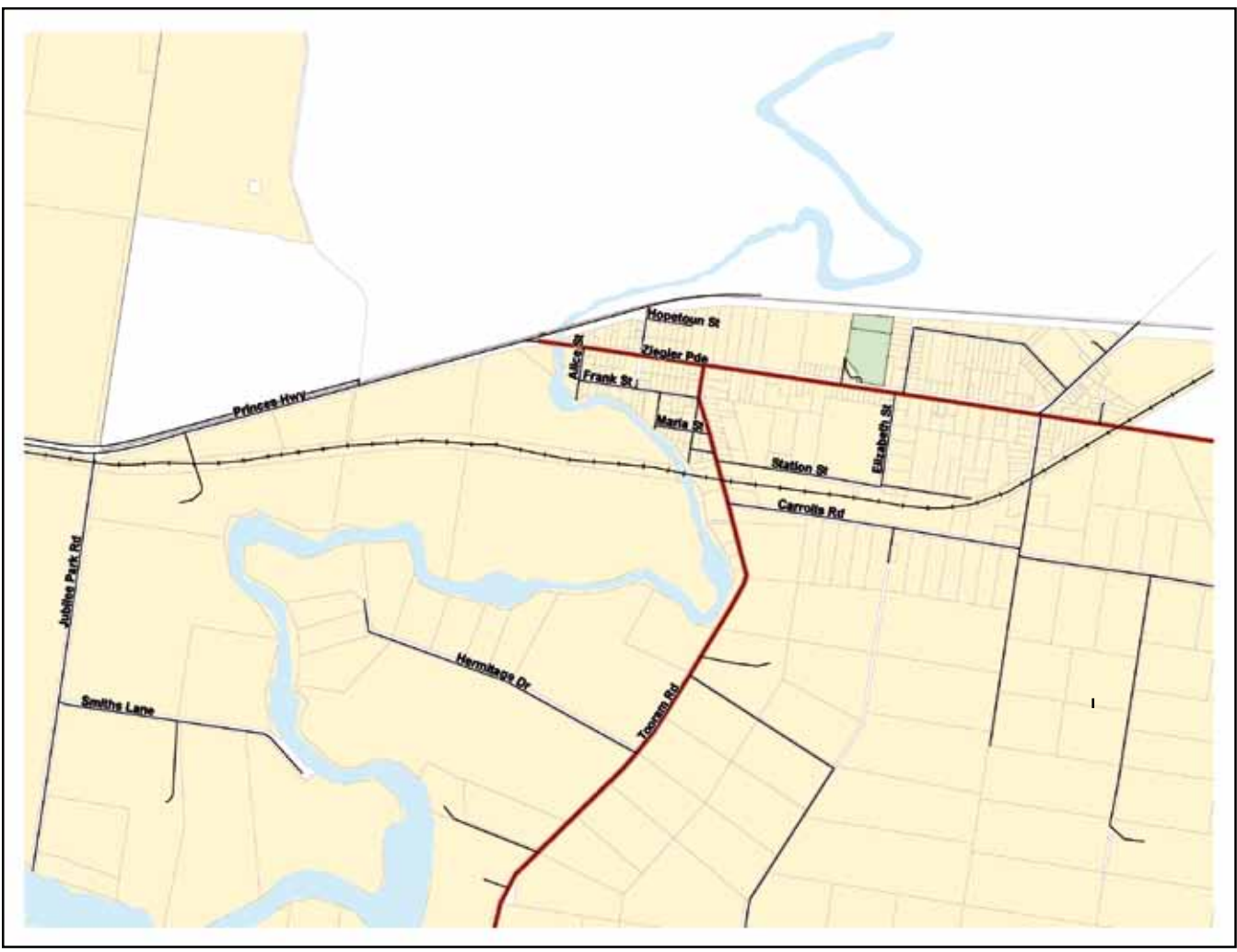


WARRNAMBOOL



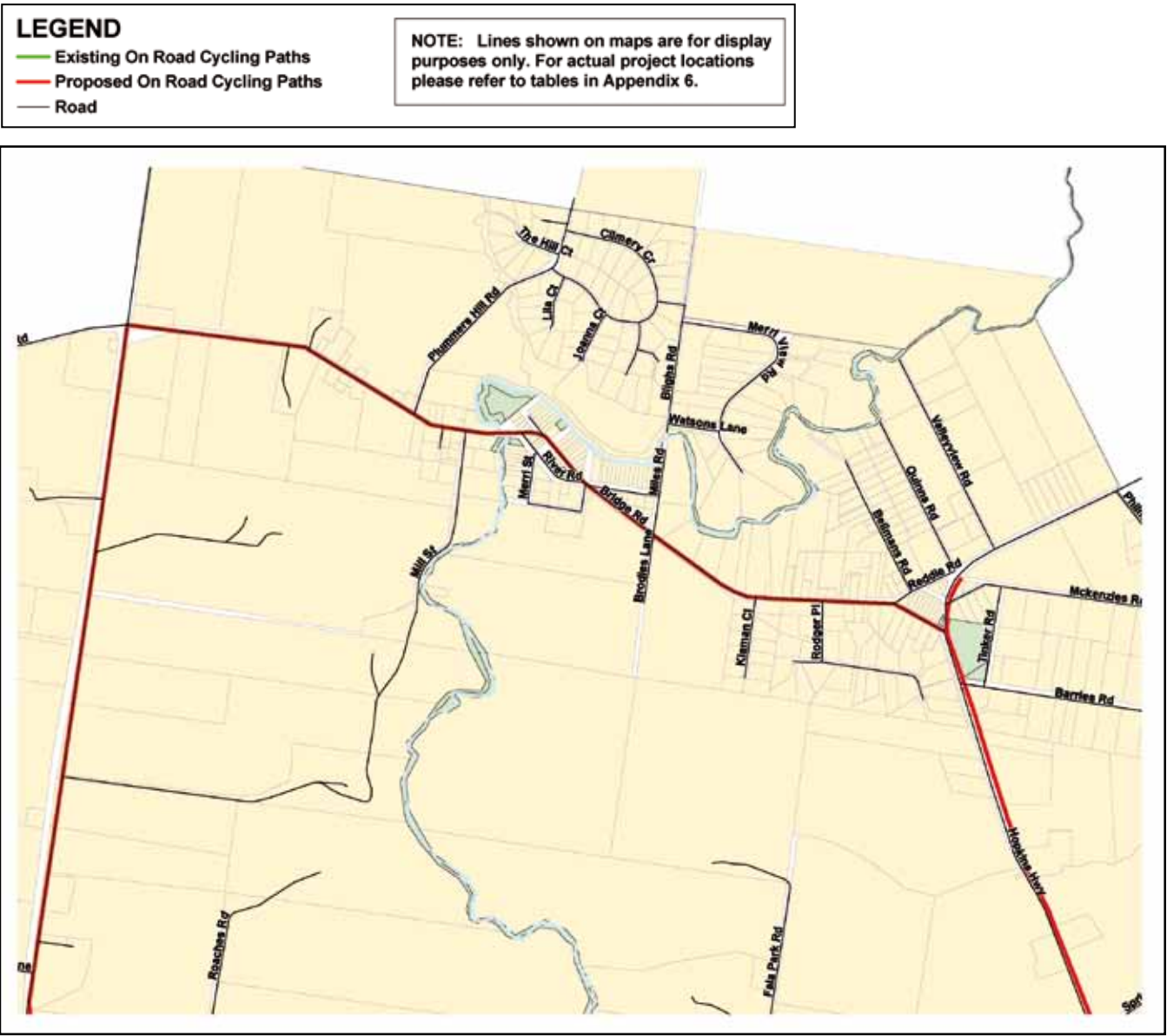
Appendix Eight: Map of existing and proposed on road cycling network (continued)

| | |
|---|--|
| LEGEND — Existing On Road Cycling Paths — Proposed On Road Cycling Paths — Road | NOTE: Lines shown on maps are for display purposes only. For actual project locations please refer to tables in Appendix 6. |
|---|--|



ALLANSFORD

Appendix Eight: Map of existing and proposed on road cycling network (continued)



References and Supporting Documents

- i *“The Warrnambool Sustainable Transport Strategy: Increasing the Use of Sustainable Transport in Warrnambool 2009”*. J.A. Grant and Associates
- ii *“Cycling in Warrnambool: Assessing the existing, developing the possibilities – Part One June 2009”* Graham Bradshaw, RoadLynx
- iii *“Cycling in Warrnambool: Assessing the existing, developing the possibilities – Part Two July 2009”* Graham Bradshaw, RoadLynx
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