Casterton Active Transport Strategy
Volume 1 – Executive Summary and Action Plan
Prepared by Simon Leisure Consulting
September 2010

Adopted by Council on 28 September 2010
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1. PREAMBLE

The health benefits of walking and cycling for transport are well-established, and include increased life expectancy, physical fitness, energy, mental health, cognitive functioning, and social connectedness. Physically active people are less likely to become overweight or obese, and to develop cardiovascular disease and other potentially life-shortening conditions.

Despite this, more than a third of Australian adults (34.6%) in 2006 were classified as sedentary, that is, participating in no exercise for fitness, recreation or sport\(^1\). Similarly for children, the 2007/08 National Health Survey reported high and increasing levels of overweight and obesity among Australian children aged 5–17 years with the proportion of children who are obese increasing from 5.2% in 1995 to 7.8% in 2007/8\(^2\). The impact of low and decreasing levels of physical inactivity is illustrated by the fact that inactivity was responsible for 6.6% of the total burden of disease and injury in Australia in 2006\(^3\).

One of the current strategies of the Victorian Government to encourage people to become more physically active is to promote and advocate the benefits of the concept of 'lifestyle' physical activity (or 'active transport'). Active transport refers to physical activity undertaken as a means of travel between destinations by walking, cycling, or other non-motorised modes. Active transport is generally considered more cost-effective than structured exercise programs and more accessible for a majority of people.

Research shows that active transport has declined dramatically in Australia (and in other overseas countries such as the United States and the United Kingdom), where car travel has become the predominant form of personal transport. The following table shows the comparison of Australia and Melbourne with other overseas countries in the percentage of all urban trips that are shared between cycling and walking.

<table>
<thead>
<tr>
<th>Country</th>
<th>Walking</th>
<th>Cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>45%</td>
<td>5%</td>
</tr>
<tr>
<td>Netherlands</td>
<td>45%</td>
<td>25%</td>
</tr>
<tr>
<td>Sweden</td>
<td>22%</td>
<td>23%</td>
</tr>
<tr>
<td>Germany</td>
<td>22%</td>
<td>23%</td>
</tr>
<tr>
<td>Denmark</td>
<td>22%</td>
<td>15%</td>
</tr>
<tr>
<td>Finland</td>
<td>16%</td>
<td>22%</td>
</tr>
<tr>
<td>UK</td>
<td>24%</td>
<td>22%</td>
</tr>
<tr>
<td>Norway</td>
<td>24%</td>
<td>19%</td>
</tr>
<tr>
<td>Austria</td>
<td>24%</td>
<td>16%</td>
</tr>
<tr>
<td>Belgium</td>
<td>21%</td>
<td>16%</td>
</tr>
<tr>
<td>France</td>
<td>13%</td>
<td>12%</td>
</tr>
<tr>
<td>Ireland</td>
<td>13%</td>
<td>12%</td>
</tr>
<tr>
<td>Melbourne*</td>
<td>13%</td>
<td>9%</td>
</tr>
<tr>
<td>US**</td>
<td>7%</td>
<td>7%</td>
</tr>
<tr>
<td>Canada***</td>
<td>7%</td>
<td>7%</td>
</tr>
</tbody>
</table>

It shows that of all urban trips in Melbourne, only 1% used cycling as the mode of transport and 12% used walking, compared to 5% and 45% in Switzerland, respectively.

\(^1\) Source: Australian Bureau of Statistics (ABS), 2009.
\(^2\) Source: ABS 2009.
\(^3\) Source: The Burden of Disease and Injury in Australia, Begg et al 2007.
Trend data for Australian adults’ modes of transportation to work show a consistent pattern of a steady increase in car use and decline in active travel (walking, cycling and public transport) from 1976 to 1996, followed by modest increases in travel mode shares for walking and cycling in most Australian capital cities between 1996 and 2006.

In Victoria, nearly all of the growth in walking and cycling to work between 1996 and 2006 has been in the greater Melbourne metropolitan area, with regional Victoria showing small declines between 1996 to 2001, and small increases between 2001 and 2006. In Victoria in 2006, 80% of employed people in Victoria aged 15 years and over travelled to work by car, with relatively few people walking (4%) or cycling (1%).

When drilling down to Glenelg Shire and the township of Casterton:

- a higher proportion of people walked to work,
- a lower percentage of people rode to work, and
- a significantly lower number of people travelled to work by car (57.5%), largely due to the high number of people who ‘work at home’.

The table also shows that there was a decrease in the number of people who walked and rode to work in all of Glenelg between 2001 and 2006, however, in Casterton there was a small increase in the proportion of people who walked to work in Casterton for the same period, and no change in the number who rode.

<table>
<thead>
<tr>
<th>Mode</th>
<th>2001</th>
<th>2006</th>
<th>Difference Casterton</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Glenelg</td>
<td>Casterton</td>
<td>Glenelg</td>
</tr>
<tr>
<td>Walking</td>
<td>5.0%</td>
<td>6.1%</td>
<td>4.9%</td>
</tr>
<tr>
<td>Cycling</td>
<td>1.3%</td>
<td>0.2%</td>
<td>0.9%</td>
</tr>
</tbody>
</table>

Glenelg Shire Council is seeking direction through the Casterton Active Transport Strategy on how it can facilitate an increase in physical activity by Casterton residents through the provision of infrastructure and programs to promote active travel as a preferred transport option for residents’ travel to work, to school, to retail areas, to sport, and to other destinations and activities in town.

The key benefits driving the aspiration to increase the activation of the community, include:

- Improved health benefits.
- Improved environmental benefits.
- Traffic benefits of reduced congestion.
- Improved community strengthening through increased social interaction on the street.
- Improved community safety, as ‘peopled’ places are safer places.

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2. INTRODUCTION

Casterton is the second largest township (behind Portland) in the Glenelg Shire, which is located in the far southwestern region of Victoria. Casterton is an historic rural service town situated just under 100km north of Portland on the Glenelg River. The landscape around the town includes mixed farming, sheep, cattle, dairying as well as plantation forestry. Casterton is a service centre for retail trade, farming and forestry services, health, education, Government and community services that support the nearly 1,700 residents.

The population of Casterton was 1,618 people in 2006, which is a decline of 327 people since 1981. A significant proportion of the population of Casterton is aged over 65 years (28% compared to 16% for all of Glenelg Shire), a cohort that has been steadily increasing since 1981.

Like most rural communities, Casterton has a strong interest and participation in a variety of sporting and recreational activities. The Glenelg Shire Council is aspiring to further build on this participation and interest in recreation by encouraging residents to opt for active travel as their preferred transport option in and around town. This objective is consistent with the broader health and wellbeing directions of the Victorian State Government, and with the recommendations, actions and goals outlined in a number of adopted Council plans, including the Glenelg Shire Council Plan (Embracing the Future 2009-2013), the Glenelg Shire Municipal Public Health Plan (2009 – 2013) and the Glenelg Shire Recreation & Open Space Strategy.

In January 2010, the Glenelg Shire Council engaged Simon Leisure Consulting, a sports and recreation planning firm, to prepare the Casterton Active Transport Strategy. The main aim of the strategy is to establish clear directions for possible infrastructure improvements and programs necessary to encourage active travel as a preferred mode of transport for residents. A similar strategy document has been prepared for Heywood, with both planning studies being part funded by the Department of Health (Vic).

This strategy report comprises two volumes:

**Volume 1 – The Executive Summary and Action Plan**
Containing a summary of the study methodology and outcomes of the research and consultation, and the costed and prioritised Action Plan

**Volume 2 – Technical Reports**
The detailed documentation of the outcomes of the research and consultation.

2.1. Study Aim and Objectives

The study had the following Aim:

> To provide Council with a written strategy on the possible infrastructure improvements and programs necessary to encourage active travel as the most favourable transport option.

The Study Objectives were:

- Evaluate the active transport options within Casterton currently and for the next 5-10 years.
- Review the existing cycling and walking routes and identify any deficiencies or linkages.
- Develop commuter routes for walking and cycling.
- Research and provide achievable aims and targets for active transport participation in Casterton.
2.2. **Project Management**

Council’s Travelsmart Project Officer & Recreation Services Administration managed the study on a day-to-day basis, with additional input and support provided by a Project Steering Committee that comprised of representatives from various Council departments. Refer Volume 2 for the full list of staff on the Project Steering Committee.

Simon Leisure Consulting was assisted by MEMLA (Landscape Architects) during the study with the provision of specialist advice during the assessment of existing cycling and walking routes and with the provision of all mapping outcomes.

2.3. **Strategy Development Process**

A number of research and consultative processes informed the development of the *Casterton Active Transport Strategy*, including:

- Review of relevant Council planning reports and other relevant documents.
- Review of existing cycling and walking routes in Casterton and their associated infrastructure by the consultant team.
- Extensive consultation with relevant Council staff, Casterton community groups, local residents, health service providers and other stakeholders.
- Analysis of issues and opportunities identified, and the preparation of strategic directions and recommendations to active people.
- Preparation of the *Casterton Active Transport Strategy* Action Plan, incorporating a list of recommended projects and programs, estimated costs, and priorities.
- Preparation of a final strategy report incorporating feedback received on the draft study report.

The *Casterton Active Transport Strategy* has been prepared to increase the participation of Casterton residents in physical activity by encouraging them to utilise active transport options (principally walking and cycling) as the preferred modes of transport to the use of vehicles.
3. **PLANNING CONTEXT**

The study was carried out with consideration of the following policy and planning inputs:

1. Council strategies and planning reports.
2. Other Agencies strategies and planning reports.

### 3.1. Council Corporate Policies and Plans

A review of the following relevant planning documents was completed to identify key corporate directions and strategies to inform the strategy development process. (Refer Volume 2 for a summary of each report).

4. Glenelg Shire Strategic Futures Plan (Casterton Section), 2009.

### 3.2. Other Agency Plans and Research

A review of the following additional planning documents from other Agencies was also completed. (Refer Volume 2 for a summary of each report).

2. Community Health Plan (2006-2009), Southern Grampians & Glenelg Primary Care Partnership.
4. ANALYSIS OF EXISTING SITUATION

This section provides an overview and assessment of the existing infrastructure and programs available in Casterton to encourage people to participate in active transport. Also noted are the key public facilities or destination points in Casterton that residents would typically be attracted to as places of interest or as places that support or provide required services.

Richard Simon (Simon Leisure Consulting) and Matthew McFall (MEMLA) carried out the review and assessment of existing conditions and the identification of issues and potential opportunities on 28th January 2010, with follow-up inspections made by Richard on 10th March 2010.

The information has been sorted into the following categories:

1. Destination Points.
2. Walking paths.
3. Cycle paths.
4. Other infrastructure.
5. Existing Programs and Services.

4.1. Destination Points

The key destinations in Casterton for residents are important to identify as these points of interests can form the basis and foundation for a network of paths and trails to promote active transport. The key ‘attractors’ in Casterton include:

- Casterton Primary School, Sacred Heart Primary School and Casterton Secondary College (pictured).
- Casterton Memorial Hospital.
- Island Park Recreation Reserve.
- Ess Lagoon.
- Casterton town centre (pictured), including the retail areas, the Town Hall, the senior citizens centre and the Courthouse Community Centre.
- Casterton Family Leisure & Sports Centre.
- Casterton Community Museum & former Railyards.

4.2. Walking Paths

There is only a limited sealed footpath network currently available in Casterton. Footpaths are almost exclusively limited to the main road in Casterton (Henty Street) with additional short sections in Clarke Street, White Street, and the eastern side of the initial stretch of Shiels Terrace heading up the hill out of Casterton. There are no sealed paths in the entire section of the township situated northwest of Henty Street, which comprises a majority of the town’s population.
Of note is the off-road recreational trail around the Ess Lagoon (pictured right) and the combined off-road and footpath circuit that make up the Kelpie Trail. The Kelpie Trail comprises three different routes, each of a varying themes and distances. The Trail links the five kelpie sculptures located around the town, and is sign-posted with distinctive bollards to assist users.

One of the Kelpie Trails incorporates the River Walking Trail along the banks of the Glenelg River, and also passes through the Island Park Recreation Reserve.

The following issues were identified during the review of paths. Some of these issues are compounded by the high proportion of older adults that reside in Casterton and the high number of gofers (electric footpath scooters), with the result being that potential safety issues are created.

- There are gaps in the sealed footpaths to strategic locations, such Island Park Recreation Reserve, the residential area northwest of Henty Street and the residential area south of the Hospital in Russell Street (see below left). There is a sealed path on the east side of Russell Street for the first block to Jackson Street, however, the worn path beyond suggests that there is a need for an extension of this path (see below right).

- There is a broken link in the sealed path outside the Casterton Memorial Hospital. The Hospital is a popular commuting destination for people in Casterton not only to visit relatives and friends in hospital but to also participate in or utilise health programs and services. The footpath along Henty Street is relatively new (see below left), presumably constructed when the hospital was redeveloped in 2003.

However, the path currently ends approximately 3 metres from the kerb at Russell Street (see below right). At this point, there is also no cross-over, and there is no obvious continuance for the path as there is no footpath around Bryan Park across the road. A further constraint is the location of the drainage pit as can be seen in the photograph.
• There are broken links in the footpath coming off the bridge onto Henty Street and also approaching the bridge from the easterly direction at the intersection with Noss Retreat Road (see below). The surface at these locations changes from sealed to gravel, and for people with poor mobility or driving gofers, these broken links have potential to be safety issues.

• There is a broken link in the footpath at the intersection of Shiels Terrace and Robertson Street (see below left). There is also no cross-over at this location to service gofers (see below right).

• The path on the eastern side of the extension of Shiels Terrace as it heads down the hill into town (see right) is too narrow for its current purpose as a shared path (pedestrians and cyclists / gofers).

• Generally, the paths throughout the town are of insufficient width to cater for both pedestrians and gofers concurrently, except those in the main street that appear adequate. The likely increase in the use and number of gofers in Casterton (due mainly to the challenging topography for older adults and people with poor mobility) makes it important that future sealed paths are constructed with appropriate widths, particularly paths constructed to service popular commuter routes.
4.3. **Cycle Paths**

Casterton has no designated on-road bicycle lanes or designated shared paths (pedestrians and cyclists). This is despite the proportion of its population aged 5 – 17 years (19.4%) being larger than Portland (18.6%) and Heywood (19.1%), two towns that have a strategic network of dedicated bicycle routes for commuter use.

Henty Street through town has a white line painted on the road, however, this is not for the purpose of showing delineation between vehicles and cyclists, rather to denote the main carriageway (see below).

As a result, there is no clear safe commuter route for children riding to school and to other popular destinations, such as the skate park and the Island Park Recreation Reserve.

4.4. **Other Infrastructure**

The key infrastructure in Casterton supporting active transport are the five bus shelters that predominantly service the schools to encourage ‘walk and ride’ transport.

At the time of the site reviews at Casterton, there were no secure bike parking facilities available, however, Council has recently commenced a program to install bike racks in the main street. This is an important step as a lack of bike parking facilities typically results in cluttered footpaths (see right, *taken during a site visit to Casterton*) and can be a disincentive for riders if no secure bike parking facilities are available at key destination points, such as the main retail areas, the sporting and recreational facilities, and the library.
Figure 3 below identifies all existing pedestrian paths and associated infrastructure available in Casterton.

Figure 3 – Location Map of Existing Pedestrian and Cycle Paths in Casterton
### 4.5. Existing Programs and Services

The key existing programs and services in Casterton that currently support and encourage walking and cycling, and active transport generally, are outlined in the following table.

<table>
<thead>
<tr>
<th>Facility / Organisation</th>
<th>Programs and Services</th>
</tr>
</thead>
</table>
| Casterton Memorial Hospital           | Walking group for all ages and abilities (Friday mornings) – currently 6 – 15 regular participants.  
                                       | Strength & balance program (fall prevention).                                          |
| Casterton Courthouse Community Centre | Walking group for all ages and abilities (Tuesday & Thursday).                        |
| Uniting Church Hall (private provider)| Aerobics.                                                                              |
| Cycling groups / individuals          | Entry in the annual Murray to Moyne Cycle Relay Event  
                                       | Entry in the annual Great Victorian Bike Ride  
                                       | Entry in the annual Casterton 40 (64km) Event  
                                       | Entry in the annual Casterton 50 (80km) Event |
| Casterton Primary School              | Bike Education Courses for Year 3s, 4s and 5s                                           |
5. COMMUNITY RESEARCH AND INPUT

A combination of meetings and interviews were carried out with various stakeholders during the study, including input from Casterton residents and local community groups, and Council staff. Some of the consultation was undertaken during the research phase of the study, whilst other meetings and interviews were designed to receive feedback on preliminary directions and strategies.

A chronological summary of the consultation undertaken for the Casterton Active Transport Strategy is shown in the following table.

<table>
<thead>
<tr>
<th>Date</th>
<th>Method of Consultation</th>
<th>Group / Stakeholder</th>
</tr>
</thead>
<tbody>
<tr>
<td>28 January 2010</td>
<td>Meeting</td>
<td>Project Steering Group (Project Inception Meeting)</td>
</tr>
<tr>
<td>3 March 2010</td>
<td>Random survey</td>
<td>Casterton residents (37 interviews)</td>
</tr>
<tr>
<td>10 March 2010</td>
<td>Workshop, Meeting</td>
<td>Council staff</td>
</tr>
<tr>
<td>10 March 2010</td>
<td>Meeting</td>
<td>Casterton Community Capacity Committee</td>
</tr>
<tr>
<td>10 March 2010</td>
<td>Meeting</td>
<td>Casterton Memorial Hospital (Community Health Nurses)</td>
</tr>
<tr>
<td>11 March 2010</td>
<td>Meeting</td>
<td>Casterton Courthouse Community Centre</td>
</tr>
<tr>
<td>11 May 2010</td>
<td>Briefing, Meeting</td>
<td>Casterton residents</td>
</tr>
<tr>
<td>Jan – May 2010</td>
<td>Various emails and telephone</td>
<td>Project Steering Group (Meeting #2)</td>
</tr>
<tr>
<td></td>
<td>discussions with relevant</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Council staff</td>
<td></td>
</tr>
</tbody>
</table>

A summary of the key outcomes of the consultation conducted during the research and strategy development phases is provided below, and refer Volume 2 for the list of names of people and groups consulted.

A summary of the public exhibition process during which the draft Casterton Active Transport Strategy was available for community review and feedback is provided in Appendix 5 of Volume 2. In all six submissions were received.
5.1. Resident Questionnaire

Intercept surveying (one-on-one interviews) of Casterton residents was conducted on 3 March 2010 at various locations around town. Thirty-seven interviews were completed. See Volume 2 for a copy of the survey questionnaire and a full set of results.

The key results from the survey relating to residents usual mode of transport in and around town are as follows:

- When asked what their usual mode of transport was to travel around town, 54% walked, 35% travelled by car/truck, 3% cycled, and 8% use a gofer. (See Figure 4) These results show a significantly higher proportion of people walking when compared to Heywood residents (28%) and the 2006 Census data (however, the Census data records the mode of travel by workers only, but none the less still provides a usual comparison).

![Figure 4 – Casterton Residents Usual Mode of Transport](image)

- The main reasons for selecting their usual mode of transport are 27% distance to travel, 19% lots to carry, 14% poor mobility, and 11% quick / easy. These results are quite different to Heywood, especially the low 5% of Casterton people who chose their mode of transport as an opportunity to exercise, compared to 31% of Heywood residents. (See Figure 5)

![Figure 5 – Main Reason for Usual Mode of Transport](image)
• Over half of respondents (52%) had travelled more than 2km from their home to reach their destination on the day they were interviewed (compared to only 27% in Heywood). (See Figure 6)

![Distance From Home](image)

**Figure 6 – Distance From Home**

• Of those respondents who were not walking or riding on the day that they were interviewed (33 people), 42% indicated that they would always use their vehicle.

Those who indicated that they would not always use their vehicle were asked what might encourage them to walk or ride:

− 69% *strongly agreed* that ‘a desire to improve their fitness and health’.
− 44% *strongly agreed* ‘having someone or a group of people to walk or ride with’.
− 44% *strongly agreed* ‘improved walking and cycling infrastructure’.

• Respondents were asked whether they exercise for fitness at least twice a week, on average. A high of 76% do, whilst 22% do not (2% did not respond).

• Respondents were asked whether they have a bicycle at home that is theirs. 62% do not, whilst 35% do (3% did not respond).

Respondents were asked whether they had used the Kelpie Trail in the past four weeks. 73% had not used the Trail, whilst 22% had (5% did not respond). Of those that had used the Trail, 100% had used it for ‘exercise’.

5.2. Other Stakeholders

Information and input from other people and groups consulted included the following.

**Casterton Community Capacity Committee**

• Safety concerns expressed for gofers having to travel on roads, especially in the dark.

• It was reported that there are over 30 gofers in Casterton, a number likely to increase with improved support services, such as the availability of battery charging facilities in public places.

• The path on the eastern side of the extension of Shiels Terrace as it heads down the hill into town is too narrow - suggested that a ‘passing bay’ constructed along its length might alleviate the congestion when two gofers meet each other, or when a gofer and a cyclist meet each other.
On the same path but at the corner of Henty Street and Murray Street (adjacent to Rotary Park), it was reported that the path surface falls away too steeply towards the park, thereby creating a safety concern for people with poor mobility or people riding gofers.

Community Health Nurses

- It was suggested that the current condition and quality of family recreation parks in Casterton does not provide an incentive for families to walk or ride to them – the impact of this is that there is a perception of a lack of destinations for young families to participate in active transport.

Specific concerns raised included the lack of shade, seating and toilets at the play park north of the Casterton Community Museum (within the former railway reserve).

- The topography of the town will always be a constraint in encouraging people to walk or ride in preference to car travel, particularly older adults and people with poor mobility. A suggested strategy to counter this is to focus on good provision of destinations in the flatter areas of town.

- There is little infrastructure to support / encourage people to cycle around town due to no bike racks being available for secure bike parking. Suggested locations are the swimming pool and the leisure centre.

Casterton Courthouse Community Centre

- It was reported that the path on the eastern side of the extension of Shiels Terrace that heads down the hill into town is a popular commuter route for people living in the eastern precinct of Casterton, and that the path has some constraints, e.g. too narrow and there is no crossing point for gofers on the corner of Shiels Terrace and Robertson Street.

- There was support for the need for an east – west commuter route in Casterton as an alternative to Henty Street which presents a safety concern for cyclists and gofers who use the road concurrently with large trucks.

Casterton Community Meeting (2 attendees) and Other Resident Input

- Suggestions supporting active transport initiatives included:
  - Formalising the trail along Old Mt Gambier Road.
  - Formalising the Junction Trail.
  - Investigating the feasibility of establishing a rail trail between Casterton and Merino utilising the former railway alignment and associated infrastructure.

Cr Karen Stephens

- The proliferation of gofers has its origins from the time when the town taxi service ceased.

- Suggestion to install pull-off bays along the path down the hill into town.

- Sightlines on the corner of Shiels Terrace and Robertson Street are poor, and it is suggested that a safe crossing point at this intersection would be to take it up Robertson Street to between the church and the primary school.

- Council has previously advocated to VicRoads for the installation of a signalled crossing in the main street. Following a decision by VicRoads not to support a signalled crossing, the strategy of Council to provide safe crossing points over Henty Street was to extend the kerb in four locations along the street to narrow the width of the carriageway, and therefore facilitate safe crossing. The current nominated main crossing point is outside the Town Hall.
6. **ANALYSIS OF ISSUES AND OPPORTUNITIES**

The key issues and opportunities identified for Casterton from the research and consultation conducted to facilitate and encourage active transport mainly revolves around improved and new infrastructure. The following table summarises and assesses the key issues and opportunities raised.

<table>
<thead>
<tr>
<th>Issue / Opportunity</th>
<th>Options to Address Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.1 A safer east-west commuter route is required for cyclists (mainly school children) and for gofers accessing the Hospital and its services</td>
<td>Currently, cyclists and gofers are using the roadway on Henty Street to traverse between the main residential and retail areas of Casterton, and the secondary school, the Leisure Centre and the Hospital. This is a dangerous scenario and one that is likely to be compounded with an increased numbers of gofers. An assessment was made of what possible options exist to establish a safer and more sustainable east-west commuter route. Three options were identified and assessed:</td>
</tr>
<tr>
<td></td>
<td>1. Formalise on-road use of Henty Street through use of line-marking to denote dedicated bike / gofer lanes.</td>
</tr>
<tr>
<td></td>
<td>Despite the generous width of the carriageway, this option was not supported as commuter safety would continually be compromised due to a number of factors. These include the increasing number of B-Double trucks using the highway, the impact of darkness (i.e. the route may be relatively safe during the day but would be likely to quickly become unsafe in darkness), and the fact that the option would not be suitable for unsupervised primary-aged children at any time (i.e. when travelling to and from school). A final issue was the likely impact of parked cars to rider / gofer safety, especially as the on-road route would traverse the main shopping precinct where angled parking is in place.</td>
</tr>
<tr>
<td></td>
<td>2. Formalise on-road use of Murray Street.</td>
</tr>
<tr>
<td></td>
<td>This option has the significant strengths of being off Henty Street, traversing the main residential area of town, and also having a direct access to Island Park Recreation Reserve and the skate park. The key deficiency of this option is the inability to access Henty Street at the western end, and the Hospital and the Secondary College. The key constraint is the steep topography of the land at this point and no existing formed path or roadway. This option would be expensive to implement (due to the need to construct an access at the western end of Murray Street), and would also likely result in steep pathways or roadways.</td>
</tr>
<tr>
<td></td>
<td>3. Formalise on-road use of Jackson Street through use of line-marking to denote dedicated bike / gofer lanes.</td>
</tr>
<tr>
<td></td>
<td>This option is recommended and has several compounding reasons in its favour. Firstly, Jackson Street (and its extensions) link several key destinations in town, i.e. the Secondary College, the Leisure Centre, the Hospital, the railway park and Museum, the Casterton Primary School, the Courthouse Community Centre, the retail area, the skate park, the senior citizens centre and Island Park.</td>
</tr>
</tbody>
</table>
Secondly, the road is sealed kerb to kerb and its predominant width of 11.8m is sufficient to allow for a two-way road, two bike lanes and parallel car parking on one side of the street. The fact that the road pavement is sealed significantly reduces the cost of implementation.

Thirdly, the road is a ‘local’ road only which will reduce significantly the potential safety concerns of cars and cyclist / golfers utilising the same road space.

Fourthly, the grade of the road and its extensions (Russell / Cussen / Rose / White) are as gentle as can be reasonably expected with the overall grade change that exists between the Glenelg River and the Secondary College.

The suggested alignment is White Street from the Secondary College (shared path), to the western edge of the College oval (new path required), to Rose Street and Cussen Street (the road pavement on both sides will need extending by 1.5m to accommodate the dedicated bike lane), to Russell Street, to Jackson Street (see Appendix 1 for suggested line-marking configuration6), through the railway land and past the Primary School, left into Clarke Street, across Henty Street at this intersection, and passed the skate park and into Murray Street and Island Park. (Please note that the proposed safe crossing over Henty Street could occur at the Town Hall).

Residents in the northwest precinct of town wishing to access the Hospital and Secondary College would do so by commuting east along either McPherson / McKinlay / Hutton / Miller and then joining up with Jackson Street.

It is further recommended that the current street tree planting be strengthened and bench seating installed to enhance the amenity of the street and to clearly signal the street as the main commuter route for local residents.

The two key constraints (but resolvable) are the narrowing of Jackson Street to 7.3m at Hutton Street and the Henty Street crossing. In relation to the narrowing of the road width, one option is to remove car parking along this stretch but retain the two bike lanes (1.5m each) and the two vehicle lanes (6.0m). This option would necessitate the road to be indented into the existing nature strip by 1.2m at sections along this stretch of the road. In relation to the Henty Street crossing, it is suggested that Council investigate all options, including at the intersection with Clarke Street and outside the Town Hall.

Whilst the width of Jackson Street will not allow car parking to be retained on both sides of the street, it is a considered a small loss for the improved amenity, safety and activation of the community.

It is recommended that a detailed investigation be undertaken into the feasibility of establishing Jackson Street and its extensions as the preferred local commuter route in Casterton, and assess all options for a safe crossing of Henty Street.

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6 Source: VicRoads Cycle Notes No. 9 (April 2001) and No. 12 (October 2002).
<table>
<thead>
<tr>
<th>Issue / Opportunity</th>
<th>Options to Address Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.2 Narrowness of the path down the hill from Shiels Terrace</td>
<td>The path down the hill from Shiels Terrace is the only option for commuters from the eastern precinct of Casterton wishing to access the retail area via an off-road path. For this reason, the strategic importance of the path is clear, notwithstanding that the path also services the pedestrian movements associated with the staff and students of Sacred Heart Primary School. The path is currently too narrow for pedestrians, cyclists and gofers to negotiate concurrently, especially when travelling in different directions. The path in its current form is a disincentive for people to participate in active transport. Widening the full length of the path to the regulation 2.0m – 3.5m for a commuter path is not possible without significant and expensive construction due to the constraints of the roadway and the escarpment. A more feasible option is to consider selective widening at strategic locations along the path to allow safe passing (passing bays). This could be in the form of landscape works to dig into the escarpment and through use of batters create wider sections, or where rock prevents such work excavate sufficient space to only temporarily park a gofer / bicycle to let similar pass. The location of the ‘passing bays’ should ideally be in locations where maximum views of the path are possible to allow users to reasonably predict when they may need to ‘park’. It is recommended that a detailed survey of the path be undertaken to establish points at which the construction of ‘passing bays’ might be feasible and economic.</td>
</tr>
<tr>
<td>6.3 Sealed path access to the Hospital entrance</td>
<td>The path outside the hospital along Henty Street is currently not connected to the broader sealed path network in Casterton. This is a significant deficiency given the importance of the Hospital to town life, particularly the elderly. The recommended continuance of the path at the Russell Street end is to turn into Russell Street and continue down to Jackson Street. This will allow the path network to connect to the proposed on-road commuter route in Jackson Street (would assist gofers), and also would complete the alignment with the existing sealed path on the southern side of the Henty Street extension, south of Bryan Park. An alternate route to the Henty Street path for gofers to access the Hospital entrance, is to traverse the car park off Russell Street, that is, gofers coming up Russell Street from either the proposed on-road commuter route in Jackson Street or after crossing Russell Street from the Henty Street path behind Bryans Park. Whilst there would be some conflict between cars and gofers at the car park entrance and in the car park, it is proposed that this conflict could be reduced by a combination of information / awareness signs for motorists and on-pavement line-marking of the gofer / pedestrian path (and possibly hatched) across the car park to the Hospital entrance. My reason for suggesting this option is that gofers and pedestrians will probably use this route anyway following the implementation of the proposed new access from Jackson and Russell, rather than travelling to the end of Russell Street and continuing around to the front of the Hospital along Henty Street. It is recommended that a sealed pedestrian path be constructed in</td>
</tr>
<tr>
<td>Issue / Opportunity</td>
<td>Options to Address Issues</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>Russell Street to connect the path along Henty Street in front of the Hospital with the proposed new on-road commuter route in Jackson Street.</td>
<td></td>
</tr>
<tr>
<td>Further, it is recommended that an assessment be carried out into the feasibility of establishing a pedestrian / gofer path inside the Hospital car park from the Russell Street car park entrance to the Hospital entrance (note, this path is not intended to be a dedicated off-road path but one line-marked over the car park pavement).</td>
<td></td>
</tr>
</tbody>
</table>
7. CASTERTON ACTIVE TRANSPORT STRATEGY PLAN

The key directions and recommendations of the Casterton Active Transport Strategy Plan include a combination of physical works to provide new and improved infrastructure, and programs and services to encourage and facilitate increased participation in active transport options.

7.1. Infrastructure Improvements

The key directions and recommendations for new and improved infrastructure are summarised as follows. The map in Appendix 2 also provides a visual reference to the recommendations that have been overlaid onto the existing conditions map.

1. Paths and Trails

   - Designate Jackson Street (and its extensions) as the main ‘local’ commuter route by installing on-road bicycle / scooter lanes and relevant traffic signs along its length (to link the Casterton Secondary College, the Casterton Memorial Hospital, the Casterton Primary School, the Casterton Family Leisure & Sports Centre, the railway reserve / playground and Casterton Community Museum, Henty Street retail area, the Casterton Skate Park, the Casterton Senior Citizens Centre and Island Park).
     - Link White Street and Jackson Street, via a combination of off-road and on-road bike lanes on the secondary school oval, Rose Street / Cussen Street / Russell Street (to link the Casterton Secondary College and the Casterton Memorial Hospital with other community facilities).
     - Link Jackson Street and Island Park Recreation Reserve, via a new shared path on Clarke Street (to link the community facilities with the Casterton Skate Park, the Casterton Senior Citizens Centre and Island Park).
   - Link the footpath on Henty Street outside of the Casterton Memorial Hospital with a new sealed path in Russell Street and extending to Jackson Street.
   - Investigate the feasibility of establishing a pedestrian / gofer ‘path’ through the Hospital car park from the car park entrance off Russell Street to the Hospital entrance (using on-road line-markings and relevant traffic signs only).
   - Seal the gravel sections of the existing sealed path connecting Henty Street and Shiels Terrace, including either end of the bridge crossing and up the hill.
   - Define the scooter / cycle route at the intersection of Shiels Terrace and Robertson Street (including installation of cross-overs).
   - Investigate the practicality of formalising the Old Mt Gambier Road trail and Junction Trail as extensions of the town recreational path network.
   - Investigate the feasibility of establishing a rail trail between Casterton and Merino using the former rail alignment between the two towns.

2. Associated Infrastructure

   - Continue to advocate for the installation of a safe crossing over Henty Street (preferred location being just west of the intersection with Clarke Street to form part of and facilitate the proposed Jackson Street ‘local’ commuter route).
   - Install two ‘passing bays’ on the path up the hill connecting Henty Street and Shiels Terrace.
   - Continue to install bicycle racks at strategic locations throughout town.
   - Supplement tree planting along Jackson Street as part of the strategy for Jackson Street to be a ‘local’ commuter route, and install bench seating.
7.2. Programs and Services

Research has shown that substantial increases in walking and cycling as a preferred mode of travel require an integrated package of many complementary interventions, including infrastructure provision, pro-cycling and walking programs as well as supportive land-use planning and restrictions on car use.\(^7\)

The previous section outlines a number of physical improvements to the existing walking and cycling infrastructure available in Casterton.

As well as programs targeting specific sectors of the populations (e.g. children), it is considered that the education and awareness of people of what is available in relation to networks and support infrastructure will be equally important for effective intervention aimed at increasing active transport and decreasing private motor vehicle use. For Casterton, it will be important that a strong educational and awareness campaign is implemented following the completion of the proposed upgrade of Jackson Street as the ‘local’ commuter route, to encourage behaviour change.

Existing programs supporting activation of children include the Walking School Bus program, TravelSmart and Streets Ahead, a relatively new program for primary-aged children that builds on the learnings of the Walking School Bus program. Streets Ahead aims to channel a wide variety of views into action committees run by local groups that may include parents, representatives of schools and community groups. The committees will help identify the ‘road blocks’ to children using active transport and come up with strategies for overcoming these barriers.

The main program that targets secondary students to encourage them to ride to school is the Ride2School program, an initiative of the State Government’s Go For Your Life program. For both school programs, the whole school community will need to be involved to bring about sustained change, including teachers, the respective school councils, students and parents.

The key intervention strategy for older teenagers and adults is education and awareness through a variety of promotional mediums including:

- Secondary School student and parent newsletter.
- Casterton News.
- Casterton Courthouse Community Centre.
- Casterton Library / Council service centre.

These promotions need to address real and perceived barriers, such as:

- Knowledge of what infrastructure is available in Casterton that supports walking and cycling (particularly after the Jackson Street upgrade is completed and other associated infrastructure improvements).
- Understanding what could be considered walkable distances and relative travel times.
- Personal and traffic safety.

A secondary strategy will be to build on existing group walking programs and introduce group recreational riding. The Casterton Memorial Hospital and the Casterton Courthouse Community Centre currently provide ‘group’ walking programs. With additional paths and trails planned, and further utilising the Kelpie Trail, it is recommended that Council and these service providers jointly fund the introduction of additional walking programs that target specific sectors, such as older adults, and single men and women.

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\(^7\) Source: Active Transport: Adults, VicHealth, 2009.
It is recommended that Council’s recreation staff investigate the level of interest in forming an organised riding group to provide a medium for residents to participate in group recreational riding. Research and history in other Council areas suggests that such programs are valuable for motivating people and critical for those people who have real or perceived (safety) issues around exercising alone. Exercise activities through group walking and riding will not only have fitness benefits but instil confidence in people to venture alone in the long-term.

A third key intervention strategy for the Casterton community will be to conduct ‘one-off’ or annual town-only ride-for-the-day or walk-for-the-day activities, whereby school children, workers and shoppers will be encouraged to utilise active transport options for the designated day(s). These promotions have community benefit as well as potentially introducing new or novice walkers or riders to the paths and destinations that exist for this sector.

To be successful, the promotions and activities require an advocate and organiser. The options in Casterton are one or a combination of the Casterton Community Capacity Committee, the Casterton Courthouse Community Centre, health professionals at the Casterton Memorial Hospital, service clubs, and Council.

### 7.3. Estimated Cost

A suggested Strategy Action Plan has been prepared, inclusive of cost estimates and proposed staging for each of the infrastructure projects. Within each staging sequence, projects have been ranked in order of importance/priority using the following indicators:

- **H** = High Importance
- **M** = Medium Importance
- **L** = Low Importance

The practicality and order of implementation of all projects will be subject to a number of factors and criteria before proceeding, including:

- Availability of funds from Council and other sources.
- Current and future Council priorities.
- Community needs.
- Further investigation, research and consultation.

The Strategy Action Plan is shown on the following pages.

The suggested staging reflects a logical sequence to rollout individual projects, and is based on our understanding of needs, stakeholder priorities, and the practicality of undertaking the improvement projects. The categorisation of projects is aimed at providing direction for Council and other stakeholders in relation to the order of projects only, and should not be interpreted as calendar year commitments by Council. It may be that some projects can be packaged together into one contract to either create efficiencies or to capitalise on any future funding opportunity that might become available.

**Important Notes:**

1. All capital cost estimates shown in the Action Plan are based on works being undertaken by professional contractors, and consultant fees associated with design development and administration have been averaged at 10% of construction costs. All costs shown are as at 2009/10 rates.

2. The cost estimates have been provided as indicative costs, based on similar projects undertaken in the past 18 months. No detailed plans have been prepared for any of the proposed works, which are typically required to identify more accurate estimated costs from a Quantity Surveyor. Cost exclusions include:
   - Construction contingencies.
   - Project management fees.
   - Goods and Services Tax (GST).
3. It should be noted that some capacity might exist for cost savings during the implementation of the capital improvement program, by combining/packaging projects into one larger contract.

4. The information contained within the Action Plan does not commit Council or any other organisation to a responsibility for funding allocated projects. Commitment to, and allocation of, funds to particular projects will be determined following an analysis of the capacity of funding groups to generate required funds, an assessment of competing demands, and a clear understanding of priorities.
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Projects</th>
<th>Specification / Description</th>
<th>Priority</th>
<th>Estimated Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Install a sealed path along the west side of Russell St to connect the</td>
<td>- 1.8m sealed path of 50m = 90sqm @ $65 ($7,650)</td>
<td>H</td>
<td>$ 10,150</td>
</tr>
<tr>
<td></td>
<td>existing footpath on Henty St outside the Hospital with the</td>
<td>- install a new cross-over on the west side of Russell St ($2,500)</td>
<td></td>
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<tr>
<td></td>
<td>footpath on the Henty extension south of Bryan Park</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>2</td>
<td>Extend the sealed path along the west side of Russell St to connect</td>
<td>- 1.8m sealed path of 145m = 260sqm @ $85 ($22,100)</td>
<td>H</td>
<td>$ 24,600</td>
</tr>
<tr>
<td></td>
<td>with Jackson St</td>
<td>- install a new cross-over on the west side of Russell St</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Investigate the feasibility of delineating a pedestrian / scooter ‘path’</td>
<td>- use a combination of on-road line marking to designate the path and installation of</td>
<td>L</td>
<td>Within Budget</td>
</tr>
<tr>
<td></td>
<td>through the Hospital car park from the car park entrance</td>
<td>awareness signage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Prepare an engineering plan and landscape plan to upgrade Jackson St</td>
<td>- include White St, Rose St, Cussen St and Russell St to connect to the Casterton Secondary</td>
<td>H</td>
<td>$ 10,000</td>
</tr>
<tr>
<td></td>
<td>as the main ‘local’ east-west commuter route through town for</td>
<td>College and the Leisure Centre</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>pedestrians, cyclists and golfers (on-road path system in both</td>
<td>- include Clarke St to connect to the Henty St retail strip, the skate park, the senior</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>directions)</td>
<td>citizens Centre and Island Park</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>- use a combination of on-road line marking awareness sign to designate the path</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Implement and construct the Jackson St commuter route</td>
<td>- install a sealed path along the eastern edge of the secondary school oval to connect White</td>
<td>M</td>
<td>$ 17,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>St and Rose St</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>- 100m path 2.0m wide = 200sqm @ $65</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td>- widen the road surface in Cussen St to allow for a 1.5m on-road commuter corridor on each</td>
<td>H</td>
<td>$ 30,000</td>
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<tr>
<td></td>
<td></td>
<td>side of the road</td>
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<tr>
<td></td>
<td></td>
<td>- 170m long, so 340m path 1.5m wide = 510sqm @ $85 ($26,900)</td>
<td></td>
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<td></td>
<td></td>
<td>- line marking 340m @ $3.10 ($1,054)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>- paint on-road line marking and bicycle symbols on Jackson St (Russell St to railway yards)</td>
<td>H</td>
<td>$ 14,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>to delineate the commuter corridor (as per plan in Appendix 1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- length of section is 950m, so total length of 4 white lines = 3,800m</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>- line marking 3,800m @ $3.10 ($11,780)</td>
<td></td>
<td></td>
</tr>
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<td></td>
<td></td>
<td>- spray paint 10 bike symbols @ $200 ($2,000)</td>
<td></td>
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<tr>
<td>8</td>
<td></td>
<td>- widen Jackson St at Hutton St by max 1.5m, total length approx. 100m</td>
<td>H</td>
<td>$ 40,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- allow $40,000 for works, including new kerb and channel and road pavement</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- (line-marking included above)</td>
<td></td>
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<tr>
<td>9</td>
<td></td>
<td>- paint on-path line marking and shared path symbols on path through railway yards to</td>
<td>H</td>
<td>$ 1,300</td>
</tr>
<tr>
<td></td>
<td></td>
<td>delineate the commuter corridor</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>- length of section is 155m (one mid-line required)</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>- line marking 155m @ $3.10 ($500)</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>- spray paint 4 bike/pedestrian symbols @ $200 ($800)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>- paint on-road line marking and bicycle symbols on Jackson St (Railway yards to</td>
<td>M</td>
<td>$ 3,800</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Clarke St) to delineate the commuter corridor</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>- length of section is 240m, so total length of 4 white lines = 960m</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- line marking 960m @ $3.10 ($3,000)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- spray paint 4 bike symbols @ $200 ($800)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Item No.</td>
<td>Projects</td>
<td>Specification / Description</td>
<td>Priority</td>
<td>Estimated Costs</td>
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<td>---------------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>11</td>
<td>Implement and construct the Jackson St commuter route (Cont)</td>
<td>- widen the footpath (to 2.0 - 2.5m) on the west side of Clarke St to create a shared path</td>
<td>M</td>
<td>$ 7,140</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- 105m of 0.6 widening (approx) = 84sqm @ $85</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td>- strengthen the existing street tree planting along Jackson St and install bench seating, as required</td>
<td>L</td>
<td>$ 32,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- allowance of 50 mature trees @ $300 ($15,000) and 5 seats supplied and installed @ $2,000 ($10,000)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- supply and install 20 street signs (approx) to designate road as a shared road @ $350 ($7,000)</td>
<td>H</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Install an unsignalled pedestrian crossing on Henty St just west of the intersection with Clarke St</td>
<td></td>
<td>H</td>
<td>Not Costed</td>
</tr>
<tr>
<td>14</td>
<td>Install a shared path in Clarke St north (east side)</td>
<td>- 110m sealed path 2.0 wide on the east side of Clarke St to create a shared path</td>
<td>M</td>
<td>$ 18,700</td>
</tr>
<tr>
<td>15</td>
<td>Seal the gravel sections of the path on Henty St / Shiel Terrace</td>
<td>- at the western end of the bridge crossing adjacent to Rotary Park</td>
<td>H</td>
<td>$ 34,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- at the intersection of Noss Retreat Rd</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>- at the corner of Robertson St at the top of the hill</td>
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<tr>
<td></td>
<td></td>
<td>- total distance approx. 220m with 1.8m wide = 400sqm @ $85</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Investigate the feasibility of installing up to two 'passing bays' on the path up the hill to enable pedestrians, cyclists and gofers to</td>
<td>- allowance for the construction of two passing bays based on excavation of soil in escarpment and installing retaining wall</td>
<td>M</td>
<td>$ 15,000</td>
</tr>
<tr>
<td>17</td>
<td>Introduce a safe crossing at the Shiel Terrace and Robertson St intersection</td>
<td>- install cross-overs in Robertson St, north of the intersection with Shielis Terrace</td>
<td>L</td>
<td>$ 5,000</td>
</tr>
<tr>
<td>18</td>
<td>Seal the gravel path in Henty St (north side) between Hutton &amp; Miller Sts</td>
<td>- 1.8m sealed path of 200m = 360sqm @ $85</td>
<td>L</td>
<td>$ 30,600</td>
</tr>
<tr>
<td>19</td>
<td>Install bicycle racks at strategic locations throughout town (assumption that installations have occurred in the retail area)</td>
<td>- install one bike rack at the pool entrance, at the skate park, at the stadium entrance, and at the Island Park football/cricket change pavilion - 4 bike racks @ $2,000 supply and install</td>
<td>M</td>
<td>$ 8,000</td>
</tr>
<tr>
<td>20</td>
<td>Investigate the feasibility and practicality of formalising and linking the trail along Old Mt Gambier Rd to the township as an additional recreational trail</td>
<td></td>
<td>M</td>
<td>Within Budget</td>
</tr>
<tr>
<td>21</td>
<td>Investigate the feasibility and practicality of formalising and linking the Junction Trail to the township as an additional recreational trail</td>
<td></td>
<td>M</td>
<td>Within Budget</td>
</tr>
<tr>
<td>22</td>
<td>Investigate the feasibility of establishing a rail trail between Casterton and Merino</td>
<td>- engage a specialist planner to assess land ownership and access constraints, to consult with adjoining property owners and other stakeholders, to identify optimal management arrangements and to prepare a capital and recurrent maintenance cost plan</td>
<td>L</td>
<td>$ 15,000</td>
</tr>
<tr>
<td></td>
<td>Consultant Fees (design, documentation, administration)</td>
<td>@ 10% of project cost</td>
<td></td>
<td>$ 31,629</td>
</tr>
</tbody>
</table>

**TOTAL ESTIMATED COSTS (ex GST)**

$ 347,919
8. CONCLUSION

The Casterton Active Transport Strategy was commissioned by Glenelg Shire Council in 2010 following receipt of a grant from the Department of Health (Vic) to undertake the project.

The strategy planning process has enabled Council, in partnership with Casterton residents and local community groups, to establish clear directions for infrastructure improvements and new programs necessary to encourage active travel as a preferred mode of transport for residents.

The Strategy Action Plan recommends a number of infrastructure projects to be carried out in future. The combined effect of the projects will be to provide new and improved infrastructure to encourage residents to increase their participation in walking and cycling for the subsequent health and community connectedness benefits.

The total estimated cost for full implementation of the strategy is estimated at $350,000. All proposed projects may be subject to further investigation, research and consultation that may be required to determine the practicality of implementation. Also affecting the implementation of projects will be the availability of funding from Council, local community groups and/or other external sources.
Appendix 1

Suggested configuration of line-marking for Jackson Street (Casterton) to facilitate on-road commuting
Appendix 2

Map showing existing conditions and proposed new / improved infrastructure for Casterton