

A photograph of three children riding bicycles on a grassy path in a park. The child in the foreground on the left is wearing a green helmet and a white t-shirt, smiling. The child in the foreground on the right is wearing a red helmet and a yellow t-shirt, looking forward. A third child is visible in the background, wearing a pink helmet. The path is lined with large, mature trees, and the scene is brightly lit, suggesting a sunny day.

Port Fairy Bicycle Implementation Strategy

Final Report

Prepared for Moyne Shire Council

January 2022

Quality Assurance

Port Fairy Bicycle Implementation Strategy
Final Report

Prepared for
Moyne Shire Council

Project Number
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Revisions

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Contents

1	Introduction	04
1.1	Project Overview	04
1.2	What are we aiming for?	04
1.3	Who are we planning for?	04
2	Existing Strategies & Master Plans	05
2.1	Moyne Bicycle Strategy, 2000	05
2.2	Southcombe Park Master Plan	06
2.3	Railway Place Precinct Plan	06
2.4	Port of Port Fairy Master Plan	06
2.5	East Beach Masterplan	07
2.6	Gardens Reserve Master Plan	07
3	Existing Bicycle Infrastructure in Port Fairy	08
4	The Bicycle Implementation Strategy	10
4.1	Overview	10
4.2	Proposed Bicycle Links	12
4.3	Proposed Cycling Safety Improvements	13
4.4	Proposed Bicycle Parking and Repair Facilities	13
5	Criteria for Implementation Priority	14

1 Introduction

1.1 Project Overview

The Port Fairy Bicycle Implementation Strategy seeks to strengthen the bicycle network and supporting infrastructure across Port Fairy. It builds on the Moyne Bicycle Strategy developed in 2000, which established a network of priority cycling routes within the Port Fairy township and regional links beyond the township.

The bicycle network in Port Fairy plays a critical role providing local access to key destinations across town and supporting the 237,133 tourists that visit annually¹. Establishment of a connected, convenient and safe cycling network will ensure Port Fairy continues to grow as a tourism destination and also a desirable location for existing and future residents.

Since the development of the 2000 Moyne Bicycle Strategy there has been significant residential and commercial development of Port Fairy which has influenced the demand on the cycle network and community expectations regarding transport. There has also been notable population growth and infrastructure improvements which can be further expanded on.

The Bicycle Implementation Strategy identifies a range of shared walking and cycling paths, and on-road bicycle lanes to create a comprehensive network connecting cyclists to key destinations. It recommends a number of safety improvements at key intersections across Port Fairy to ensure cyclist priority and safety is maximised. It also provides recommendations for bicycle parking and repair facilities across the township.

The Implementation Strategy has been developed by Tract Consultants and Wallbridge Gilbert Aztec. It has been informed by Moyne Shire Council Officers and the Project Working Group, which included representatives from the Port Fairy Bicycle Users Group, the Port Fairy to Warrnambool Rail Trail Committee and the Port Fairy Consolidated School.

¹ Urban Enterprise, Port Fairy Coastal & Structure Planning Project - Economic and Tourism Land Use Analysis, Issues and Opportunities Report (2016)

1.2 What are we aiming for?

Cycling provides a range of health, social, environmental and economic benefits to individuals and the community. The 2021-2025 Moyne Shire Council Plan recognises the benefits of walking and cycling across the shire, and aims to create connected and active communities through an enhanced walking and cycling network

The Port Fairy Bicycle Implementation Strategy builds on this and aims to:

- Provide a network and infrastructure that caters to a range of cyclists.
- Connect locals to origins and destinations.
- Strengthen the tourism offer of Port Fairy.
- Provide for a high level of safety and comfort.
- Provide safety infrastructure for cyclists at vehicle conflict points.
- Maximise the landscape experience.
- Respond to the special heritage and landscape character of Port Fairy.

1.3 Who are we planning for?

A good cycling network will cater to a range of cyclists with varying levels of abilities and confidence.

Figure 1 prepared by Austroads, identifies the various types of cyclists and their characteristics and riding environments.

The Bicycle Implementation Strategy seeks to provide a network that caters a range of cyclists with varying levels of confidence and ability. The strategy aims to make the network safer and more convenient for confident cyclists through the introduction of on-road bike lanes and intersection safety improvements. It also provides a range of new shared pathways connecting people to schools and open space, which are suitable for less experienced cyclists.



Rider level	Examples	Characteristics	Suitable infrastructure
Immature	<ul style="list-style-type: none"> • Primary school student 	Cognitive skills not developed. Little or no understanding of road rules. Requires supervision.	Separation from motor vehicles is more important than speed. <ul style="list-style-type: none"> • shared paths and separated paths • footpaths (where permitted).
Novice	<ul style="list-style-type: none"> • Secondary school student • Beginner adult rider 	Skills are basic. Will seek separation from motor vehicles. Desire off-road paths, but can manage occasional crossing of roads with varying traffic conditions.	Separation from motor vehicles is more important than speed. <ul style="list-style-type: none"> • shared paths and separated paths • footpaths (where permitted).
Intermediate	<ul style="list-style-type: none"> • Advanced secondary school student • Average adult rider 	May seek separation from motor vehicles or may be comfortable in mixed traffic environments.	Separation from motor vehicles or speed may be important to different riders. <ul style="list-style-type: none"> • shared traffic (low speed/volume) • bicycle lanes • separated bicycle paths.
Advanced	<ul style="list-style-type: none"> • Experienced commuter • Experienced sports rider • Experienced touring rider 	Less affected by motor vehicle traffic and will sometimes avoid off-road paths where their travel speed may be reduced. Riders are able to share lanes with vehicles, although are likely to prefer to have dedicated space. Although they may prefer to ride on non-congested roads which can enable uninterrupted or minimally disrupted cycling (e.g. long links without traffic signals such as non-metropolitan and/or rural roads) they may be prepared to ride on non-preferred roads (e.g. heavily trafficked routes) to get to their preferred route. Facilities should be designed and well maintained to facilitate reasonable and high riding speed.	Speed is more important than separation from motor vehicles. <ul style="list-style-type: none"> • shared traffic • bicycle lanes • sealed shoulders.

Figure 1. Cyclists Categories (source: Austroads Guide to Traffic Management Part 4, 2016)

2 Existing Strategies & Master Plans

There are a range of existing strategies and master plans that have influenced the development of the Bicycle Implementation Strategy. These documents are summarised as follows:

2.1 Moyne Bicycle Strategy, 2000

The Moyne Shire Bicycle Strategy 2000, identifies the existing bike paths and attractors within Port Fairy and some of the design considerations for intersections, signage and future paths.

It proposed a number of shared paths connecting residents to key destinations. Some of these paths have since been implemented, including the shared path along Powling Street.

The strategy identified a regional cycling network, which was intended to provide broader connections across the Moyne Shire. The Port Fairy to Warrnambool Rail Trail was identified as a regional link, which has since been implemented. Similarly, Regent Street was identified as another regional links and is currently being upgraded with on-road bike lanes.

Within the town centre, the Strategy identified James Street, Bank Street and Cox Street as key streets for the bicycle network.

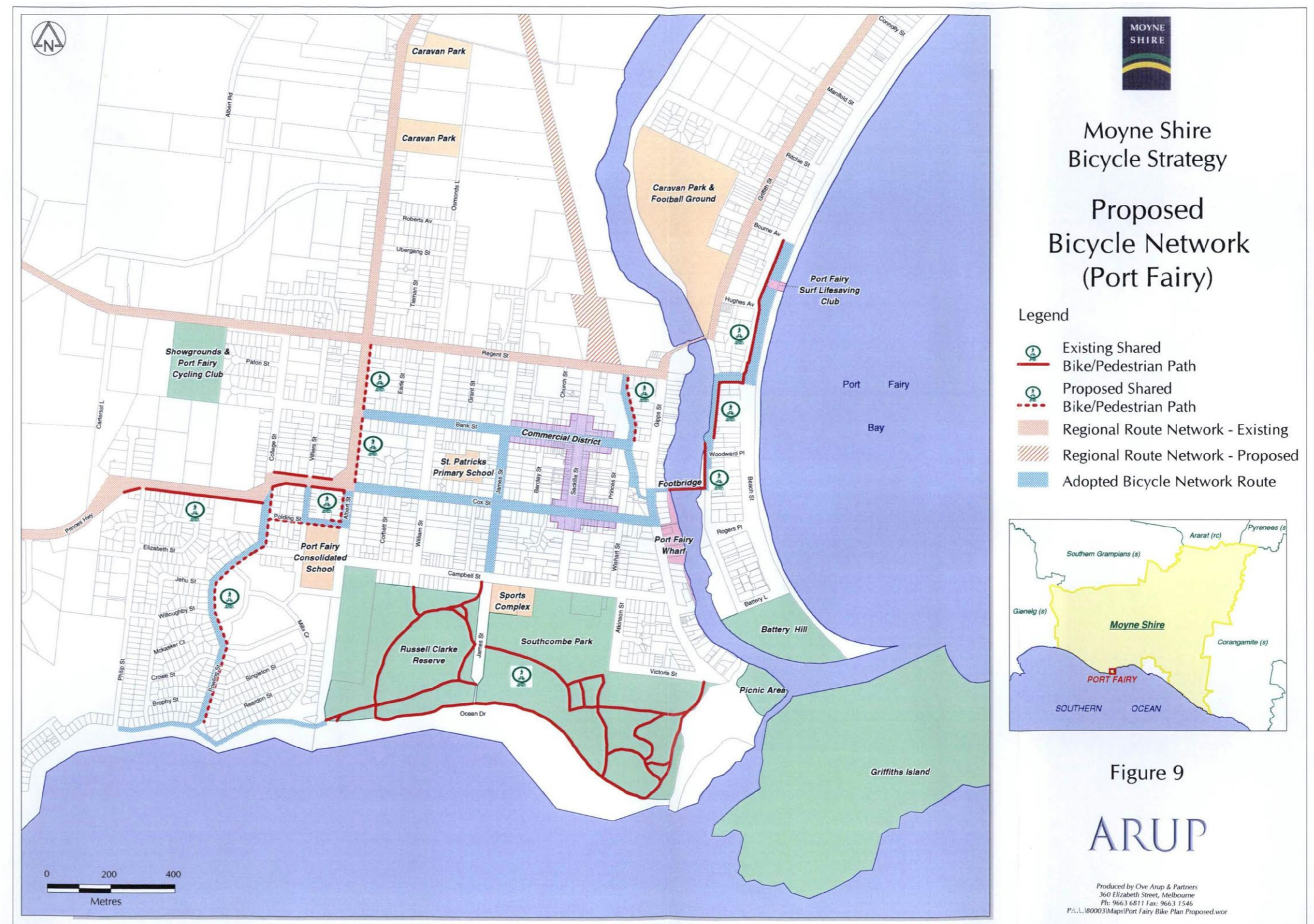


Figure 2. Moyne Bicycle Strategy, 2000 - Proposed Bicycle Network in Port Fairy

2.5 East Beach Masterplan

East Beach is a popular location for locals and visitors with a patrolled beach for swimming.

The Masterplan seeks to provide new public spaces within the foreshore reserve and additional facilities. It identifies a 3-4m wide promenade along the Beach Street edge however it is not clear if this is a shared space for pedestrians and cyclists.

2.6 Gardens Reserve Master Plan

The Garden Reserve Masterplan provides for the further enhancement of the sports precinct along with the extension of adjoining caravan/camping features within the reserve.

It identifies a broader connection network beyond the reserve including the establishment of a pathway along the Moyne River.

There are opportunities to improve bicycle access to this important reserve.



Figure 6. East Beach Masterplan



Figure 7. Gardens Reserve Master Plan

3 Existing Bicycle Infrastructure in Port Fairy

Figure 8 identifies existing bicycle infrastructure in Port Fairy as well as key destinations within the township.

A summary of existing bicycle infrastructure, key opportunities and constraints is provided below:

- 1 Existing bicycle infrastructure is generally limited across Port Fairy. There are a range of destinations across Port Fairy that could be better connected for cyclists.
- 2 The Port Fairy to Warrnambool Rail Trail is a significant cycling asset that is valued by residents and tourists. The crossing at the Princes Highway is a dangerous location for cyclists because of the high volumes of traffic and vehicle speeds. There are current plans to extend the trail into the town centre into the Railway Precinct.
- 3 The trails that follow the coastline along Ocean Drive are a significant asset and connect into surrounding parklands. There may be opportunities to extend this trail further west to provide for a more extensive coastal experience and improve access for existing residents.
- 4 Martins Point is an important destination and could be better connected into the bicycle network and the coastal trail.
- 5 There are a number of beach access points along Ocean Drive that could be better connected to the coastal trail through safer road crossing points along Ocean Drive.
- 6 The Port Fairy shops are a key destination for cyclists however there is limited infrastructure in place. Angled vehicle parking causes conflicts with cyclists because of limited visibility when reversing out of car parks.
- 7 Current works are occurring along Regent Street and Hughes Avenue to install bicycle lanes. This will provide a key east-west cycling connection.
- 8 Princes Highway carries a large amount of traffic with 8,400 vehicles per day and heavy vehicles (trucks) comprising 10.4% of total traffic. It is not considered to be a desirable location for cycling within the traffic lanes.
- 9 Crossing the Princes Highway for cyclists is challenging due to the high volumes of vehicles and limited visibility in some locations. There are opportunities to significantly improve safety for crossing the highway.
- 10 Gipps Street is a key north-south connection for cyclists however it does not provide any infrastructure. The Norfolk Island Pines would provide a constraint for the installation of a shared path however bike lanes could be located within the road reserve.

- 11 Griffiths Street is a key cycling connection providing access to the waterfront, beach and Battery Hill. It lacks a suitable cycling connection with narrow and discontinuous pathways. The road reserve is also narrow making it challenging to install new cycling infrastructure.
- 12 Campbell Street includes a number of recreational facilities and open space however it lacks a continuous cycling link. There may be an opportunity to provide a link along this street that better connects the schools and residents to these facilities.
- 13 The Gipps Street Bridge is an important cycling connection however it does not have any cycling lanes or pathways and the road pavement is narrow. There is an opportunity to provide an enhanced bicycle link when the bridge is replaced.
- 14 Large Norfolk Island Pines are located in a number of streets and are protected by a Heritage Overlay. These trees provide a constraint for future pathways because of the tree root zones.



The coastal trail along Ocean Drive is a key asset for the township and used by a number of people.



The existing pathway along Griffiths Street is overgrown and not wide enough for cyclists and pedestrians



Some sections of the coastal trail are in poor condition and would benefit from an upgrade with more durable surfaces



There are limited opportunities to cross the Moyne River. The existing footbridge is narrow and used by pedestrians and cyclists



The footpath along the Gipps Street bridge is very narrow and not suitable for cyclists



The Port Fairy to Warrnambool Rail Trail is a major recreational asset. Users are required to cross Princes Highway at grade which is a safety concern.



Bank Street includes a reversing space behind the angled parking which is often used by cyclists. However this space does not meet current standards and does not provide sufficient separation between vehicles and cyclists.



Gipps Street provides a key north-south route for cyclists however there are currently no bike lanes to provide separation.



The shared path along the Princes Highway is an important link and provides separation from high traffic volumes. However the shared path is not continuous along the Highway.



Figure 8. Existing Bicycle Infrastructure & Destinations

4 The Bicycle Implementation Strategy

4.1 Overview

This section outlines the proposed Bicycle Implementation Strategy for Port Fairy.

It proposes a number of projects across the township, which could be considered for implementation over the short, medium and longer term. There are also a number of future links which are intended to be delivered through future residential development.

The projects have not been prioritised for implementation however Section 5 outlines a range of criteria that will be used to assess the implementation priority of the projects.

Some of the key projects shown on Figure 9 include:

- 1 Providing bike lanes along key town centre streets including Bank Street, Sackville Street and Cox Street to provide safer bicycle access into and through the shopping strips.
- 2 Bike lanes along Gipps Street providing a key north-south link and connecting into the Rail Trail and coastal trail along Ocean Drive.
- 3 Providing sharrow treatments through roundabouts within the town centre to provide greater priority and awareness of cyclists.
- 4 Provision of an underpass at the Princes Highway along the Rail Trail to allow for a continuous journey along Rail Trail and resolve safety issues in crossing the Highway.
- 5 Extension of the coastal trail to the west within the coastal reserve along Ocean Drive and around Martins Point.
- 6 Providing a number of raised platform crossings along Ocean Drive to provide safe access from the coastal trail to key beach access points and viewing locations.
- 7 Providing a shared path along the southern side of Campbell Street connecting the school, sports and recreation facilities, other community facilities and open space at Martins Point.
- 8 Providing a shared path along James Street connecting the coastal trail and southern open space to the town centre and further through to Regent Street and the Rail Trail.
- 9 A continuous shared path along the Princes Highway connecting existing residents and accommodation into the town centre
- 10 A potential boardwalk / promenade along the waterfront parallel to Griffiths Street for walkers and cyclists and providing a major tourist attraction for Port Fairy.
- 11 'Future Links' identified in the Port Fairy Structure Plan that could be delivered through future growth.



Examples of bike lanes that could be utilised where angled parking exists in Port Fairy.



Examples of raised platform crossings that could be provided along Ocean Drive and other locations.



Examples of sharrow treatments that could be utilised on roundabouts within the town centre



Example of a shared path and signage in Port Fairy that could be used across the township.



Existing Origins and Destinations

- Town Centre
- Education Facilities
- Community Facilities
- Port Fairy Wharf
- Rail Trail
- Open Space
- Major Accommodation

Existing Bicycle Infrastructure

- Existing Rail Trail
- Existing Shared Path Network within coastal reserve / parkland
- Wider Footpaths (2m or greater) requiring shared path signage
- On-Road Bicycle Lanes in Construction
- Existing Bike Parking

Proposed Bicycle Links

- On-Road Bike Lane
- Shared Path - New
- Shared Path - Footpath Widening
- Shared Path - New from Masterplan
- Shared Path - Boardwalk
- Shared Path - Upgrade
- Shared Zone - Signage
- Future Link - Delivered through Residential Development

Proposed Cycling Safety Improvements

- Bike Ramp
- Raised Platform Crossing
- Roundabout Improvement
- Safety Crossing
- Underpass

Proposed Bicycle Parking & Facilities

- Bicycle Parking & Repair Facilities

Norfolk Island Pine Avenues Heritage Overlay

Figure 9. Port Fairy Bicycle Implementation Strategy

4.2 Proposed Bicycle Links

Table 1 provides details on the Proposed Bicycle Links identified in Figure 9.

Project ID	Name	Type	Address	Overview	Length	Width	Area	Surface	External Stakeholders
BL-01	Regent Street Bike Lanes	On-Road Bike Lane	Regent Street between Albert Street and James Street	On-Road bike lanes to continue along Regent Street. New kerb and channel required as part of works	908.1				
BL-02	Regent Street Bike Lanes	On-Road Bike Lane	Regent Street between College Street and Albert Street	On-Road bike lanes to continue up to Moyne Health Care. New kerb and channel required	455.7				VicRoads
BL-03	Bank Street Bike Lanes	On-Road Bike Lane	Bank Street between Princes Highway and Gipps Street	On-road bike lanes provided through narrowing vehicle lanes and with suitable buffer to parking	1572.6				
BL-04	Gipps Street Bike Lanes	On-Road Bike Lane	Gipps Street between Regent Street and Lions Park	On-road bike lanes within existing road pavement. New kerb and channel required as part of works	1922.1				
BL-05	Cox Street East Bike Lanes	On-Road Bike Lane	Cox Street between Sackville Street and Gipps Street	On-road bike lanes provided through narrowing vehicle lanes and with suitable buffer to parking	471				
BL-06	Sackville Street Bike Lanes	On-Road Bike Lane	Sackville Street between Cox Street and Bank Street	On-road bike lanes provided through narrowing vehicle lanes and with suitable buffer to parking	378.8				
BW-01	Griffiths Street Boardwalk / Promenade	Shared Path - Boardwalk / Promenade	Along Moyne River on Griffiths st	Potential boardwalk / promenade hanging over water to continue existing wharf on west side of river	482.1	3	1446.3	Timber	
FL-01	Reedy Creek Trail	Future Link - Delivered through Residential Development	Reedy Creek	Link identified in the Port Fairy Structure Plan. Delivered through future development	2296.9				
FL-02	Phillip Street Link	Future Link - Delivered through Residential Development	Phillip Street	Link identified in the Port Fairy Structure Plan. Would be delivered to support future growth.	763.8				
FW-01	Princes Highway Shared Path	Shared Path - Footpath Widening	Princes Highway between McGill Court and Port Fairy Holiday Park	Widen existing footpath from 1.5m to 2.0m to create shared path	339.1	0.5	169.6	Concrete	VicRoads
FW-03	Villiers Street Shared Path	Shared Path - Footpath Widening	Villiers Street between Cox Street and Polding Street	Widen existing footpath from 1.6m to 2.0m to create shared path	97.8	0.4	39.1	Concrete	
FW-04	Cox Street Shared Path	Shared Path - Footpath Widening	Cox Street between Albert Street and Belfast Close	Widen existing footpath from 1.3m to 2.0m to create shared path	137.4	0.7	96.2	Concrete	
FW-05	William Street Shared Path	Shared Path - Footpath Widening	William Street between Cox and Campbell Street	Widen existing path from 1.3m to 2.0m to provide shared path to Catholic Primary School	203.5	0.7	142.5	Concrete	
MP-01	Rail Precinct MP Shared Path	Shared Path - New from Masterplan	Rail Precinct	New shared path connecting from Bank Street through to Regen Street and Rail Trail	211.5	2	423	Concrete	
MP-02	Southcombe Park MP Shared Path	Shared Path - New from Masterplan	Southcombe Park	New shared paths connecting destinations within Southcombe Park	1143.4	2	2286.8	Concrete	
MP-03	Gardens Reserve MP Shared Paths	Shared Path - New from Masterplan	Gardens Reserve	New shared paths connecting through the reserve	1681.9	2	3363.8	Concrete	
SP-01	Princes Highway Shared Path	Shared Path - New	Princes Highway between McGill Court and Rail Trail	New shared path along Princes Highway connecting to the Rail Trail	578.8	2	1157.6	Concrete	
SP-02	Princes Hwy to Rail Trail Link	Shared Path - New	Along easement between Princes Highway and Rail Trail	New shared path connecting the Future Shared Path along Princes Hwy to Rail Trail along easement	388.9	2.5	972.3		
SP-03	James Street Shared Path	Shared Path - New	James Street between Bank Street and Regent Street	New shared path connecting Regent Street to the town centre	202.5	2.5	506.3	Concrete	
SP-03	James Street Shared Path	Shared Path - New	James Street between Campbell Street and Cox Street	Widen existing footpath from 1.3m to 2.0m to create shared path	405.2	2.5	1013	Concrete	
SP-04	Sackville Street Shared Path	Shared Path - New	Northern end of Sackville Street	New shared path filling missing gap along northern end of Sackville Street - Topographic challenges	36.4	2	72.8	Concrete	
SP-05	Gipps Street Bridge	Shared Path - New	Gipps Street Bridge between Regent Street and Griffiths Street	Provide a 2.5m wide shared path on both sides of the bridge when it is redeveloped	264.7	2.5	661.8	Concrete	
SP-07	Cox Street Shared Path	Shared Path - New	Cox Street between College Street and O'Reilly Street	New shared path to fill missing link	221.4	2	442.8	Concrete	VicRoads

Table 1. Proposed Bicycle Links - Project Details

Project ID	Name	Type	Address	Overview	Length	Width	Area	Surface	External Stakeholders
SP-08	Cox Street Shared Path	Shared Path - New	Cox Street between Villiers Street and Albert Street	New shared path to fill missing link	113.5	2	227	Concrete	VicRoads
SP-09	Polding Street Shared Path	Shared Path - New	Polding Street between O'Reilly Street and School Crossing	New shared path to fill missing link to school crossing	63.6	2	127.2	Concrete	
SP-10	Avery Street Shared path	Shared Path - New	Avery Street between Powling Street and O'Reilly Street	New shared path connecting from Powling Street to the Primary School	148.6	2	297.2	Concrete	
SP-11	Campbell Street Shared Path	Shared Path - New	Campbell Street between the Primary School and James Street	New shared path connecting James Street to Primary Schools	541.5	2	1083	Concrete	
SP-12	Campbell Street Shared Path	Shared Path - New	Campbell Street along community centre frontage	Widen existing footpath from 1.5m to 2.0m to create shared path	114.1	2	228.2	Concrete	
SP-13	Victoria Street Shared Path	Shared Path - New	Victoria Street between Atkinson Street and Gipps Street	New shared path connecting to future shared path proposed as part of Southcombe MP	223.5	2	447	Concrete	
SP-14	Martins Point Shared Path	Shared Path - New	Martins Point	New shared path through Martins Point connecting to coastal trail and Gipps St	512.9	2.5	1282.3	Concrete	
SP-15	Southcombe Beach Access	Shared Path - New	Southcombe Beach car park	Provide connection from Ocean Drive to lookout at Southcombe Beach	50.3	2	100.6		
SP-16	Ocean Drive Shared Path	Shared Path - New	Ocean Drive between Mills Crescent and Powling Street	Shared path largely on ocean side because of minimal disruption by driveway crossovers	365.7	2.5	914.3	Concrete	
SP-17	Ocean Drive Shared Path	Shared Path - New	Ocean Drive between Powling Street and Anna Catherine Drive	Shared on ocean side because of minimal disruption by driveway crossovers	619.4	2.5	1548.5	Concrete	
SP-18	Griffiths Street Shared Path	Shared Path - New	Griffiths Street between footbridge and Boat Ramp	New shared path within parkland connecting from footbridge to boat ramp	211.9	2	423.8	Concrete	
SP-19	Princes Highway West Shared Path	Shared Path - New	Princes Highway between Phillip Street and Thistle Place	New shared path connecting low density residential area into town	382.1	2	764.2	Concrete	VicRoads
SP-20	Griffiths Street Shared Path	Shared Path - New	Griffiths Street between 64 Griffiths Street and Footbridge	Existing path is 1.9m and could support shared use. Needs to be cleared as grass covering path	116.4	2	232.8	Concrete	
SP-21	Lydia Place Shared Path	Shared Path - New	Lydia Place	New shared path connecting Griffiths Street to coastal trail	73.2	2	146.4	Concrete	
SP-22	Griffiths Street Shared path	Shared Path - New	Griffiths Street between Lydia Place and Moyne Court	Widening will be challenging as path is elevated above road. May need to be lowered and replaced	165.8	2	331.6	Concrete	
SP-23	Griffiths Street Shared Path	Shared Path - New	Griffiths St along Gardens Caravan Park frontage	New shared path to fill missing link along Caravan Park frontage	83.9	2	167.8	Concrete	
SP-24	Griffiths Street Shared Path	Shared Path - New	From Richie St to north Griffiths St	Shared Path along Griffiths Street providing access for existing residents	633.4	2	1266.8	Concrete	
SP-25	Beach Street Shared Path	Shared Path - New	Beach Street between public toilets and Bourne Avenue	New shared path connecting existing shared path to one-way Beach Street access	144	2	288	Concrete	
SU-01	Griffiths Street Shared Path	Shared Path - Upgrade	Griffiths Street between Lydia Place and 64 Griffiths Street	Existing path is in poor condition and would require resurfacing	215.9				
SU-02	Ocean Drive Shared Path	Shared Path - Upgrade	Existing shared trail along coastal reserve on ocean Drive	Uneven path surface requiring upgrade - gravel or sealed path	299.5				
SZ-01	Albert Street laneway	Shared Zone - Signage	Albert Street between Cox Street and existing footpath	Signage to identify lane as a shared bike and vehicle zone	119				VicRoads
SZ-02	Griffiths Street Shared Zone	Shared Zone - Signage	Laneway along Griffiths Street between Boat Ramp and Battery Lane	Provide signage to denote the laneway as a shared cycling and vehicle zone. Could include sharrows	220.5				
SZ-03	Lydia Place Shared Zone	Shared Zone - Signage	Lydia Place	Provide signage to denote shared bike and vehicle zone	25.8				

Table 1. Proposed Bicycle Links - Project Details (continued).

4.3 Proposed Cycling Safety Improvements

Table 2 provides details on the Proposed Cycling Safety Improvements identified in Figure 9.

Project ID	Project Name	Type	Address	Overview	External Stakeholders
BR-01	Footbridge Bike Ramp	Bike Ramp	Western end of footbridge	New Ramp adjacent to stairs to allow cyclists to wheel bikes up and down	
RB-01	James and Bank Street Roundabout Improvement	Roundabout Improvement	Intersection of James Street and Bank Street	Provide sharrow treatment to provide greater awareness and safety for cyclists	
RB-02	Sackville and Bank Street Roundabout Improvement	Roundabout Improvement	Intersection of Sackville Street and Bank Street	Provide sharrow treatment to provide greater awareness and safety for cyclists	
RB-03	Sackville and Cox Street Roundabout Improvement	Roundabout Improvement	Intersection of Sackville Street and Cox Street	Provide sharrow treatment to provide greater awareness and safety for cyclists	
RP-01	Regent Street - Rail Trail Crossing	Raised Platform Crossing	Regent Street at Rail Trail crossing	Provide raised platform crossing to prioritise rail trail	
RP-02	James Street Raised Crossing	Raised Platform Crossing	James Street near Southcombe Caravan Park entrance	Provide raised platform crossing to prioritise future shared path	
RP-03	James Street Raised Crossing	Raised Platform Crossing	James Street at Ocean Drive intersection	Provide raised platform crossing to prioritise existing shared path - consider full raised int.	
RP-04	Ocean Drive Raised Crossing	Raised Platform Crossing	Ocean Drive	Provide raised platform crossing to prioritise existing & future shared path	
RP-05	Ocean Drive Raised Crossing	Raised Platform Crossing	Ocean Drive	Provide raised platform crossing to prioritise existing shared path	
RP-06	Ocean Drive Raised Crossing	Raised Platform Crossing	Ocean Drive	Provide raised platform crossing to prioritise existing shared path	
RP-07	Ocean Drive Raised Crossing	Raised Platform Crossing	Ocean Drive	Provide raised platform crossing to prioritise existing shared path	
RP-08	Ocean Drive Raised Crossing	Raised Platform Crossing	Ocean Drive	Provide raised platform crossing to prioritise existing shared path	
RP-09	Mills Crescent Raised Crossing	Raised Platform Crossing	Mills Crescent at Ocean Drive intersection	Provide raised platform crossing to prioritise existing shared path	
RP-10	Ocean Drive Raised Crossing	Raised Platform Crossing	Ocean Drive	Provide raised platform crossing to prioritise existing shared path	
RP-11	Ocean Drive Raised Crossing	Raised Platform Crossing	Ocean Drive at Powling Street	Provide raised platform crossing to prioritise existing shared path	
RP-12	Villiers Street Raised Crossing	Raised Platform Crossing	Villiers Street and Polding Street	Provide raised platform crossing to prioritise shared path and enhance school safety	
SC-01	Regent Street - Princes Highway Crossing	Safety Crossing	Intersection of Regent Street and Princes Highway	Consider signalisation with bike priority to promote / enhance east west movements	VicRoads
SC-02	Villiers Street - Cox Street Crossing	Safety Crossing	Intersection of Villiers Street and Cox Street	Provide for safe north-south crossing of Cox Street - Solution to be determined	VicRoads
SC-03	Cox Street Crossing	Safety Crossing	Cox Street and James Street intersection	Provide for a cyclist priority treatment across Cox Street to ensure safe crossing	
SC-04	Griffiths Street - Gipps Street Crossing	Safety Crossing	Intersection of Griffiths Street and Gipps Street	Provide for safe north-south crossing of Gipps Street - Solution to be determined as part of bridge	
UP-01	Rail Trail Underpass	Underpass	Rail Trail and Princes Highway	New underpass to remove at grade crossing of the Princes Hwy	VicRoads

Table 2. Proposed Cycling Safety Improvements -Project Details

4.4 Proposed Bicycle Parking and Repair Facilities

Table 3 provides details on the Proposed Bicycle Parking and Repair Facilities identified in Figure 9.

Project ID	Name	Type	Address	Overview
BP-01	Battery Hill Bike Parking	Bike Parking	Battery Hill Park	Bike parking to support cyclist visitors to the park
BP-02	Apex Park Bike Parking	Bike Parking	Apex Park	Bike parking to support cyclist visitors to the park
BP-03	East Beach SLSC Bike Parking	Bike Parking	East Beach SLSC	Bike parking to support cyclist visitors to the beach
BP-04	Pea Soup Bike Parking	Bike Parking	Pea Soup	Bike parking to support cyclist visitors to the beach
BPR-01	Southcombe Beach Bike Parking	Bike Parking and Repair Facility	Car park at Southcombe Beach	Bike parking and repair facilities at key destination point

Table 3. Proposed Bicycle Parking and Repair Facilities - Project Details

5 Criteria for Implementation Priority

The table opposite outlines the criteria that will be used to assess the implementation priority of each project outlined in Section 4.

The criteria are organised under a number of categories with questions that will need to be answered to assess the priority of each project.

CRITERIA CATEGORIES	CRITERIA QUESTIONS
CONNECTIVITY	<p>Will the project:</p> <ul style="list-style-type: none"> • Connect to key destinations (i.e. schools, shops, open space, community facilities, public transport stops)? • Connect into existing bike lanes and shared path networks? • Provide a missing link in the strategic network?
SAFETY	<p>Will the project:</p> <ul style="list-style-type: none"> • Separate cyclists from roads carrying fast moving vehicles / high volumes of vehicles / heavy vehicles? • Improve safety at a known cyclist and vehicle conflict points or crash locations?
COMMUNITY BENEFIT	<p>Will the project:</p> <ul style="list-style-type: none"> • Be heavily used relative to the existing and future populations? • Cater to a range of users with varying abilities and levels of confidence?
USER EXPERIENCE / TOURISM & ECONOMIC VALUE	<p>Will the project:</p> <ul style="list-style-type: none"> • Connect to key tourism destinations? • Create a unique, local journey that will attract visitors? • Showcase local landscape features? • Contribute to diversifying Port Fairy's tourism offerings?
TECHNICAL FEASIBILITY	<p>Will the project:</p> <ul style="list-style-type: none"> • Present any potential impacts on the local landscape or environment? • Present any potential impacts on culturally sensitive areas? • Be difficult to construct? • Take advantage of any existing supporting infrastructure? • Require access to private land?
EXTERNAL STRATEGIC SUPPORT & POTENTIAL FUNDING OPPORTUNITIES	<p>Will the project:</p> <ul style="list-style-type: none"> • Have strategic support from external organisations? (i.e. VicRoads, Heritage Victoria) • Have committed funding from external sources? • Have strong potential to attract funding from external sources?
COST	<ul style="list-style-type: none"> • Implementation cost of project • Ongoing maintenance cost of infrastructure • Cost of land acquisition or negotiated public access • Cost vs. benefit - Overall cost weighted against other criterion

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