9.   Action Plan

9.1   Recommended Actions

The recommended actions identified within the strategy have be summarised and presented in Table 9.1.

Table 9.1:   Recommended Actions   NC = No cost

Action No.	Relevant Section	Action	Indicative Cost ($)	Priority (H, M, L)	Responsibility (Department)
1	3.2	Develop a regular bicycle count program to determine the change in user volumes, facility capacity and develop business cases for additional facilities.	3,500	H	Projects
2	4.3.4	Form a cycling advisory committee to engage with the community and gain their input and feedback on all things bicycle related in Greater Shepparton.	NC	H	Various
3	4.3.5	Undertake further investigations into the opportunities and constraints specifically related to getting more students and staff cycling to and from school.	NC	H	Children & Youth Services
4	4.5	Present the Cycling Strategy to relevant Government departments and agencies to gain their input and feedback, as well as their support in implementing the recommended actions.	2,000	H	Strategic Planning
5	5.2.3	When determining the type of bicycle facility that is required to suitably encourage the majority of potential users within an urban environment, consideration should be given to Table 5.2 and Figure 5.2, and consistent with Table 5.3.	NC	H	Projects
6	5.2.4	Develop intersection treatment guidelines for bicycle facilities based on Cycling Aspects of Austroads Guides (2011) and additional identified considerations.	NC	H	Projects
7	5.3	Use behaviour based assessments of various initiatives to investigate the level of penetration they are likely to have on changing behaviours (and the eventual goal of increasing the number of people cycling).	NC	H	Strategic Planning/ Recreational Liveability
8	5.4	Apply the two staged process to prioritise the projects developed in the implementation plans (actions 10 to 18).	3,000	H	Strategic Planning
9	6.2.4	Identify, sign and map suitable catchments around primary schools that utilise segregated bicycle facilities and footpaths to connect them to major residential areas and commuter roads.	7,000	M	Strategic Planning/ Children & Youth Services
10	6.4.1	Within Shepparton north the bicycle facilities presented in Table 6.1, and Figure 6.1 should be prioritised and **an implementation plan prepared.**	47,500	H	Projects
11	6.4.1	Within Shepparton south the bicycle facilities presented in Table 6.2 and Figure 6.2 should be prioritised and **an implementation plan prepared.**	9,400	M	Projects
12	6.4.1	**Investigations** be undertaken to construct segregated bicycle lanes along Wyndham Street through the Shepparton CBD.	NC	H	Strategic Planning

Action No.	Relevant Section	Action	Indicative Cost ($)	Priority (H, M, L)	Responsibility (Department)
13	6.4.2	Within Mooroopna the bicycle facilities presented within Table 6.3 and Figure 6.3 should be prioritised and **an implementation plan prepared**.	9,500	H	Projects
14	6.4.3	Within Murchison the bicycle facilities presented within Table 6.4 and Figure 6.4 should be prioritised and **an implementation plan prepared**.	12,500	H	Projects
15	6.4.4	Within Tatura the bicycle facilities presented within Table 6.5 and Figure 6.5 should be prioritised and **an implementation plan prepared**.	9,500	H	Projects
16	6.4.5	Within Toolamba the bicycle facilities presented within Table 6.5 and Figure 6.6 should be prioritised and **an implementation plan prepared**.	2,000	H	Projects
17	6.4.6	Within Merrigum the bicycle facilities presented within Figure 6.7 should be prioritised and **an implementation plan prepared**.	2,000	H	Projects
18	6.4.7	Within Dookie the bicycle facilities presented within Figure 6.8 should be prioritised and **an implementation plan prepared.**	NC	M	Projects
19	6.5	Scoping of recreational bicycle facilities between Shepparton and other townships should be undertaken within the existing and dis-used railway corridors, river network and road network. (Fig 6.9)	To be delivered in conjunction with action 42.	M	Projects
20	6.6	Develop appropriate decision guidelines for the provision of bicycle parking within any new developments.	NC	M	Strategic Planning
21	6.6	Provide **an implementation plan** for both short-term highly accessible and long-term secure bicycle parking facilities within Council controlled car parks that equate to at least 10% of the car parking supply in commercial areas and 10% of the demands in others.	NC	M	Projects
22	6.6	Provide **an implementation plan** for end-of-trip facilities within schools that at least meet the statutory requirements.	NC	M	Strategic Planning
23	6.7	Develop bicycle route and network wayfinding signage scheme that is consistent with the outlined methodology and referenced documents.		M	Neighbourhoods / Projects
24	6.8	Request VicRoads to update MBN for Shepparton to reflect the facilities that have been implemented and proposed within the strategy.	NC	H	Strategic Planning
25	7.3	Review and improve existing road cycling training routes based on the recommendations listed in section 7.3	30,000	H	Arts, Events & Tourism
26	7.3	Cycling advisory committee should investigate opportunities to development scenic on-road training routes, potentially consisting of sections of road used in annual cycling events.	NC	H	Arts, Events & Tourism
27	7.4	Support the Shepparton Cycling Club to develop a business plan and a long term master plan for the velodrome.	15,000	M	Recreation and Parks

Action No.	Relevant Section	Action	Indicative Cost ($)	Priority (H, M, L)	Responsibility (Department)
28	7.5	Support the Shepparton BMX Club in regards to developing a regional BMX academy based in or at least frequently visiting Greater Shepparton.	15,000	M	Recreation and Parks
30	7.5	Support the Shepparton BMX Club to develop a business plan and a long term master plan for the BMX facility.	5,000	M	Recreation and Parks
31	7.6	Plan for, and seek external funding for mountain bike facilities along the river network	NC	M	Recreation and Parks
32	7.6	Support the Goulburn Valley Mountain Bike to prioritise and implement the improvements to mountain bike facilities at Mount Major in Dookie and assist in the formation of user licence between Melbourne University and The Club.	5,000	M	Recreation and Parks
33	8.3	Prepare an undated version of the 'Cycle in Greater Shepparton Cycle Guide' for distribution	25,000	H	Arts, Events & Tourism
34	8.4	Record and regularly publish cycle tourism related expenditure and generated income within Greater Shepparton.	25,000 incorporating Action 35	M	Arts, Events & Tourism
35	8.4	Undertake further investigations into what does and does not make Greater Shepparton a cycle tourism destination.	To be combined with Action 34	M	Arts, Events & Tourism
36	8.4	Undertake regular consultation with State and local municipality cycle tourism bodies.	NC	H	Arts, Events & Tourism
37	8.5.1	Develop a collective marketing approach for all cycling events and tourism in Greater Shepparton and link it to other well established and relevant brands	NC	H	Arts, Events & Tourism
38	8.5.2	Develop an information hub the contains all relevant information in terms of all cycling events and tourism in Greater Shepparton, as well as associate supporting facilities.	10,000	H	Arts, Events & Tourism
39	8.5.3	Identify advertising mediums with access to relevant audiences to distribute marketing material on.	NC	M	Arts, Events & Tourism
40	8.5.4	Undertake a review of the current cycling events and tourism activities in Greater Shepparton to identify areas of the cycling tourism market not covered, as well as continue to develop confirmed annual events.	NC	M	Arts, Events & Tourism
41	8.5.5	Continue to investigate opportunities to provide bike friendly transport services to cycle tourism attractions.	16,000	H	Arts, Events & Tourism
42	8.5.6	Scoping and feasibility studies including concept plans for recreational bicycle facilities to be continued to be developed along the road, river and train networks to connect with surrounding towns and municipalities for multi-day cycling trips, as well as one-day and shorter loops with associated supporting facilities, such as car parking, toilets and water.	60,000 Total cost to deliver the combined actions 42 &19	H	Arts, Events & Tourism

9.2   Statutory Implementation

This section outlines the various implementation options available to Council to give the strategy and its recommendations the desired level of statutory power to achieve the cycling objectives within the greater transport network of Greater Shepparton. It also considers other factors, including the timing of potential options, current examples and its level of flexibility and the ability of each to incorporate the strategies recommendations.

9.2.1   Implementation Options

It is considered that there are three options available to Council with respect to how the recommendations of this Cycling Strategy can be implemented to the Greater Shepparton Planning Scheme. These are:

i   the use of this report by Council to form an out-of-Scheme Cycling Strategy which is provided to developers to assist the provision and connection of bicycle facilities,
ii   the referencing of the strategy within the Local Planning Policy Framework of the Greater Shepparton Planning Scheme, or
iii   the incorporation of the key findings and strategic framework of the strategy within the Local Planning Policy Framework and / or Overlays for the study area.

These options have a number of associated advantages and disadvantages, with the three options essentially positioned on a continuum such that the key advantage of the incorporation of the key findings (for example) represents the key disadvantage of the out-of-Scheme strategy. These advantages and disadvantages are summarised as follows:

Statutory Power

The incorporation of the key findings of the strategy, such as the recommended route facilities within each township and what should be provided within the growth areas and future subdivisions, provides the greatest statutory power of the three options, followed by referencing the strategy and then the out-of-scheme strategy.

This power is delivered by the fact that incorporating the key findings within the Local Planning Policy Framework and / or Overlays carries the same weight as the other requirements contained within the Planning Scheme, including those set by State Government.

Although, it should be noted that this power is only theoretical, and that the inclusion of the key findings within the Local Planning Policy Framework, such as within the existing Infrastructure Local Planning Policy Framework (Clause 21.07), is rarely, if ever, treated with the same power as those outlined by the State.

The inclusion of the key findings within an Overlay, is likely to have a higher statutory level of power than strictly within the Local Planning Policy Framework, but including the key findings within Overlays is currently restricted to the use of Design and Development Overlays, Public Acquisition Overlays and / or Development Plan Overlays, which depend on what is trying to be achieved with the Overlay, over and above what already exists in the Planning Scheme.

At the other end of the continuum, the retention of the strategy as an out-of-Scheme Cycling Strategy provides the least statutory power.

This relationship is shown diagrammatically in Figure 9.1.

Figure 9.1:   Statutory Power of Implementation Options
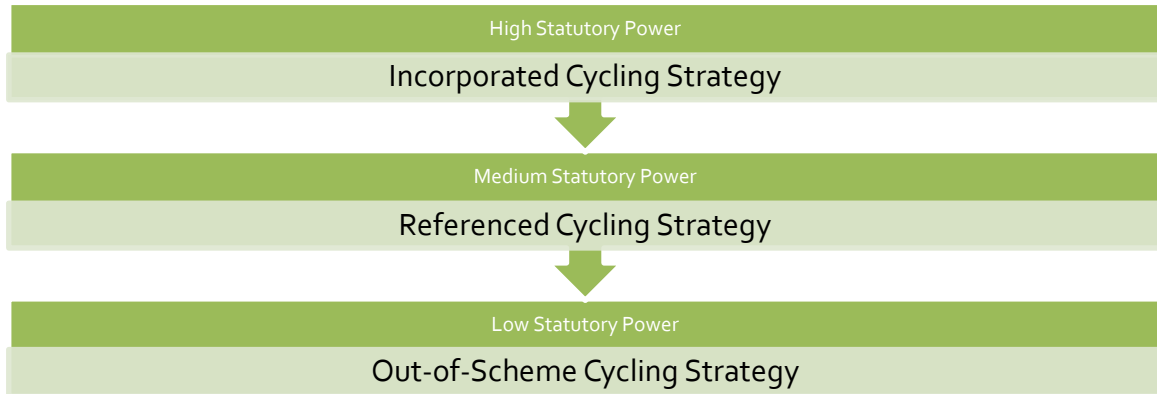
Timing to Implement

The incorporation of the key findings within the Planning Scheme will require the greatest amount of time to implement, as it requires a formal amendment to the planning scheme (often via a Panel Hearing). It is envisaged that this process could span 3 to 6 months following the completion of the associated documentation.

In a similar vein, the referencing of a Cycling Strategy within the Local Planning Policy Framework of the Scheme also requires a formal amendment to the planning scheme, but it is envisaged that the level of documentation and time would be less than those for its incorporation.
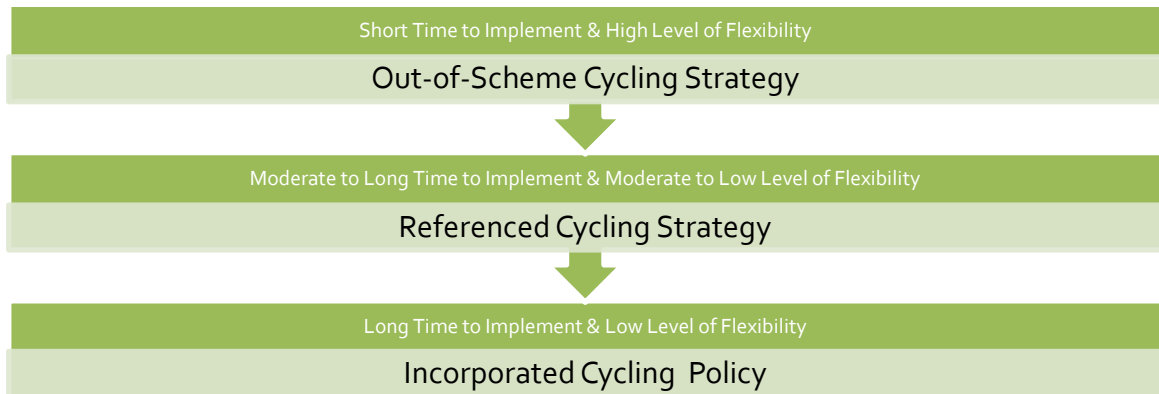
In contrast, as the approval of a Cycling Strategy lies solely with Council, it is envisaged that this approach could be implemented comparatively quickly after the finalisation of the strategy.

Flexibility of Content

Further to the above, it is evident that a key advantage of the out-of-Scheme Cycling Strategy is that it can be more easily updated or amended than a referenced Cycling Strategy or incorporation of the key findings within the Local Planning Policy Framework and / or associated Overlays. This advantage is particularly important where changes to, for example, the function, speed and/or traffic volumes experienced by a road significantly changes and results in a different facility type being more appropriate.

This relationship, including timing to implement, is shown diagrammatically in Figure 9.2.

Figure 9.2:   Timing to Implement and Flexibility of Statutory Options

Short Time to Implement & High Level of Flexibility
Out-of-Scheme Cycling Strategy

Moderate to Long Time to Implement & Moderate to Low Level of Flexibility
Referenced Cycling Strategy

Long Time to Implement & Low Level of Flexibility
Incorporated Cycling Policy

Current Situation and Examples

Upon review of the Greater Shepparton Planning Scheme it is noted that the previous Cycling Strategy is a referenced document within the Local Planning Policy Framework (Clause 21.09). As such, there is a requirement for a formal amendment to the planning scheme to at least update this to the latest Cycling Strategy.

The referencing of cycling strategies within other Local Planning Policy Framework is relatively common throughout Victoria. However, should the key findings be formally incorporated into the Planning Scheme within the Local Planning Policy Framework and / or Overlays, it would be the first.

While there are currently no incorporated cycling strategies in Victoria, it is considered likely that this will occur into the future, assuming that cycling is continued to be considered as a legitimate form of transport and supported through additional facilities and campaigns that see increased levels of users. Furthermore, within the strategy there is considered to be a sufficient framework that can be used in developing a cycling specific Local Planning Policy Framework and / or Overlays with the flexibility to be relevant for the foreseeable future.

What should also be noted is that there are currently a number of overlays that have specific influence on developments and there interface with public land similar to what would be expected with a cycling related Overlay. A sample of these is listed as follows:

* Clause 42.03 (Schedule 3) of the Melbourne Planning Scheme is a traffic conflict frontage design and development overlay.
* Clause 43.05 of the Port Phillip Planning Scheme is a neighbourhood character overlay.

Ability to Include Recommended Facilities

As per the discussion regarding the above statutory power of each option, it is considered that the recommended facilities and strategic framework are unlikely to be provided as part of any new development unless it is formally incorporated into the Greater Shepparton Planning Scheme.