



Pyrenees Shire Beaufort Walkability Plan

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Contents

Contents.....	3
1. Introduction	5
1.1 Municipal Context.....	5
1.2 Beaufort Township & History.....	5
1.3 Demographic Snapshot.....	5
1.4 Strategic Context.....	6
1.5 Other Strategies and Case Studies Examined.....	6
3. Objectives	7
3. Markets for Walking and Cycling in Beaufort.....	8
4. Definitions of Paths, Trails & Connections.....	9
4.1 Paths	9
4.2 Trails and Tracks.....	9
4.3 Connections	10
4.4 Functional Walking and Cycling	10
4.5 Recreational Walking and Cycling.....	11
4.6 Network, Routes and Circuits.....	11
5. Universal Design Principles	12
6. Consultation.....	13
6.1 Council	13
6.2 Community Consultation	13
7. Mapping & Analysis of Current Provision.....	17
7.1 Overview	17
7.2 Analysis Mapping	18
7.2.1 Key Connections	18
7.2.2 Issues & Gaps	19
7.2.3 Opportunities	20
7.2.4 Constraints	20
7.3 Key Themes	22
8. Recommendations	23
8.1 General.....	23
8.2 Central Township (including Railway Station & Schools).....	23
8.3 Camp Hill.....	24
8.4 Lake Beaufort & Surrounds (including Beaufort Cemetery & Golf Course)	24
8.5 Greater Region.....	24
8.6 Access & Inclusion	25
8.7 Heritage & Arts	25
9. Hierarchy and Development Standards for Paths & Trails	26
9.1 Hierarchy	26
9.2 Development Standards.....	29
9.3 Design Principles and Technical Details	30
10. Walking Routes and Circuits.....	31
10.1 Establishment of Walking / Cycling Routes and Circuits.....	31
10.2 Route / Circuit Grades: Walking	31
10.3 Route / Circuit Grades: Cycling.....	32
10.4 Proposed Information Points.....	33
10.5 Proposed Walking / Cycling Routes & Circuits.....	34
11. Implementation	35
11.1 Community Education & Promotion	35
11.2 Programming and Budget	35
12. Priority Planning.....	36
12.1 Short Term Priorities	36
12.2 Medium Term Priorities	37
12.3 Long Term Priorities.....	37

13. APPENDIX A – Overall Beaufort Walkability Map	39
14. APPENDIX B – Mapping of Graded Routes and Circuits	45
15. APPENDIX C – Design Principles, Technical Details & Costs	55
15.1 General Design Principles for New Paths, Tracks or Trails	55
15.2 Rates for Path Construction (2015).....	57
16. APPENDIX D – Main Pathway Data	65
16.1 Pathway Data Collection	65
16.2 Information Collected	65
16.3 Limitations of Data Collection.....	66

1. Introduction

1.1 Municipal Context

The Pyrenees Shire is an agricultural area of 3500 square kilometres within the Grampians-Pyrenees Region, about 2 hours north-west of Melbourne in Victoria. The region is noted for its outstanding natural attractions, the Grampians National Park, Mount Cole and inland lakes such as Lake Bolac and Lake Fyans. Dotted with vineyards and wineries, the region also counts sheep, wool and grain production and manufacturing amongst its industries.

Located in close proximity to larger regional centres, such as Ballarat, Ararat, Stawell and Maryborough, the Beaufort Township along the Western Highway is the largest community within the Pyrenees Shire with just over 1,400 residents.

1.2 Beaufort Township & History

Located mid-way between Ballarat and Ararat, Beaufort is situated in a rich pastoral district, noted for its merino wool production. Gold was first discovered around Beaufort in 1852, which saw the town's population rise dramatically, however it was short-lived with most of the alluvial gold gone around 10 years later.

The commercial centre of Beaufort stretches along a section of Neill Street and Lawrence Street, with old-style architecture blended with modern buildings that include a supermarket. A number of historical buildings date back to the gold rush days including the post office, the railway station in Pratt Street and several churches. At the western end of Beaufort's commercial centre on Neill Street is an octagonal band rotunda, which was built in 1903 and is crowned with an ornate clock. On the other side of the road along Livingstone Street is the attractive triangular-shaped Memorial Park, which includes a war memorial, and surrounding rose gardens.

Camp Hill Reserve is located off King Street on the north side of Beaufort. Encompassing areas of thick native forest along a ridge overlooking the town centre, it features picnic areas, a BBQ shelter and a lookout area, which offers scenic views across the countryside and over Beaufort. Beaufort Lake is located on the southern edge of town and is adjacent to the Goldfields Recreation Reserve, which was first opened as a park in 1884. Access to the lake is either via the main entrance on Lawrence Street / Skipton Road and past the sports oval, or along Lake Road which follows the bushy eastern shoreline of the lake. There are walking tracks around the lake, picnic areas, a jetty and a caravan park, which overlooks the water.

Lake Goldsmith stretches along the western side of Skipton Road between 10 and 15 kilometres south of Beaufort. A wildlife reserve surrounds part of the lake and includes native grasslands and trees, providing a habitat for duck and bird life.

1.3 Demographic Snapshot

Beaufort Township has a population of just over 1,400 residents. Of those residents 90.97% of them were born in Australia. The median age of residents in Beaufort is 51 years of age, with the largest age group being the 60+ years (39.47%) followed closely by the 40-59 years age group (28.09%). A growing age group is the 0-12 years (14.22%) considerably higher than the 13-19 years age group (7.54%).

79.70% of residents living in Beaufort occupy separate properties, of which 53.47% are owned outright, 24.26% are owned with a mortgage and 17.49% of properties are rented.

Beaufort's median total weekly income is \$386.00 (against a state median total weekly income of \$561.00) and it's median total household income is \$687.00 (against a state median total income of \$1,216.00).

*Note all demographic statistics are accurate as of 2011 National Census

1.4 Strategic Context

The Pyrenees Shire has a number of key strategic documents that support and guide the development of the Beaufort Walkability Plan. This plan responds to both broader objectives and specific recommendations put forward by the following documents:

- Pyrenees Shire Council Plan 2013-2017
- Pyrenees Shire Council Recreation Strategy 2010-2020
- Pyrenees Shire Access and Inclusion Plan 2010-2013
- Healthy and Well Pyrenees, Our Municipal Public Health and Wellbeing Plan 2013-2017
- Pyrenees Shire Positive Ageing Strategy 2010

There are also more specific council documents such as the 'Draft Footpath Policy' and 'Asset Management Plan Part E – Footpaths' that have also informed the development of the Beaufort Walkability Plan.

As well as this, each township in the Pyrenees Shire has a Community Action Plan (or CAP Plan) and the Beaufort Walkability Plan sports the objective and actions of the Beaufort Community Action Plan.

In the broader state, national and international planning context the Beaufort Walkability plan also responds to the following documents:

- Gearing Up for Active and Sustainable Communities; National Cycling Strategy 2011-2016
- Victoria's Cycling into the Future 2013-2023 (Victorian Department of Transport)
- Victoria's Trails Strategy 2014-2024 (Victorian Department of Tourism)
- Australian Walking Track Grading System (Victorian Department of Sustainability and Environment)
- International Mountain Bicycling Association Trail Difficulty Rating Systems (IMBA)

1.5 Other Strategies and Case Studies Examined

A number of other council strategies and case studies around walking and cycling were reviewed to guide and inform this plan including:

- City of Wodonga 'Pathways' Booklet
- City of Mildura Tracks & Trails Strategy' 2012
- City of Greater Bendigo 'Cycling & Walking Strategy 2006
- City of Casey 'Paths and Trails Strategy 2012
- ConnectEast; Eastlink Trail

- Department of Transport Ararat Town Centre Case Study; Prioritising Cyclists and Pedestrians 2012

2. Scope of Plan

The Beaufort Walkability Plan aims to improve the health and wellbeing of local Beaufort residents by:

- **Analysing** the current provision of paths, trails and connections
- **Identifying** the gaps in current provision and opportunities for future provision
- **Mapping** the gaps in current provision and opportunities for future provision
- **Documenting** best practice standards for paths and trails
- **Recommending** actions, standards and priorities to improve current infrastructure for future walking and recreation

3. Objectives

A series of objectives have been developed to guide the development of the Beaufort Walkability Plan:

- To increase participation in physical activity through the development, maintenance and management of quality and better integrated infrastructure suitable for walking, cycling and where appropriate equestrian use
- To enable walking and cycling to be a legitimate form of transport for short trips within the township for people of people of all ages and mobility
- To make the Beaufort Town Centre more pedestrian and bicycle friendly and make walking and cycling a safer form of transport for residents and visitors
- To connect places that people want to get to including; the central shopping area, train station, schools, pool, skate park and playgrounds, Lake Beaufort and Recreation Reserve / Caravan Park and Camp Hill
- To identify and improve existing path and trail facilities
- To extend existing path and trail facilities to provide a comprehensive and connected network of circuits for recreation and functional use
- To celebrate Beaufort's history and artistic culture, by making local sites and attractions easily accessible to residents and visitors
- To complement Beaufort's local character

3. Markets for Walking and Cycling in Beaufort

Walking and cycling are two of the most popular forms of physical activity in Victoria according to the Australian Sports Commission (*Participation in Exercise, Recreation and Sport Annual Report 2010; State & Territory Tables for Victoria*).

Research undertaken in 2010 for the Pyrenees Shire Recreation Strategy identified that the development of facilities for walking and cycling as a future priority for the Shire. *'The development of such facilities is consistent with the trend towards increased participation in unstructured, casual activities rather than structured club and / or organisation based activities.'*

In community consultation undertaken for the Recreation Strategy, surveyed participants indicated that walking was the third most popular activity they currently participate in and the second most popular activity in the 45+ years age group and with females. While this is not consistent with the state average, there is an argument that with the majority of the population in the 45+ years age group this is an important recreational activity for the future.

There are also informal walking groups and formal walking projects that have been provided in the past as part of health programs or continue to be provided, particularly for older residents.

Many survey participants also indicated that the main constraints for them participating in recreation activities are work commitments, health problems, not interested, family commitments or no facilities close by. When asked what they felt would increase their participation they indicated better access to local facilities and more information in their top three opportunities.

Other consultation conducted as part of the Recreation Strategy showed support for the promotion of existing trails and walks through Beaufort and Camp Hill and the preservation of the existing status of State Forests with the Shire and that recreational activities such as mountain bike riding and horse riding are highly valued by local residents

Further consultation with neighbouring municipalities indicated their interest in developing cycling loops and trails between towns in the region for both residents and visitors.

4. Definitions of Paths, Trails & Connections

4.1 Paths

In this plan the term 'paths' refers to all surfaces specifically designed for both occupational and recreational pedestrian walking, cycling and access around the township and through open space areas within the township. A path is usually an independent structure constructed of concrete, asphalt, brick, stone, compacted gravel or loose toppings, such as a 'street footpath'.



4.2 Trails and Tracks

In this plan the terms 'trails and tracks' can be used interchangeably but refer to all surfaces designed for recreational walking and activities such as cycling, mountain biking and horse riding. These trails or tracks may exist within the township, but are more than likely to be found in bushland or environmental areas beyond the central township. To be more specific a trail is usually a formalised area constructed of loose gravel or dirt and may often be shared with vehicles, such as in the case of 'fire access' and potentially exists as part of an organised circuit for recreation activity. Whereas a 'track' is usually found in bushland or environmental areas, isn't formalised and has usually come about as a result of recreational activities



4.3 Connections

In this plan the term 'connections' refer to all intrinsically visual or logical relationships between facilities or sites of interest within the township and beyond, that manifest themselves as physical 'desire lines'. They may not necessarily be demarcated as a formal structure or space, but will often appear as worn man-made paths or tracks that indicate physical movement between them. Gaps between formalised paths will often appear this way, as people make the connection as a matter of course.



4.4 Functional Walking and Cycling

In this plan the term 'functional walking and cycling' refers to use of walking and cycling as a form of local transport to take the pedestrians and cyclists from point A to point B etc. for a purpose such as shopping, visiting the library or attending school.



4.5 Recreational Walking and Cycling

In this plan the term 'recreational walking and cycling' refers to the use of walking and cycling for leisure and health benefits, usually taking place during a pedestrian or cyclist's free time, not forming part of their daily functions. It could however be argued that 'dog walking' falls across both categories of walking. Forms of recreational walking and cycling usually include; fitness classes, sports, hiking, competitive cycling rides, leisurely cycling on trails and bushwalking.



4.6 Network, Routes and Circuits

In this plan the term 'network' refers to the overall collection of interconnecting walking and cycling routes and circuits. The purpose of developing a network is to ensure that connections are made and formalised to enable efficient movement around the township on foot or by bicycle.

The term 'route' refers to a continuous pathway or trail from one location to another, this is usually from a significant facility or place of interest to another significant facility or place of interest. An example of a route would be from the Railway Station to the Library / Information Centre.

The term 'circuit' refers to a continuous loop of pathway or trail, where the pedestrian or cyclist ends their journey in the same location as they began. Circuits are particularly important for recreational walking and cycling as it enables pedestrians or cyclists to know the exact distance and time of their walk or ride. An example of a circuit would be the walk around Lake Beaufort.

5. Universal Design Principles

Good accessible design benefits all members of the community, those with disabilities, pregnant and nursing carers, carers with prams, and the elderly.

There are seven Universal Design principles that Council will endeavour to consider to ensure that open space is designed for 'everyone' to use:

1. **Equitable use**
2. **Flexibility in use**
3. **Simple and intuitive use**
4. **Perceptible information**
5. **Tolerance for error**
6. **Low physical effort**
7. **Size and space for approach and use**

It is recognised however that certain recommendations of this plan, will not be able to be universally accessed, as the intent is to provide degrees of challenging activity for all levels of ability.

The intention of this plan is however to ensure that a considered range of graded opportunities for walking and cycling are provided into the future and that information is readily available to the community to facilitate choice and use.



6. Consultation

6.1 Council

An initial meeting with the Pyrenees Shire CEO, Council Officers and further interviews with additional Council Officers took place on Friday 17th April at the Pyrenees Shire Council. Council Officers and Managers representing Infrastructure, Parks and Gardens, Community and Family Services were present at the meeting and representatives from GIS and Asset Management were also interviewed.

Council officers reviewed the Preliminary Draft Walkability Plan on Monday 15th June and feedback was received and the plan subsequently reviewed and council officers met again to further review and finalise the plan on Wednesday 23rd September 2015.

6.2 Community Consultation

Community Reference Group Meeting #1 – Wednesday 22nd April 2015

A consultation meeting was held with members of the Beaufort Community at Beaufort Secondary College. Community members representing local schools, business, CFA, cyclists, lunchtime walkers and the Beaufort CAP Group participated in a workshop to discuss issues and opportunities for the Beaufort Walkability Plan and is summarised as follows:

- *More trees to line pathways / these should be appropriately planted to consider the local character of the township*
- *Seating to support paths*
- *Information points needed*
- *Need to consider fire awareness on any external trails (outside town centre)*
- *Consider links to Avenue of Honour / Cemetery & other Destinations*
- *Potential to use former Primary School Site to be examined*
- *Consider link from town to Lake Beaufort needed*
- *Further maintenance around paths and fitness stations*
- *Consider links to unused road reserve to N/E of township*
- *Consider links to Camp Hill*
- *Consider links to Golf Links Lane (off Gregory Street)*
- *Possible links to Yam Holes area – but issues with forming mining use / sink holes need to be examined*
- *Look into a way to tell about Gold Rush History*
- *Consider ways to draw visitors into Beaufort – planning for future by-pass*
- *Consider opportunity to grade walks*
- *Highway / Lawrence Street act as barriers presently because of high volumes of traffic, in particular trucks*
- *Consider current opportunities to walk to school, as there is support for this is town*
- *Look at current location of school crossings*

Community Reference Group Meeting #2 – Wednesday 19th August 2015

A further consultation meeting was held with members of the Beaufort Community at Beaufort Secondary College to review the Draft Walkability Plan. Submissions were

also called from those members unable to attend the meeting. The following comments / feedback was received during this meeting:

- *Seats and bubblers been considered?*
- *Walking opportunities for the future along Neill Street / the Highway have these been considered?*
- *Shared path to school – concern about bikes and walkers / prams etc together*
- *Cycling need to consider how many kids it effects?*
- *Connections to Recreation Reserve are important*
- *Information available*
- *Renewal question – needs to be considered with any proposals, is there money to maintain*
- *Issues with maintenance of existing paths (overgrown / trees to be cleared) – DELP (DEPI) land and difficulties getting action. 3.7km of path is owned / managed by DELP*
- *Traffic options for Lawrence Street / Entry /exit point to schools and Rec Reserve needs to be considered as a high priority – unclear as to designated lanes – very difficult / dangerous during school drop-off / pick-up and during sports practice times*
- *Possible funding to come through – bus access from cemetery*
- *Need to consult with young people – Heather to organise meeting with Student SRC soon*
- *Victoria Walks are recording information to publish online about walks – this information should be fed through to them once finalised*
- *Access to public toilets important on north side of town. Nothing at Camp Hill Picnic Ground and no access to toilets at railway station anymore – particularly if encouraging people to walk in this area*
- *Toilets at Angels – not clean*
- *A week to review and come back with any further comments*

Two additional submissions were also received by email and raised the following points:

- *Concern about the demographics; 40% of residents are 60+. the 40-59 group (28%) work. Would Pyrenees residents benefit from a campaign publicising the benefits of exercise using the walk/cycle track network? (From observation this 40% appear sedentary)*
- *Support the idea of a walking track town-lake using the median strip in Lawrence St/Park Rd*
- *Like the idea of a Heritage Walk - perhaps transient visitors would be interested*
- *There is a dis-used Government Road (easement) that links Stockyard Hill Road to Skipton Road. Off Stockyard Hill Road near the eastern end of Golf Links Lane and enters Skipton Road quite near the lake walking track*
- *Cycling Skipton Road to Lake Goldsmith is neither safe nor pleasant. No shoulder. (from experience)*
- *Distances listed on larger scale maps – discrepancies need to review*
- *The term 'not-constructed' for paths, is this really the case, as materials are brought in and machinery used?*

Workshop with Beaufort Secondary College Students (SRC) – Thursday 27th August 2015

A workshop was held with 11 students (Years 7-12) who were part of the Student Representative Council and 2 teachers at Beaufort Secondary College. The students were a mix of those living in town to those living in outlying areas. This had a significant effect on how much walking or cycling the students did locally or to school, as those students from outlying areas usually came to school by bus. The following points represent discussion feedback from the session:

- Walking to school (3 students)
- Primary School ride bikes mostly – have Bike Ed Program
- Majority of SC catch bus to school
- SC PE Classes – Lake Run
- Young people outside of school / sports programs don't use recreation reserve – reason is that it is seen as unsafe as there are no footpaths
- Existing School Crossing; including further zebra crossing on service road, continue path from Community Church / ELC
- Speed signage along Lawrence Street needs to be addressed, has not been adjusted since Primary School moved and changes up and down in zones that are not relevant
- Cycling for recreation – students felt that most would do this on walking paths
- Mullock Heap near Lake Circuit path has been converted for BMX use – different experience to using Skatebowl at Apex Park. Not a huge number of BMX riders, but a few
- Highway is dangerous for walking / crossing
- Camp Hill – issues with drains that collapse and potholes (uneven ground on paths). Paths not stable
- What would you like to see on walking tracks? Information about history (Steam Rally) / Fitness Station (existing at Lake is good) / Changing art good / Not support in town for graffiti art projects, but maybe for others (like window space near public toilets, people put work up and others stop to look at the work). Giant chalkboard – one suggestion (need to consider access to chalk??)
- Possibly also consider bike hire in town from central location

The students also completed a short individual survey as part of their consultation and the following represents the results of that survey:

Q1 Do you like to walk / cycle or both:

- Walk only – 4
- Cycle only – 0
- Both – 6
- None – 1

Q2 Why do / don't you like walking / cycling?

- Relaxing, enjoyable and easy to do
- Live out of town
- Fun and gives me something to do
- I live too far away
- Keep me fit
- Prefer to walk, it is easier to walk

- I like walking because I live in town and it gets me places. Its better than driving everywhere
- Keeps me active and allows for relaxing the mind
- Hate cycling / like walking because its relaxing
- Good and relaxing way to stay fit
- Keep fit

Q3A Do you own a bike?

- Yes – 8
- No – 3

Q3B Do you ride to school?

- Yes – 0
- No – 11

Q3C Why?

- Come to school by bus
- Live out of town
- Live far from school
- Easier to walk
- Because I don't like bikes and I don't own one
- Just don't feel like it sometimes

Q4A Do you walk to school?

- Yes – 3
- No – 8

Q4B Why?

- Too far way
- Live out of town
- Live 2 minutes away
- When my parents work in town I sometimes walk from school to their business
- You are outside and have time to yourself

Q5 What would encourage you to walk more?

- More time – 4
- Better footpaths – 9
- Safer road crossings – 8

Q6 What would encourage you to cycle more?

- More time – 3
- Better bike paths – 8
- Safer road crossings – 7

The students were given a map to mark where they liked to walk in Beaufort and most popular were:

- Lake Circuit
- Lake Road (around Cemetery)
- Lawrence Street
- South Street/ Rifle Butts Road / Golf Course Lane
- Camp Hill
- Apex Park
- Leichardt Street

7. Mapping & Analysis of Current Provision

7.1 Overview

A general impression of the Beaufort Township's walking and cycling connections is that whilst pathway infrastructure is in place, it is mostly in the form of formalised pedestrian footpaths in the central township area and fire-tracks / roads in the outer areas of the township. There are no on-road bicycle lanes.

In many cases with footpaths, there are gaps along streets where a footpath may start but isn't completed or footpaths along only one side of the street, but not the other.

A critical observation is that the northern township is quite divided from the south by the Western Highway (Neill Street) that runs east to west through the centre of town, with traffic light crossings only a one intersection and only one further accessible traffic refuge to enable safe crossing for pedestrians which is in the centre of the main shopping strip. This means that easy pedestrian connections between the town's main services and attractions is not as straightforward as it should be.

Skipton Road (Lawrence Street) is the main route to access the Beaufort Kindergarten, Primary School, Secondary College, Recreation Reserve / Lake Beaufort and Caravan Park, Golf Course and Croquet Club. This also has a substantial issue with traffic (in particular trucks) and has only one safe pedestrian crossing located adjacent to the Beaufort Kindergarten. The main footpath from town only continues south from Neill Street as far as the Community Church, with no formal path connection to the Schools and Lake precinct.

There are no formalised connections (bridges / crossings or paths) between Beaufort Railway Stations platforms or back to the centre of town or its closest natural attraction, Camp Hill. This may be as a result of the reduction in train commuters over the years, however it means that large distances have to be covered either east or west to access footpaths alongside road crossings across the train line and there is no formalised path from the station to do so.

Much of the creek corridor land is vacant and undeveloped due in part to flood mitigation; there is also a large median strip between Lawrence Street and the Service Lane, which could be investigated for further pathway connections.

New outer residential development, namely Correa Park on the western fringe of the township has adequate footpaths within the estate, however the development of better connections back into the town centre should be considered along the Western Highway (Neill Street) to encourage greater functional walking and cycling.

Growth of an ageing population in town needs to be seriously considered, particularly in regards to the growth of health support services to meet the needs of older residents and provide opportunities for walking for health and connections between facilities such as the croquet / golf club, pool, community centre and Men's Shed

Youth are an underrepresented group in town and the opportunity exists to provide better connections not only between the town and schools, but also the Youth Centre (Haverlock Street), Recreation Reserve, Skate Park and Beaufort Pool to encourage better participation in recreation.

Street, information and wayfinding signage is generally poor, non-existent or out of date which makes navigating the town extremely difficult, particularly for visitors. As an example the street signs for both former locations of the croquet club and primary school are still in place. Areas such as the Camp Hill Picnic Ground are difficult to find from the centre of the township and existing signage in the picnic ground is old and degraded as are the picnic ground facilities.

The central community noticeboard adjacent to the bandstand (Haverlock Street) is useful in terms of providing information on local walks and a map, but this could be further extended and improved in other key community / recreation locations such as the Library / Beaufort Railway Station / Lake Beaufort & the Recreation Reserve, and possibly also at the Beaufort Cemetery or Apex Park (Beggs Street).

7.2 Analysis Mapping

The collection of existing data / information for this plan has occurred in two ways.

Firstly there has been a process of strategic information collected on the general township structure and layout and pedestrian / cycling movement within that layout. This information has been undertaken by observation and comes together with further information from both meetings with Council and the Community Reference Group.

Secondly there has been a process of specific data capture undertaken that complies with Council's asset management process. This has been recording specific information on existing assets using a mobile tablet that correlates with GPS locations that can be inputted into council's GIS and Asset Management Systems. Refer Appendix D for specific data collected on existing pathways.

7.2.1 Key Connections

The identified key connections between facilities and attractions around the Beaufort Township are as follows:

- Railway Station to Camp Hill Picnic Ground & Lookout
- Railway Station (north / south platforms connecting Men's Shed with township)
- Railway Station to Apex Park
- Railway Station to War Memorial Park / Library & Information Centre
- Apex Park to Beaufort Swimming Pool (including proposed future crossover at Beggs Street and through the old Primary School site)
- Apex Park to Library / Information Centre
- North / South Crossing of Western Highway (Neill Street) in central shopping precinct at 2 existing crossover locations; traffic lights at Lawrence Street and central refuge crossing
- North / South Crossing of Western Highway (Neill Street) in the central shopping precinct at 2 proposed future crossover locations; between the Information Centre and Bandstand / Community Notice Board and at the south-west corner of Livingstone Street and the bus shelter in front of the Service Station
- Bandstand to Wotherspoon Park & Playground (including Memorial Hospital, Ambulance Service & Mechanics Institute)

- Wotherspoon Park to Cemetery (Yam Holes Area)
- Wotherspoon Park to Beaufort Swimming Pool
- Wotherspoon Park to Beaufort Kindergarten & Schools
- Wotherspoon Park to Beaufort Lake, Goldfields Recreation Reserve & Caravan Park
- Beaufort Swimming Pool to Beaufort Kindergarten & Schools
- Beaufort Swimming Pool to Beaufort Lake, Goldfields Recreation Reserve & Caravan Park
- Beaufort Primary & Secondary College to Beaufort Lake & Goldfields Recreation Reserve
- Correa Park Estate (Troys Road) to Town Centre

7.2.2 Issues & Gaps

The issues identified around walking and cycling in the Beaufort Township are as follows:

- Picnic facilities at Lake Beaufort, but no shade or shelter provided in this area or adequate signage
- Water level at Lake Beaufort precludes use for recreational water activities, making it not a highly active area
- Lack of universal access to play equipment and picnic tables at Wotherspoon Park
- Picnic facilities and signage at Camp Hill Picnic Ground old and deteriorated
- No facilities or signage at Camp Hill Look Out
- Location of school crossing in Lawrence Street (Skipton Road) in relation to both Beaufort Primary and Beaufort Secondary College
- Students from the Secondary College walking along the service road to the existing school crossing. School east of Lawrence Street and majority of south township is west of Lawrence Street
- Traffic refuges provided, but lack of accessible crossover points over Western Highway along central shopping precinct. A long way to walk to traffic lights or one accessible central crossing points. This is particularly noticeable at key locations like the Library / Information Centre
- No continuous footpath for access along Haverlock Street (East) b/w Bandstand and Wotherspoon Park

The gaps identified around walking and cycling in the Beaufort Township are as follows:

- No cohesive wayfinding signage throughout township
- No connection between north and south, railway platforms or paths to existing rail line crossover points
- No continuous connection to any trails at Camp Hill from Railway Station
- No formal connection between Apex Park and the Railway Station or facilities on the south of the town including the Swimming Pool
- No continuous path from the Community Church (on Lawrence Street / Skipton Road) to Beaufort Primary, Beaufort Secondary College, the Goldfields Recreation Reserve & Lake Beaufort
- No continuous path along Western Highway to connect new development at Correa Park to main shopping precinct

- No established trails for walking or cycling from Beaufort to surrounding locations / natural attractions such as Lake Goldsmith, Raglan, Trawalla & State Park, Waterloo and Mount Cole

7.2.3 Opportunities

The opportunities identified around walking and cycling in the Beaufort Township are as follows:

- To develop a consistent wayfinding suite of signage to promote walking and cycling in town
- To improve the direct connection between railway platforms at Beaufort Railway Station
- To improve the crossing points along the Western Highway (Neill Street), but providing a number of further accessible crossing points in traffic refuges at key locations
- To improve the access and amenity to and at Camp Hill
- To improve the access to Lake Beaufort and support existing amenity
- To complete path connections from bandstand to Wotherspoon Park allowing for continuous access
- To create a connection from Apex Park to the Beaufort Swimming Pool
- To investigate cycling /walking connections to the Trawalla State Park Campsite
- To investigate cycling connections to Raglan and Waterloo
- To investigate cycling connections to Mount Cole
- To investigate the further development /continuation of the Ballarat – Skipton rail trail to connect to Lake Goldsmith and Beaufort

7.2.4 Constraints

The constraints identified around walking and cycling in the Beaufort Township are as follows:

- Traffic flow, in particular trucks moving along both the Western Highway and Skipton Road / Lawrence Street (Statistics recorded by Beaufort Secondary College students indicated nearly 5000 vehicles per day / 1800 of them trucks). This makes safe pedestrian crossing difficult
- Water level at Lake Beaufort. This decreases the attraction to this particular location for water activities and also reduces the quality of the natural environment
- Creek corridor and likelihood of flooding in Flood Zones
- Restricted development within Bush Fire Overlay Zones
- Shared roads with walking. This is not so problematic with fire tracks around Camp Hill which do not carry high volumes of traffic, but are more problematic along sections of potential walkway such as Golf Course Lane
- Poor or non-existent signage. This does not preclude the capacity for walking and cycling, but limits opportunities for visitors to enjoy the benefits of Beaufort as navigation is difficult
- Increased development on the outer perimetres of the township
- Outdated speed zones along Lawrence Street / Park Road

7.3 Key Themes

- **Improve** connections between the north township and the south township
- **Improve** connections between key facilities
- **Improve** standards and consistency of future path and trail construction
- **Improve** amenity supporting current paths and trails
- **Promote** and **support** walking and cycling as forms of both sustainable transport for residents of all ages and abilities within town
- **Promote** and **support** a range of recreational walking and cycling options for residents and visitors of all ages, interests and abilities within town to **improve** health and wellbeing
- **Promote** increased use of areas of environmental significance such as Lake Beaufort and Camp Hill
- **Celebrate** Beaufort's unique heritage and arts culture
- **Provide** safer access / more direct pedestrian crossing points across the major roads in Beaufort Western Highway (Neill Street) in the centre of town and Lawrence Street, around the schools precinct
- **Remove** old / redundant signage
- **Improve** wayfinding signage and information on walking and cycling at key locations
- **Provide** connections from the Beaufort Township to other locations, to increase the network of walking and cycling opportunities available for visitors and residents

8. Recommendations

8.1 General

- Establish a network of graded walks that interconnect to provide connected access around Beaufort
- Establish greater connection between the north of the town and the south of the town, through connected routes and safe crossing points
- Design and develop a consistent range of wayfinding signage and establish appropriate locations for signage along paths and trails
- Undertake a program of tree planting, landscaping and furniture installation where appropriate along existing and new walking and cycling routes and circuits
- Design and develop a series of online maps for residents and visitors to access the walking and cycling network in Beaufort
- Investigate future opportunities for pedestrian access through former Primary School site, particularly if this land is likely to be developed rather than kept as open space

8.2 Central Township (including Railway Station & Schools)

- Investigate the potential for an additional accessible and safe pedestrian crossing point from the Library / Information Centre to the Bandstand / Park as a priority
- Investigate the potential for either moving the existing school crossing or adding an additional accessible and safe school crossing (with refuge) opposite the Primary and Secondary College as a priority. This will also assist movement from the Golf Course / Bowls Club to Goldfields Recreation Reserve
- Investigate the opportunity for an accessible safe crossing point from the corner of Livingstone Street to the bus shelter / Service Station as a lower priority
- Investigate the opportunity for an accessible safe crossing point from Apex Park to the former school site as a lower priority
- Continue the pedestrian footpath on the east side of Lawrence Street (Skipton Road) from the Community Church all the way to the Primary and Secondary College
- Or investigate the potential for a shared path system to be developed along the median strip (between Lawrence Street and the Service Road) from Neill Street to the Primary and Secondary Colleges, Beaufort Lake and Goldfields Recreation Reserve

- Introduce continuous pathways between both the east and west of Beaufort Railway Station and Camp Hill
- Introduce continuous pathways between Beaufort Railway Station and Apex Park
- Improve continuous pathway access along Haverlock Street between the Bandstand and Wotherspoon Park
- Construct continuous pathway from Troys Road (Correa Park) along southern side of Western Highway to Central Township

8.3 Camp Hill

- Improve the level of amenity at the Camp Hill Picnic Ground
- Introduce some formal amenity and interpretation at the Camp Hill Lookout
- Improve the pathway connections from Apex Park, Beaufort Station and the War Memorial to both the Camp Hill Picnic Ground and Camp Hill Lookout
- Stabilise ground surfaces around existing paths at Camp Hill
- Improve track / trails from Camp Hill to Jackson's Reservoir
- Investigate regular public toilet access in existing facilities in the north of the central township, as Camp Hill has no access to public toilets

8.4 Lake Beaufort & Surrounds (including Beaufort Cemetery & Golf Course)

- Introduce some shelter over picnic tables and introduce further amenity and interpretive signage at Lake Beaufort
- Investigate opportunities for additional picnic areas around Lake Beaufort
- Improve the current condition of bird hides and boardwalks around Lake Beaufort
- Widen circuit path in sections around the Lake Beaufort

8.5 Greater Region

- Further investigate opportunities to work with neighbouring councils to improve or develop connected networks for walking and cycling
- Investigate cycling connections to Raglan, Waterloo and Mount Cole
- Develop improved walking and cycling connections to Lake Goldsmith and Trawalla State Forest Camp Ground

8.6 Access & Inclusion

- Improve the width and continuity of all footpaths in the central business / shopping precincts
- Continue to install and maintain TGSI's (Tactile Ground Surface Indicators) at all road crossovers in the central business / shopping precinct and major road crossing points elsewhere
- Improve street lighting along major routes in the central business area
- Improve access from the Schools Precinct, Recreation Reserve and Caravan Park to and around the Beaufort Lake Circuit
- Improve the entry / exit point from both the Schools Precinct and Recreation Reserve so traffic is clearly delineated and pedestrian crossing included
- Improve some access grades in paths around the Camp Hill Picnic Ground

8.7 Heritage & Arts

- Establish and formalise an easy grade Heritage Walk around the centre of the Beaufort Township picking up buildings and sites of historical significance
- Further develop Arts Precinct with timber bollard characters and align these with significant historical or sites of interest around the township
- Investigate the development of a consistent suite of interpretation signage to sit with each of the bollard characters and sites of significance
- Develop a separate walking map for the walk and combine with historical information already available
- Investigate further opportunities for a rolling program of local public art to be developed. (Ideas such as the City of Ballarat's 'ContainART' or 'Unicorn Lane' cabinets which host a rolling program of local art may be good starting point for this)

9. Hierarchy and Development Standards for Paths & Trails

9.1 Hierarchy

Establishing a hierarchy for paths and trails for the Beaufort Walkability Plan enables consistent development standards to be set in terms of path construction. Each hierarchy type also reflects a different type of application for a specific type of walking or cycling need. The proposed hierarchy types are as follows:

Principle Pathway

A principle pathway is a major, accessible pedestrian traffic route. These are usually located in high profile locations, connecting facilities and attractions.

**Pyrenees Footpath Hierarchy:
Category 1 (Urban Areas /
Moderate – High Usage)**



Secondary Pathway

A secondary pathway is a supplementary pedestrian traffic route. This may include standard neighbourhood footpaths and paths through parks and reserves. The exception is pathways created for access to schools that is classified as Category 1.

**Pyrenees Footpath Hierarchy:
Category 2 (Infrequently Used)**



Minor Pathway

A minor pathway is a tertiary pedestrian traffic route. This includes neighbourhood footpaths found in quieter residential areas and parks. This type of pathway is preferably sealed (where practicable), but many be unsealed.

**Pyrenees Footpath Hierarchy:
Category 3**



Major Trail or Track

A major trail or track is a long, unformalised track that has more than likely been created either for recreational hiking or bushwalking or for vehicle access to bushland or rural areas for fire protection.

**Pyrenees Footpath Hierarchy:
Category 3 (Unformed)**



Minor Trail or Track

A minor trail or track is a short, unformalised track that may have been formed by use, rather than formally instituted.

**Pyrenees Footpath Hierarchy:
Category 3 (Unformed)**



Shared-Use Pathway

Is a pathway specifically designed for shared use between both pedestrians and cyclists. It will often be located on major pedestrian or commuter traffic routes.

**No current classification under
Pyrenees Footpath Hierarchy**



On-Road Bicycle Lane

All other bicycle lanes marked on roads. These lanes are of equal access and movement with cars. They are used by all types of cyclists for functional and recreational purposes.

**No current classification under
Pyrenees Footpath Hierarchy**



9.2 Development Standards

Development standards are used as a method of consistent approach across all of councils developed network of paths and trails. The standards are broken into two categories: those elements that **must be** included and those elements that **could be** included. This gives council a more flexible approach to different settings and situations, whilst establishing a minimum level of best practice.

Level of Hierarchy:	Must be / have:	Could be / have:
Principal Pathway	<ul style="list-style-type: none"> • 2100mm and <2100mm wide • off-road • sealed, formalised and edged • free from obstructions • clear wayfinding signage 	<ul style="list-style-type: none"> • max 1:14 gradient • information points / wayfinding signage • adjacent artwork • landscaping or natural features • seating adjacent • shelter and other facilities
Secondary Pathway	<ul style="list-style-type: none"> • 1200mm wide • off-road • constructed or formalised and edged • free from obstructions • smooth 	<ul style="list-style-type: none"> • max 1:14 gradient • possible signage / information points • seating adjacent • minor signage
Minor Pathway	<ul style="list-style-type: none"> • 1200mm or >1200mm wide • off-road • free from obstructions • grade undefined 	<ul style="list-style-type: none"> • smooth • minor signage • edged or constructed where practicable
Major Trail or Track	<ul style="list-style-type: none"> • undefined width, but wide enough to carry vehicle traffic moving in one direction. 2 – 3m • formalised • free from obstructions • clear wayfinding signage • grade undefined 	<ul style="list-style-type: none"> • seating adjacent • sealed • universal design principles applied where appropriate • shelter and other facilities
Minor Trail or Track	<ul style="list-style-type: none"> • undefined width • formalised or unformalised • grade undefined 	<ul style="list-style-type: none"> • free from obstructions • off-road (or may be shared with vehicles)

		<ul style="list-style-type: none"> • minor signage
Shared-Use Pathway (Off-Road)	<ul style="list-style-type: none"> • 2.5 – 3m wide • formalised and edged • line marking to indicate directional movement • off-road • free from obstructions 	<ul style="list-style-type: none"> • sealed • seating adjacent • information points / wayfinding signage • landscaping or natural features • shelter and other facilities
On-Road Bicycle Lane	<ul style="list-style-type: none"> • as per Vic Roads standards for cycling • linemarking on road to designate specific space for bicycles • kept free from obstructions • clear wayfinding signage 	<ul style="list-style-type: none"> • separated from vehicle traffic (as per Copenhagen Bike Lane style) • pavement, outstands, parking or road modifications to preference cycling over vehicle traffic signage

9.3 Design Principles and Technical Details

Design principles should be established alongside the Development Standards listed above. This ensures a consistent approach and standard of construction, better integration of sections of pathway and ease of costing for capital works planning and implementation. This is particularly useful in reference to new residential developments within the township.

The Design Principles for Beaufort’s Paths and Trails can be found in *Appendix C* of this plan.

Technical Details also enable a consistent approach to design and construction of Beaufort’s pathways ensuring better integration of new pathways with existing and ease of costing for capital works planning and implementation. Please note that the technical details included in this plan merely cover the standards for path construction and don’t provide design or technical specifications for signage, as it is advised that council seek specialist advice on the development of a suitable wayfinding signage suite.

The Technical Details for Beaufort’s Paths and Trails can be found in *Appendix C* of this plan.

10. Walking Routes and Circuits

10.1 Establishment of Walking / Cycling Routes and Circuits

To guide local residents and visitors to appropriate walking circuits suitable to their experience, ability and recreational needs it is recommended that a grading system be adopted. This grading system should be represented on all public information produced around Beaufort's walking / cycling circuits and also be graphically represented on all wayfinding signage installed for circuits.

The following walking grades have been adapted from the 'Australian Walking Track Grading System' and the International Mountain Bike Association 'Trail Difficulty Ratings'.

10.2 Route / Circuit Grades: Walking

Very Easy

Suitable for all, including the disabled with assistance

- Less than 5kms
- Flat
- Well formed track or structured path
- No experience required
- No steps

Easy

Suitable for families with young children

- Less than 10kms
- Mostly flat, with some gentle hills
- Well formed track or structured path
- No experience required
- Occasional steps

Intermediate

Recommended for people with some bushwalking / hiking experience

- Less than 20kms
- Some short steep hills with some gentler hills and flat sections
- Formed track, possible obstacles
- Some bushwalking / hiking experience required
- Many steps

Difficult

Recommended for experienced bushwalkers / hikers

- More than 20kms
- Very steep
- Rough track, many obstacles

- Limited signage
- Experienced bushwalkers / hikers

Extreme

Recommended for experienced bushwalkers / hikers only

- More than 20kms
- Very steep and difficult
- Rough, unformed track
- No directional signage
- Very experienced bushwalkers / hikers

10.3 Route / Circuit Grades: Cycling

Very Easy (Road / Hybrid Bicycle)

- Likely to be an off road bike path or shared path
- Gentle gradient
- Hardened surface
- Smooth surface and free of obstacles
- Frequent encounters with other cyclists / walkers or horse riders
- Climbs and descents are mostly shallow
- Max trail grade 10%
- Firm and level fall zone to either side of the trail corridor

Easy (Road / Hybrid / BMX)

- Likely to be a combination of shared path, track or minor road
- Gentle gradient
- Mostly firm or stable surface
- Smooth surface and relatively free of obstacles
- Short sections may exceed the above criteria
- Frequent encounters with other cyclists / walkers or horse riders
- Climbs and descents are mostly shallow, with some moderately steep sections
- Max trail grade 15%
- Possible shallow slopes to either side of trail corridor

Intermediate (Road / Hybrid / BMX / Mountain Bike)

- Likely to be either a single trail or road
- Moderate gradient
- Possible sections of rocky or loose tread
- Variable surface and some obstacles
- Dual use or preferred use
- Mostly moderate gradients, but may include steep sections
- Max trail grade 20% or greater
- Possible moderate slopes to either side of trail corridor

Difficult (Mountain Bike only)

- Likely to be challenging single trail

- Steep gradients
- Variable and challenging surface and many obstacles
- Single use and direction
- XC, DH or Trials
- Contains steeper descents and climbs
- Max trail grade 20% or greater
- Possible steep downward slopes or free-fall to either side of trail corridor

Extreme (*Mountain Bike only*)

- Extremely difficult trails
- Very steep gradients
- Highly variable and unpredictable surface and unavoidable obstacles
- Single use and direction
- XC, DH or Trials
- Expect prolonged steep, loose and rocky descents or climbs
- Max trail grade 40% or greater
- Possible steep downward slopes or free-fall to either side of trail corridor

10.4 Proposed Information Points

The following key information points are recommended for signage and or walking information. These have been selected because of their importance for community gathering or information and represent the starting points for many of these circuits, because they have car parks or public transport access:

- Haverlock Street Park Bandstand / Community Noticeboard
- Beaufort Railway Station
- Camp Hill Picnic Ground
- Lake Beaufort Picnic Area
- Apex Park (Beggs Street)

Included at these key information points should also be close access to toilet facilities, bike hoops or racks for bike parking, drinking fountains and seating.

10.5 Proposed Walking / Cycling Routes & Circuits

The following represent the proposed new walking / cycling circuits for Beaufort to be established and their grading. These circuits also seek to upgrade and improve paths and trails for functional walking and cycling:

EASY / VERY EASY:

1. **Heritage / Arts Trail: Haverlock Street Park Bandstand – Beaufort Railway Station (Walking Very Easy) 1.5kms**
2. **Lake Beaufort Circuit (Walking Easy / Equestrian) 1.5kms**

INTERMEDIATE:

3. **Lake Beaufort – Beaufort Cemetery – Goldfields Recreation Reserve / Lake Beaufort Circuit (Walking Intermediate / Cycling Easy) 3.7kms**
4. **Lake Beaufort – Beaufort Cemetery – Beaufort Swimming Pool – Apex Park – Beaufort Railway Station (Walking Intermediate / Cycling Easy) 3.5kms**
5. **Haverlock Street Park Bandstand to Trawalla State Forest Rest Area (along Neill Street East / Avenue of Honour) (Walking Intermediate / Cycling Intermediate) 9.8kms**
6. **Beaufort Railway Station to Camp Hill Lookout (via Jackson Street / Muntz Lane) (Walking Intermediate) 1km**
7. **Beaufort Railway Station to Camp Hill Lookout (via King Street / Camp Hill Picnic Ground) (Walking Intermediate / Cycling Intermediate) 1.2kms**
8. **Beaufort Railway Station to Camp Hill Lookout (via Lawrence Street / Acton Lane) (Walking Intermediate) 1.3kms**
9. **Camp Hill Picnic Ground to Camp Hill Lookout (Walking Intermediate) 300m**

DIFFICULT:

10. **Beaufort Railway Station – Raglan Recreation Reserve (Cycling Difficult / Equestrian) 10.5kms**
11. **Beaufort Railway Station – Waterloo (Cycling Intermediate) 8.4kms**
12. **Lake Beaufort – Lake Goldsmith (future cycling connection / extension to existing Skipton Rail Trail via Cheesemans Road) (Walking Difficult / Cycling Intermediate) 13.8kms**
13. **Haverlock Street Bandstand to Ferntree Waterfall, Mount Buangor (Cycling Difficult) 25kms**
14. **Haverlock Street Park Bandstand to Mount Cole State Forest – Mugwamp Camp Ground (Berripimo Walk) (Cycling Difficult) 41.9kms**

Maps of these individual routes and circuits can be found in *Appendix B* of this plan.

11. Implementation

11.1 Community Education & Promotion

In order to increase the number of people walking and cycling, it can be beneficial to introduce an education program, incorporating the benefits of such activities to health, wellbeing and independence, as well as the obvious environmental impacts.

An education program could be either supported by existing recreation programs or facilities or introduced through the Beaufort Community Centre and Beaufort Primary and Secondary College. This program should focus on the use of roads and trails (not only to cyclists and recreational walkers), but also to others who may share the road such as motorists. Programs targeting cyclists could also focus on bike maintenance and riding skill development.

Alongside of the education programs, should be the continued development of a variety walking and cycling groups / programs in the town and the encouragement of groups from outside of the region to use facilities. Programs in town should target the needs of particular demographics such as lunchtime walks for workers, fitness for older residents, walking to school, guided heritage or arts strolls, as well as weekend recreational bushwalking or cycling groups.

To promote these groups and the continuing development of a Beaufort walking and cycling network, Council should aim to provide information and maps at key information centres around the Beaufort Township as well as improve wayfinding signage around town.

The use of the community newsletter, social media and council website for promotion of ongoing development and activation of the walking and cycling network is encouraged, as is the promotion of these recreational opportunities at regional events and festivals where appropriate.

11.2 Programming and Budget

It would be anticipate that a recurring program of capital improvements and new projects would be established as a key action of the Beaufort Walkability Plan.

In the following section the Action Plan examines the prioritising of improvement works for paths and trails into HIGH, MEDIUM and LOW priorities.

HIGH (A-B) – These priorities should be completed between 1-4 years

MEDIUM (B-D) – These priorities should be completed between 5 -7 years

LOW (E) – These priorities should be completed between 8+ years

Some of the improvement works may be accommodated under other already existing programs and budgets. Council is also encouraged to seek additional external funding where appropriate to assist with the timely completion of works.

12. Priority Planning

**Please note: The priorities below may change over time due to budgets and community needs*

12.1 Short Term Priorities

No:	Action:	Priority:
1.0	Review existing signage around town and decommission out of date signage	A
1.1	Design and develop a series of online maps for residents and visitors of walking and cycling trails and locate at key locations	A
1.2	Investigate the potential for an additional accessible safe-crossing point (or modification to traffic existing refuges) from Library / Information Centre / Public Toilets - Bandstand	A
1.3	Investigate the potential for either moving the existing school crossing or adding an additional safe school crossing point opposite the Primary / Secondary School for students to cross Lawrence Street	A
1.4	Investigate the potential for a shared-use path to be developed along the median strip (between Lawrence Street and the service road) from Neill Street to the Goldfields Recreation Reserve	A
1.5	OR alternately continue the pedestrian footpath along the east side of Lawrence Street from the Community Church all the way to the Primary / Secondary School	A
1.6	Review speed zones along Lawrence Street / Park Road to match current conditions and locations of school crossings	A
1.7	Construct new footpath along south-side of Western Highway between Troys Road (Correa Park) and the Central Township Area	A
1.8	Improve entry, shade, paths and amenity at Apex Park around Youth Space and Playground	A-B
1.9	Improve the level of amenity at Camp Hill Picnic Ground	A-B
1.10	Introduce some tree planting and interpretive signage in and around the Lake Beaufort Picnic Ground to provide improved shade and shelter	A-B
1.11	Establish and formalise an easy grade Heritage Walk around the centre of the Beaufort Township picking up buildings and sites of significance	A
1.12	Further develop and implement Arts Project with timber bollard characters and align these with significant sites on the Heritage Walk	A-B
1.13	Investigate suitable access to public toilet facilities on north side of township, given that Camp Hill has no access to public toilets	A
1.14	Improve continuity and quality of footpaths in the central township (refer data collection)	A-B
1.15	Investigate traffic options for driveway entry / exit at Schools and Recreation Reserve in terms of right of way and pedestrian crossing	A-B

1.14	Improve access from Beaufort Secondary College to the Central Goldfields Recreation Reserve and Lake Beaufort through new pathway from Lawrence Street to Lake Beaufort Picnic Area and Beaufort Secondary College to Lake Circuit	A-B
1.15	Improve the pathway connections the War Memorial to both Camp Hill Picnic Ground and Camp Hill Lookout, stabilizing ground and formalising paths for safe, continuous access	B
1.16	Develop a separate walking map and combine with Heritage Walk information already available to public	B
1.17	Publish walking routes and circuits to 'Victoria Walks' Website once endorsed by council	B

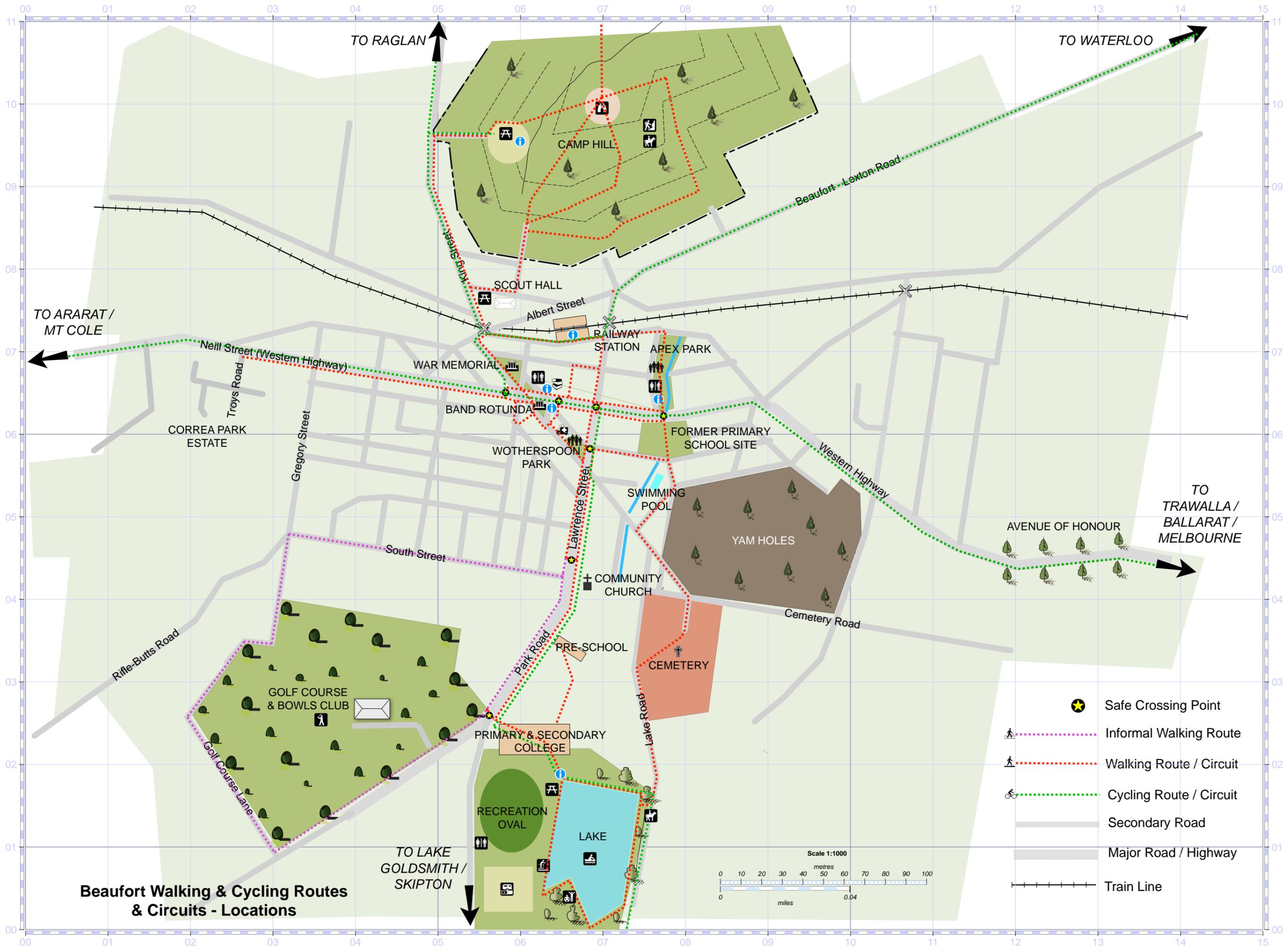
12.2 Medium Term Priorities

No:	Action:	Priority:
2.0	Design and develop a consistent suite of wayfinding signage templates (Municipal Wide) and establish locations for signage along existing paths and trails	B-C
2.1	Undertake a program of tree-planting and landscaping where appropriate along existing and new walking and cycling routes	B-D
2.2	Introduce some formal amenity (seating etc.) and interpretive signage at Camp Hill Lookout	B-C
2.3	Improve the condition of Bird Hides and Boardwalks around Lake Beaufort	B-C
2.4	Introduce continuous pathways between both east and west of Beaufort Railway Station and Camp Hill	C
2.5	Investigate future opportunities for pedestrian access through former Primary School Site, particularly if land is likely to be developed rather than kept as open space	C
2.6	Improve continuous footpath access along Haverlock Street between the bandstand and Wotherspoon Park	C
2.7	Improve universal access to picnic tables & playground at Wotherspoon Park	C
2.8	Investigate the opportunity for a new accessible safe crossing point on Neill Street from Apex Park to the Former Primary School Site	D

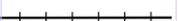
12.3 Long Term Priorities

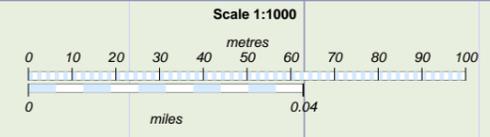
No:	Action:	Priority:
3.0	Investigate additional opportunities for new picnic areas around Lake Beaufort	E
3.1	Improve Tracks and Trails from Camp Hill to Jackson's Reservoir	E
3.2	Improve street lighting along major routes where required	D-E
3.3	Further investigate opportunities to work with neighbouring councils to improve or develop connected networks for walking and cycling; in particular connections to Lake Goldsmith and Trawalla State Forest Camp Ground	E

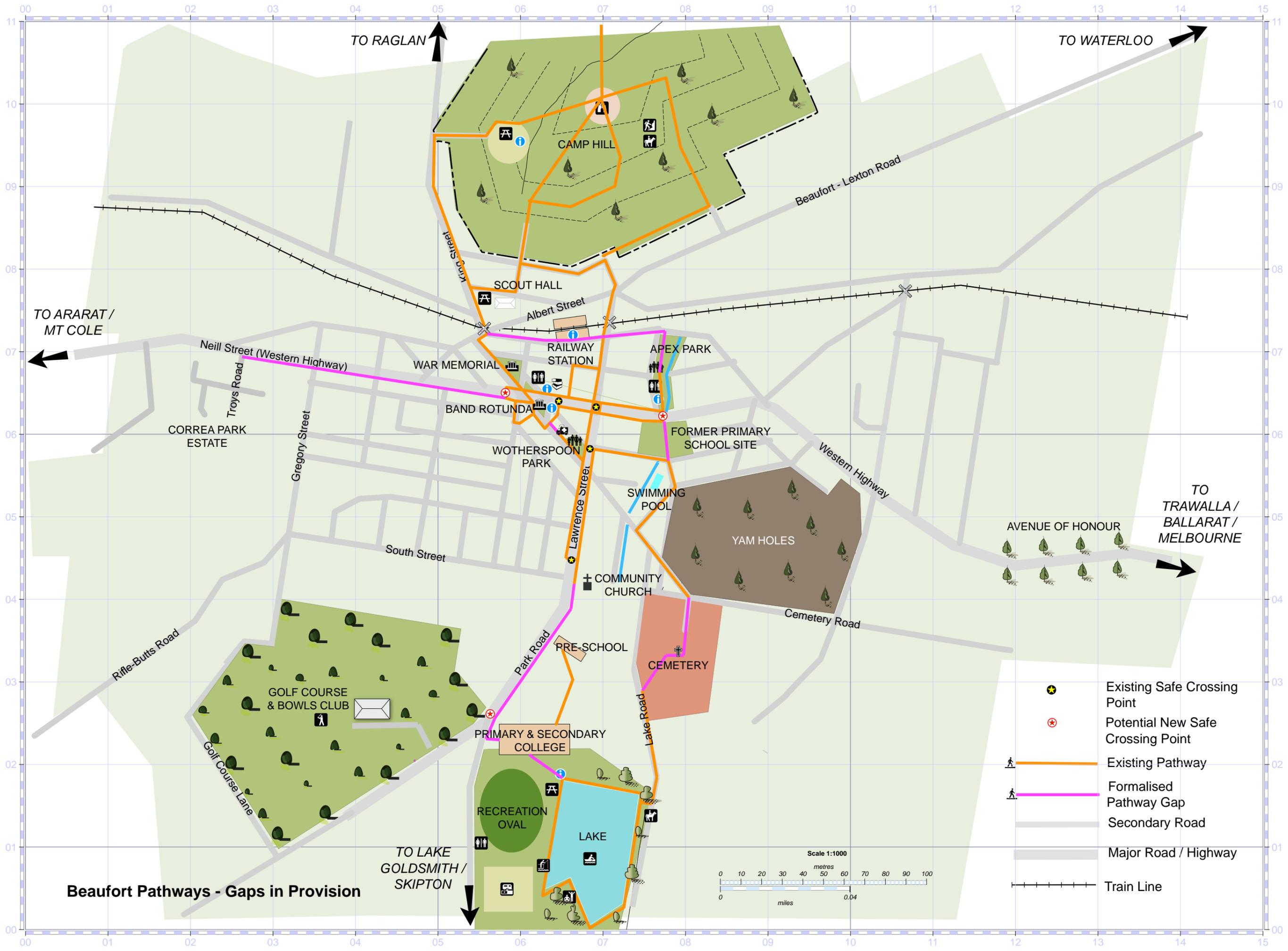
13. APPENDIX A – Overall Beaufort Walkability Maps



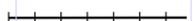
Beaufort Walking & Cycling Routes & Circuits - Locations

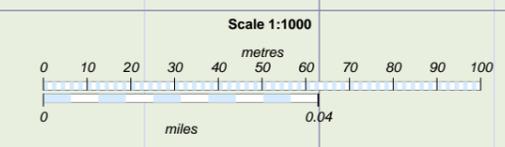
-  Safe Crossing Point
-  Informal Walking Route
-  Walking Route / Circuit
-  Cycling Route / Circuit
-  Secondary Road
-  Major Road / Highway
-  Train Line

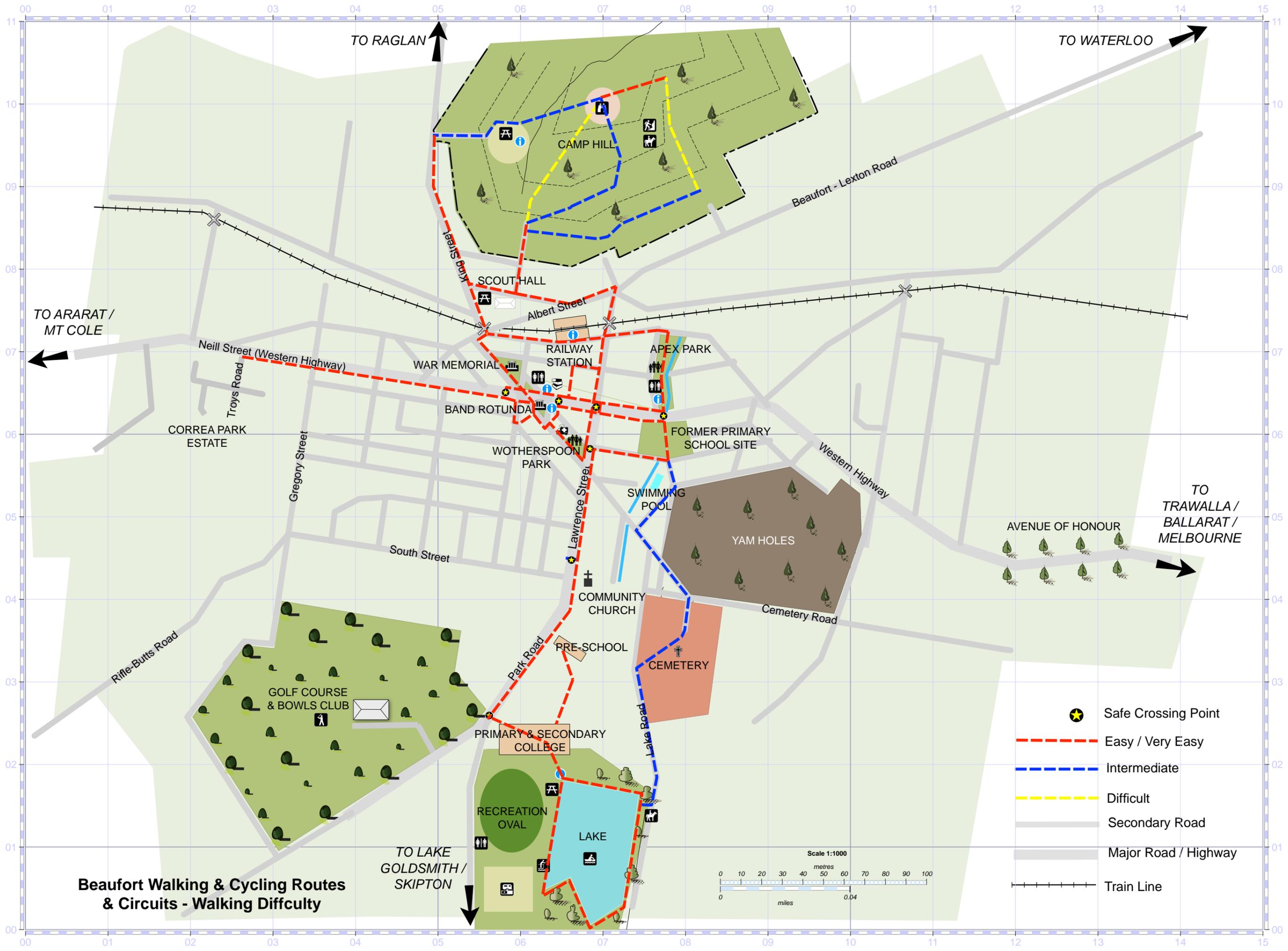




Beaufort Pathways - Gaps in Provision

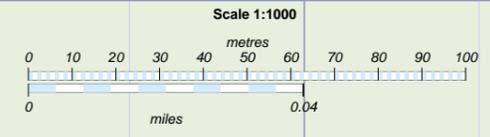
-  Existing Safe Crossing Point
-  Potential New Safe Crossing Point
-  Existing Pathway
-  Formalised Pathway Gap
-  Secondary Road
-  Major Road / Highway
-  Train Line

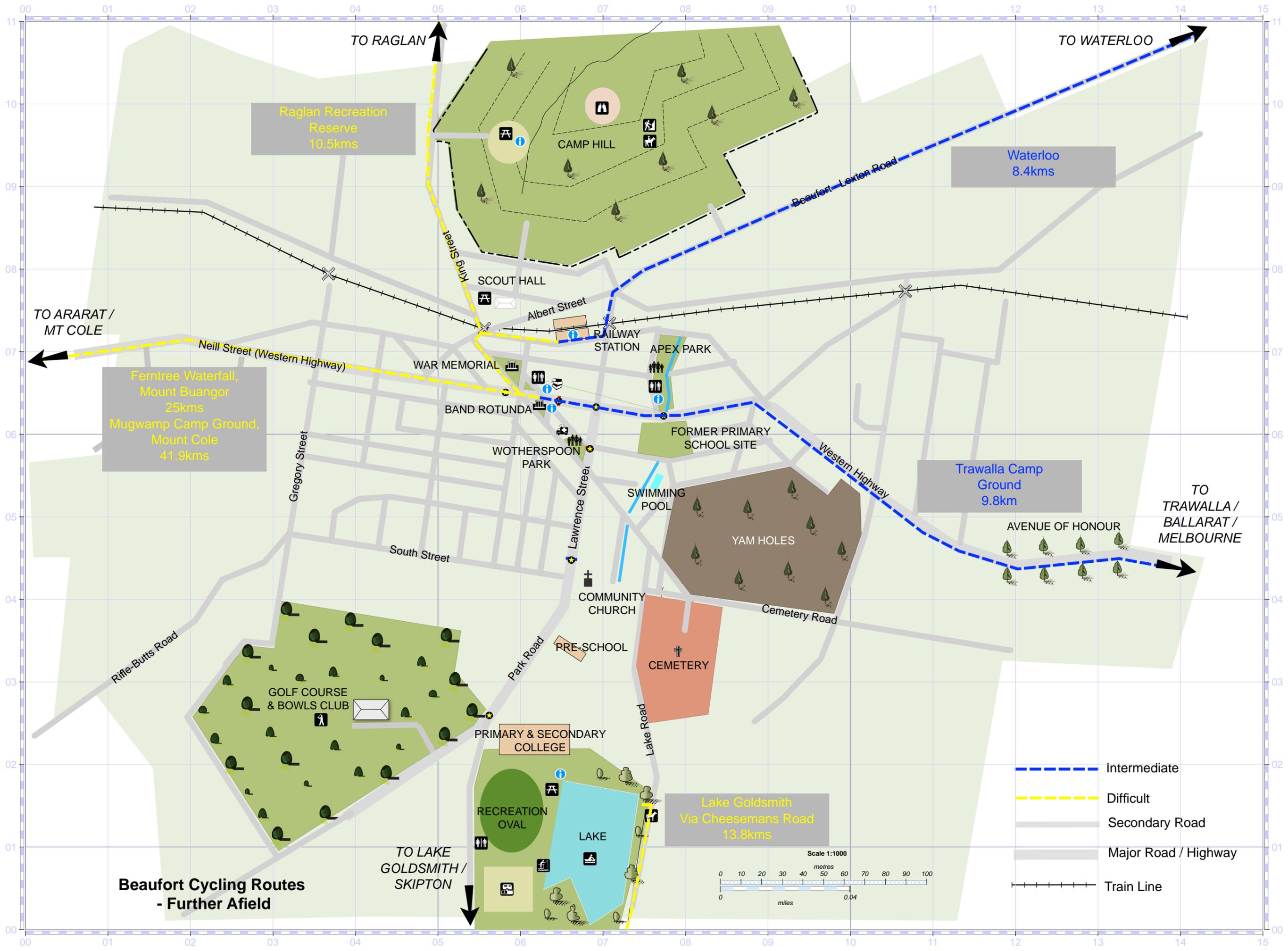




**Beaufort Walking & Cycling Routes
& Circuits - Walking Difficulty**

-  Safe Crossing Point
-  Easy / Very Easy
-  Intermediate
-  Difficult
-  Secondary Road
-  Major Road / Highway
-  Train Line





14. APPENDIX B – Mapping of Graded Routes and Circuits

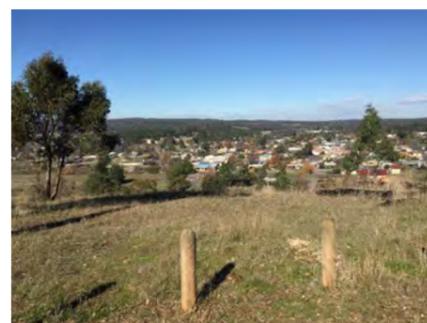
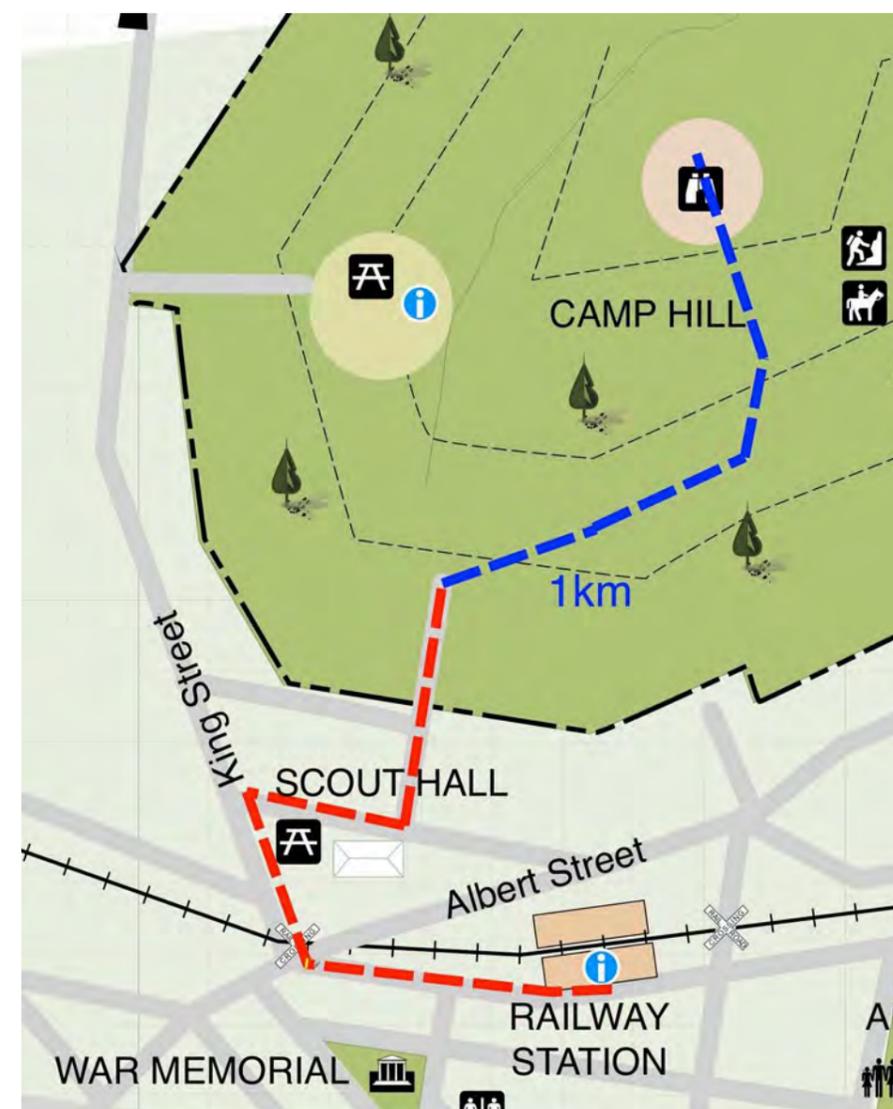
Beaufort Railway Station to Camp Hill Lookout Walk

(VIA JACKSONS STREET / MUNTZ LANE CENTRAL)

- Easy – 300m / Intermediate – 700m
- On-road & off road terrain

The walk from Beaufort Railway Station to Camp Hill Lookout (via Jacksons Street / Muntz Lane) provides a further opportunity to connect the north west side of the township in particular the Railway Station / Bus Terminal with the Camp Hill Lookout. The walk enters Camp Hill via a path that runs from Muntz Lane straight up the hill to the Lookout at the summit. Once at Camp Hill Lookout there is the opportunity to connect with other trails to further afield such as Jackson Reservoir.

This walk is suitable for all ages, but more challenging in sections with some steeper uphill and uneven surfaces. Not wheelchair accessible.



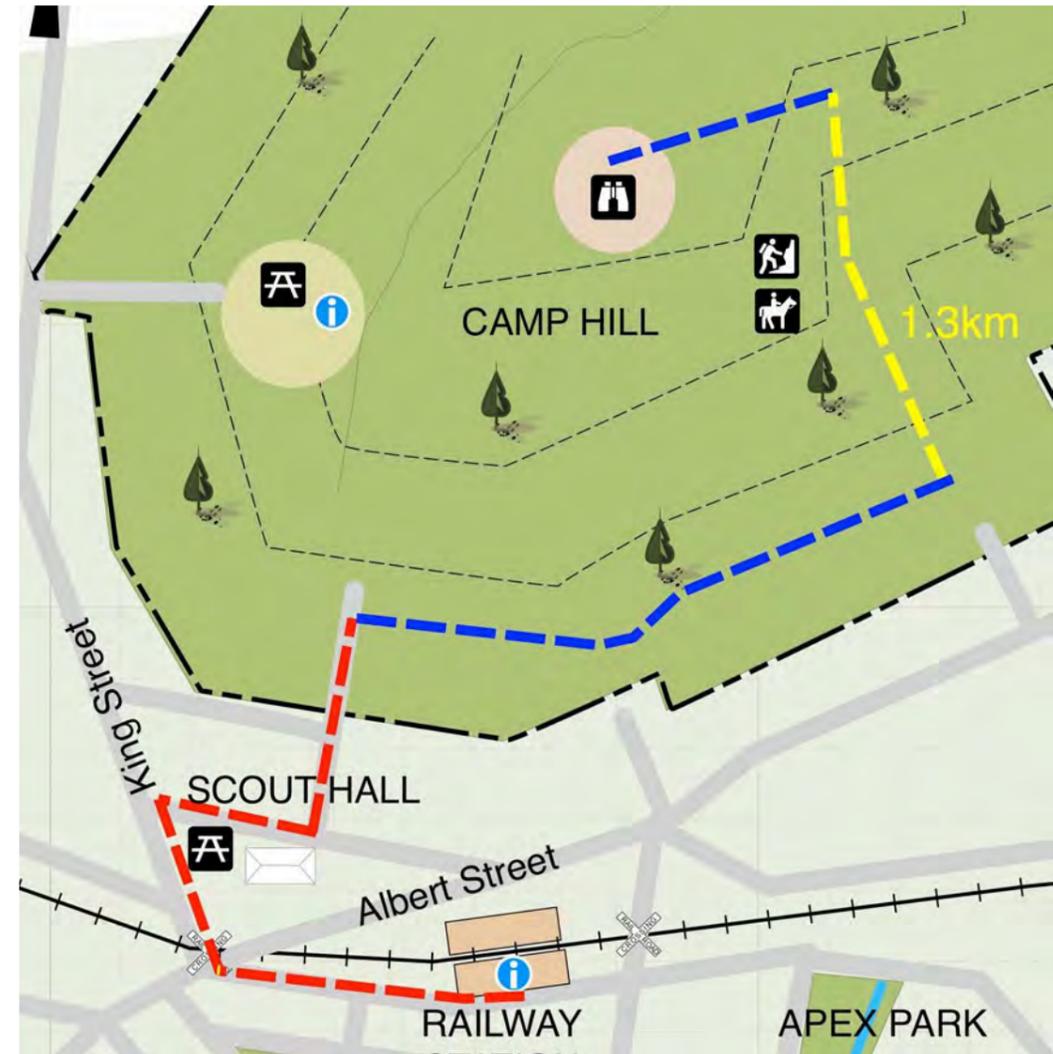
Beaufort Railway Station to Camp Hill Lookout Walk

(VIA KING STREET / MUNTZ LANE EAST)

- Easy - 500m / Intermediate – 500m / Difficult 300m
- On-road & off road terrain

The walk from Beaufort Railway Station to Camp Hill Lookout (via King Street and) provides an opportunity to connect the north west side of the township in particular the Railway Station / Bus Terminal with the Camp Hill Lookout. The walk heads west from the Railway Station and enters Camp Hill via Muntz Lane, off Jackson Street. Follow the main trail and take the lower trail at the fork which runs along the lower ridge of Camp Hill. The trail moves uphill at Acton Lane and connects with the vehicle fire track along the top ridge heading west to Camp Hill Lookout. Once at Camp Hill Lookout there is the opportunity to connect with other trails to further afield such as Jackson Reservoir.

This walk is not suitable for all ages, but more challenging in sections with some steeper uphill and uneven surfaces. Not wheelchair accessible.



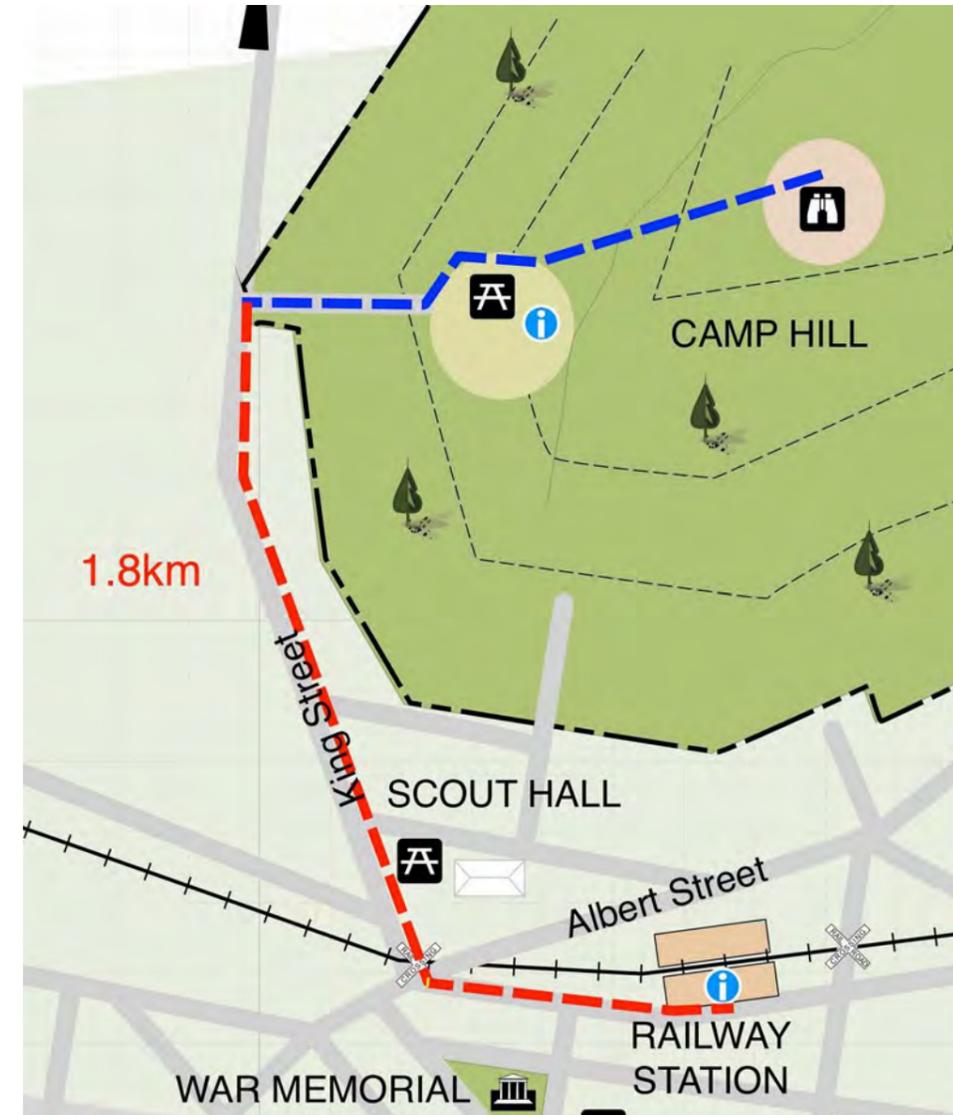
Beaufort Railway Station to Camp Hill Lookout Walk

(VIA KING STREET / CAMP HILL PICNIC GROUND)

- Easy – 1km / Intermediate 800m
- On-road & off road terrain

The walk from Beaufort Railway Station to Camp Hill Lookout (via King Street) provides an opportunity to connect the north west side of the township in particular the Railway Station / Bus Terminal with the Camp Hill Lookout. The walk enters Camp Hill via the Picnic Ground that provides information and amenities to walkers. Once at Camp Hill Lookout there is the opportunity to connect with other trails to further afield such as Jackson Reservoir.

This walk is suitable for all ages, but more challenging in sections with some steeper uphill and uneven surfaces.



Camp Hill Picnic Ground to Camp Hill Lookout Walk

- Intermediate – 700m
- On road terrain

The walk from Camp Hill Picnic Ground to Camp Hill Lookout is a short, steep ascent to the summit of Camp Hill. The Picnic Ground provides information and amenities to walkers and can be accessed by car from King Street. Once at Camp Hill Lookout there is the opportunity to connect with other trails to further afield such as Jackson Reservoir.

This walk is suitable for all ages, but more challenging in sections with some windy steeper uphill sections and uneven surfaces. This walk is on road following the main vehicle path to the summit lookout. Not wheelchair accessible.



Correa Park (Troys Road) to Haverlock Street (Bandstand)

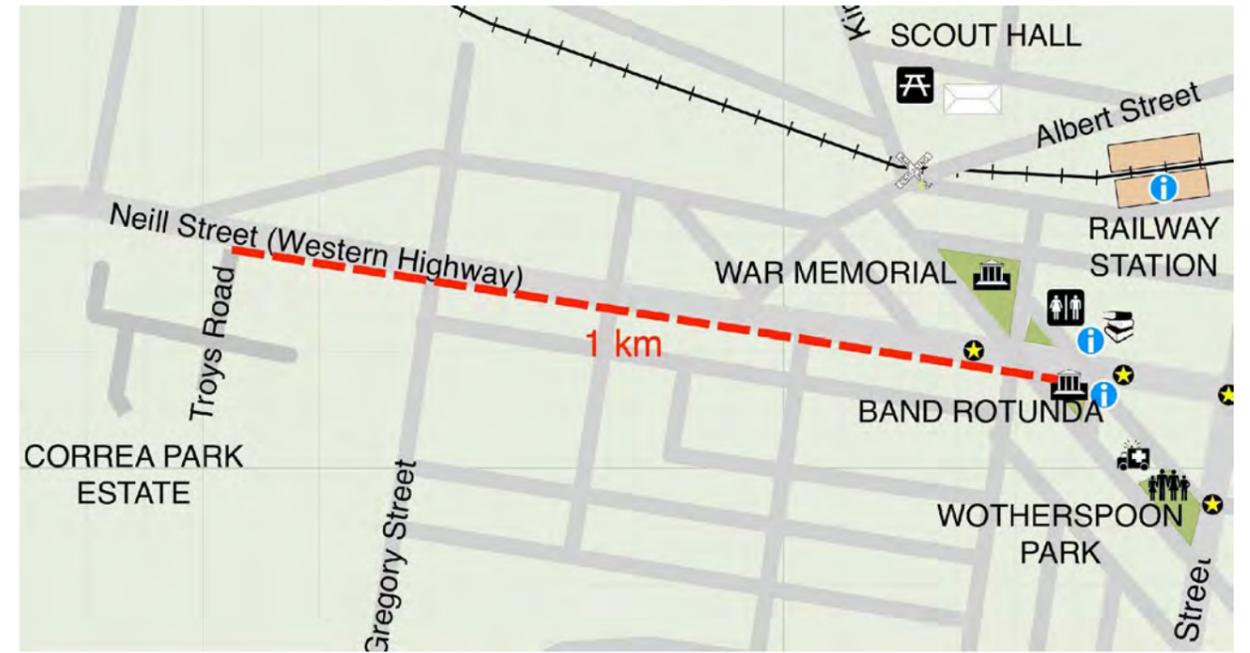
- Very easy / Easy – 1 km
- Off-road terrain
- Constructed path

The walk between Troys Road, Correa Park and the Haverlock Street Bandstand connects new residents to the western outskirts of Beaufort with the amenities of the central township. This walk can also be connected with the Heritage / Arts Walk to take in Beaufort's history and vibrant, creative life.

Walkers will also find this walk an introduction to this creative township via many artisan's businesses and cafes & fine food along the way.

This walk is suitable for all ages and abilities.

Note: This walk requires additional path connections to be made before it is complete



Heritage Arts Trail Walk

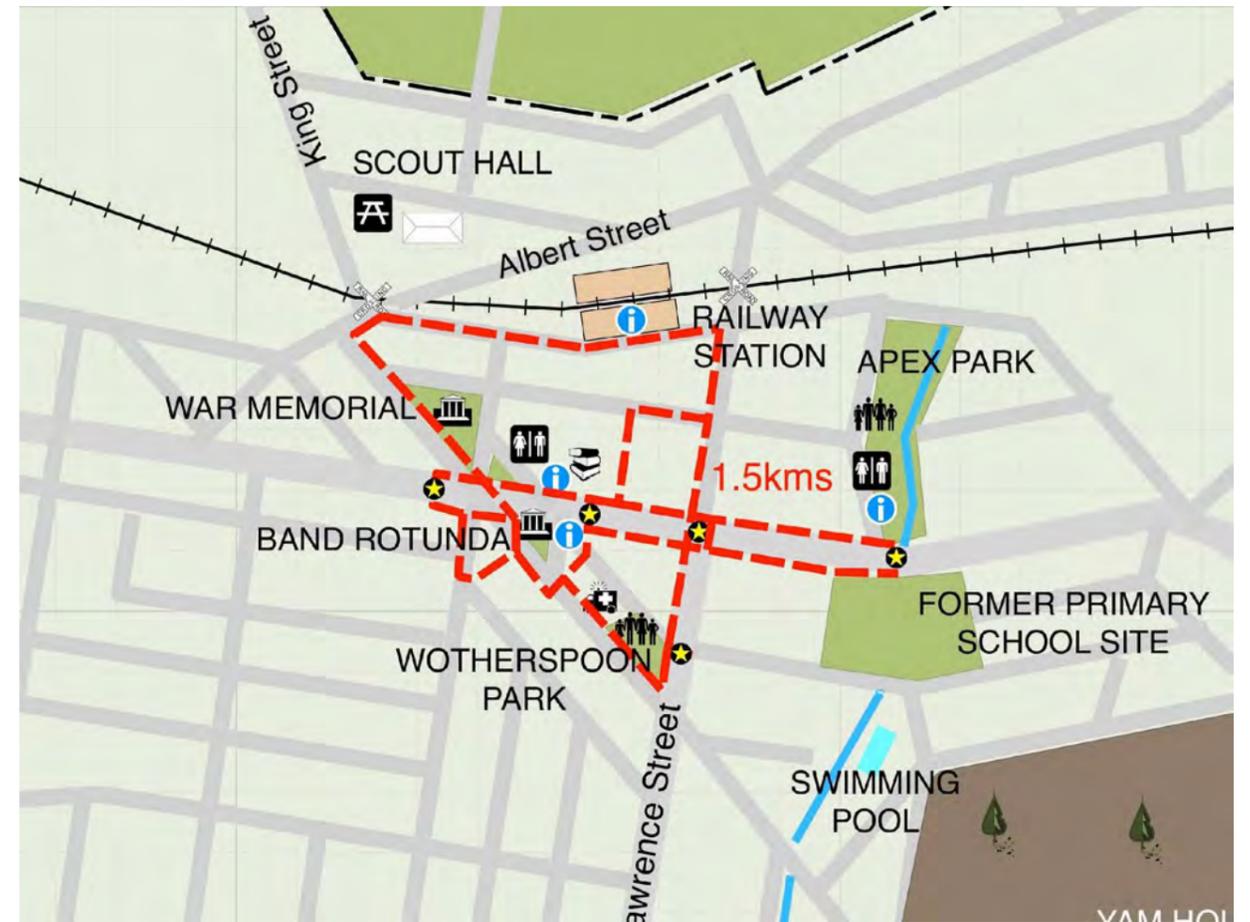
- Very easy / Easy – 1.5 km (or less)
- Off-road terrain
- Constructed path

The Beaufort Heritage Arts Trail Walk is an opportunity to guide walkers around the many historical sites of significance that the centre of the Beaufort Township has to offer. Taking in heritage architecture on Neill Street and Lawrence Streets, past the historic Beaufort Railway Station and War Memorial to the Band Rotunda, Weighbridge and Mechanics Institute.

Complemented by a local arts project representing different local characters which tell the walker local stories about the township. For further information on Beaufort's heritage buildings and sites collect a 'Beaufort Heritage Walk Guide' from the information points.

Walkers will also find this walk an introduction to this creative township via many artisan's businesses and cafes & fine food along the way.

This walk is suitable for all ages and abilities.



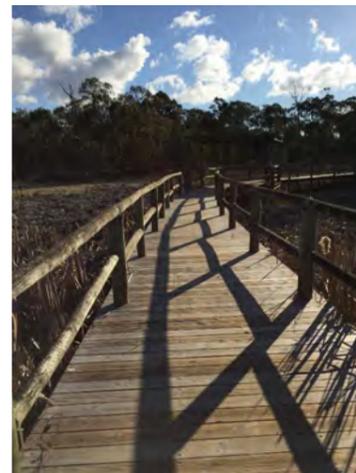
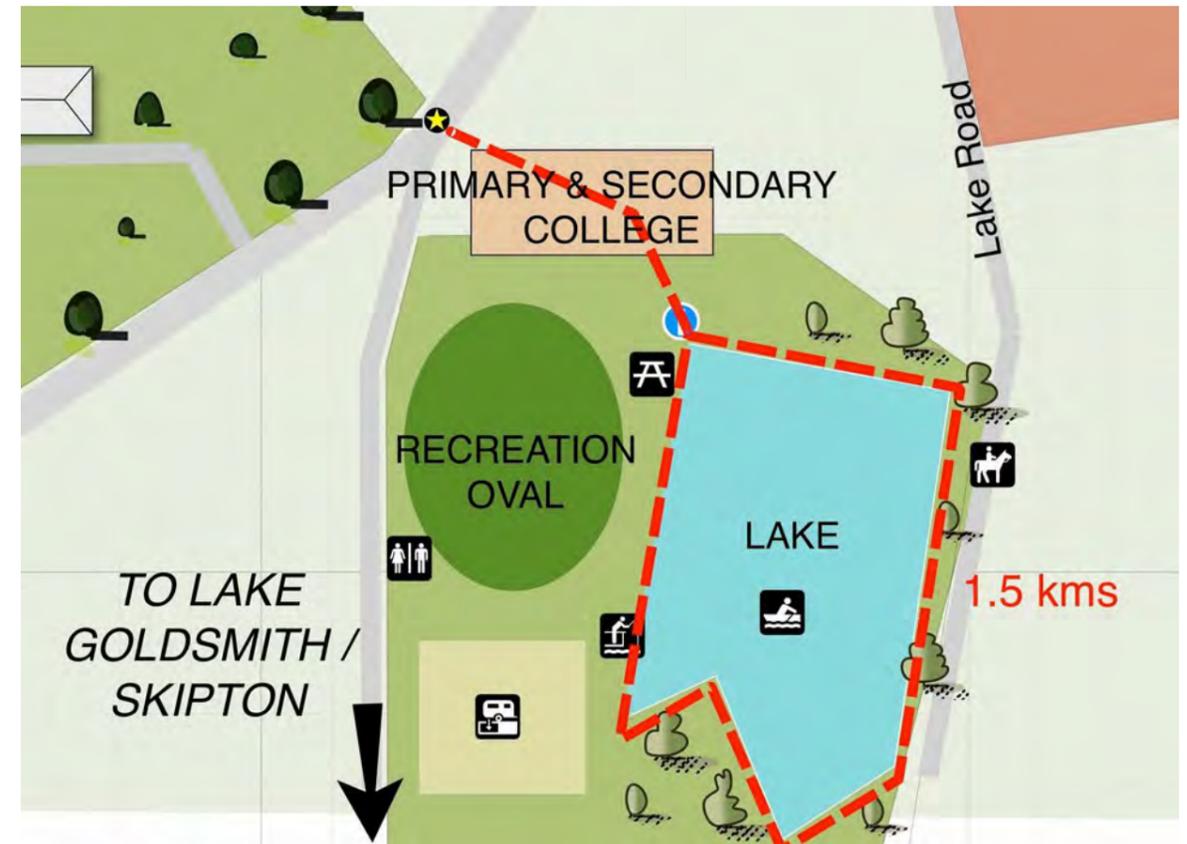
Lake Beaufort Circuit Walk

- Easy – 1.5 km
- On-road terrain
- Formalised path (not constructed)

The Lake Beaufort Circuit Walk is 5kms of relatively easy walk on a flat grade around the perimeter of Lake Beaufort, one of the townships natural attractions. Lake Beaufort is in a native bushland setting and as well as being adjacent to the Central Goldfields Recreation Reserve, Beaufort Caravan Park and Beaufort Primary and Secondary Schools, offers a range of recreational opportunities. Boardwalks and Bird-hides invite the walker to experience the local fauna and flora and there is a fitness station not far from the Caravan Park. Walkers can also utilise seats, picnic tables and toilets available at the site.

This walk is an easy walk, suitable to walkers of all ages and abilities. There are bench seats at regular intervals. Whilst the grade is relatively flat, the path is not constructed.

Note: This walk requires some additional path connections to be made before it is complete



Lake Beaufort to Beaufort Lake Circuit

(VIA BEAUFORT CEMETERY / SWIMMING POOL / LAWRENCE STREET AND RECREATION RESERVE)

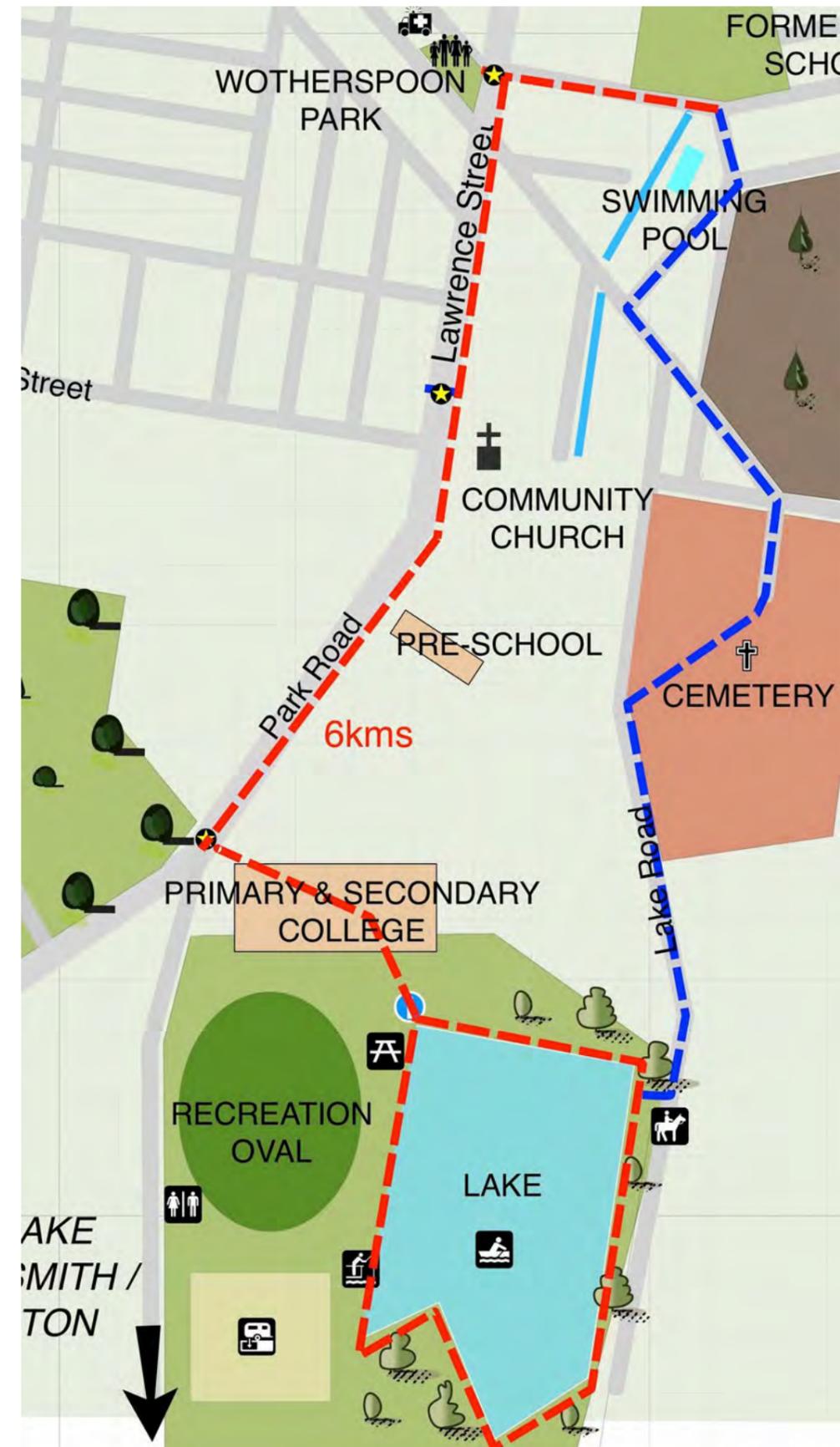
- Easy – 3.5 kms / Intermediate – 2.5 kms
- On-road & off road terrain

The walk from Lake Beaufort to Beaufort Lake Circuit not only provides the opportunity to connect the south-east side of the township, but also connects the town's recreation facilities (such as Wotherspoon Park Playground, Toilets & Picnic Facilities, the Recreation Oval, Golf Course and Swimming Pool) and provides a walking / cycling circuit within a circuit. This walk also takes in the main route connecting the central township with the schools precinct.

This walk is suitable for all ages, but is more challenging in length / distance. Surfaces may in some parts be wheelchair accessible, but not in other parts.

Picnic facilities are available at the Lake and there are toilets at the Lake Beaufort Camp Ground.

Note: This walk requires additional path connections to be made before it is complete



Lake Beaufort to Beaufort Railway Station Walk

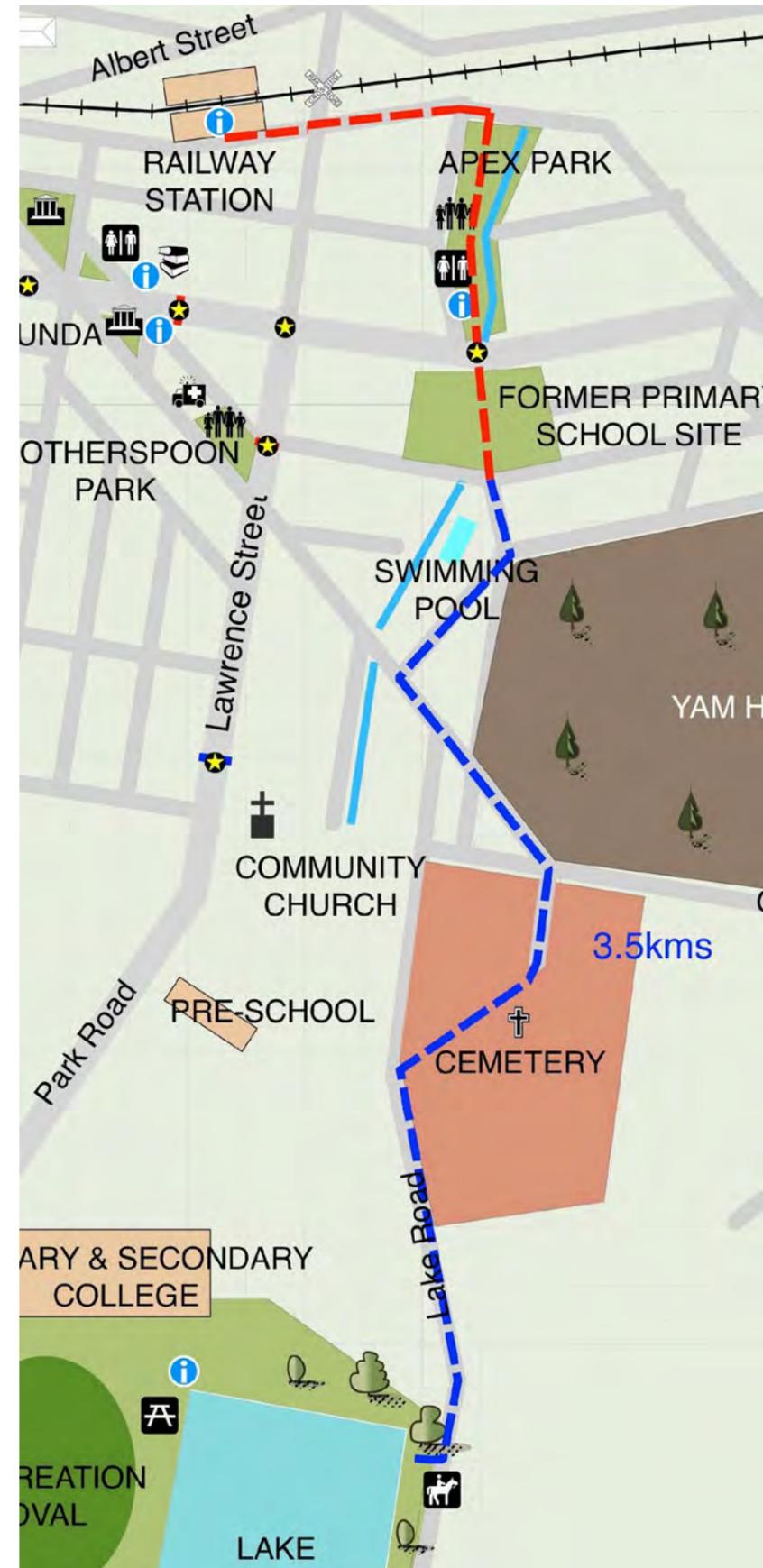
(VIA BEAUFORT CEMETERY / SWIMMING POOL / APEX PARK)

- Easy – 1.5 kms / Intermediate – 2 kms
- On-road & off road terrain

The walk from Lake Beaufort to Beaufort Railway Station provides the opportunity to connect the east side of the township both north and south and provide a relatively easy access way from the Railway Station / Bus Terminal to Lake Beaufort for sports, events and general recreation. This walk also takes in the historic Beaufort Cemetery and connects recreation facilities such as the Beaufort Youth Park (Apex Park) and the Beaufort Swimming Pool.

This walk is suitable for all ages, but is more challenging in sections.

Note: This walk requires additional path connections to be made before it is complete



15. APPENDIX C – Design Principles, Technical Details & Costs

15.1 General Design Principles for New Paths, Tracks or Trails

A series of basic principals have been developed as a tool to assist with the development and management of quality pathways, tracks and trails. The following are key questions for consideration across a range of different aspects associated with pathways, tracks and trails when implementing a new project:

Well-Used Paths, Tracks & Trails

Rationale: In order to develop well-used paths, tracks and trails it is important that they are thoughtfully designed, maintained and managed.

- Is this path located in an area pedestrians want or need to go?
- Does it provide the level of experience desired?
- Is it well connected or signposted?
- Is it well promoted?
- Does it have the appropriate level of amenity, signage, landscaping and public art desired?

Location

Rationale: The location of the path, track or trail plays a major role in whether or not it is utilised. Paths should clearly connect destinations or be a destination in themselves

- Does the path start and end in an appropriately connected location, either to other paths or transport?
- Is the path located off-road or on a road and how busy or narrow is that road?
- Does the path involve multiple busy highway or road crossings?
- Are there suitable safe crossing points?

General Connections

Rationale: It is important that paths, tracks and trails that are developed link to existing paths, tracks or trail networks within the township and beyond. This encourages local residents and visitors to use them more.

- Does the path connect with key services or attractions or paths, tracks or trails that do?
- Is the path a self-contained loop circuit or part of a wider route?
- If the path is a self-contained loop circuit can users access it clearly and easily?

Suitable Widths, Surfaces and Grades

Rationale: Widths, surfaces and grades should be clearly 'fit for purpose' and information should be readily available to guide users appropriately. For example a flat sealed and constructed path is not suitable for mountain biking.

- Are the widths, surfaces and grades fit for the type or use required?
- Are there options for longer and shorter distances where appropriate to cater for different users?
- Is the path robust enough for its purpose?
- Is there adequate drainage?
- Is there clear signage and does it match the grade / purpose of the path, track or trail?

Connection to Transport

Rationale: Where possible path circuits or routes should begin or end at a public car park and with high profile destinations also public transport

- Does the path need to connect with local public transport options?
- If a self-contained loop circuit does the path begin and end at a public car park?
- Can the car park support the use of the path; including parking for buses and caravans?
- If a self-contained loop does the path begin and end at a path connection to a wider route?

Signage & Maps

Rationale: Signage is a critical element to encourage greater use of paths, tracks and trails. Wayfinding signage in strategic locations provides critical knowledge on direction, grade and distance of destinations. This should be coupled with maps to assist users with planning and orientation.

- Is existing signage legible, accurate and up to date?
- Is there clear wayfinding signage provided including; destinations and distances, grades, amenity and maps (where appropriate)?
- If there is no signage, where are the key locations to stop, rest or change direction?
- Is there a map with information about this path, track or trail easily available from key destinations?
- Does the information on the map correspond to the signage on site?

Amenity

Rationale: Amenity such as toilets, lighting, seats, bins, and drinking fountains are important in key locations to provide support for path, tracks and trail users.

- Are there public toilets provided in key path, track and trail destinations? Are these toilets open regularly to the public?
- Are there picnic tables, drinking fountains, bins and seating provided at key destinations?
- Are these maintained routinely?
- If the path is a loop circuit are there seats provided at regular intervals ?
- Is there lighting provided in major thoroughfares at night and in the early morning?
- Is the path, track or trail in an area that caters for dogs walking on lead and off lead or not at all?
- Are there other activities that could be incorporated into the path, track or trail (i.e. Fitness Station)?

Landscaping & the Natural Environment

Rationale: Given that walking and cycling take place outdoors, not only is it important to provide tree shelter from the elements but it is also important that the paths, tracks and trails seek to enhance the local landscape and add to the experience

- Is there adequate shade at intervals throughout the route or circuit loop?
- Does the path maximise the surrounding natural environment by creating views and destinations?
- Are there trees planted to provide shade around picnic areas and destinations?
- Are existing trees regularly inspected and well maintained?
- Does the planting around the pathway, track or trail enhance the local character of the environment?

Universal Access

Rationale: It is important to provide a range of challenges across all paths, trails and tracks, which includes inclusive design that responds to universal design principals

- Is the path for universal access?
- Does it have a shallow grade and is it smooth and of a flat or even grade?
- Is the path clearly signposted and is the information clearly visible?
- Are there accessible public toilets, seating, picnic tables and drinking fountains close by?

Public Art

Rationale: Public Art in a suitable strategic location can add great value to the user experience of the environment or become a destination in themselves

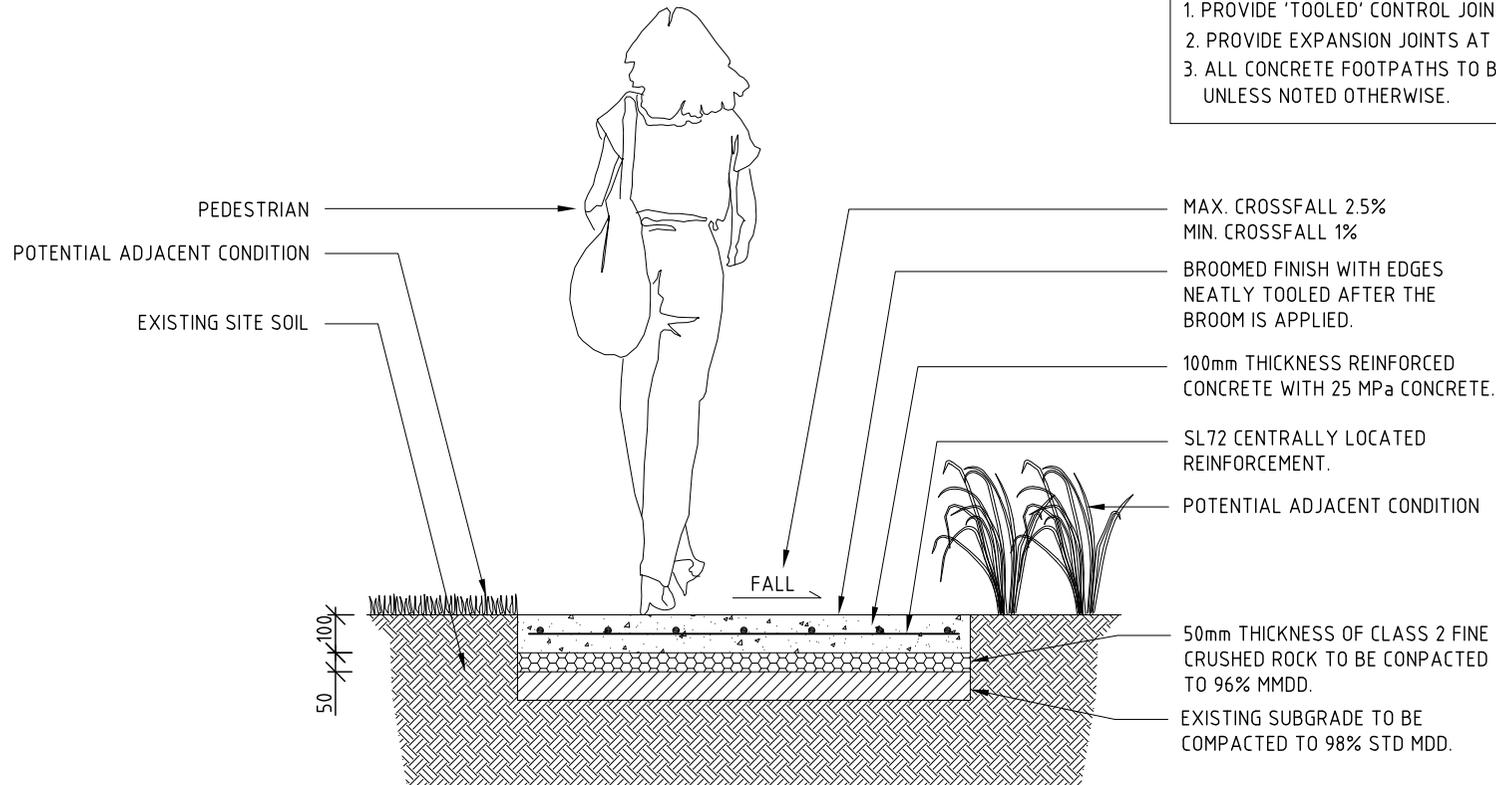
- Is this an appropriate location in terms of visibility, heritage and access for public art?
- Is the public artwork respectful of the local landscape environment?
- Will the public artwork enhance the experience of the walk or ride for the user?

15.2 Rates for Path Construction (2015)

The following table outlines the costs for construction of the range of pathway types outlined in this plan and found on the following pages. The costs are by m2 for construction and include both supply of materials and labour for construction:

DETAIL NO:	DESCRIPTION:	STANDARD WIDTH:	RATE per m2	NOTES:
SD-01	Concrete Footpath (with reinforcement)	1200-2100mm	\$82.00	
SD-02	Concrete Footpath (no reinforcement)	1200-2100mm	\$77.00	
SD-03	Asphalt Footpath (with timber edge)	1200-2100mm	\$69.00	<i>for areas greater than 30m2</i>
			\$133.00	<i>for areas less than 30m2</i>
SD-04	Concrete Shared Path (with reinforcement)	2500-3000mm	\$95.00	
SD-05	Asphalt Shared Path (with timber edge)	2500-3000mm	\$90.00	<i>for areas greater than 30m2</i>
			\$120.00	<i>for areas less than 30m2</i>
SD-06	Compacted Granitic Gravel Footpath (with timber edge)	1200-1500mm	\$26.00	
SD-07	Tuscan Toppings Footpath (no edge)	1000-1500mm	\$35.00	

1200mm (WIDTH VARIES 1200mm - 2100mm)
(DEPENDING ON PATH HIERARCHY)



NOTES:
1. PROVIDE 'TOOLED' CONTROL JOINTS AT 1.5M CENTRE SPACING.
2. PROVIDE EXPANSION JOINTS AT 15M CENTRE SPACING.
3. ALL CONCRETE FOOTPATHS TO BE NON-SLIP (BROOMED FINISH)
UNLESS NOTED OTHERWISE.

DETAIL 1: CONCRETE FOOTPATH WITH REINFORCEMENT



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Date: July 2015
Drawn: BL
Approved: EC

Scale: 1:20 @ A4



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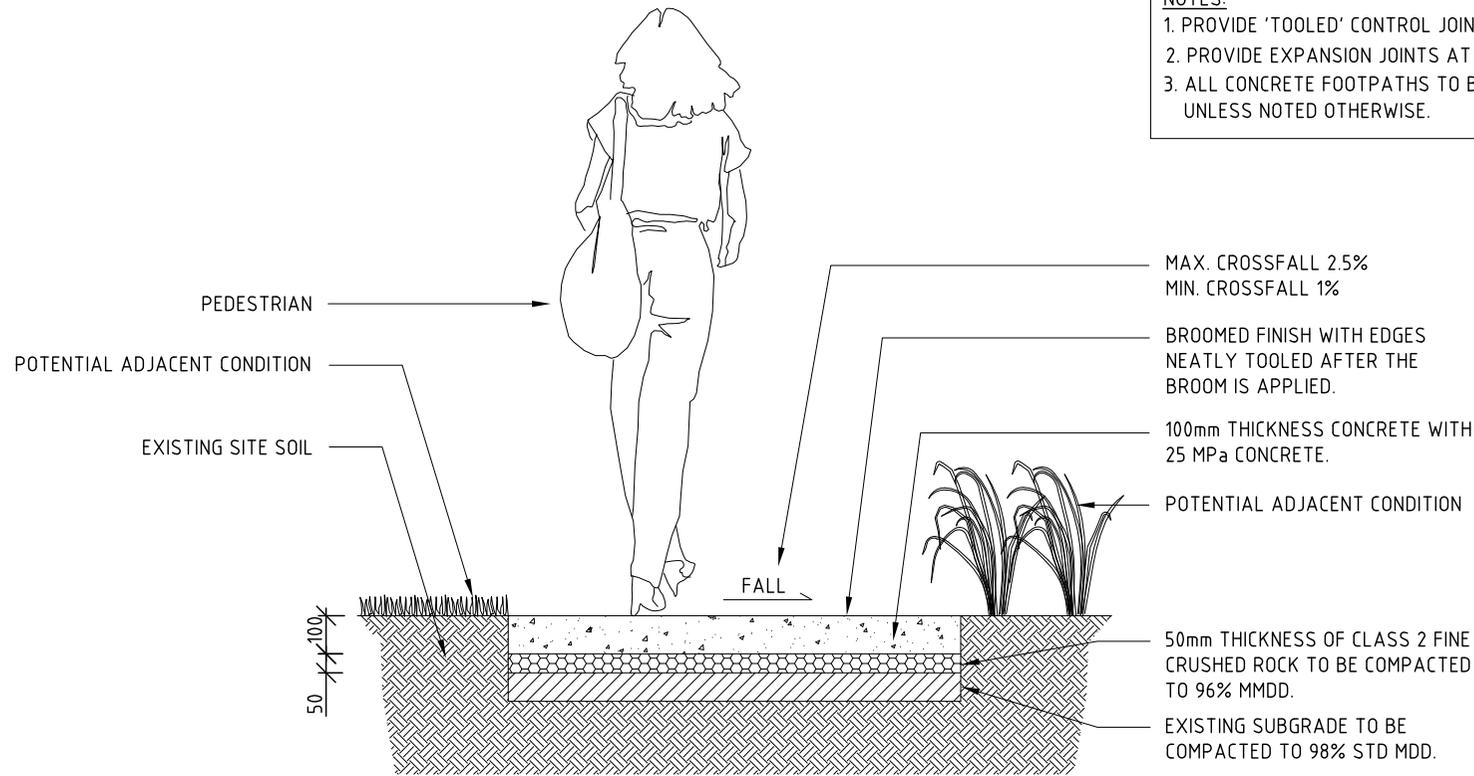
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Beaufort Walkability Plan

Dwg No:
SD-01

1200mm (WIDTH VARIES 1200mm - 2100mm)
(DEPENDING ON PATH HIERARCHY)



- NOTES:**
1. PROVIDE 'TOOLED' CONTROL JOINTS AT 1.5M CENTRE SPACING.
 2. PROVIDE EXPANSION JOINTS AT 15M CENTRE SPACING.
 3. ALL CONCRETE FOOTPATHS TO BE NON-SLIP (BROOMED FINISH) UNLESS NOTED OTHERWISE.

MAX. CROSSFALL 2.5%
MIN. CROSSFALL 1%

BROOMED FINISH WITH EDGES
NEATLY TOOLED AFTER THE
BROOM IS APPLIED.

100mm THICKNESS CONCRETE WITH
25 MPa CONCRETE.

POTENTIAL ADJACENT CONDITION

50mm THICKNESS OF CLASS 2 FINE
CRUSHED ROCK TO BE COMPACTED
TO 96% MMDD.

EXISTING SUBGRADE TO BE
COMPACTED TO 98% STD MDD.

DETAIL 2: CONCRETE FOOTPATH (NO REINFORCEMENT)



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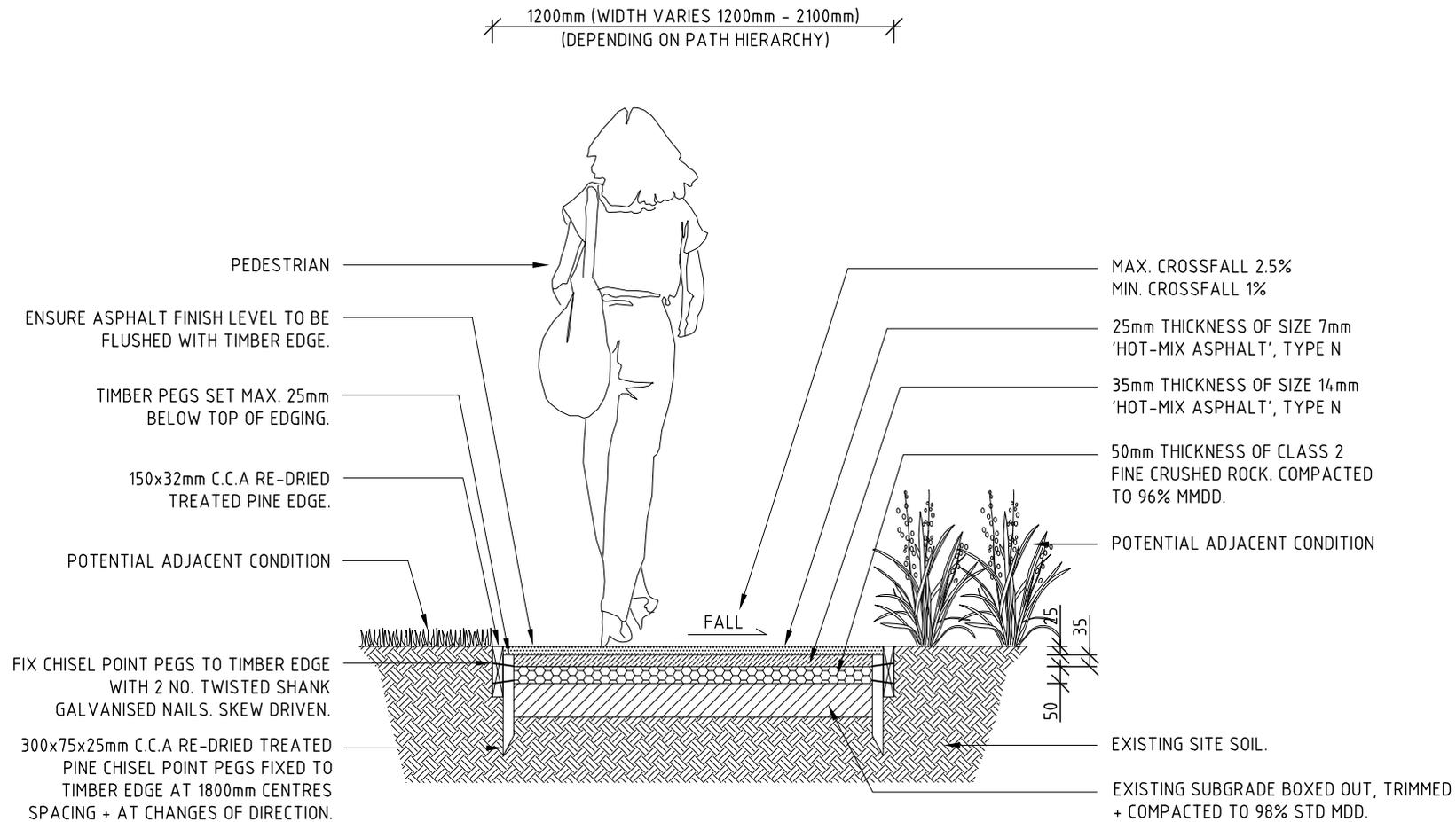
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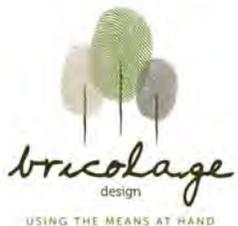
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Dwg No:
SD-02



DETAIL 3: ASPHALT FOOTPATH WITH TIMBER EDGE



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3 of 7
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Beaufort Walkability Plan

Dwg No:
SD-03

2500mm (WIDTH VARIES 2500mm - 3000mm)
(DEPENDING ON PATH HIERARCHY)

CYCLIST

PEDESTRIAN

POTENTIAL ADJACENT
CONDITION

EXISTING SITE SOIL

75
150

FALL

NOTES:

1. PROVIDE 'TOOLED' CONTROL JOINTS AT 1.5M CENTRE SPACING.
2. PROVIDE EXPANSION JOINTS AT 15M CENTRE SPACING.
3. ALL CONCRETE FOOTPATHS TO BE NON-SLIP (BROOMED FINISH) UNLESS NOTED OTHERWISE.
4. ALL LINEMARKING + SIGNAL FOR SHARED PATH IS TO BE INSTALLED IN ACCORDANCE WITH AS 1742.9-2000.

MAX. CROSSFALL 2.5%
MIN. CROSSFALL 1%

BROOMED FINISH WITH EDGES
NEATLY TOOLED AFTER THE
BROOM IS APPLIED.

150mm THICKNESS REINFORCED
CONCRETE WITH 25 MPa CONCRETE.

SL62 REINFORCEMENT MESH
50 TOP COVER .

POTENTIAL ADJACENT
CONDITION

75mm THICKNESS OF SIZE 20mm DIA.
CLASS 3 FINE CRUSHED ROCK TO BE
COMPACTED TO 96% MMDD.

EXISTING SUBGRADE TO BE
COMPACTED TO 98% STD MDD.

DETAIL 4: CONCRETE SHARED PATH WITH REINFORCEMENT



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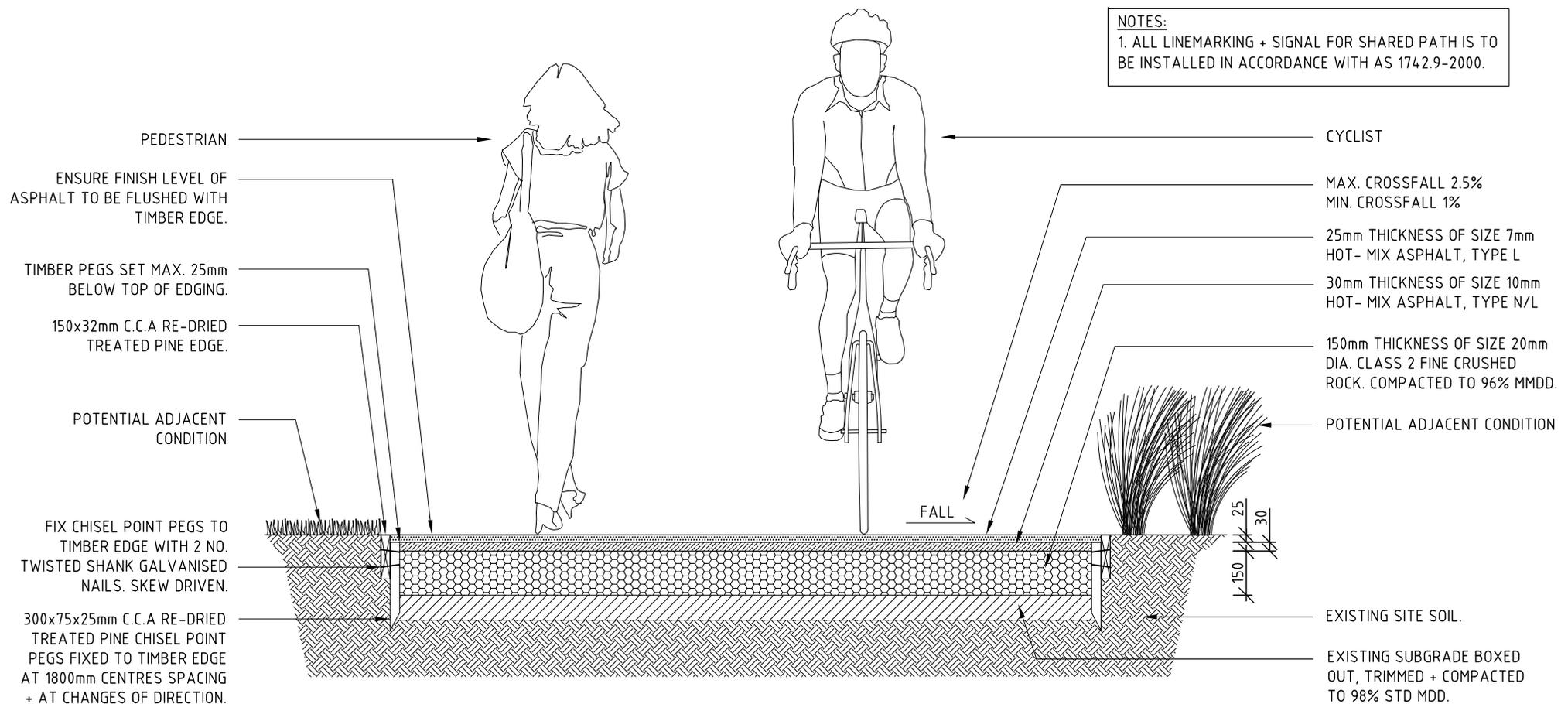
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4 of 7
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Dwg No:
SD-04

2500mm (WIDTH VARIES 2500mm - 3000mm)
(DEPENDING ON PATH HIERARCHY)

NOTES:
1. ALL LINEMARKING + SIGNAL FOR SHARED PATH IS TO BE INSTALLED IN ACCORDANCE WITH AS 1742.9-2000.



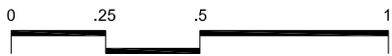
DETAIL 5: ASPHALT SHARED PATH WITH TIMBER EDGE



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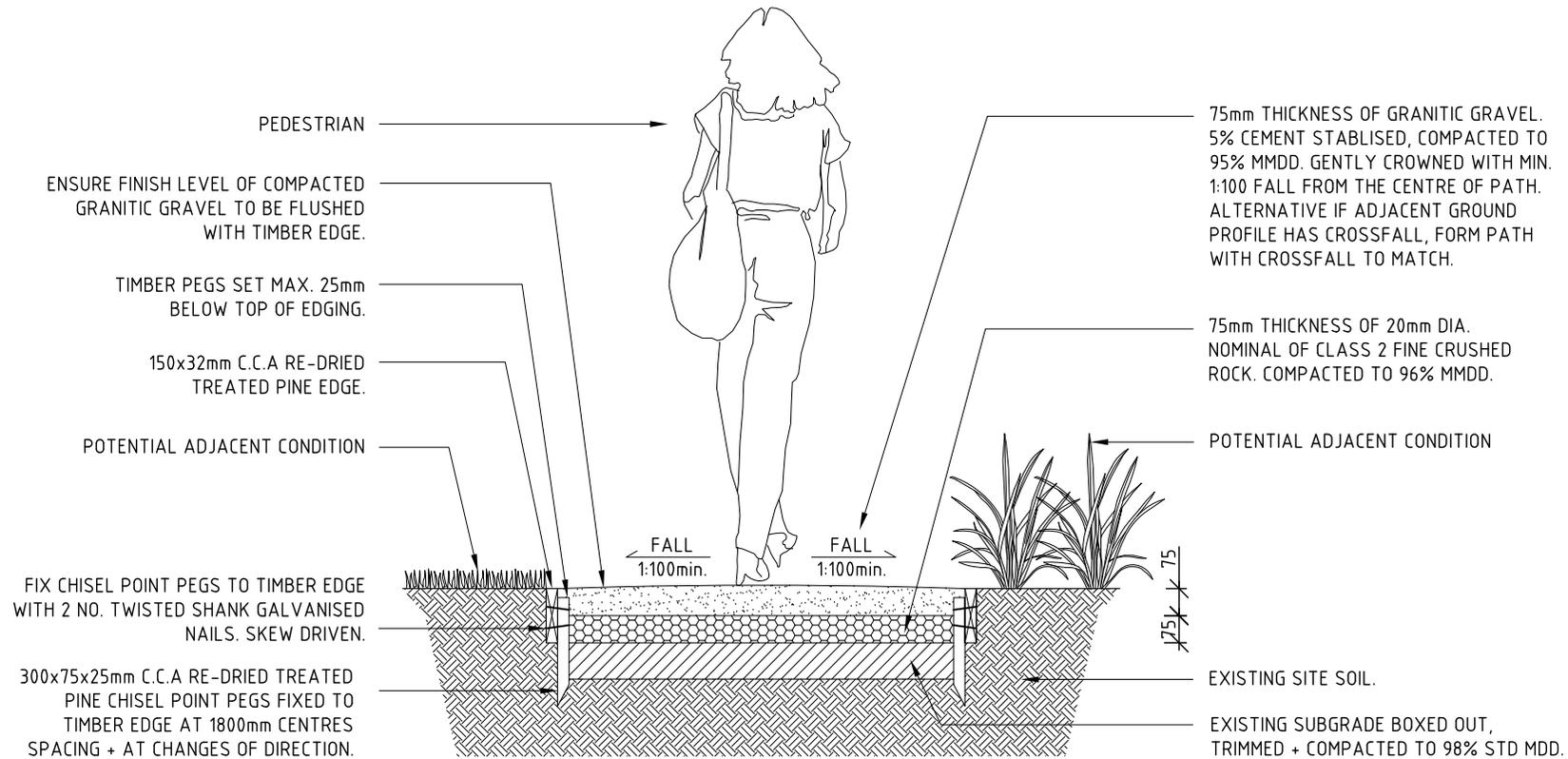
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SD-05

1200mm (WIDTH VARIES 1200mm - 1500mm)
(DEPENDING ON PATH HIERARCHY)



DETAIL 6: COMPACTED GRANITIC GRAVEL FOOTPATH WITH TIMBER EDGE



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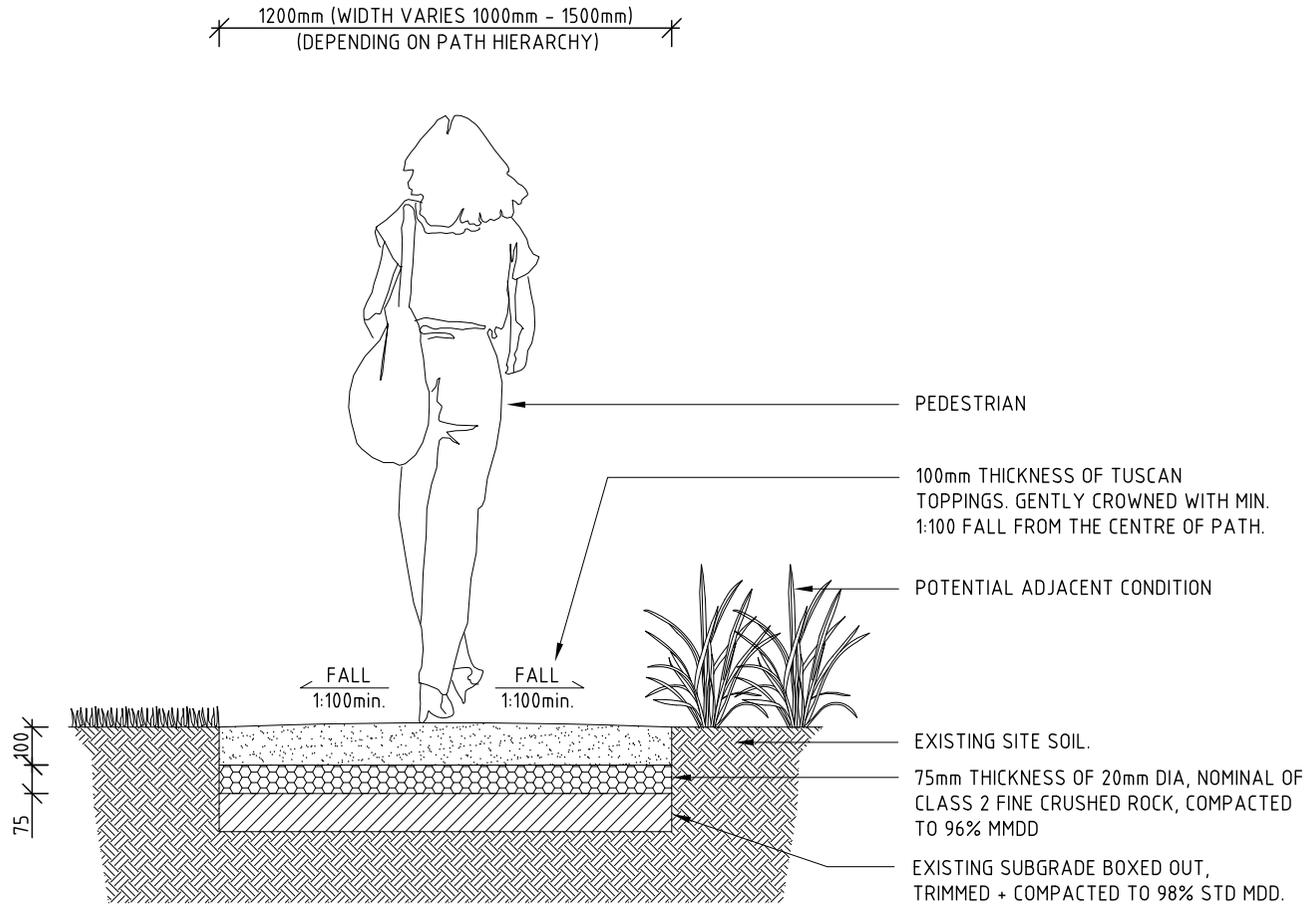
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DETAIL 7: TUSCAN TOPPINGS FOOTPATH



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7 of 7
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SD-07

16. APPENDIX D – Main Pathway Data

16.1 Pathway Data Collection

As discussed in Section 7.2 site data was collected around the following existing pathways in Beaufort. This data was collected using a hand-held tablet with GPS capacity and data entered to locations with GPS coordinates for identification and mapping purposes.

- **Scout Hall – Albert Street / King Street – War Memorial Park – Neill Street Nth**
- **Neill Street Sth / Bandstand Park – Haverlock Street East – Wotherspoon Park / Lawrence Street**
- **Lawrence Street – Leichardt Street Sth – Beaufort Swimming Pool**
- **Lawrence Street / Park Road East – Beaufort Primary & Secondary (School Precinct)**
- **Neill Street Sth (between Lawrence & Haverlock Streets)**
- **Neill Street Nth (between Lawrence & War Memorial Park)**
- **Lawrence Street Nth / West – Willoby Street**
- **Lawrence Street Nth / East – Willoby Street**
- **Neill Street Nth (Lawrence Street Nth – Beggs Street (Apex Park))**
- **Apex Park (Neill Street Entry – Skatepark / Youth Space)**
- **Apex Park (Beggs Street / Willoby Street – Baker Street)**

16.2 Information Collected

Criteria including Footpath Attributes, Accessibility & Issues were entered at each of the above locations. Under each of these criteria were a series of questions and the opportunity to photograph specific locations and attached the image to the data record. The following data was collected:

Footpath Attributes:

Location Name

Footpath Type (ie. Major Pathway / Minor Pathway / Trail etc.)

Footpath Length

Footpath Width

Surface Material (ie. Asphalt / Concrete / Compacted Gravel etc.)

Condition Rating (ie 1- New to 10 – Poor etc.)

Renewal / Replacement (ie. No renewal replacement needed, Minor renewal etc.)

Comments

Accessibility:

Description (ie. Fit for Purpose / Widening Need etc.)

Comments

Issues:

Description (ie. Overhanging trees blocking access, Trip hazards, Lifting - tree roots etc.)

Comments

16.3 Limitations of Data Collection

There were several areas where the data collection didn't quite allow for suitable information to be added. This was as follows:

- Only some areas / locations covered
- Footpath width didn't allow for paths of varying widths along its length
- Difficult to register no set width with unmade dirt or grassed paths (in this situation a standard width of 900mm was used)
- Surface Material didn't allow for multiple materials to be recorded along its length (for example the main street is both exposed aggregate and asphalt in sections)
- Likewise Condition Rating didn't allow for multiple ratings against sections of a length or path
- Accessibility Description didn't cater for instances where accessibility issues related to gaps in continuations of paths or where no path existed precluding access
- Issues Description didn't cater for issues where there weren't suitable, safe crossing points
- Issues Description did not have a category for drainage issues
- Only one photograph could be taken per record