

Appendix A

Additional Literature Reviews

New South Wales Bike Plan



The New South Wales Bike Plan was published in May 2010 by the New South Wales Government. It aims to “encourage more and safer cycling to increase the share of short trips in Greater Sydney for all travel purposes to five per cent by 2016 and double the use of cycling to work, across all of NSW, between 2006 and 2016”. To achieve this end the Bike Plan outlines a number of specific actions for various government agencies under the following six areas:

- Create connected cycling networks (infrastructure and facility investment priorities).
- Make bike-riding safe for all (development of safety material, training and campaigns).
- Plan cycling-friendly neighbourhoods (integrate into land use planning and infrastructure development processes).
- Grow jobs in cycling (promote cycle tourism).
- Get organisations working together to support bike-riding.

Queensland Cycling Strategy 2011-21



The Queensland Cycling Strategy was published in 2011 by the Queensland Government. It outlines a target “to get more people to cycle, more often for school, work, recreation, shopping and social trips” and double the percentage of commuter bicycle trips between 2006 and 2021 from 1.4% to 2.8%. To achieve this, the strategy outlines a number of specific actions under the following four areas:

- Building safe, direct and connected cycle networks (infrastructure and facility investment priorities).
- Growing a cycling culture (developing travel behaviour and cultural change).
- Creating cycle-friendly communities (integrating cycling into planning and development).
- Developing a cycling economy (promote cycle tourism).

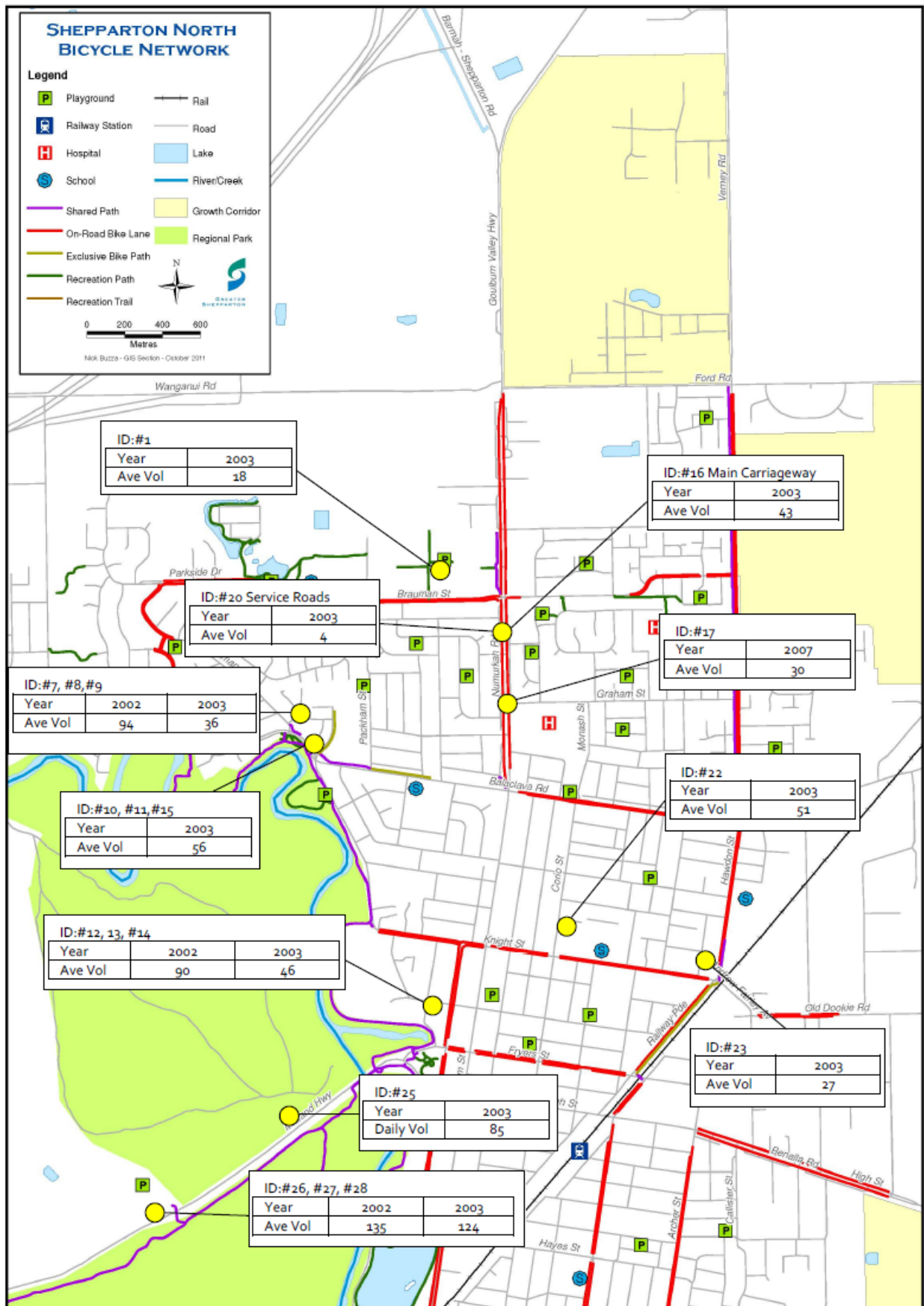
Appendix B

Bicycle Count Data & Maps

Appendix B

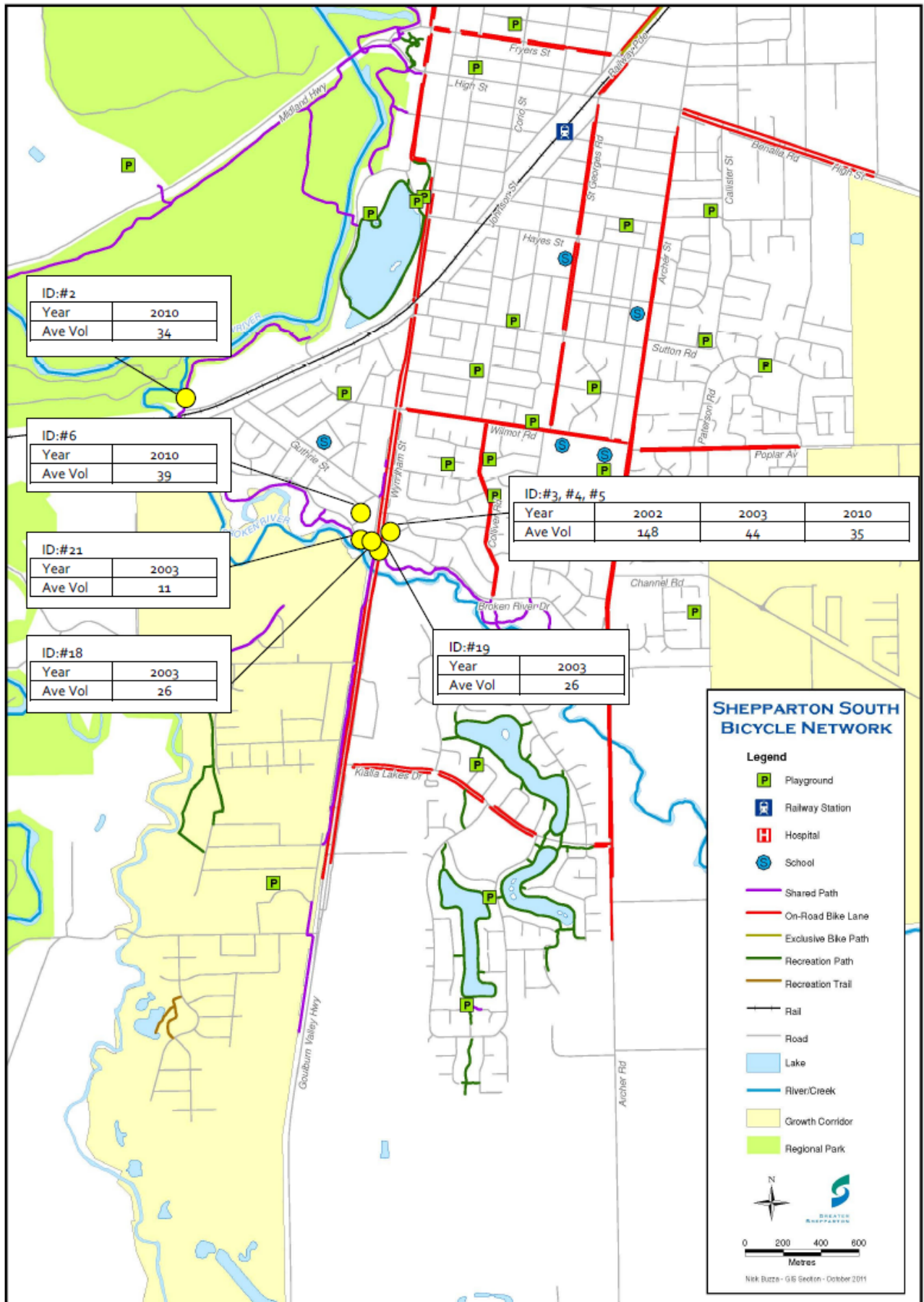
Appendix B

Council Daily Bicycle Volumes – Map



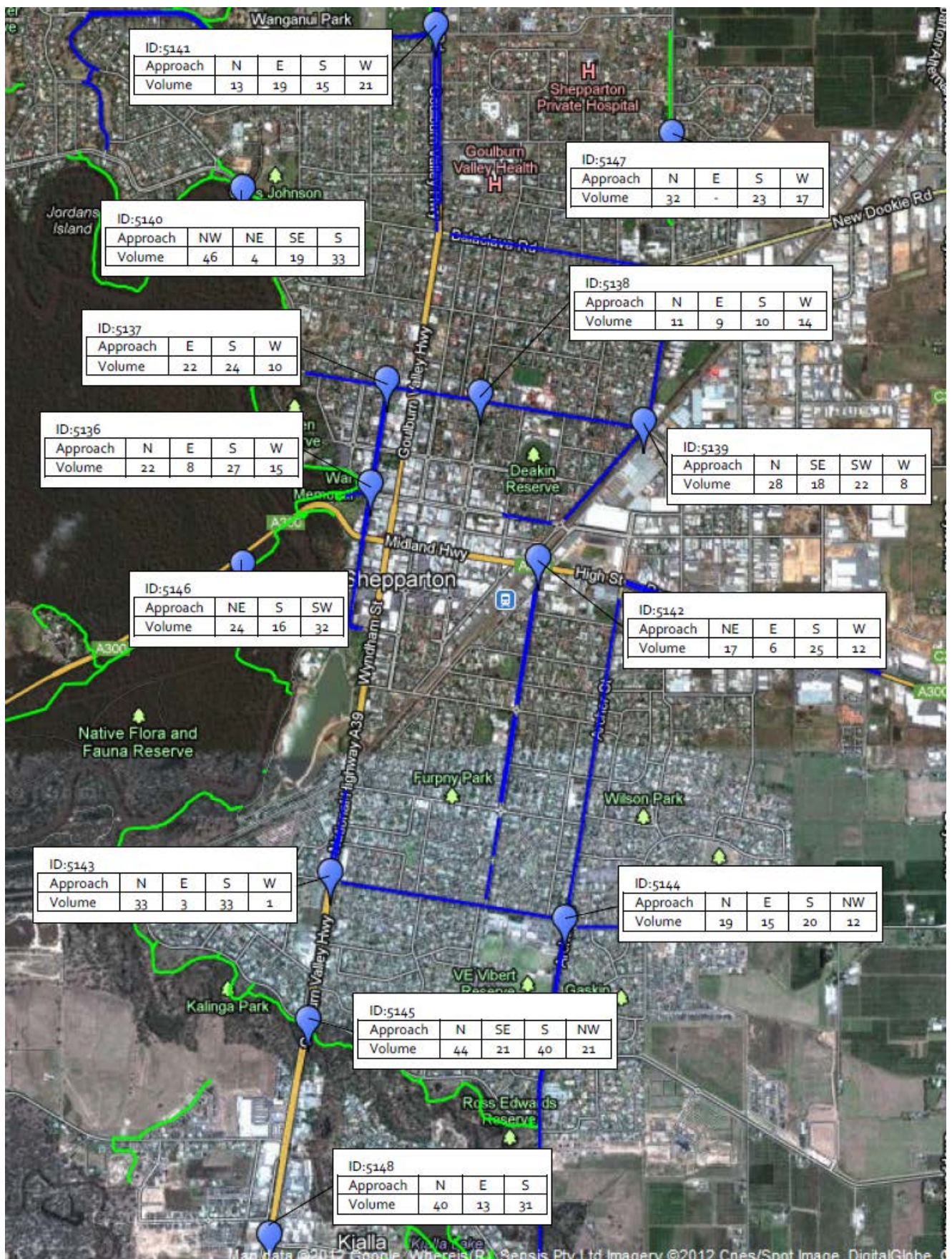
Appendix B

Council Daily Bicycle Volumes – Map 2



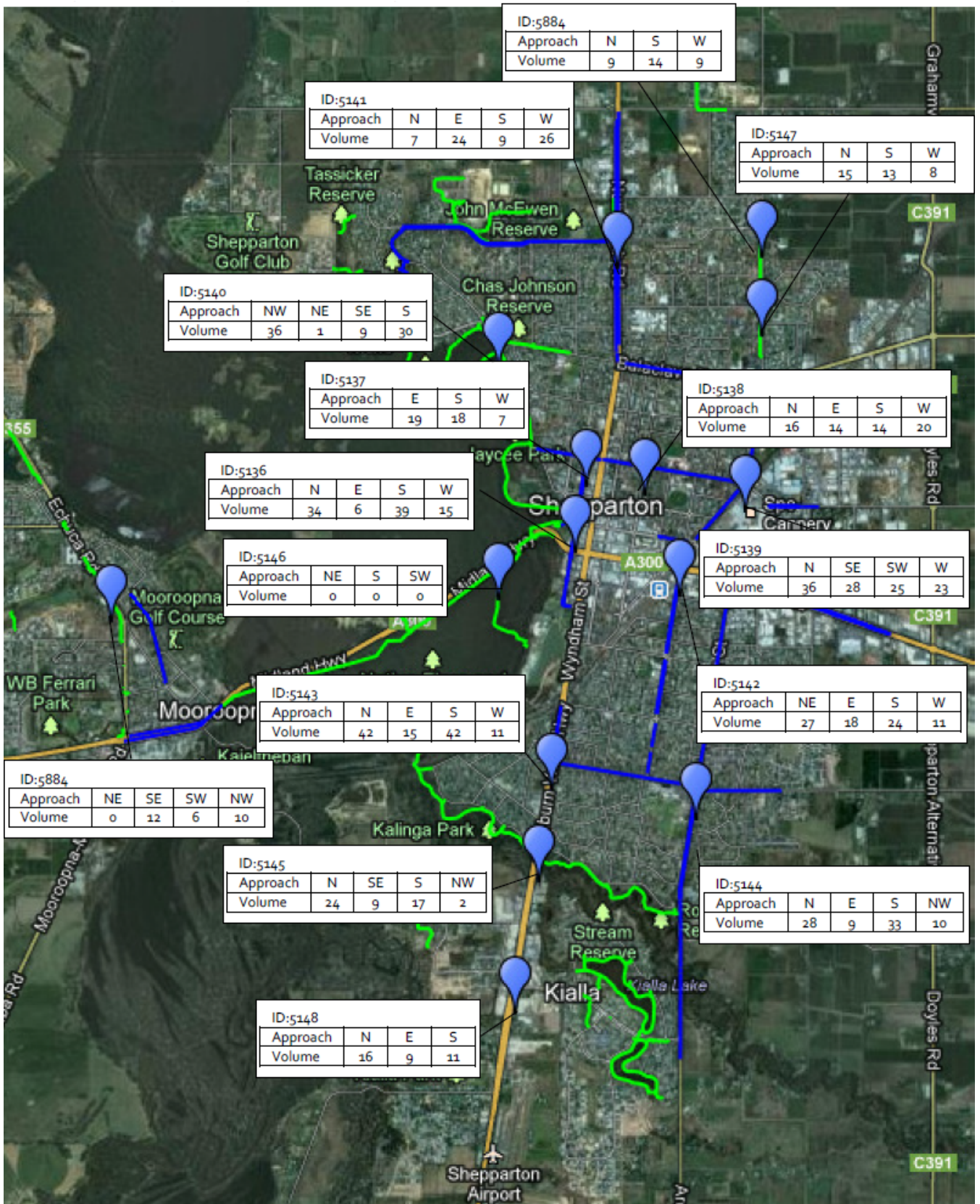
Appendix B

2011 Super Tuesday AM Bicycle Volumes Map



Appendix B

2012 Super Tuesday AM Bicycle Volumes Map



Appendix B

Table B1.2: Council Daily Bicycle Volumes

ID	Street/Road	Location	Daily Bicycle Volumes [1]														
			2002			2003			2005			2007			2010		
			Day	Month	Count	Day	Month	Count	Day	Month	Count	No. of Days	Month	Count	No. of Days	Month	Count
#1	Brauman St bike lanes	Btw Fenn St & Goulburn Valley Hwy				Th	Au	18									
#2	Broken River Shared Path	East of railway bridge													6	Jun	34
#3	Broken River Shared Path [5]	In Jackson Park							Th	Jan	128				6	Jun	41
#4	Broken River Shared Path [5]	East of Wynalham St				Th	Aug	44									
#5	Broken River Shared Path	East of Wynalham St (Jackson Park)	Th	Jan	148	Th	Dec	44									
#6	Broken River Shared Path	West of Goulburn Valley Hwy													6	Jan	39
#7	Goulburn River shared Path	North of Boulevard pedestrian crossing				Th	Dec	63	Tu	Jan	29						
#8	Goulburn River shared Path	North of Boulevard pedestrian crossing				Th	Aug	9									
#9	Goulburn River shared Path	North of Boulevard roundabout	Th	Jan	94												
#10	Goulburn River shared Path	South of Boulevard roundabout				Tu	Aug	35									
#11	Goulburn River shared Path	South of Boulevard roundabout				Th	Dec	87									
#12	Goulburn River shared Path	West of Marungi St				Tu	Aug	16	Th	Jan	87						
#13	Goulburn River shared Path	West of Marungi St				Tu	Dec	75									
#14	Goulburn River shared Path	West of Marungi St	Th	Jan	90												
#15	Goulburn River shared Path	South of Boulevard roundabout				Th	Aug	46									
#16	Goulburn Valley Hwy bike lanes [3]	Btw Branditt Ave & Graham St						43									
#17	Goulburn Valley Hwy	Bike lanes btw Grutzner Ave & Kilpatrick Ave										7	Jan	30			
#18	Goulburn Valley Hwy bike lanes [7]	South of Broken River				Tu	Sep	26									
#19	Goulburn Valley Hwy east shared path [6]	South of Broken River				Th	Sep	26									
#20	Goulburn Valley Hwy service roads [4]	Btw Branditt Ave & Graham St				Th	Sep	4									
#21	Goulburn Valley Hwy west shared path	South of Broken River				Th	Sep	11									
#22	Knight St bike lanes	Btw Corio St & Cram St				Tu	Aug	51									
#23	Railway Pale bike lanes	Btw Knight St & Middleton St				Tu	Aug	27									
#24	Shepparton-Mooroopna bike path	West of Geraaghty's Bridge										7	Jan	124			
#25	Shepparton-Mooroopna bike path	West of Goulburn River Bridge				Tu	Dec	85	Th	Jan	54						
#26	Shepparton-Mooroopna shared path [2]	West of Kidstown entry				Tu	Dec	161									
#27	Shepparton-Mooroopna bike path [2]	West of Kidstown entry				Tu	Aug	86									
#28	Shepparton-Mooroopna shared path [2]	West of Kidstown path	Tu	Jan	135												

- [1] The daily bicycle volumes are the total two-way volumes recorded at a given location. If recorded over a number of days then they have been averaged.
 [2] Same location
 [3] Two-way on main road
 [4] Two-way on service roads
 [5] Not shown on map, but is the same location as #5
 [6] On east side of highway
 [7] On highway main carriageway

Appendix B

Table B1.2: March 2011 Super Tuesday AM Bicycle Volumes

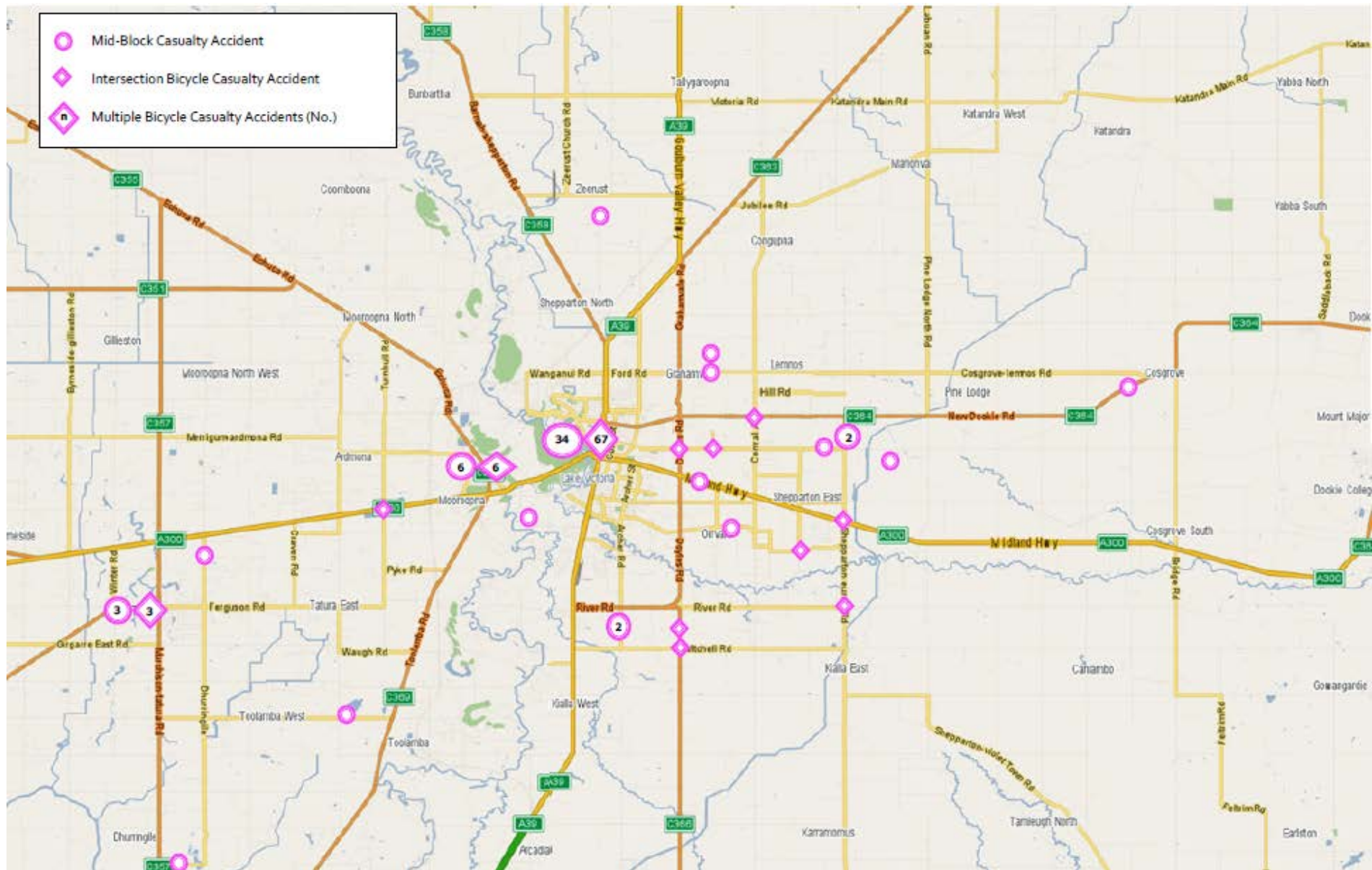
ID	Location	AM Bicycle Volumes [1]	
		2011	2012
#5141	Goulburn Valley Hwy, Pine Rd, Goulburn Valley Hwy and Brauman St- count on and off road as one and same - 673 P4	34	33
#5147	Verney Rd towards King Richard Dr, Verney Rd and Graham St - count on and off road as one and same - 673 R5	36	18
#5140	Maculata Dr, Balaclava Rd, The Boulevard towards reserve and The Boulevard - count on and off road as one and same - 673 N6	51	38
#5137	Knight St towards highway, Welsford St and Knight St - 673 O7	28	22
#5138	Corio St towards Corio Ave, Knight St towards church, Corio St and Knight St - 673 P8	22	32
#5139	Hawdon St, Andrew Fairley Ave, Railway Pde and Knight St - 673 R8	38	56
#5136	Welsford St towards War Memorial, Fryers St towards Goulburn Valley Hwy, Welsford St and Fryers St - 673 O8	36	47
#5142	Thompson St, Midland Hwy (showground), St Georges and Midland Hwy - 673 Q9	30	40
#5146	Shepparton - Mooroopna causeway path (at junction) towards bridge, Causeway - Aquamoves path and Shepparton - Mooroopna causeway path - 673 N9	36	0
#5143	Goulburn Valley Hwy towards Meaklim St, Wilmot Rd, Goulburn Valley Hwy and Longstaff St - 673 O12	35	55
#5144	Archer St, Poplar Ave, Archer St and Wilmot Rd (dog leg) - 675 Q1	33	40
#5145	Goulburn Valley Hwy, 'Yanha Gurtji' Share path adjacent to Broken River Dr, highway bridge and 'Yanha Gurtji' Share path - 675 N2	63	25
#5148	Goulburn Valley Hwy (including shared path in outer separator) towards Riverview Dr, Kialla Lakes Dr and Goulburn Valley Hwy - 675 N5	42	18
#5883	Baker Cres, Echuca Rd (south), pedestrian crossing and Echuca Rd – includes both volumes on and off the road	-	14
#5884	Verney Rd (north), Verney Rd (south) and Pine Rd - includes both volumes on and off the road	-	16

[1] The AM bicycle volumes are totals recorded between 7am-9am on all approaches of the given location.

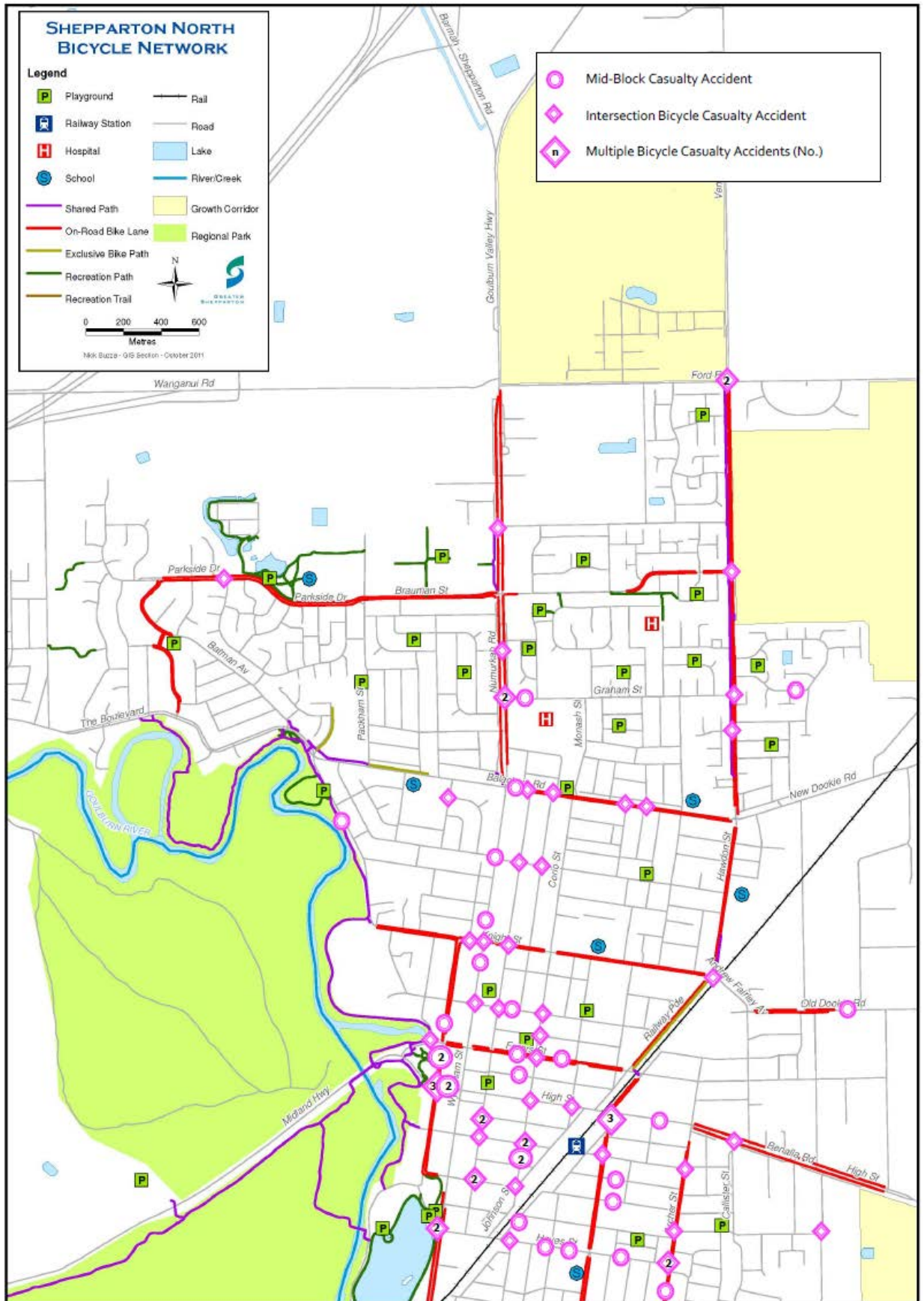
Appendix C

Bicycle Crash Stats Data

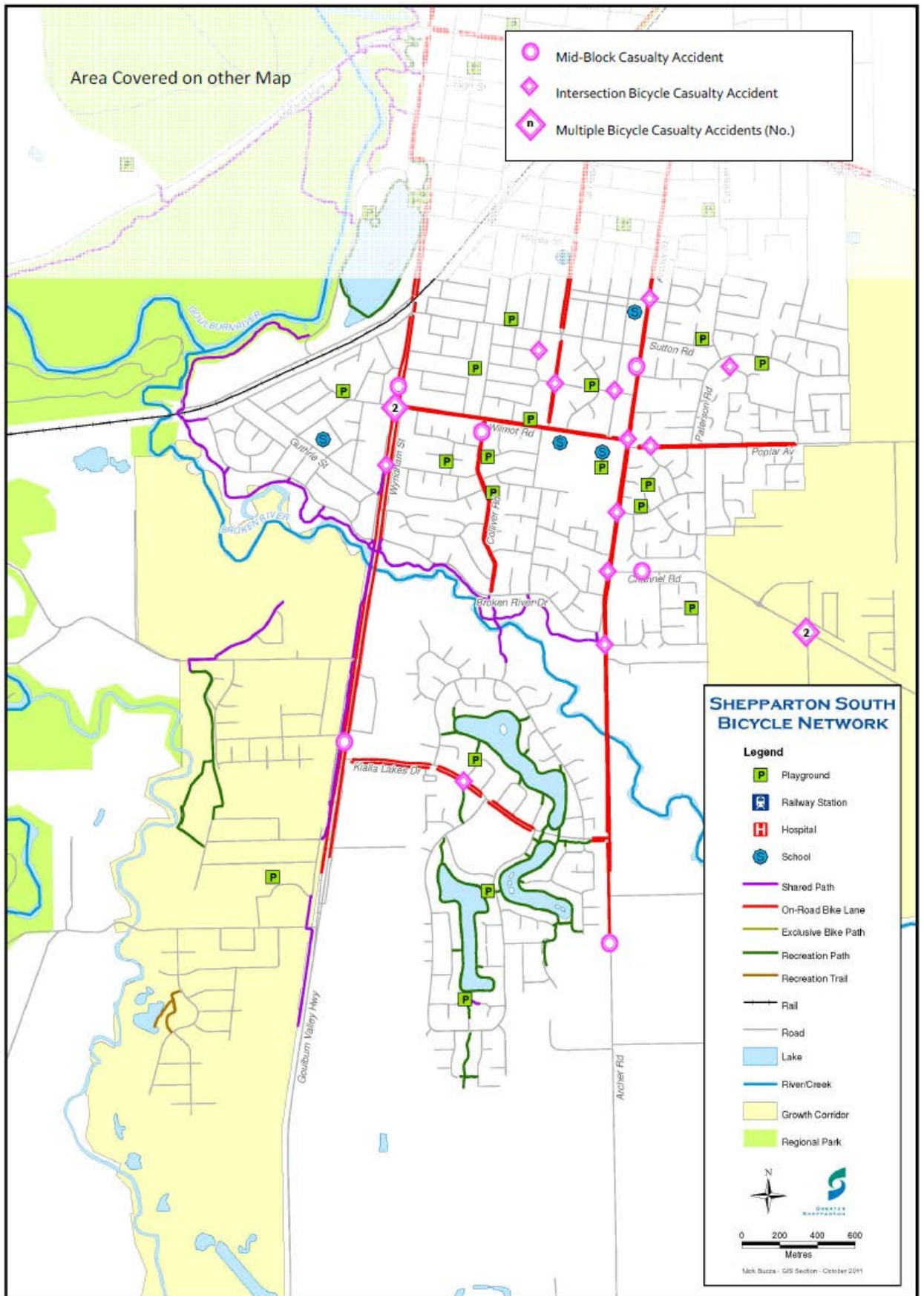
Locality Map 1 - Overall Bicycle Accidents



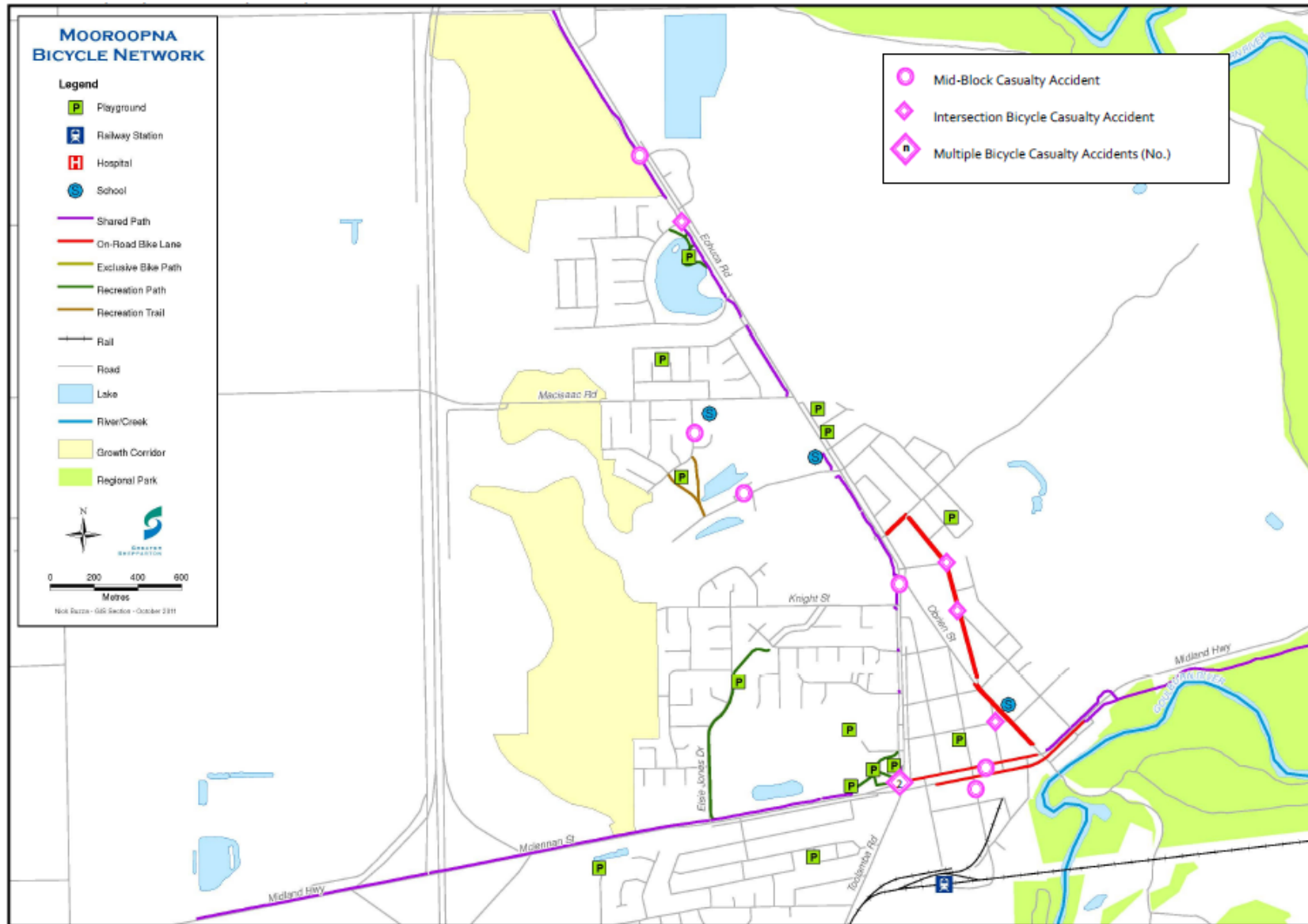
Locality Map 2 - Shepparton North Bicycle Accidents



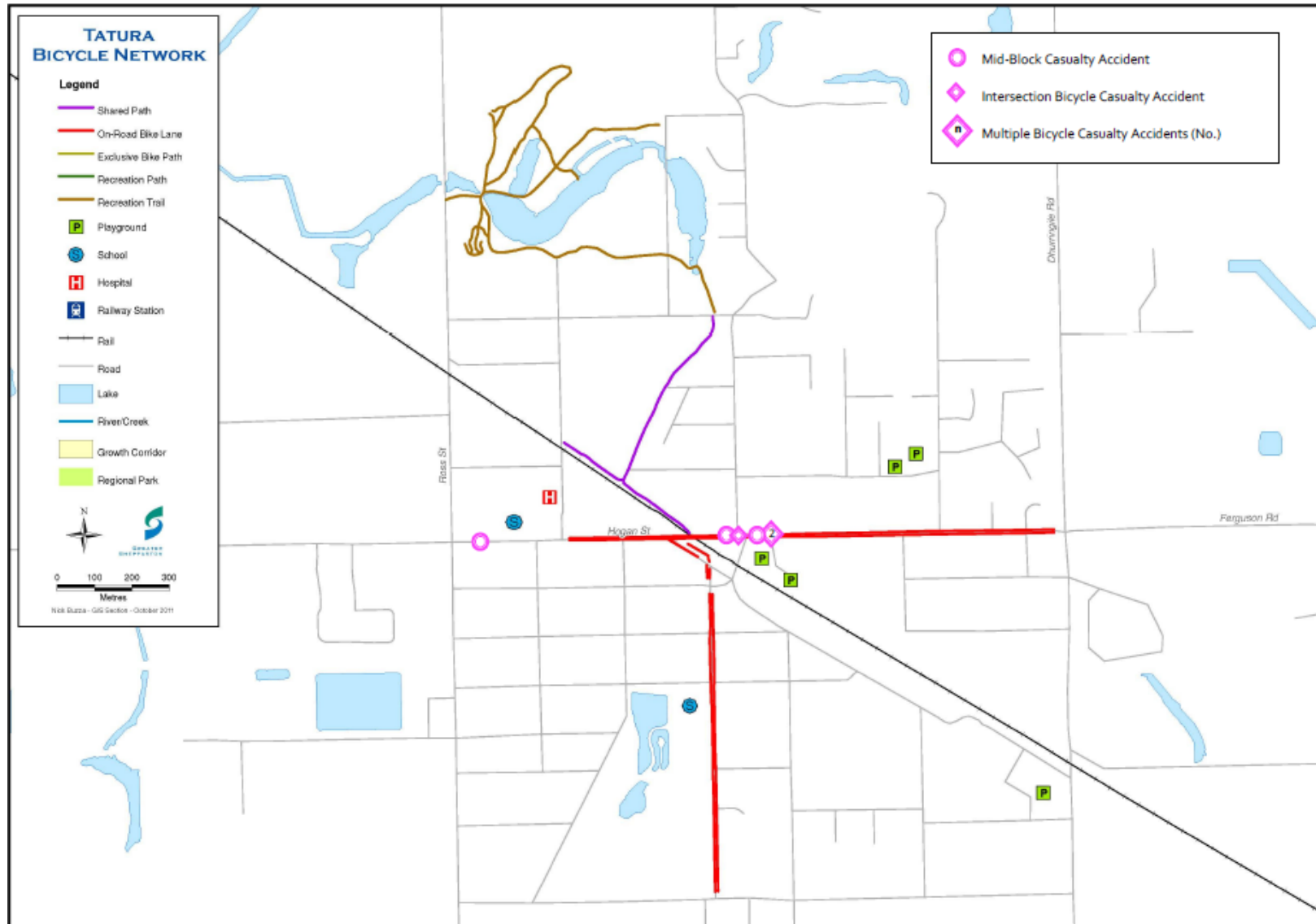
Locality Map 3 - Shepparton South Bicycle Accidents



Locality Map 4 - Mooroopna Bicycle Accidents



Locality Map 5 - Tatura Bicycle Accidents



Appendix D

Implemented Bicycle Facilities

Appendix D

High Priority Proposals

Of the 20 high priority proposals identified in the previous strategy, a total of eight were implemented, at least in part, over the five year lifetime of the previous strategy. A summary of these implemented high priority proposals is provided in Table D.1.

Table D.1: Summary of Implemented High Priority Bicycle Proposals

ID[1]	Location	Summary of Proposal	% Completed
11	Old Dookie Road	On-road bicycle lanes between Lockwood Rd and Lemons North Rd	20%
23	Welsford Street	On-road bicycle lanes from Knight St to Sobraon Street	100%
24	Yanha Gurtji Path	Off-road shared path along Tom Collins Drive	100%
27	Yanha Gurtji Path	Off-road shared path between Goulburn Valley Hwy and Riverview Drive, via Broken River	25%
37	Railway Reserve Shared Path	Park St to Alexander Ave	100%
42	William Street to Margaret Street	Off-road shared path through Cussen Park	100%
44	Albert Street	On-road lanes from Brown St to O'Reilly St	100%

[1] Proposal ID number taken from Table 9.1 in the previous Cycling Strategy.

Based on Table D.1 and the associated costs estimated within the previous strategy, approximately 23% of the high priority proposals were implemented over the previous five years.

Medium Priority Proposals

Of the 14 medium priority proposals identified in the previous strategy, a total of five were implemented over the five year lifetime of the previous strategy. A summary of these implemented medium priority proposals is provided in Table D.2.

Table D.2: Summary of Implemented Medium Priority Bicycle Proposals

ID	Location	Summary of Proposal	% Completed
12	Poplar Avenue	On-road bicycle lanes between Archer St and Fig Ave	100%
27	Yanha Gurtji Path	Pedestrian/cycle bridge over Broken River	100%
33	Rodney Park Reserve	Off-road path signed and asphalted between McLennan St and Pell Cres, along Elsie Jones Dr	100%
38	Hogan Street	On-road bicycle lanes between Ross Rd and Dhurringle Rd	100%
39	Walsh Street	On-road bicycle lanes between Hogan St and Brown St	100%

[1] Proposal ID number taken from Table 9.1 in the previous Cycling Strategy.

Based on Table D.2 and the associated costs estimated within the previous strategy, approximately 23% of the medium priority proposals were implemented over the previous five years.

Low Priority Proposals

Of the 10 low priority proposals identified in the previous strategy, three were implemented over the five year lifetime of the previous strategy. The detail of the low priority proposal that was implemented is summarised in Table D.3.

Table D.3: Summary of Implemented Low Priority Bicycle Proposals

ID	Location	Summary of Proposal	% Completed
7	John McEven Reserve	Off-road shared path between Parkside Drive and Goulburn Valley Hwy, to the north of Brauman St	50%
13	Channel Rd	Off-road shared path between Archer St and Feiglin Rd	10% [2]
34	Echuca Mooroopna Road	On-road bicycle lanes between McLennan St and O'Brien St	100% [2]

[1] Proposal ID number taken from Table 9.1 in the previous Cycling Strategy.

[2] Not shown on the maps in Appendix D

Appendix D

Based on Table D.3 and the associated cost estimate within the previous strategy, approximately 6% of the low priority proposals were implemented over the previous five years.

Development Based Proposals

Of the 32 development based proposals identified in the previous strategy, a total of five were implemented, at least in part, over the five year lifetime of the previous strategy. A summary of these implemented development based proposals is provided in Table D.4.

Table D.4: Summary of Implemented Development Based Proposals

ID	Location	Summary of Proposal	% Completed
1	Yanha Gurtji Path	Off-road shared path along the north side of Goulburn River	100%
1	Yanha Gurtji Path	Two off-road paths through Tassicker Reserve	70%
8	Pine Road	Off-road shared path between Goulburn Valley Hwy and Verney Rd	50%
20	Verney Road	Off-road shared path between King Richard Dr and Ford Rd	100%
35	Sunnigdal Boulevard	Off-road shared path between Charters St and Dhurringle Rd	25% [2]
35	Charters Street	Off-road shared path between Sunnigdal Bvl and McNamara St	100% [2]

[1] Proposal ID number taken from Table 9.1 in the previous Cycling Strategy.

[2] Not shown on the maps in Appendix D

Based on Table D.4 and the associated costs estimated within the previous strategy, approximately 12% of the development based proposals were implemented over the previous five years.

Additional Facilities

In addition to the proposals identified in the previous strategy, there have been a number of additional facilities provided within Greater Shepparton in the past five years. These are summarised in Table D.5.

Table D.5: Summary of Additional Facilities Implemented

ID	Location	Summary of Proposal
A	Cussen Park	Off-road shared paths throughout Cussen Park
B	Park Street	Off-road shared path between Alexandra Ave and Park St
C	Craigmuir Lake	Off-road shared path around the northeast edge of Craigmuir Lake
D	Norton Reserve	Off-road shared paths connecting Norton Dr and Homewood Dr
E	Evergreen Way	Off-road shared path along the north and east sides of Gum Rd and Purra Way, and connecting to Evergreen Way
F	Seven Creeks Drive	Off-road shared paths connecting Seven Creeks Dr and the adjacent lake
G	Pine Road	On-road bicycle lanes between Goulburn Valley Hwy and Verney Rd

Other Facilities

In addition to the on and off bicycle facilities, the previous strategy proposed the following facilities to help support cyclists:

- behavioural, directional and warning signage
- bicycle parking.

In terms of these other facilities, it is understood that improved signage does exist, especially on the sports cycling training routes, and based on the latest bicycle network maps, publicly available bicycle parking facilities have been provided within Shepparton.

Appendix E

Dates and Groups Consulted

Appendix E

Community Plan Steering Groups

The seven Community Plan Steering Groups that were consulted with through face-to-face meetings by a Council representative occurred on the dates listed as follows:

- Murchison – Wednesday 7 March
- Toolamba – Tuesday 13 March
- Merrigum – Wednesday 14 March
- Tatura – Tuesday 20 March
- Mooroopna – Wednesday 21 March
- Dookie – Monday 26 March
- Undera – Wednesday 11 April.

Council Advisory Committees

The six council advisory committees that were consulted through face-to-face meetings by a Council representative occurred on the dates listed as follows:

- Older Persons Advisory Committee – Friday 13 April 2012
- Disability Advisory Committee - Friday 13 April 2012
- Health Advisory Panel – Wednesday 18 April 2012
- River Connect Steering Group - Wednesday 18 April 2012
- Goulburn Valley RoadSafe– Wednesday 11 April 2012.

Cycling Groups

The cyclists' forum run by GTA Consultants on Monday 2 April occurred with the following local bicycle groups:

- Shepparton Cycling Club
- Scott Peoples Foundation
- Greater Shepparton Bicycle Users Group
- Goulburn Valley Mountain Bike Club
- Shepparton Triathlon Club
- Fruit Loop Ride
- Greater Shepparton Safe Riding Campaign
- Benalla Bike Hike Event
- Commuter cyclists.

Council Departments

GTA Consultants consulted with the following Council departments on Thursday 22 March 2012 through face-to-face meetings:

- Planning and Development, Sustainability and Environment
- Aged and Children's Services
- Culture and Community Strengthening
- Leisure Facilities
- Economic Development
- Events and Promotions
- Engineering Projects

Appendix E

- Operations
- Recreation and Parks.

State Government Departments

GTA Consultants consulted with the following State Government departments through written and verbal correspondence:

- Department of Transport
- Department of Planning and Community Development
- Tourism Victoria (Department of Business and Innovation)
- VicRoads.

Schools

A questionnaire prepared for school children and teachers / principals on Ride to School Day was distributed by Council to each school in Greater Shepparton.

Chamber of Commerce and Other Businesses

The discussion paper was distributed by Council to the Shepparton Chamber of Commerce and other business groups.

General Public

There was ability for the general public to provide input to the strategy through the Council website, which made the discussion paper and questionnaire available.

Appendix F

Tabulated Summary of Consultation and Responses

Appendix F

<u>Stakeholder Issues Raised</u>		<u>Refer to Section</u>
Community Plan Meetings		
Murchison	<ul style="list-style-type: none"> • Development of Recreation tracks and Trails, including the Rushworth Rail Trail and a recreation loop • Murchison/Toolamba/Shepparton Shared Path Development (Along River) • Main Roads with high volumes of heavy traffic divide the town making it difficult for young people to ride to school, (Murchison – Mooroopna Road and Murchison – Rushworth Road) • Crossing railway intersection at Murchison East 	Section 6.4.3 Action 19 6.4.3 6.4.3
Tatura Community	<ul style="list-style-type: none"> • Off Road Connectivity to other Towns especially Shepparton/Mooroopna • Up grading of Roads to include a median strip for cyclists 	Action 19
Toolamba	<ul style="list-style-type: none"> • Murchison/Mooroopna/Shepparton off Road Connection • Provision of end of trip facilities including public toilet facilities for those using Toolamba as a midway point on their training ride 	Action 19
Dookie	<ul style="list-style-type: none"> • The important of cycling events was noted for the economic development for the community, but needs to be balanced with community needs for access • Road Surfaces needs to be addressed to improve safety around the town • Additional Training loop created in the region • Sealing of Mount Major TV road • Increased warnings to Cyclist who are using roads for training during the grain harvest as an increase in large Trucks using roads 	Action 40 Section 5.6 Action 32 Action 23 Sec.7.3
Merrigum	<ul style="list-style-type: none"> • Connectivity to Kyabram more appropriate than Shepparton • Bike Rental/Share program to provide alternative transport to backpacker community • Improvement of Safety for families • Recreational Cycling Loop around the town 	Action 19 Action 17
Mooroopna	<ul style="list-style-type: none"> • Interested in seeing the draft strategy for comment 	
Undera	<ul style="list-style-type: none"> • Extension of the shoulder of the roads, especially on the Mooroopna Road and the Tatura Road. • Shared Paths need to be swept more often to increase safety and general usability of paths 	Section 5.6.2
Council Advisory Committee		
River Connect	<ul style="list-style-type: none"> • Continued development of Shared Path Network in line with Strategic Plan 	Action 19
GV Road Safe	<ul style="list-style-type: none"> • Safety issues relating to packs of riders taking up a large proportion of the road, for example riders 3 or 4 abreast • Clothing that people wear at night, education programs about “being seen to be safe” • A working group between local police and council officers could be formed to help support groups ensuring that Cycling events are safe. • The TV advertisements that increase awareness of cyclists on the road where a positive move • Work with existing initiatives such as safe cycle run by Vic Police 	Action 2

Appendix F

<u>Stakeholder Issues Raised</u>		<u>Refer to Section</u>
Disability Advisory Committee	<ul style="list-style-type: none"> • Maintenance of the paths is important as it allows access for all • Consideration of whole life cycle costs should be taken into account especially when considering surfaces that are applied. • Green bike lanes on roads are seen as a valuable tool in keep cyclists safe however education of road users is need to ensure that they have their full potential. At times road users don't fully understand their purpose. • Safety Considerations at roundabouts particularly at corner of Knight Street and Railway Parade. • To increase access to paths increase information is need about the gradient of paths and how accessible they are. This is will allow people to make informed decisions if they are to use the path. This could simple be increased signage and colour coded maps. The width of the paths and the bends are important considerations to when assessing if paths are accessible and although it is impossible to make all paths accessible some need to be to ensure that there is equitable access • To increase cycling awareness children need to be considered as an important place to start, however the education of the parents also needs to be considered. 	<p>Action 8</p> <p>Action 6</p> <p>Action 6</p> <p>Action 24</p> <p>Action 3</p>
Older Persons Advisory Committee	<ul style="list-style-type: none"> • Increased awareness about who is allowed to ride on footpaths • Inclusive shared path network 	<p>Action 24</p>
Health Advisory Panel	<ul style="list-style-type: none"> • A major barrier is the lack of education for both motorists and for cyclists. Doorings of cyclist was raised as a concern for cyclists with practical solutions need to be sort. • Increasing awareness about the laws around riding on footpaths and the children under the age of 12 are legally able too with accompany adult • A strong focus on children to start the culture shift from a young age and have the greatest benefit in the long term • As part of the healthy communities program there is subsidised Train the trainer programs through AustCycle to provide bike ED courses. • GV RoadSafe have a resource that is provided to schools to allow them to run bike ED programs this includes several bikes and associated equipment. • End of trip facilities and who responsibility is it to provide these, it was suggested that it was business owners but council could play a proactive roll encouraging them in new building / office developments • A children's bike path at KidsTown was suggested to provide an interactive environment for children to learn how to ride a bike in a safe environment away from traffic. 	<p>Action 3</p> <p>Action 24</p> <p>Action 3</p> <p>Action 3</p> <p>Action 3</p> <p>Action 21</p>

Appendix F

<u>Stakeholder Issues Raised</u>	<u>Refer to Section</u>
Wider Community	
Cycling Forum	<ul style="list-style-type: none"> • Sealed road to Mt Major – TV Road • Single river trail in town for Mountain bikes • Sustainable Short Course for Mountain Bike • In terms of building trails, get the community involved. If they build it they tend to look after it • Poorly maintained on Road bike lanes <ul style="list-style-type: none"> Man hole covers More Lane sweeping Blue reflectors Road surface Street sweeping only cleans up to 30cm from gutter • Shared Paths <ul style="list-style-type: none"> Poor surface-pot holes High grass along sides Divided line down the middle would increase safety Some walkers/runners think the path is theirs only • Cycling Advisory Committee to guide cycling related development • Education programs are needed to raise awareness of road cycling with schools • Encouragement of investment by business in on site End of trip facilities. What can council do? Look at the cost of providing parking etc for works • Collective facilities in industrial areas, providing multiple contributors to a shared facility. • Common standard for bike paths and road cycle lanes • Regular maintenance program • Encourage commuter cycling with user friendly facilities • Educating junior riders on safety and maintenance requirements • Issues on Wanganui / Ford / Lemnos Cosgrove / Boundary / Mitchell / Raftery Roads • Rumble strips at Railway crossings are an issue • Calendar of bike events – prevent clashing of events • Engineering in bike lanes when roads are built • Education of both bikes and cars • Railway line cross is a major issues for cyclists • Continuity of bike lanes needs to be address to provide connected network • Bike lanes at roundabouts are an issue • Angles railway crossings • Bike maps of city with suggest routes for commuting and alternative modes of transport • Consideration for tricycles especially at end of trip facilities
	<p>Action 32</p> <p>Section 5.6</p> <p>Section 5.6</p> <p>Section 5.6</p> <p>Action 2</p> <p>Action 3</p> <p>Action 21</p> <p>Action 21</p> <p>Section 5.6</p> <p>Section 5.3</p> <p>Action 28</p> <p>Section 5.3</p> <p>Action 38 & 40</p> <p>Section 5</p> <p>Section 5.6</p> <p>Action 6</p> <p>Action 9</p> <p>Action 21</p>

Appendix F

<u>Stakeholder Issues Raised</u>		<u>Refer to Section</u>
Cycling Forum (contd)	<ul style="list-style-type: none"> • Roundabout planting obscure vision of cars, indicators etc. • Bike routes to out for town schools and factories • Planning new subdivisions should allow for provision of bike paths to local shopping school precincts • Bike paths on rail easements should be considered • More end of trip parking facilities for short shopping trips 	<p>Section 5.6</p> <p>Section 6.3</p> <p>Section 6 Action 22</p>
Tatura Walking Cycling Group	<ul style="list-style-type: none"> • Proposed a network of paths which will provide for a mixture of pedestrians and cyclists. 	Section 6.4.4
Shepparton East Resident	<ul style="list-style-type: none"> • The provision of a shared path to Shepparton East School from Shepparton 	Section 6.5
VIC volunteer	<ul style="list-style-type: none"> • A bike share/rental program should be provide for visitors to the region 	
Shepparton Cycling Club	<ul style="list-style-type: none"> • Short-term and long-term facility improvements and events • Apart from those outlined in the attached letter, resurfacing of the velodrome would be beneficial in improving the facility • Activities to retain and attract new members to the club • Assistance in promoting come and try events. • Links to other sports cycling clubs, events and facilities. • Facilitate communication between local cycling orientated groups. • The roads that I believe need attention in terms of improving Safety for Cyclist are; <ul style="list-style-type: none"> -Boundary Road -Mitchell Road -Rafferty Road 	<p>Action 28</p> <p>Action 2</p>
Shepparton BMX Club	<ul style="list-style-type: none"> • Short-term goal is to get lights installed at the park to enable activities to occur in the evenings during the winter, which is likely to have a positive economic impact with sales at the canteen and attendance levels. • Long-term goal is to install an 8.0m standing start (currently 6.0m), which would make the facility comparable to the best facilities in Australia. • With the provision of such facilities it is considered possible to secure an annual two-day BMX event and potentially the National titles on a 2 or 4 year basis, given that there is already a 2 year arrangement for it to be held at the Sleeman Sport Complex in Brisbane. • Would also like to see the ability for the general public to either use this facility or a suitable second facility at their own leisure. At the moment, Bryan can supervise non-members as he is a qualified coach but if he is not there, then only club members are permitted. Bryan indicated that he tries and be at the track during school holidays to enable such use by beginners. 	<p>Action 29</p> <p>Action 30</p>
Schools	<ul style="list-style-type: none"> • Limited ability to provide additional end of trip facilities resources for students who ride to school, because of financial constraints 	Action 23

