Issue ID	Issue extent	Location	Issue	Recommended improvement	Priority
CAS01	Multiple locations	Throughout CBD	Accessible paths of travel are frequently obstructed * obstructs accessible path of travel	Maintain a continuous accessible path of travel along shopfronts. Support businesses to maintain a continuous accessible path of travel along shopfronts through education, guidance and, where appropriate, grants or similar assistance. This could include helping traders address concerns about relocating outdoor dining or displays, such as through shade structures or barriers separating dining areas from parking. Monitoring and enforcement may also be required where obstructions persist.	Short term
CAS02	Site-specific	Forest Street b/w Barker Street and Hargraves Street outside The Salvation Army Castlemaine Thrift Shop;	No safe crossing where lots of people cross * inaccessible for people with limited mobility	Provide accessible crossing points with aligned kerb ramps both sides of the road, and a pedestrian refuge in the median. Consider also kerb extensions to reduce crossing distance. Collecting further information e.g. pedestrian and vehicle counts will help to better quantify the issue. One traffic lane in each direction would make it safer for walking and open the possibility of additional treatment options not currently availble given the layout e.g. zebra / wombat can only be used at locations with a maximum of one traffic lane in each direction. Complete in conjunction with CAS05 (speed limits) and CAS11 (traffic lane widths) to further improve safety at this location.	Short term
CAS03	Multiple locations	Hargraves St Barkers St	Significant crossing distance (four through lanes, a right turn lane and sometimes a parking lane), pedestrian refuges too narrow, high traffic volumes including trucks * increases crossing distance and time *insufficient space for a person in a mobility scooter or with a pram to wait	Widen pedestrian refuges to at least 1.2 m.This will allow people using prams, wheelchairs or mobility scooters to wait safely when crossing. Investigate removal of traffic lane(s) on Barker St. Complete in conjunction with CAS11 (narrowing traffic lanes).	Short term
CAS04	Site-specific	Moyston Street / Hargraves Street (all legs)	Crossing can be complex and difficult, turning drivers do not give way * more so for people with mobility issues or who are blind	Investigate options for improving crossing safety. While signalised crossings are generally preferred by people walking, they are very expensive and cause delay. A low-speed roundabout with raised zebra crossings (wombats) on all approaches provides a high level of service for people crossing while maintaining traffic flow.	Short term
CAS05	Entire CBD	Entire CBD	Traffic speeds and volumes are incompatible with safe walking conditions, and variations can be confusing for drivers. * increased safety risk, especially older people and people with disability	Implement a safe, consistent speed limit across the whole of the CBD.	Short term
CAS06	Site-specific	Forest St at Duke St	Parked cars reduce visibility, traffic lanes merge, and vehicles can enter Forest Street at speed with little deflection. *complex crossing, especially for children (outside school) and people with disability	Close both left turn slip lanes. This will force drivers to slow when turning left into Forest St from Duke St, rather than driving at speed with little deflection, as well as reducing the crossing complexity. Install wombat across remaining road crossing.	Short term
CAS07	Multiple locations	Forest St / Urquhart St (NW corner) Hargraves St / Lyttleton St (SW corner) Lyttleton St / Barker St (SW corner)	Grates in footpath * can cause wheels or heels to get trapped	Replace with compliant covers (see AS 1428.1 Section 4.4: max opening width 13 mm, perpendicular to direction of travel).	Short term
CAS08	Site-specific	Duke St at Woolworths loading bay	No kerb ramp on the eastern side of the loading dock driveway * inaccessible for people with limited mobility	Install a kerb ramp. Also in conjunction with CAS13 (new footpaths).	Short term
CAS09	Multiple locations	Templeton St Lyttleton St	Trees drop seed balls * slipping hazard	Footpaths should be swept regularly during periods when plane trees are dropping seed balls, and the impact of fruit and seed drop should be considered when selecting new street trees in the CBD.	Short term

CAS10	Linear	Templeton Street Moyston Street Hargraves Street Urquhart St	Large, bluestone drainage channels between footpath and car parking create barriers to crossing * especially for people with limited mobility	Provide accessible crossings over bluestone drainage channels. Designate accessible mid-block crossing points where demand is high, such as near key destinations and accessible parking. Crossing points should include aligned ramps across the drainage channel on both sides of the road and a pedestrian refuge (painted or raised) in the centre. Ramps should be at least 1.2 m clear width with a constant, maximum grade of 1 in 14 and include handrails. This may require the removal of a small number of car parks.	Medium term
CAS11	Multiple locations	Moyston St Hargraves St Kennedy St Templeton St Forest St	Traffic lanes unnecessarily wide, increasing crossing distance and time * increased safety risk, especially older people and people with disability	Narrow traffic lanes. Professional guidance, including from Austroads and Engineers Australia, recommends traffic lane widths of 3 m in urban environments. Council should narrow traffic lanes where feasible through line-marking changes, painted or raised medians, temporary infrastructure, or permanently as part of future road and streetscape works. Council should also consider adopting a policy of 3 m traffic lane widths for new or upgraded roads.	Medium term
CAS12	Multiple locations	Duke St at Andrew St; Mostyn St at Frederick St; Mostyn St b/w Union St and Urquhart St; Kennedy St at Lyttleton St (access to station); Hargraves St / Templeton St (south leg); Barker St midblock along length; Barker St at Mechanics Lane	No safe crossing where people want to cross * inaccessible for people with limited mobility	Provide accessible crossing points with aligned kerb ramps both sides of the road, and a pedestrian refuge where none exists. Consider also kerb extensions to reduce crossing distance. Complete in conjunction with CAS05 (speed limits) and CAS11 (traffic lane widths) to further improve safety at these locations.	Medium term
CAS13	Multiple locations	Mostyn St (east of Urquhart St) Forest St (much of south side) Urquhart St (north of Mostyn St) Duke St (south side between Woolworths loading dock and Andrew St) Andrew St Kennedy St (west side)	No formal footpaths, people observed walking along the road in some places * inaccessible for people with limited mobility	Install paved footpaths. Austroads Guide to Road Design Part 6A suggests a minimum clear width of at least 2.4 m in commercial and shopping areas. A minimum clear width of 1.2 m can be used at squeeze points, but this will not allow two people in wheelchairs to pass (AS1428). Best practice is to provide the path along the building line, with smooth, firm and unobstructed surfaces and minimal crossfall. Castlemaine Railway Precinct Masterplan proposes a shared path along the western side of Kennedy St. While separate walking and riding infrastructure is best practice, the shared path proposed in this location may be reasonable given lower walking and riding volumes and the footpath on the eastern side of the road. Any shared path should meet best practice, including a minimum width of 2.5 m, and should be protected from vehicle parking.	Medium term
CAS14	Multiple locations	Minor streets (e.g. Frederick St, Lyttleton Ave and Union St)	Footpaths are sometimes poor quality and often too narrow to be accessible * inaccessible, particularly for people with limited mobility	These are low speed, low volumes roads where people already tend to walk along the road. Formalise this behaviour by signing as shared zones with a speed limit of 10 km/h, and also consider further traffic management or beautification (e.g. artwork) to support 10 km/h speed limit. Support streetscape redeelopment project for Frederick St and Mechanics Lane. In particular in relation to accessibility, flush kerbs will allow people can cross wherever they need to; shared zone make it safer to walk and roll; upgrades to pavement surfaces will provide smooth, level surfaces.	Medium term
CAS15	Site-specific	Forest Street at IGA loading dock	Wide driveway with poor visibility and heavy vehicle movements * safety risk	Cut back vegetation to improve sightlines.	Medium term

CAS16	Multiple locations	Crossing Templeton Street and Mostyn Street at Barker Street Crossing Hargraves Street at Forest Street Lyttleton Street at Hargraves Street (school)	Crossing can be complex and difficult, turning drivers do not give way * more so for people with mobility issues or who are blind	Provide raised zebra crossings (wombats) in line with path of travel. Crossings should align with existing pedestrian desire lines rather than being offset as shown in the functional designs. See also CAS03 (ped refuges and number of traffic lanes), CAS11 (traffic lane widths) and CAS21 (corner radii).	Medium term
CAS17	Site-specific	Victory Park car park Templeton St	Car parks signed as 'accessible' do not meet the requirements for accessible car parks. * unable to be used by some people who qualify	Upgrade to meet requirements of AS 2890.6:2022 (Parking facilities, Part 6: Off-street parking for people with disabilities). Consider the design of the car park itself as well as providing an accessible path from the car park to the footpath.	Medium term
CAS18	Multiple locations	Hargraves St	Steps at shopfronts limit access to businesses * inaccessible for people with limited mobility	Create step-free access to shops. Work with businesses where steps are present at entrances to identify opportunities to create step-free access. This could include investigating temporary ramps or incorporating ramps in place of stairs, particularly when shopfronts are refurbished or upgraded.	Medium term
CAS19	Multiple locations	Hargraves St; Forest St; Frederick St@ Lyttleton St	Uneven path surface and pits, bricks in accessible path * tripping hazard	Improve footpath surface quality. Prioritise smooth, even and well-maintained footpath surfaces along key walking routes, and in future upgrades and maintenance works. Locate any new pits on the road side of the footpath, not the shopfront side.	Medium term
CAS20	Multiple locations	Andrew St / Forest St Andrew St / Mostyn St Mostyn St / Urquhart St Kennedy St / Mostyn St Kennedy St / Lyttleton St Hargraves St / Lyttleton St	Corner radii and traffic lanes are very wide, increasing crossing distance and time, and allowing high speed vehicle turns * increased safety risk, especially older people and people with disability	Minimise corner radii and crossing distances with kerb extensions and pedestrian refuges (consider painted / raised, permanent / temporary, mountable as required). Best practice is 3-5 m radius, permitting encroachment of occasional larger vehicles into opposing lanes. See also CAS11 (traffic lane widths).	Medium term
CAS21	Linear	Lyttleton St, east of Hargraves St (north side) and west of Barker St Kennedy St, south of Lyttleton St (east side) Mostyn St, west of Barker St	No shade	Continue and expand street tree planting. Prioritise additional street trees along key walking routes such as Lyttleton St and in areas where people gather or spend time. Future streetscape upgrades should prioritise tree canopy and shade to support comfort, amenity and climate adaptation.	Medium term
CAS22	Multiple locations	Hargraves St Mostyn St b/w Kennedy St and Barker St (south side) Lyttleton St b/w Kennedy St and Barker St Urquhart St outside Castlemaine Primary School	Poor surface quality * tripping hazard	Resurface or replace footpath.	Medium term
CAS23	Site-specific	Terry White Chemmart, Frederick St	No kerb ramp on the eastern side of the road * inaccessible for people with limited mobility	Install a kerb ramp in the interim until streetscape plans for flush kerb are actioned.	Medium term
CAS24	Site-specific	Barker St and Lyttleton St	Signals do not operate ideally for pedestrians *people have to reach and press button for green *insufficient crossing time for people who move slower	Work with DTP to investigate improvements such as autogreen across Lyttleton St and dynamic pedestrian detection technology to extend crossings times when needed.	Medium term
CAS25	Multiple locations	Sac'O'Suds Launderette (231 Barker St) 185 Barker St Castlemaine Laundrette (40 Hargraves St)	Community request *People with disability unable to access these locations	Review opportunities to provide an accessible car park in these locations.	Medium term
CAS26	Multiple locations	Forest St Urquhart St (NW of school crossing) Kennedy St @ Anglican Church driveway Frederick St Lyttleton St Mostyn St	Driveway material suggests pedestrians have to give way to vehicles, when the opposite is true. * safety risk	Create a policy to ensure when new cross overs are built or existing ones modified, a continous level and material is used along the footpath.	Long term

CAS27	Entire CBD	Entire CBD	While the CBD includes a range of seating options, consultation identified demand for additional seating, including in Mostyn St *seating is particularly important for people who need to rest after walking a short distance	Review seating and resting opportunities. Investigate opportunities for additional seating along key walking routes including Mostyn St and other areas where people gather or wait, including seating with backrests and armrests.	Long term
CAS28	Site-specific	Forest St / Urquhart St	Long wait to cross Urquhart St	Introduce auto-green across Urquhart St (north and south legs).	Long term
CAS29	Site-specific	82-84 Mostyn St 22 Urquhart St	Overhanging vegetation *encroaches into accessible path of travel	Work with residents to cut back vegetation.	Long term
CAS30	Site-specific	Kennedy St @ Anglican Church driveway	Poor surface quality * tripping hazard	Resurface driveway or raise footpath, in conjunction with CAS26 (driveway material to reflect priority).	Long term
CAS31	Site-specific	Frederick St south of Lyttleton St	Very wide driveway with blind corner * increased safety risk	Work with owner / tenant to determine if car park layout can be reconfigured to reduce crossover width.	Long term
CAS32	Site-specific	Victory Park car park	Observed ute with trailer parked blocking access to path	Enforcement.	Long term
CAS33	Multiple locations	Templeton St / Barker St (SE corner) Lyttleton St / Barker St (NW corner)	Poor quality TGSI * don't serve their purpose in current condition, tripping hazard	Replace, or consult with community to determine whether directional TGSIs are useful here.	Long term
CAS34	Site-specific	Forest St, exit from carpark west of Urquhart St	TGSIs suggest vehicular priority, opposite to legal priority	Remove TGSIs	Long term
CAS35	Site-specific	Woolworths car park	Loose TGSI tiles	Maintenance	Long term
CAS36	Entire CBD	Entire CBD	Observed person charing mobility scooter at Victory Park public toilets *insufficient charging points limits use of CBD by people with electric mobility scooters	Investigate additional options for charging mobility scooters and promote locations.	Long term