



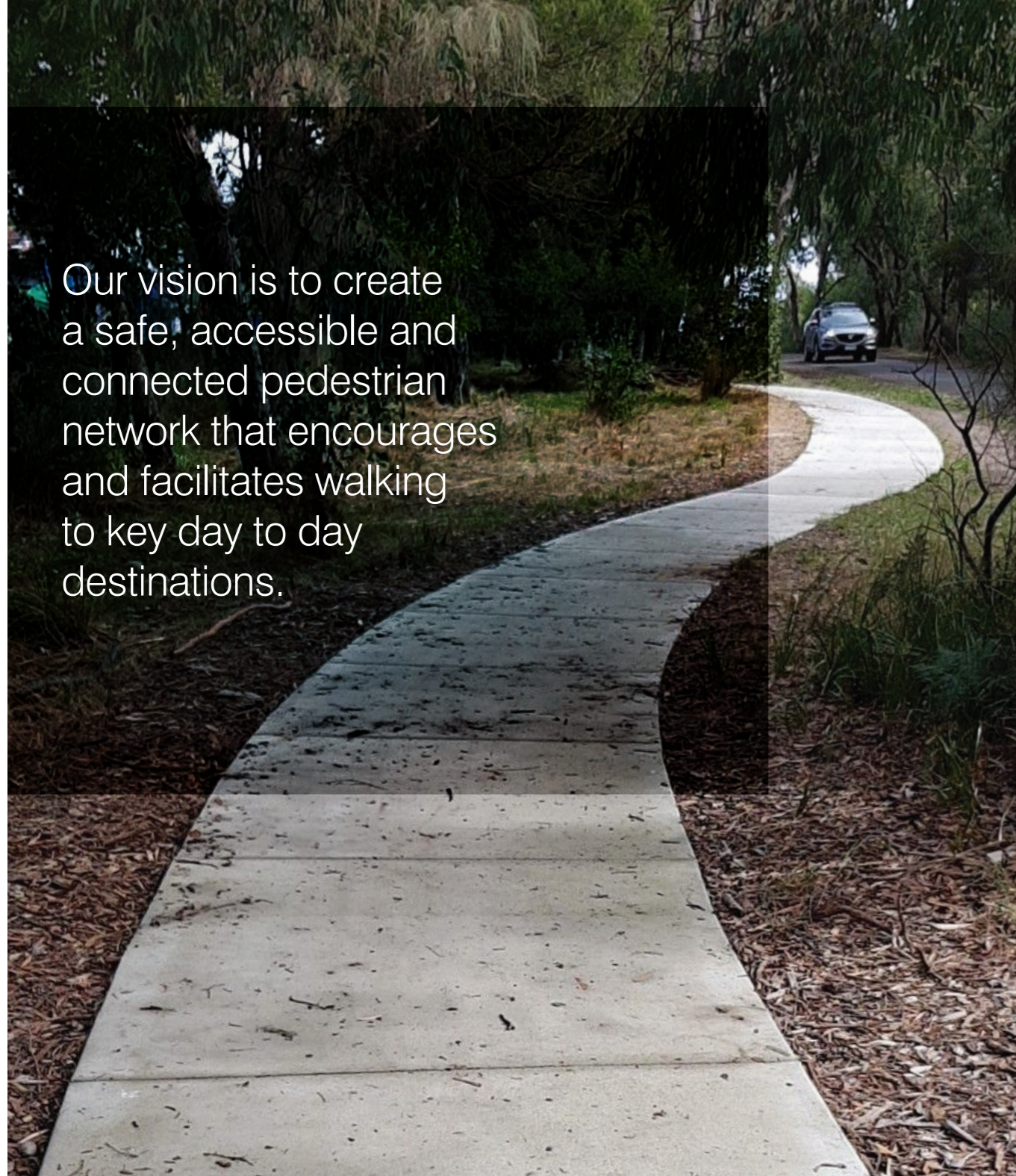
Pedestrian Access Strategy

2024 - 2034



MORNINGTON
PENINSULA
Shire

Our vision is to create a safe, accessible and connected pedestrian network that encourages and facilitates walking to key day to day destinations.



Executive Summary

Creating a flourishing, healthy and connected community through providing safe, accessible and connected pedestrian networks is outlined in the Council and Wellbeing Plan 2021 - 2025. Facilitating and encouraging pedestrian movement through the strategic review of the Shire's connected footpath network is a key step in making this objective become a reality.

The Pedestrian Access Strategy has a vision to create a safe, accessible and connected pedestrian network that encourages and facilitates walking to key day to day destinations. Improved connectivity and safety of the footpath network throughout the Shire will not only increase accessibility for those with disabilities, but will also promote active transport including walking, cycling and other non-vehicular modes of movement.

Since the launch of the Pedestrian Access Strategy in 2019 the demand for footpaths has continued to grow, however, Council's budget has come under increasing pressure. Given the large quantity of footpaths still to construct within the Shire, this updated strategy ensures that new footpaths are prioritised where they are needed most. To achieve this, the established network of planned and existing pathways has been reviewed, and the evaluation method that prioritises construction of new footpaths has been updated to reflect increased safety concerns, changing demographics and movement within the community. This has produced a newly ranked list of footpaths that will inform the annual budget allocation for construction priority.

The Strategy continues to aim to achieve its vision through the Principal Pedestrian Network (PPN) A PPN is a designated mapped network of integrated and connected routes which encourage pedestrian movement, whilst also supporting safe and accessible travel into and around key

destinations. The Shire's PPN outlines the main pedestrian routes and connections across the Mornington Peninsula and is a focus of future capital works expenditures on footpaths and pedestrian infrastructure projects.

The objectives of the Pedestrian Access Strategy are:

1. Improve the safety and accessibility of the footpath network.
2. Create a connected and integrated township network for pedestrians.
3. Enhance the user experience to facilitate and encourage safe pedestrian movement.
4. Promote participation in active transport for key daily tasks and activities.

The strategic objectives of this Strategy will be achieved through three key actions:

- The implementation of an annual rolling program of footpath construction using the revised evaluation methodology.
- Conducting reviews of the PPN every 2 years and Strategy after 5 years.
- Continuing to seek funding opportunities to deliver footpaths identified on the PPN.

Mornington Peninsula Shire acknowledges the Bunurong people, who have been the custodians of this land for many thousands of years; and pays respect to their elders past and present. We acknowledge that the land on which we meet is the place of age-old ceremonies, celebrations, initiation and renewal; and that the Bunurong peoples' living culture continues to have a unique role in the life of this region.



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Strategy Introduction

The Pedestrian Access Strategy has been developed to identify a strategic walking network for the Mornington Peninsula Shire that provides safe pedestrian movement to key destinations in the Shire and is accessible to all users. This network is called the Principal Pedestrian Network (PPN).

The strategy will be used to prioritise the planning and delivery of footpaths and associated pedestrian infrastructure in the Shire.

Encouraging walking for transport has a range of benefits including reducing vehicle use and traffic congestion, promoting healthy lifestyles and creating socially interactive communities.

Strategic land use planning encourages walking by creating walkable townships that have a range of shops and services including open space, schools and doctors etc.

However, just because people live within walking distance to shops and services doesn't mean that they will in fact walk to them. To encourage and facilitate walking for transport, walking needs to be an efficient, safe and attractive mode of transport. This means providing a safe and enjoyable environment to pedestrians. For this reason, it is important that the opportunities and key routes for walking for transport are planned for.

Note: for the purposes of this strategy, pedestrian movement means people traveling:

- by foot
- on wheeled devices such as bicycles (children 12 years and under and their families), skateboards, wheelchairs or motorised mobility devices etc.



Background

Review of Pedestrian Access Strategy 2019

Council adopted the previous Pedestrian Access Strategy and Principal Pedestrian Network (PPN) in 2019, which enabled Council to map and prioritise footpath construction across the municipality. This methodology has served the Shire in identifying and constructing high priority footpaths over the past 5 years. The strategy has also assisted the Shire in identifying missing footpaths in the PPN.

There is a high number of requests from residents for new footpaths each year. To ensure the Strategy remains up to date and continues to meet the needs of the community, a review of the strategy was undertaken. Through this review, the Shire identified 3 key opportunities for improvement:

1. **The pedestrian experience of walking** – Ensure that footpath construction includes the pedestrian experience through the development of this Pedestrian Access Strategy review, which considers factors such as:
 - pedestrian safety
 - compliance with the Disability Discrimination Act
 - gender and equity impact
 - topography
 - surface treatments and environmentally sustainable design
 - biodiversity and Cultural Heritage impact
 - integration with existing landscapes.

2. **Improvements to footpath connectivity** - Better plan, integrate and connect the Shire's footpath network to key destinations.
3. **How footpath proposals are evaluated and prioritised** - Review and update the evaluation methodology to ensure footpaths are prioritised where they are needed most, to establish a new rolling program of prioritised footpaths for construction based on the PPN. This includes a renewed focus on giving appropriate weightings to:
 - differing road conditions and the risk to pedestrians
 - footpaths that will service the needs of the vulnerable users
 - population density
 - visibility and line of sight
 - connectivity and accessibility.

Through this review process and the identified need for a more proactive evaluation methodology for new footpath construction, the weighting of pedestrian safety and risk has been increased, whilst still encompassing connectivity and accessibility. The new footpath evaluation methodology can be found in Appendix A and will be used to implement the annual rolling program of footpath construction. The Strategy continues to assist in delivering a strategic, integrated and connected pedestrian network for the Mornington Peninsula Shire. This is in line with the State Government's direction of integrated pedestrian and transport planning.

What is a Principal Pedestrian Network?

A Principal Pedestrian Network (PPN) is a strategic network of pedestrian routes to key destinations to promote walking for transport. The Shire has completed a PPN for the 26 urban townships of the Peninsula as defined by the Urban Growth Boundary, using the Victorian Governments guidelines for developing Principal Pedestrian Networks.

In developing and delineating the PPN a range of factors and elements were considered:

- census data and population densities
- mapping and determination of key destinations and attractors, including shops, schools, offices etc.
- mapping all existing land use zoning and future development
- mapping population density information for the 2km walkable catchment from primary destination(s)
- mapping designated crossing points of major and minor roads
- mapping VicRoads SmartRoads networks
- mapping off-road pedestrian paths and access ways
- locations of pedestrian access points
- identification of significant physical barriers such as topography, creek crossings and transport infrastructure.

The Principal Pedestrian Network maps are accessible via the Mornington Peninsula Shire Council's website. The PPN will be used to inform decision making on capital works expenditure for footpaths and pedestrian projects.

Key benefits of the PPN

The PPN provides several benefits to planning pedestrian movement around the Shire including:

- Assisting the Shire in meeting the obligations under the Transport Integration Act 2010
- Meeting objectives outlined in State planning strategies.
- Providing recognition and priority to pedestrian movement within transport and land-use planning.
- Improving negotiation and integrated planning with Department of Transport and Planning.
- Providing guidance for infrastructure investment that encourages safe and comfortable pedestrian movement via strategic routes.
- Allowing the Shire to prioritise pedestrian movement and infrastructure projects on parts of the pedestrian network that will benefit the greatest number of pedestrians.
- Aligning with the Movement and Place Framework to integrate the transport network with urban design to prioritise the movement of people rather than transport modes.

“The Strategy continues to assist in delivering a strategic, integrated and connected pedestrian network...”

Alignment with Council and Wellbeing Plan 2021 -2025

The Pedestrian Access Strategy is in specific alignment with the Council and Wellbeing Plan 2021 -2025 strategic objective of “A community that is well connected through sustainable, accessible and integrated transport options” (see page 34). These actions include:

1. Advocate for more accessible and frequent public transport services, including connected footpaths, trails, buses and trains for the Mornington Peninsula.
2. Improve accessibility to Shire-managed car parking and footpaths.
3. Deliver on the Pedestrian Access Strategy, creating safe, accessible and connected pedestrian networks.
4. Advocate for an expansion of the electric vehicle charging network and promote the use of electric vehicles.
5. Implement the Towards Zero Road Safety Strategy in our continued commitment to zero road deaths and serious injuries towards 2050.
6. Deliver on the new Integrated Transport Strategy to create a connected, accessible and sustainable transport network.
7. Deliver on the new RideSafe Strategy to create a safe and accessible cycling network that accommodates the needs of all users.

Community Vision

To inform the Council and Wellbeing Plan 2021 – 2028 the Shire undertook community consultation through the Peninsula 2040 Our Shared Community Vision, where feedback on our footpath network was also provided.

The consultation had 3,157 participants and the theme of “Moving easily around our Peninsula” rated very high with over 750 respondents providing ideas and feedback on the topic. This high priority theme included the sub-theme of “carefully designed and well-maintained roads and footpaths”. This highlights that the planning of footpath networks that connects pedestrians to key destinations is a high priority for the residents within the Shire.

Overall, respondents highlighted a strong interest in improvements to assist access and moving via active and public transport which includes footpaths, bike paths, roads, buses and trains.

Related policies and strategies

State context

- Plan Melbourne
- Guidelines for developing Principal Pedestrian Networks
- Victorian Pedestrian Access Strategy
- 30-Year Strategy, Infrastructure Victoria

Local context

- Council and Wellbeing Plan
- Climate Change Carbon Neutral Policy
- Climate emergency Plan
- Disability Inclusion Plan
- ESD Policy for Council Buildings and Civil Works,
- Health and Wellbeing Plan
- Housing and Settlement Strategy
- Peninsula 2040 - Our Shared Community Vision
- Peninsula Trail Project
- Positive Ageing Strategy
- Private Works on Nature Strips & Road Reserves Policy
- RideSafe Bicycle Strategy
- Road Management Plan
- Special Charge Schemes Policy for Infrastructure Works
- Sustainable Transport Strategy
- The Roadside Equestrian & Mountain Bike Trails Strategy
- Towards Zero Road Safety Strategy

All the above strategies and policies have been considered in the preparation of the Pedestrian Access Strategy.



Study Area

The Pedestrian Access Strategy applies to the Principal Pedestrian Network (PPN) which predominantly lies within the urban areas of the municipality as defined by the Urban Growth Boundary (UGB). A small number of inter-township links outside the UGB also form part of the PPN.

Requests for footpaths outside of the PPN are delivered through a community initiated Special Charge Scheme, for further details on this refer to the funding section of this Strategy. Requests for cycle paths will be considered under the RideSafe Strategy.

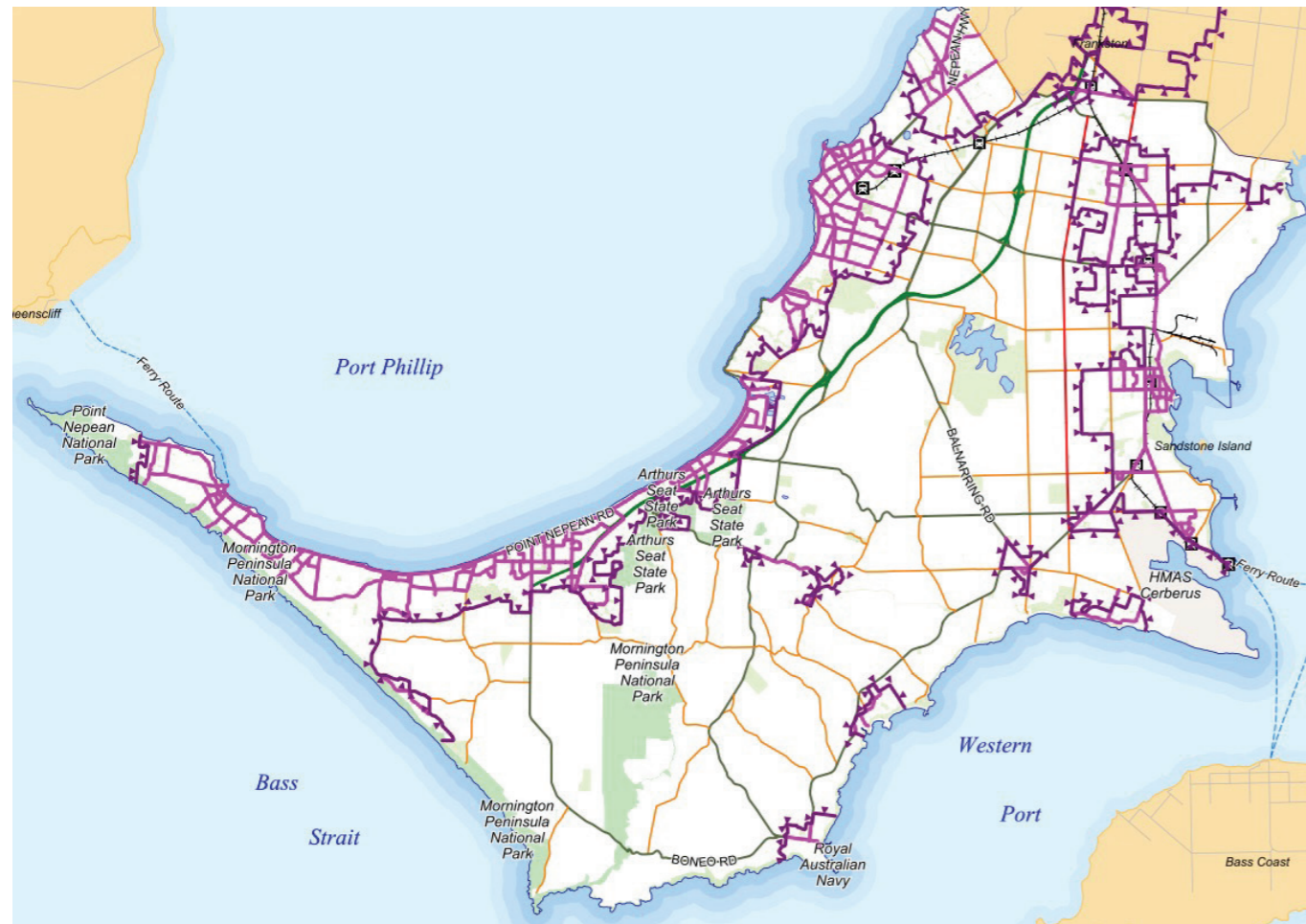


Figure 1

Demographics

Population

The peninsula has experienced a gradual increase in population from an estimated 149,279 in 2011 to approximately 170,390 in 2021, resulting in a growth rate of approximately 14% over ten years.

demand for better pedestrian linkages and footpaths. The COVID-19 pandemic has also changed work patterns with more residents working from home during the week, and increased need for close to home walking patterns.

Increased residential development and migration within major activity centres is subsequently increasing the

Population density per hectare

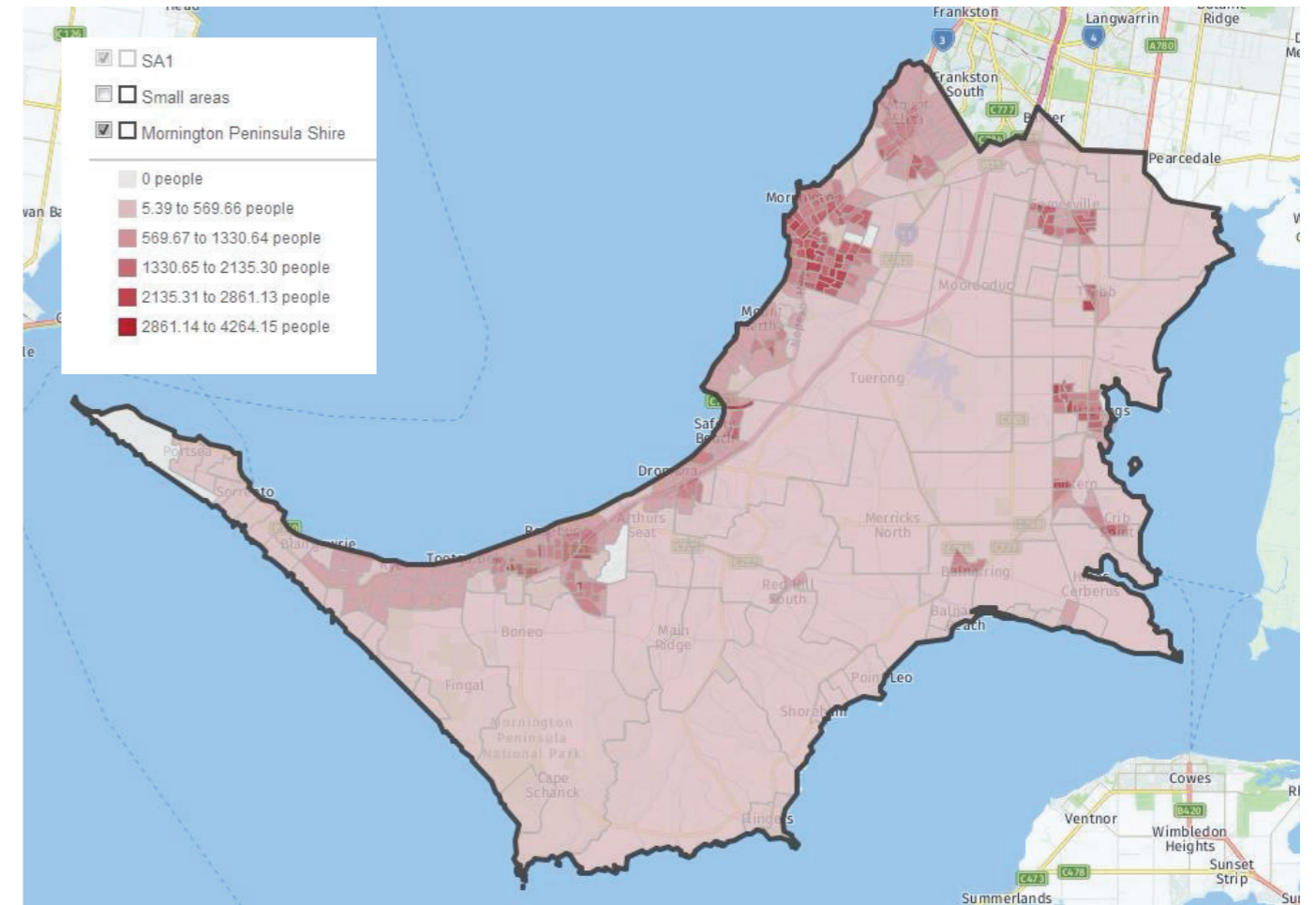
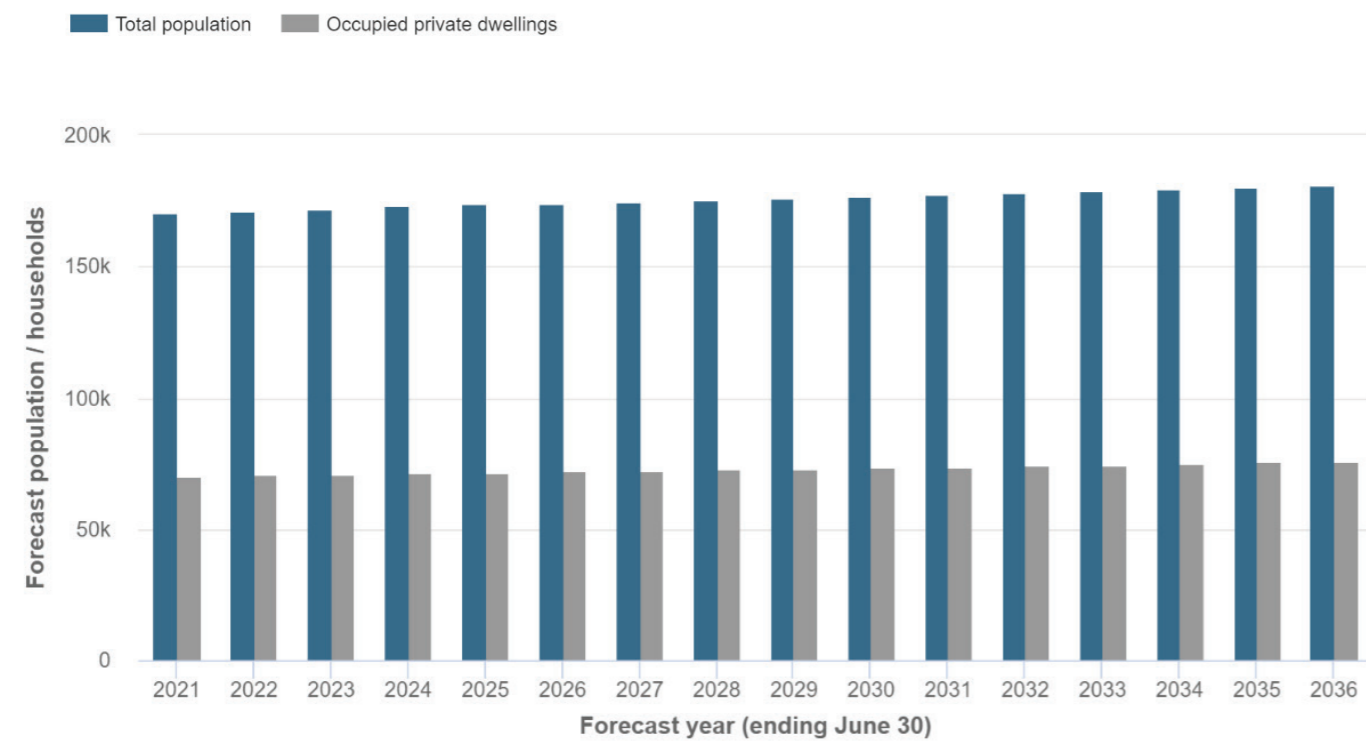


Figure 2

Populations and Household Projections

Forecast population, households

Mornington Peninsula Shire



Source: Population and household forecasts, 2021 to 2036, prepared by .id(opens a new window) (informed decisions), February 2023.

Figure 3

Age structure

In 2021 the median age of Mornington Peninsula residents was 48 years old, with 19.8% of the population being 18 or under. The Mornington Peninsula has a larger proportion of people aged 60 and over (34.2%) living in the region

when compared to Greater Melbourne (20.2%). This trend highlights the importance in providing safe and accessible footpath networks for vulnerable users.

Mornington Peninsula Shire, People aged under 18 years, 2021, Usual residence, Persons

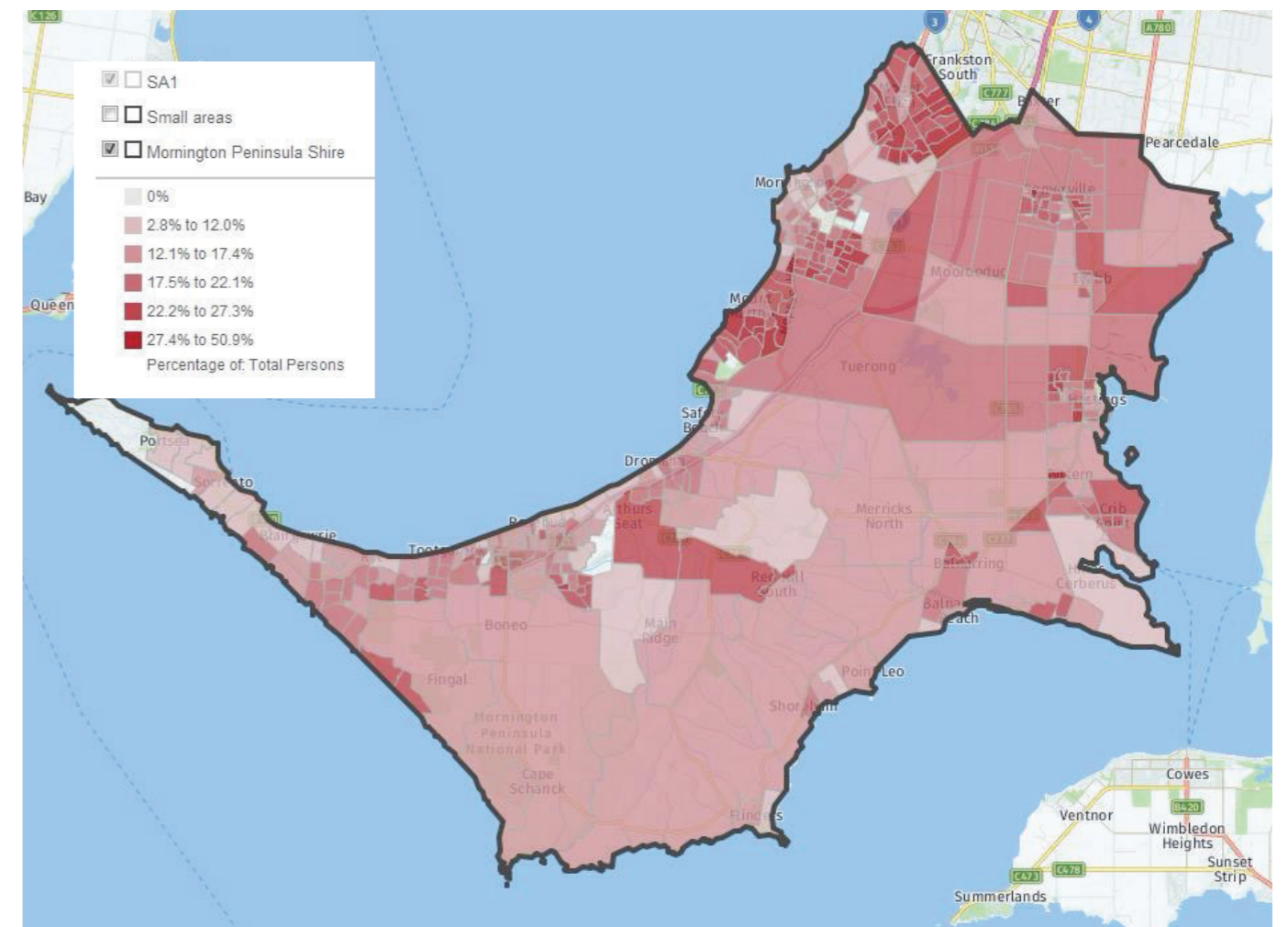


Figure 4

Mornington Peninsula Shire, People aged 65 years and over, 2021, Usual residence, Persons

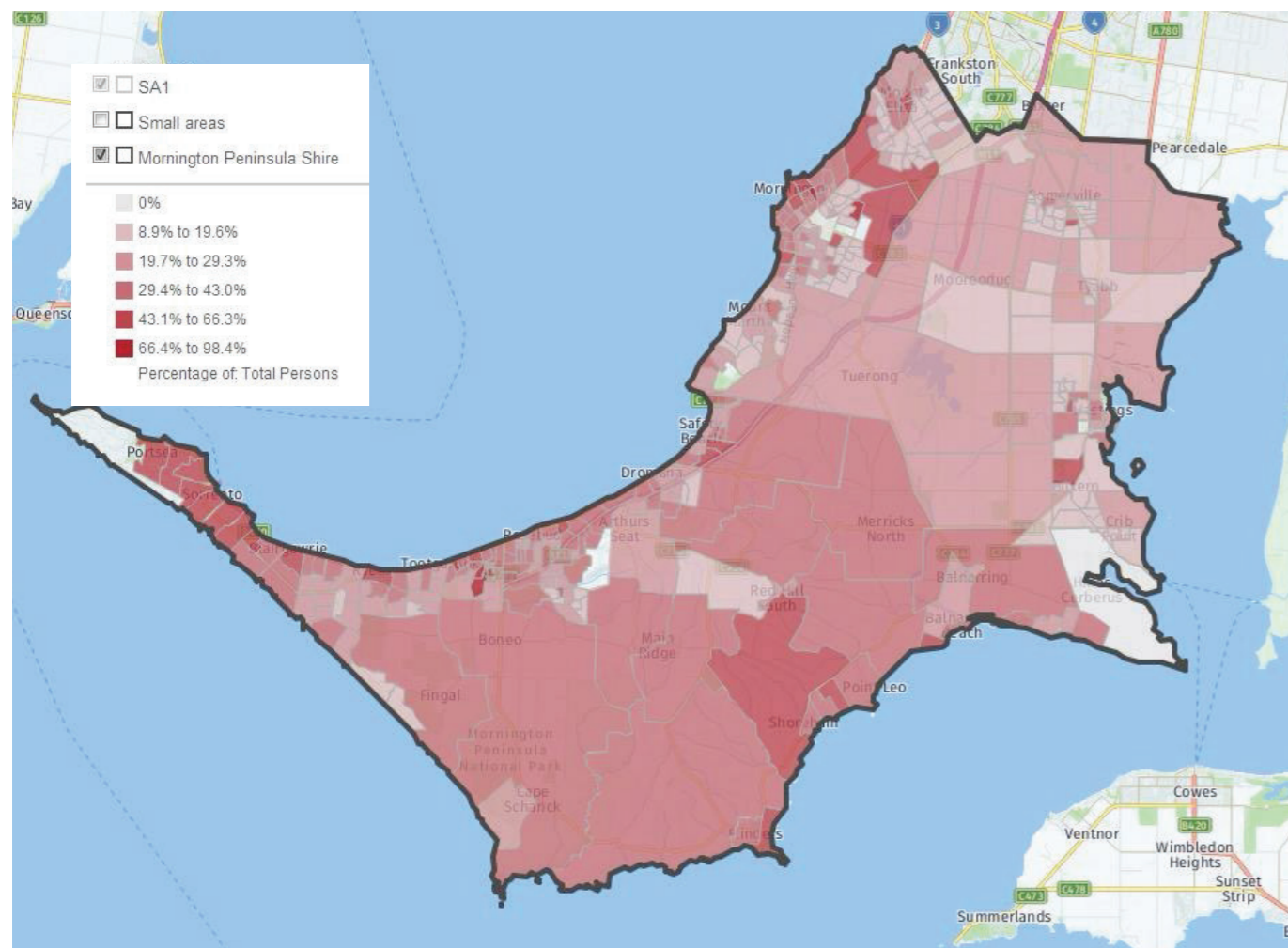


Figure 5

Car use and ownership

Due to the Mornington Peninsula's geographical location in relation to major employment areas, private motor vehicles have historically been used for the majority of trips to work (74.3%), with only 2.5% travelling to work with public transport in 2016, and only 2.6% of residents walked to work.

However, in 2021 less people travelled to work by car (57.7%), due to the census being conducted during COVID-19 lockdowns, when a considerably larger amount of people were working from home (22.6% compared to 2.6% in 2016). In the 2021 census 2.3% walked to work and 0.8% caught public transport.

Method of travel to work	2016 %	2021 %
Car	74.3	57.7
Public transport	2.5	0.8
Walk	2.6	2.3
Work from Home	6.5	22.6

Table 1

Although the 2021 census figures show a heavy reduction in car use to travel to work, road traffic volumes have been returning to pre-pandemic levels, and households with more than one car is higher than in Greater Melbourne.

Shire more households own two or more cars (59%) than the rest of Greater Melbourne (51%). A well-planned footpath network will have significant benefits for overall connectivity and provide the opportunity for essential daily services such as shops and schools to be accessed on foot, reducing the need for car usage overall. It will also allow those who do not own a car, move around safely and efficiently.

The development of new footpaths on the PPN may not change the behaviour of those who drive to work outside the Shire, or workers who do not live locally. However, within the

Car ownership, 2021

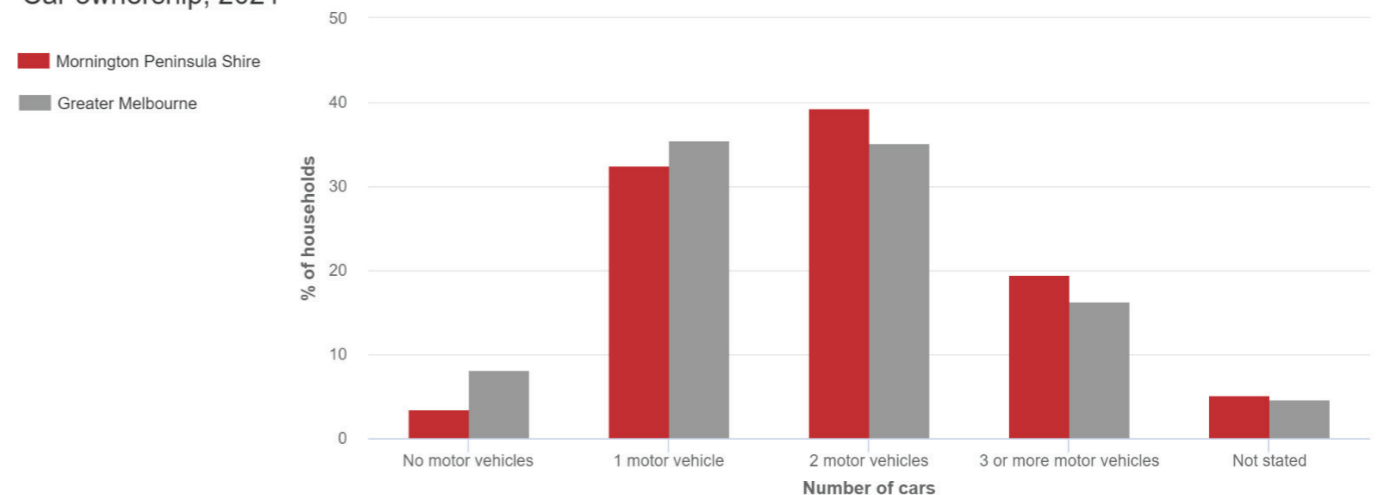


Figure 6

Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Enumerated data). Compiled and presented in profile.id by .id (informed decisions).

Mornington Peninsula Shire, People who travelled to work by car, 2021, Usual residence, Persons

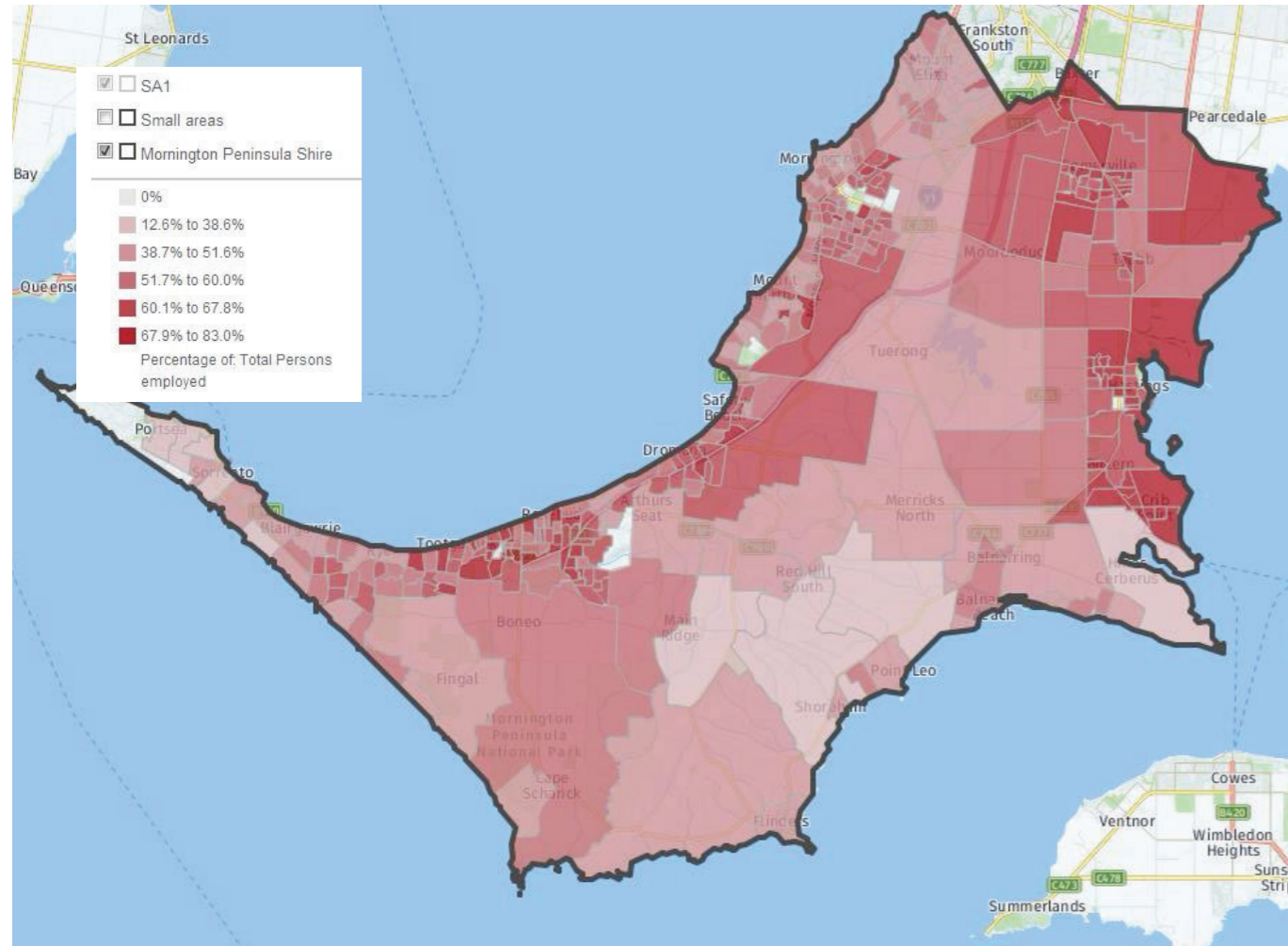


Figure 7

Mornington Peninsula Shire, Households without a car, 2021, Enumerated

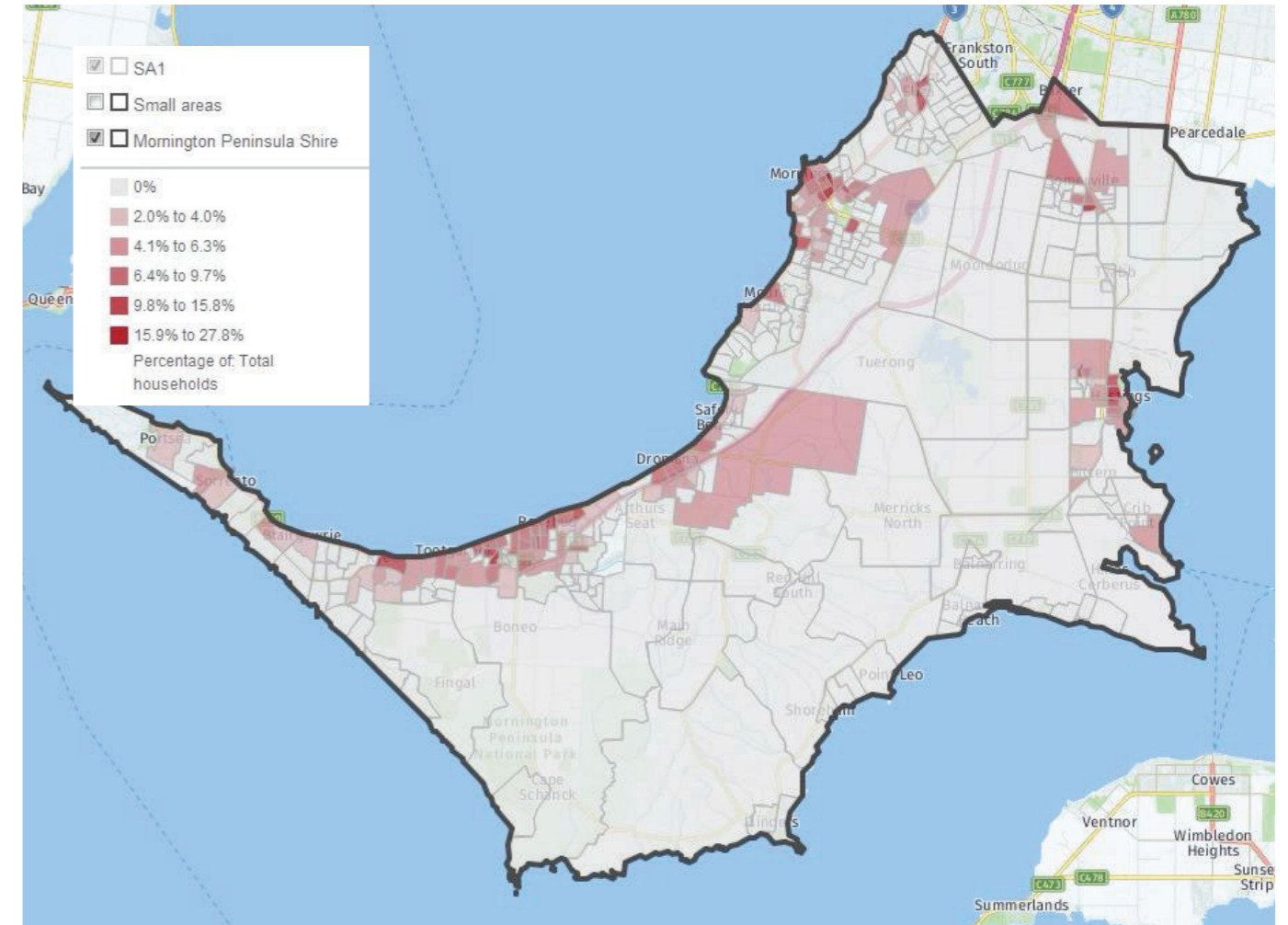


Figure 8

Community Demand

Mobility

In 2021, 10,530 residents within the Shire are requiring assistance with daily activities, which is a 24% increase from 2016. This indicates there is a strong need to provide all abilities access and compliance with the Disability Discrimination Act in all pedestrian footpaths that the Shire constructs.

Mornington Peninsula Shire, People in need of assistance due to disability, 2021, Usual residence, Persons

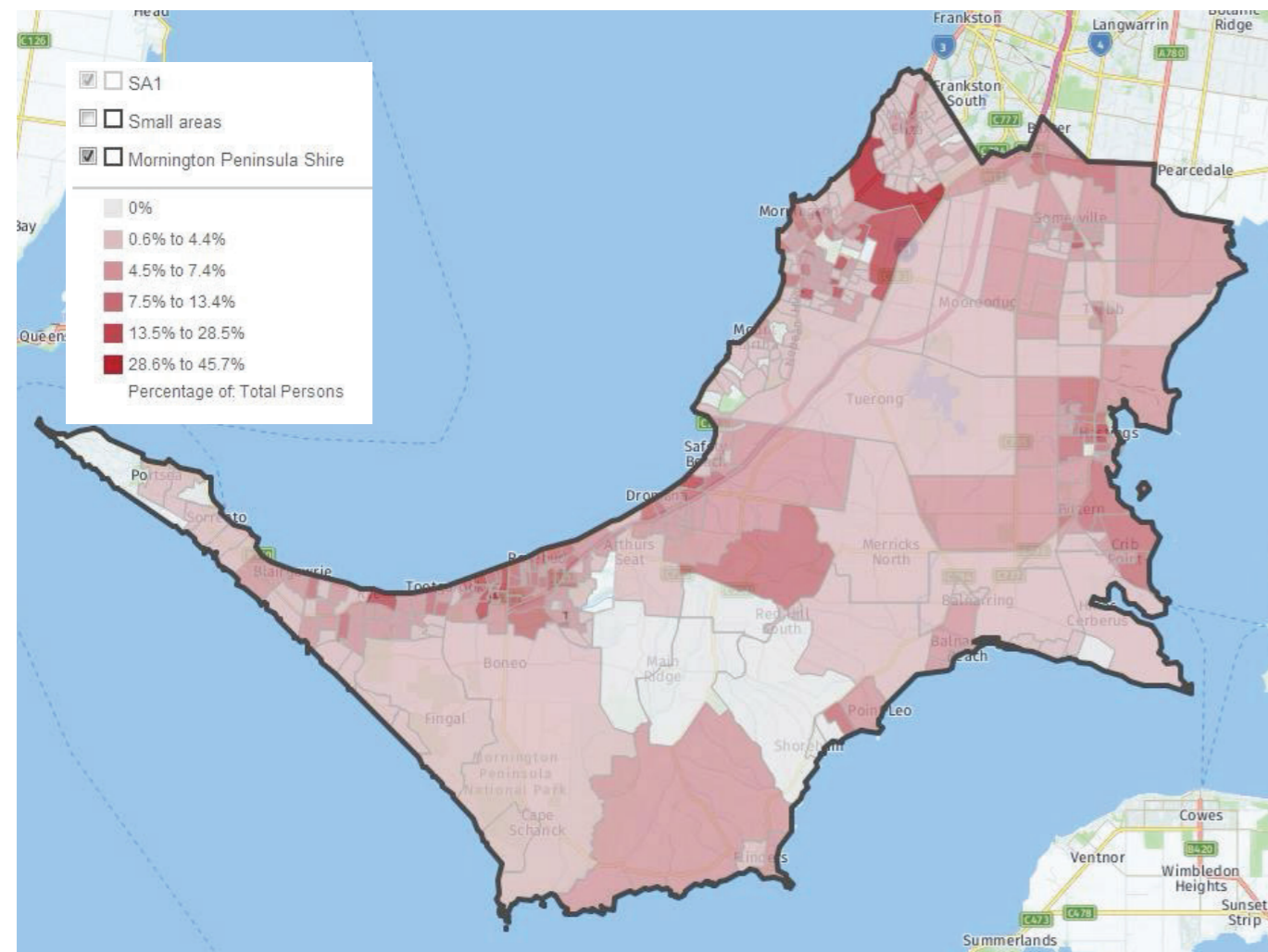


Figure 9

The demographic profile of the Mornington Peninsula has highlighted the following key characteristics and trends:

- The population is ageing.
- There is a heavy reliance on private motor vehicles.
- The number of people using active transport such as walking and cycling to get to work is very low.
- A significant and increasing amount of the population has some form of mobility limitation.

The above trends reinforce the importance of providing safe, accessible and integrated pedestrian footpath networks that encourage and facilitate pedestrian movement to key destinations. Research data supports this highlighting that on average people can comfortably walk for up to 20 minutes to meet most of their everyday needs through services and activities such as shopping, education and exercise; this is approximately an 800 metre journey i.e. total return journey length of 1600 metres with 20 minutes walking time (Plan Melbourne, 2017).

In the development of the Shire's PPN, a 2km walkable catchment was mapped in line with the state guidelines for developing a PPN. However, in this updated strategy, future footpaths that are within 800 metres of key destinations are higher in priority to align with the latest walking trends.

Footpath requests

The Shire receives a large number of requests for footpaths highlighting a continuing interest by the public for better pedestrian access. To manage the large number of requests, an online platform has been developed to collect community responses, which will allow the Council to complete a review of ongoing footpath requests every 2 years. This will assess any significant changes in demand and different needs of the community, and may change the priority of footpaths to be constructed.

Pedestrian safety

In the 10-year period from 2013, there have been approximately 261 persons that were in crashes in the Shire, with 8 persons killed, 117 seriously injured and 144 with other injuries. This highlights the need to provide safe passage for pedestrians via a connected footpath network.

Disability Inclusion and Universal Design

The Shires Disability Inclusion Plan is about improving access and inclusion for people with a disability across the Mornington Peninsula and identifies transport and a safe continuous path of travel as a key area of focus. Particularly, the Shire has an increasing number of residents using mobility scooters. It has also been identified that one of the most significant issues facing people with limited mobility is the lack of a connected network of footpaths across the Mornington Peninsula.

The Shire's Universal Design Policy makes a commitment to ensure inclusive and equitable access to buildings, services, employment, information, events, and public space, which includes footpaths.

Strategic Objectives

The Mornington Peninsula Shire recognises the importance of creating a safe, accessible and connected pedestrian network that encourages and facilitates walking to key day to day destinations. To achieve this overarching vision of the Pedestrian Access Strategy, four strategic objectives have been developed and are outlined in detail over the following pages.

1. Improve safety and accessibility for the users of the footpath network

Safety is a key contributing factor in encouraging more people to use footpaths. Generally, pedestrian movement is more likely when the users feel "safe". With respect to safety and access, the Pedestrian Access Strategy recognises and considers the needs of vulnerable users i.e. school aged children, people with disabilities, and older people with mobility issues.

Considerations that may influence the safety and accessibility of pedestrians include:

- The volume and speed of vehicles and the proximity to them.
- The current surface conditions, visibility and terrain.
- Lack of accessible crossing points or clearly defined crossing points.
- Lack of DDA Compliant tactile tiling at key crossing points.
- Overhanging branches and foliage.
- Lack of active surveillance/lighting.
- Driver and cyclists behaviours.

The following Safety Guidelines will also be considered:

- Consider traffic calming treatments to improve pedestrian safety.
- Consider lower speed limits on residential streets.
- Most roads should desirably have some type of walking facility (e.g. shoulder or grassed verge) out of the normal vehicle path.
- On low volume and low speed roads it may be acceptable for pedestrians to share the road space with vehicles.

- The need for segregation of pedestrian and vehicular traffic should increase with increasing vehicular volumes and speeds.
 - The need for footpaths should be related to the safety issues at a site, the function of the path in the overall network and the anticipated usage.
 - The needs of vulnerable road users such as children, elderly or disabled to be given priority.
- ## 2. Create a connected and integrated township network for pedestrians.

The Shire has adopted the State Government developed Principal Pedestrian Network Guidelines to form the basis of coordinated and strategic pedestrian planning. Through a detailed and strategic mapping process, the Shire has developed a PPN for each of the urban townships on the Mornington Peninsula. The PPN is planned in such a way that where practicable, pedestrians should have access to the network within 500m of starting their pedestrian trip. The PPN will be the focus of improvement actions and capital expenditure, over time it will provide a connected and integrated high-quality pedestrian network. The aim of the Shire is to improve access for the community to everyday destinations that are within 800 metres of their home and to give most residents access to within 500 metres of the PPN network.

The PPN will be delivered predominantly via footpaths, however, the Shire will also consider:

- How the PPN integrates with other active transport and recreational networks.
- How pedestrians can share networks with other transport modes.

3. Enhance the user experience to facilitate and encourage safe pedestrian movement

The Pedestrian Access Strategy seeks to facilitate and encourage walking, cycling and non-vehicular movement as a mode of transport through the creation of pedestrian friendly environments.

Pedestrian friendly environments are created through contributing elements such as:

- The creation of an integrated and connected network of high quality and priority routes.
- The creation of high-quality public spaces and streetscapes.
- Meandering pathways complemented by the installation of trees and vegetation.
- The consideration of street lighting, seating and rest zones in strategically appropriate locations.
- Pedestrian crossings, signage and wayfinding.
- Pedestrian accessibility and safety in and around primary destinations and key tourist routes.
- Surface material and design standards.

4. Promote participation in active transport for key daily tasks

The strategy recognises the importance of using the footpath network to access key day to day community facilities and services through the promotion and support of active transport.

Active transport promotion is achieved through:

- Giving residents alternative methods, such as footpaths for transport.
- Providing connected walking infrastructure that connects residential areas to activity centres.
- Creating public awareness and education campaigns.
- Facilitating community events that support active transport.

“The Shire recognises the importance of creating a safe, accessible and connected pedestrian network...”

Key Actions

The strategic objectives of this Strategy will be achieved through three key actions:

1. The implementation of an annual rolling program of footpath construction using the revised evaluation methodology.
2. Conducting reviews of the PPN every 2 years and Strategy after 5 years.
3. Continuing to seek funding opportunities to deliver footpaths identified on the PPN.

These actions will be achieved through the tasks listed in the table below, these tasks are linked back to the strategic objectives.

Objective	Tasks	Timeframe
Improve the safety and accessibility of the footpath network	Adopt a safe systems approach where, in the event of a crash, the network is designed in a way that the outcome should not result in death or serious injury.	Ongoing
	Ensure PPN and the strategy's Design Considerations, remain relevant and continue to provide guidance on improving the safety and accessibility of users.	Mid-review
	Consider the inclusion of adequate crossing facilities in footpath construction.	Ongoing
	For footpaths outside the PPN, where pedestrian safety concerns are raised, consider inclusion to PPN.	Every 2 years
	Continue to ensure that the new footpath evaluation method considers all emerging safety and accessibility criteria.	Mid-review
	Consider providing footpaths on both sides of arterial roads.	Ongoing

Table 2

Objective	Tasks	Timeframe
Create a connected and integrated township network for pedestrians	Conduct reviews of the PPN and prioritisation list, giving consideration to community feedback.	Every 2 years
	Update the list of top 20 high priority footpaths on the Shire website annually.	Annually
	Continue to seek capital works funding and external funding opportunities to deliver the highest priority footpaths identified under the PPN.	Ongoing
	Work with the planning and the development approval teams to assist in the creation of Development Contributions Plan Overlays to assist in funding footpath construction and in the short term, where possible to request the inclusion of footpaths for new developments.	Ongoing
	Maintain the interactive map of the PPN across the Shire to receive community feedback.	Ongoing
	Advocate to external agencies and the State Government for key pathway and pedestrian infrastructure projects.	Ongoing
	Apply for State Government grants to improve pedestrian infrastructure.	Ongoing
	Incorporate footpaths into integrated road improvement projects where applicable.	Ongoing
	Facilitate special charge schemes.	Where applicable
	Liaise and advocate with government agencies and related business to develop footpaths and trails.	Ongoing
Link PPN with existing pathway networks such as Peninsula Trail.	Ongoing	
Consider the inclusion of footpath during the construction of new roads.	Where applicable	

Table 2 (cont.)

Objective	Tasks	Timeframe
Enhance the user experience to facilitate and encourage safe pedestrian movement	Consider the inclusion of lighting in high use pedestrian routes.	Where practicable
	Facilitate the creation of high-quality public spaces and streetscapes.	Where practicable
	Consider the neighbourhood character of the area in designing and constructing pedestrian infrastructure	Ongoing
	Retain existing vegetation, and follow the natural contours of the land.	Where practicable
	Ensure pedestrian accessibility requirements are met (DDA compliance).	Ongoing
	Consider the use of seating, rest zones, signage, shade and other pedestrian friendly elements.	Where practicable
	Fund smaller missing links within the network	Where practicable
Promote participation in active transport for key daily tasks and activities	Identify and develop and network of shared user paths.	In conjunction with the RideSafe Strategy development
	Consider and plan for the emergence of micro-mobility on shared user paths.	In conjunction with the RideSafe Strategy development
	Support school focused walking programs and routes.	Ongoing
	Advocate to Public Transport Victoria for the inclusion of sheltered bus stops on high use PPN routes.	Ongoing
	Collaborate with schools, workplaces, and community organisations to promote active transport.	Ongoing

Table 2 (cont.)

Funding

Paths and associated infrastructure that are identified on the PPN are proposed to be funded by the annual capital works program of the Mornington Peninsula Shire Council. This is in addition to funding opportunities that may arise through the Shire's continued advocacy to external agencies and the State Government for key pathway and pedestrian infrastructure projects.

Special charge scheme

For footpaths that are not on the PPN or are at a lower priority, a Special Charge Scheme may be used to fund the construction of footpaths. For these footpaths a community initiated Special Charge Scheme would be required. Under this Scheme the majority of affected parties need to agree to the Scheme and the footpath is fully funded by the affected parties. For high priority footpaths, Council may also initiate a Special Charge Scheme in which the affected parties part contribute to the cost of the footpath and Council part contributes to the cost. Further guidance is provided in the Shire's current Infrastructure Works Special Charge Schemes Policy. Special Charge Scheme projects that were or are initiated prior to the adoption of this Pedestrian Access Strategy are not subject to the considerations of this strategy.

Development contributions

Where possible, footpaths may also be partially or wholly constructed through development contributions as an additional means of funding to support the Shire's Capital Works program.

New footpaths within the PPN may be funded by new developments where the route is located within proximity to a development, or as outlined in the planning scheme.

“The Shire's continued advocacy to external agencies and the State Government for key pathway and pedestrian infrastructure projects...”

Design Considerations

When designing footpaths on the PPN, the Shire will consider the following guiding principles and constructability:

- compliance with the Disability Discrimination Act
- compliance with the Australian Standards
- consistency with the prevailing neighbourhood character
- community expectations
- service levels based of potential usage
- safe and accessible
- environmentally sustainable design
- all weather resistant surfaces and easily maintainable
- avoiding the removal of vegetation where possible
- avoiding and minimising impacts to biodiversity, particularly threatened species, large trees and landscape connectivity
- avoiding the disturbance of cultural heritage
- enhancing the pedestrian experience through complimentary infrastructure and wayfinding, where possible.

The application of these general guiding principles will be actively pursued in all future footpaths. In addition to the above principles the Shire will construct footpaths to the following standards.

Footpath Widths

In order to meet the Shire's responsibility of the Disability Discrimination Act, a general minimum footpath width of 1.8m is recommended to allow two wheelchairs to pass. Any surface scoring, guidance strips or other treatments that may impede passage should be added outside the minimum recommended widths. High activity areas and shared user paths within the Principal Pedestrian Network such as commercial centres and shopping hubs, may require wider footpath widths to accommodate demand requirements. The width of the footpath is determined throughout the planning and design phases.

Surface Treatment

The preferred surface treatment for footpath construction is concrete. The Shire recognises that some sections may require boardwalk, hand rails and other alternative hard surface treatments based on locality design considerations and neighbourhood character.

Loose surface material (gravel, soil, sand etc.) should be avoided on PPN routes especially in urban areas as some users may find them difficult to walk on as they may impose difficulties to maintain disability access.

Sustainability

All footpaths and associated works will be planned and designed in accordance with the ESD Policy for Council Buildings and Civil Works, particularly through consideration of the following objectives:

- Use of low carbon materials and recycled content
- Integration of Water Sensitive Urban Design elements to retain water onsite and mitigate stormwater pollution and downstream flooding events
- Protection of biodiversity, prioritising retention of remnant vegetation and high biodiversity value trees
- Planting and supporting trees to reduce urban heating and provide shaded and cool footpaths
- Design for future climate conditions and extreme weather

Appendix A – Evaluation methodology

Pedestrian Safety and Risk		60%	Parameters	Weight	
Road Safety	Justification	30%	Score	%	
Speed limit	Is the proposed path on a high speed road?	Vehicle speeds determine the level of risk for serious or fatal pedestrian accidents.	>60 km p/h	5	10
			50 km p/h	4	
			40 km p/h	2	
			Below 40 km p/h	1	
Traffic volume	Is the proposed path on a busy road?	Higher traffic volumes increase the likelihood of pedestrian / vehicle conflict.	> 5000 vpd	5	10
			2001 - 5000 vpd	4	
			501 - 2000 vpd	3	
			201-500 vpd	2	
			0 - 200 vpd	1	
Pedestrian crash	Has there been a pedestrian crash along the road?	Evidence of pedestrian road trauma identifies high risk.	Yes	5	10
			No	0	
Pedestrian type		Justification	15%	Score	%
Age of residents	Do people over 65 or children under 14 live in the immediate catchment?	More vulnerable road users determine how critical is the need for a footpath, e.g. young children are safer if they can walk off the road.	100+	5	15
			50 - 100	4	
			30 - 50	3	
			15 - 30	2	
			<15	1	
Topography		Justification	15%	Score	%
Room to walk	Is there ability for pedestrians to walk along the road or the edge of the road?	Narrower road widths do not provide space for pedestrians to walk outside of vehicle paths. Roadside designated parking restricts access and increases risk to pedestrians.	Narrow road width <6m	0	7.5
			Extensive designated roadside parking	4	
			Medium road width between 6m & 8m	2	
			Wide road width 8m or more	5	
Terrain and visibility	Is there safe passage on or alongside the road or naturestrip for pedestrians?	The road shoulder and naturestrip environment influence how close pedestrians may be to vehicles, and the road alignment affects the visibility of pedestrians.	Very Poor (e.g. hilly/curvy, narrow/no shoulder/naturestrip, poor sightlines and gradients)	5	7.5
			Poor (e.g. walking difficult but possible)	3	
			Average (i.e. some impediments to walking)	2	
			Good/Very good (e.g. straight/flat, wide shoulder/naturestrip, good sightlines & gradients)	0	


Table 3


Connectivity and Accessibility		40%	Parameters	Weight	
Local Connectivity		Justification	20.0%	Score	%
Close to essential services	Is the proposed path within an 800 metre radius of these destinations (pick highest scoring location if multiple locations are nearby)	Residents have convenient access to regular services and activities. This reduces the need to travel via car for to key daily tasks and experiences.	Education facilities	5	15
			Employment hubs and shops	5	
			Community facilities	4	
			Foreshore, parks and reserves	4	
			Health facilities	3	
			Retirement villages	3	
Transport nodes	Does this proposed path allow direct access to Transport Nodes? (Bus, train, ferry)	Promotes active transport and commuting via public transport.	Yes	5	5
			No	0	
Community Demand		Justification	15.0%	Score	%
Population density	Does this proposed PPN path service higher populated pockets (based on ABS census data)?	Greater potential demand to use path with a high population catchment.	81 - 100 Persons p/ha	5	15
			41 - 80 Persons p/ha	4	
			21 - 40 Persons p/ha	3	
			11 - 20 Persons p/ha	1	
			0 - 10 Persons p/ha	0	
Network		Justification	5.0%	Score	%
Alternative route	Is there a nearby accessible alternative route to the proposed PPN footpath?	This ensures that routes that are considered unsuitable for footpaths or are a low priority can still be serviced by a nearby path.	No	5	5
			Yes	0	
Further Investigation		Justification			
Cultural Heritage	Does the proposed path run through an area of cultural sensitivity?	Cultural Heritage must be preserved where possible.	N/A	NA	Yes/No
Biodiversity	Does the proposed path run through an area of environmental significance?	Biodiversity must be preserved where possible.	N/A	NA	Yes/No
Constructability	Does the proposed path present any constructability issues, such as need for drainage relocation, retaining wall, boardwalk etc.?	Constructability determines the feasibility of footpath within budget and other constraints.	N/A	NA	Yes/No
Existing path	Does the proposed PPN already have a footpath on one side of the road?	If the road is a higher function road then it could be appropriate to have a footpath on both sides of the road e.g. Arterial Road or Local Arterial Road	N/A	NA	Yes/No

Table 3 (cont.)



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