



**MORNINGTON
PENINSULA**
Shire

AGENDA

COUNCIL MEETING

TUESDAY, 3 JUNE 2025

6:30PM

**MUNICIPAL OFFICES
BESGROVE STREET, ROSEBUD**

MORNINGTON PENINSULA SHIRE COUNCIL

WARDS AND COUNCILLORS

Beek Beek	Cr Kate Roper
Benbenjie	Cr Max Patton
Briars	Cr Anthony Marsh
Brokil	Cr Patrick Binyon
Coolart	Cr David Gill
Kackeraboite	Cr Stephen Batty
Moorooduc	Cr Bruce Ranken
Nepean	Cr Andrea Allen
Tanti	Cr Paul Pingiaro
Tootgarook	Cr Cam Williams
Warringine	Cr Michael Stephens

EXECUTIVE TEAM

Mr Mark Stoermer Ms Cheryl Casey Ms Sam Stanton Mr David Simon Mr Davey Smith Ms Gail Mifsud	Chief Executive Officer Acting Director – Community Strengthening Director – Corporate Strategy and Business Improvement Acting Director – Planning and Environment Director – Assets and Infrastructure Acting Chief Financial Officer
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RECORDING

Please note that this Council Meeting will be livestreamed to the Mornington Peninsula Shire's YouTube channel and a recording of the meeting will be available on the Shire's website.

Recording of persons in the public gallery is not intended but may occur incidentally. By attending this meeting, you consent to being filmed at the meeting and the possible use of subsequent recordings in a live streaming or published video of the meeting.

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1 OPENING AND WELCOME

Appointed Chairperson – Mayor, Cr Anthony Marsh

1.1 Acknowledgement of Country

To be read by (Cr Patton)

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..

2 PROCEDURAL MATTERS

2.1 Apologies

2.2 Disclosure of Conflicts of Interest Pursuant to Sections 126 – 131 of the *Local Government Act 2020*

2.3 Confirmation of Minutes

RECOMMENDATION

That the Minutes of the previous Council Meeting held on 20 May 2025, be confirmed.

2.4 Councillor Briefing Sessions

Councillor Briefing Sessions – 13 May 2025

RECOMMENDATION

That Council receives and notes the record of Councillor Briefing Sessions for 13 May 2025.

2.5 Petitions and Joint Letters

Performing Arts Development Fund and Creative Fund

A petition with 2,385 signatories has been received. The petition requests the Mornington Peninsula Shire Council to fully reinstate funding of \$400,000 for the Performing Arts Development Fund and \$80,000 for the creative fund.

Immediate Comment

As part of the annual budget development process, Council reviews its services and programs to ensure resources are allocated in the best interests of the Mornington Peninsula community. Competing priorities are carefully assessed given the Shire's limited resources.

At the Council Meeting on 6 May 2025, the Community Investment Fund was reviewed and adjusted accordingly bringing the total to \$3,249,750. The adjustment of priorities reflects targeted support for tourism grants, local area community infrastructure grants, and events.

These changes were made within the allocated budget for community investment and did not impact any other capital or operating projects.

There are a number of grant programs available for Arts and Culture based projects applications to be considered for funding including Community Events Grants, Placemaking Grants, Community Support Grants, Flexi Grants and sponsorships.

Action Officer: Manager - Finance

RECOMMENDATION

That Council receives and notes the petition requesting the Mornington Peninsula Shire fully reinstates the funding of \$400,000 for the Performing Arts Development Fund and \$80,000 for the Creative Fund.

2.6 Council Decision Register

Attachment(s)	1.	2019 Council Decision Register Summary
	2.	2020 Council Decision Register Summary
	3.	2021 Council Decision Register Summary
	4.	2022 Council Decision Register Summary
	5.	2023 Council Decision Register Summary
	6.	2024 Council Decision Register Summary
	7.	2025 Council Decision Register Summary

PURPOSE

Council has requested a Decision Register for all its Council resolutions to be maintained by Shire Team Leaders and Managers.

Attached are Summaries of the 2019-2025 Decision Registers (Attachments 1-7) as at 27 May 2025.

RECOMMENDATION

That Council receives and notes the Decision Register Summaries for 2019-2025 (Attachments 1-7) as at 27 May 2025.

2.7 Public Question Time

Questions from the public shall be dealt with at commencement of the meeting.

The aim of public question time is to provide an opportunity for the public to ask general questions at Council Meetings requiring routine responses. Questions with or without notice can be submitted.

Questions with notice are to be received in writing by 12.00pm the Friday prior to the relevant Council Meeting and can be lodged via the Shire's website. Questions received by this time will be provided with a considered response prepared by the relevant Shire officer and read by the Chief Executive Officer (CEO) at the Council Meeting.

Questions without notice must be lodged in person no later than 15 minutes prior to the commencement of the meeting. The question will be read by the CEO and taken on notice with a written response forwarded to the person asking the question within 7 days of the Council Meeting and published on the Shire's website.

This segment does not substitute for appeal or other formal business procedures with the Council.

3 COUNCILLORS AND DELEGATES REPORTS

At each Council Meeting, all Councillors will have the opportunity to provide an overview of any meetings attended as an appointed representative of Council.

If a Councillor chooses to provide details, the name of the conference/event and the Councillor attending will be noted in the Minutes for that meeting. If a Councillor requires additional information on the conference/event to be included in the Minutes, the Councillor must submit it in writing to Governance by 12.00 noon the day following the meeting.

Association/Committee	Representative/s	Substitute Representative/s	Shire Contact
Arts and Culture Advisory Panel	Cr Gill	Cr Patton	Tori Hayat, Team Leader – Arts and Culture
Association of Bayside Municipalities	Cr Patton	Cr Batty	Laura Crilly, Team Leader – Water and Coasts
Audit and Risk Committee	Cr Ranken Cr Batty	Cr Roper	Bulent Oz, Chief Financial Officer
Australian Coastal Councils	Cr Patton	Cr Batty	Laura Crilly, Team Leader – Water and Coasts
Bass Park Trust	Cr Gill	Cr Stephens	Pam Vercoe, Manager – Governance and Risk
Climate Emergency Community Reference Group	Cr Stephens	Cr Patton	Chris Yorke, Energy and Carbon Management Officer
Disability Advisory Committee	Cr Binyon	N/A	Monica Seal, Disability Community Inclusion Officer
Friends of Lospalos	Cr Binyon	N/A	Chris Munro, Manager – Community Partnerships
Greater South East Melbourne	Mayor	Deputy Mayor	Bulent Oz, Acting Chief Executive Officer
Health and Wellbeing Committee	Cr Williams	N/A	Kate Hills, Team Leader – Community Wellbeing
Hinterland Local Area Action Plan Advisory Committee	TBC	N/A	Jayde Hayes, Manager – Economic Development, Tourism and Investment
Metropolitan Transport Forum	Cr Batty	Cr Williams	Justine Lewis, Transport Strategy Coordinator
Mornington Liquor Industry Accord	Cr Batty	N/A	Katherine Cooper, Team Leader – Economic Development
Mornington Peninsula and Western Port Biosphere Reserve Foundation – Council Liaison Group	Cr Patton	Cr Stephens	James Rose, Team Leader – Natural Systems

Association/Committee	Representative/s	Substitute Representative/s	Shire Contact
Mornington Peninsula Cemetery Trust	Cr Roper Cr Batty Cr Pingiaro	N/A	Jenny Brown, Senior Cemeteries Officer
Municipal Association of Victoria (MAV)	Mayor	Deputy Mayor	Pam Vercoe, Manager – Governance and Risk
MAV Emergency Management Committee	Cr Batty	Cr Pingiaro	Andrew Brick, Team Leader – Community Resilience and Emergency Management
Northern Mornington Peninsula Local Area Action Plan Advisory Committee	TBC	N/A	Jayde Hayes, Manager – Economic Development, Tourism and Investment
Peninsula Advisory Committee for Elders	Cr Williams	N/A	Helen Ridgeway, Positive Ageing Officer
South East Councils Climate Change Alliance	Cr Stephens	Cr Patton	Nicci Tsernjavski, Climate Change Partnerships Officer and Daniel Kabel, ESD Infrastructure Officer
Southern Mornington Peninsula Local Area Action Plan Advisory Committee	TBC	N/A	Jayde Hayes, Manager – Economic Development, Tourism and Investment
Triple A Housing Committee	Cr Gill	N/A	Petrina Dodds-Buckley, Housing Projects Lead
Victorian Local Governance Association (VLGA)	Cr Roper	Cr Pingiaro	Pam Vercoe, Manager – Governance and Risk
Western Port Local Area Action Plan Advisory Committee	TBC	N/A	Jayde Hayes, Manager – Economic Development, Tourism and Investment

4 MANAGEMENT REPORTS

COMMUNITY STRENGTHENING

4.1 Draft Domestic Animal Management Plan 2026-2029

Issued By Manager - Community Safety, Health & Compliance

Authorised By Acting Director - Community Strengthening

Document ID A13742348

Briefing Note
Number

Attachment(s) Nil

***Addendum – Report Withdrawn
Circulated, Friday, 30 May 2025***

PLANNING & ENVIRONMENT

4.2 School Traffic Management

Issued By	Manager – Strategic & Infrastructure Planning
Authorised By	Acting Director - Planning & Environment
Document ID	A13661436
Briefing Note Number	BN2048 – 13 May 2025
Attachment(s)	<ol style="list-style-type: none">1. Integrated Transport Strategy School Related Feedback2. School Related Feedback from Safer Roads Consultation

EXECUTIVE SUMMARY

The purpose of this report is to provide Council with advice regarding Notice of Motion 349 from 12 July 2022 in relation to school and preschool traffic and parking issues.

The Mornington Peninsula has approximately 100 schools and pre-schools and road safety around them is a concern due to the vulnerability of children to accidents and injuries. Mornington Peninsula Shire (Shire) officers regularly engage with schools, school councils, parents and Victoria Police to review the traffic and parking around schools and implement education programs, signage and infrastructure changes.

Community consultation was held as part of the Integrated Transport Strategy Development and for the development of our Safer Roads Funding and Priorities. As part of both of these, all schools and preschools were invited to participate and to share with the families that attend the facility encouraging them to also participate.

Through the Integrated Transport Strategy consultation, Council received 386 community surveys and 71 people responded to the school and preschool question. Over 2,000 contributions were received on the Safer Roads Funding and Priorities interactive map. Of these, 130 responses either referred to a particular school or pre-school, students/children or school traffic.

Based on both sets of consultation, the key themes which came through for many of the schools were:

- Traffic congestion
- Speeding vehicles
- Inadequate crossings and footpaths
- Parking issues.

All of these issues occur on both Shire-managed roads and State-managed roads which highlights that collaboration is critical to address school safety concerns. Key stakeholders include the Shire, Department of Transport and Planning (DTP), Victoria Police, Schools, and the Department of Education.

It also requires a multi-faceted approach to address school safety concerns involving education, infrastructure improvements, enhanced traffic management, enforcement, and community engagement.

4.2 (Cont.)

With current Council budgets and potential grant funding opportunities it is not possible to address all concerns through infrastructure improvements or enhanced traffic management in the short or medium term especially with other traffic and safety issues across the Peninsula.

Given this, and resources that would be required, it is not feasible to develop traffic and active travel plans for each school and pre-school. Developing these would also unrealistically raise community expectations around infrastructure improvements and implementation timelines. Therefore, a strategic approach is required.

There are several strategies and policies currently under development which will be used to outline strategic approaches to ensure that the concerns raised by the community and future traffic and safety concerns around schools are prioritised appropriately. These strategies include the Integrated Transport Strategy 2025, Towards Zero Road Safety Strategy and the Parking Management Policy.

As such, it is recommended that:

1. A report be brought to Council by December 2025 that recommends wider road safety priorities and school safety priorities based on feedback from the Safer Roads Funding and Priorities and initial Integrated Transport Strategy consultation.
2. A strategic approach to manage traffic and road safety concerns around schools is taken through the continued development of the Integrated Transport Strategy, Towards Zero Road Safety Strategy and the Parking Management Policy.
3. Shire officers continue to work closely with schools and school communities to manage traffic and safety concerns and submit specific projects for Council's consideration through the budget process or grant process.
4. Council continues with advocacy to State and Federal Governments for safety improvements on State managed roads.

RECOMMENDATION

That Council:

1. **Endorses Shire officers providing a report to Council by December 2025 that recommends wider road safety priorities and school safety priorities based on feedback from the Safer Roads Funding and Priorities and initial Integrated Transport Strategy consultation.**
2. **Endorses the strategic approach to manage traffic and road safety concerns around schools, through the continued development of the Integrated Transport Strategy, Towards Zero Road Safety Strategy and the Parking Management Policy.**
3. **Endorses Shire officers continuing to work closely with schools and school communities to manage traffic and safety concerns and the submission of specific projects for Council's consideration through the budget or grant process.**
4. **Endorses continued advocacy to State and Federal Governments for safety improvements on State managed roads.**

4.2 (Cont.)**COUNCIL & WELLBEING PLAN**

This aligns with the Council and Wellbeing Plan, in particular:

Theme 3: A flourishing, healthy and connected community.

- Strategic Objective 3.5: A community that is well connected through sustainable, accessible and integrated transport options.

GOVERNANCE PRINCIPLES

Section 9 of the *Local Government Act 2020* states that a Council must in the performance of its role give effect to the overarching governance principles. This report aligns with principles B and I which are:

- B. Priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- I. The transparency of Council decisions, actions and information is to be ensured.

RELEVANT COUNCIL DECISIONS AND POLICIES

At the Council Meeting held on 12 July 2022, Notice of Motion 349 was approved which was:

That Council seeks input from all schools and pre-schools on the Mornington Peninsula regarding traffic and parking issues and aims to ensure that there is a Traffic and Active Travel Plan including reduced traffic for each and that Council is aware of these needs for each school and pre-school community.

That Council has a briefing and a Council agenda item regarding these matters and prepare future budget priorities to ensure the safety of our school and pre-school communities.

That an Advocacy Paper be prepared for local State Election Candidates and the media highlighting known safety issues at schools on the Peninsula.

In the Officer Comment in relation to the Notice of Motion, it noted that should the Notice of Motion be approved, this work could not be undertaken in the 2022/23 financial year due to existing resources and committed work.

DISCUSSION**Purpose**

The purpose of the report is to provide Council with advice regarding Notice of Motion 349 from 12 July 2022 in relation to school and preschool traffic and parking issues.

Background

The Mornington Peninsula has approximately 100 schools and pre-schools and road safety around them is a concern due to the vulnerability of children to accidents and injuries. Shire officers regularly engage with schools, school councils, parents and Victoria Police to review the traffic and parking around schools and implement education programs, signage and infrastructure changes.

During November and December 2024, community consultation was undertaken to gather feedback and insights from the community on all things transport, walking, cycling, driving and public transport to inform the development of the Integrated Transport Strategy (ITS).

4.2 (Cont.)

Further to this, from 12 March to 11 April 2025, Shire-wide community engagement was undertaken on possible future road safety improvements on both Shire-managed and State-managed roads (Safer Roads Funding and Priorities consultation). As part of both of these consultations, all schools and pre-schools were sent the specific information.

Based on both sets of consultation, the key themes which came through for many of the schools were:

- Traffic congestion - There is often significant congestion around schools. This congestion occurs for around 20-30 minutes on school days. Congestion is often greater at afternoon pick up compared with drop off, as many parents and carers picking up children seek to be as close to the school at the end of the day. Morning drop off tends to be more staggered as families arrive over a longer timeframe before school starts. This congestion around schools leads to haphazard parking, blocking of driveways, and sometimes unsafe driving behaviours, endangering pedestrians.
- Speeding vehicles - Some drivers ignore speed limits near schools, endangering children crossing roads or walking on footpaths. Speeding is generally not an issue very close to schools due to the congestion that is occurring, it is more common at remote school crossings. Victoria Police regularly patrol school zones to promote and ensure compliance.
- Inadequate crossings and footpaths - Several schools particularly close to main roads have limited safe crossing points or the existing crossing points are not considered adequate to the community. These are often at roundabouts or pedestrian refuges and the community want to see either a school crossing or a signalised pedestrian crossing. There are also some sections of roads near schools that provide key pedestrian links that have sections without constructed footpaths (as identified in the Shire's Pedestrian Access Strategy 2024- 2034).
- Parking issues - Parking around schools and pre-schools is generally not sufficient for the number of vehicles wanting to park, pick up or drop off at the same time. This often results in illegal parking such as double parking, parking in no stopping areas and parking longer than the posted time restrictions. It is not feasible to expect that each school has enough parking to address peak demands. There is not the space or available budget to create additional parking especially when the peak demand lasts for a maximum of 30 minutes and only on school days. Optimising the existing parking through the use of parking restrictions and regularly reviewing restrictions to ensure they continue to be the most appropriate for the school and school environment is the approach that is taken. However, other changes are also required to reduce the dependence on cars and the need to park directly out the front of the school. Education and promotion of active transport modes such as walking and riding can reduce the number of vehicles at each school.

All of these issues occur on both Shire-managed roads and State-managed roads which highlights that collaboration is critical to address school safety concerns. Key stakeholders include the Shire, DTP, Victoria Police, Schools and the Department of Education.

Many of the locations only received one or two responses related to the school or school traffic. However, Red Hill Consolidated School at the Mornington-Flinders Road and Arthurs Seat Road intersection received 23 responses for the intersection (through the Safer Roads Funding and Priorities consultation) and three through the ITS consultation (the highest number of responses). Jones Road, Boes Road and Mornington Tyabb Road at Tyabb Primary School and Flinders College received the next highest number of responses with six responses.

4.2 (Cont.)

Both of these intersections are managed by DTP. Shire officers have been working closely with Red Hill Consolidated School for many years implementing minor changes to the area and advocating to DTP for larger improvements at the intersection.

Options for consideration***Option 1 – recommended***

Not prepare traffic and active travel plans for each school and pre-school. Instead take a strategic approach to ensure measures are prioritised appropriately.

Addressing road safety issues around schools requires a multi-faceted approach involving education, infrastructure improvements, enhanced traffic management, enforcement, and community engagement.

With current Council budgets and potential grant funding opportunities it is not possible to address all concerns through infrastructure improvements or enhanced traffic management in the short or medium term especially with other traffic and safety issues across the Peninsula.

Given this, and resources that would be required, it is not feasible to develop traffic and active travel plans for each school and pre-school. Developing these would also unrealistically raise community expectations around infrastructure improvements and implementation timelines. Therefore, a strategic approach is required.

There are several strategies and policies currently under development which will be used to outline strategic approaches to ensure that the concerns raised by the community and future traffic and safety concerns around schools are prioritised appropriately. These strategies include the Integrated Transport Strategy 2025, Towards Zero Road Safety Strategy and the Parking Management Policy.

The Integrated Transport Strategy (ITS) 2025 will set out a focused, evidence-led approach to delivering a more connected, inclusive, and resilient transport system for the Mornington Peninsula. Grounded in data, community engagement and long-term planning, ITS 2025 will identify clear infrastructure priorities to address local transport challenges, ranging from town-to-town connectivity and road safety to sustainable travel choices. In relation to school traffic concerns it will outline the specific responsibilities for the key stakeholders as well as identify key infrastructure priorities.

Recognising that it is not feasible to build more carparking at schools to meet the peak demands, the Parking Management Policy will help manage school parking and traffic concerns by creating clear and transparent rules and guidelines that optimise space use, improve safety and reduce congestion. This will help with:

- Improving traffic flow through designated drop-off/pick up zones by separating short-term stopping areas from long term parking.
- Efficient use of parking spaces by preventing long term occupancy in high demand areas and ensuring turnover.
- Enhancing safety through clear signage and line marking of the parking bays and restrictions to reduce confusion or misuse.

The Towards Zero Road Safety Strategy 2020-2025 vision is for all journeys within the Mornington Peninsula to be safe and feel safe for all modes of transport, including pedestrians and cyclists. It has a number of key actions that the Shire undertake that are in line with the principles of the Strategy. Some of these will assist with improving safety around schools such as continuing to invest in road safety improvements on local roads, continuing

4.2 (Cont.)

road safety leadership and innovation, advocating to state government for state managed arterial road improvements and prioritising road safety improvements based on highest crash risks and systemic crash types. The Strategy is currently being reviewed and updated.

Should Council choose this option, the following will occur:

1. A report will be brought to Council by December 2025 that recommends wider road safety priorities and school safety priorities based on feedback from the Safer Roads Funding and Priorities and initial Integrated Transport Strategy consultation.
2. A strategic approach to manage traffic and road safety concerns around schools will be taken through the continued development of the Integrated Transport Strategy, Towards Zero Road Safety Strategy and the Parking Management Policy.
3. Shire officers will continue to work closely with schools and school communities to manage traffic and safety concerns and submit specific projects for Council's consideration through the budget process or grant process.
4. Continued advocacy to State and Federal Governments for safety improvements on State managed roads.

Option 2 – not recommended

Based on the community feedback from the Safer Roads Funding and Priorities consultation and the initial ITS consultation, work with each school and pre-school to prepare traffic and active travel plans.

This would require over 100 traffic and active travel plans to be prepared.

With current Council budgets and potential grant funding opportunities it is not possible to address all concerns through infrastructure improvements or enhanced traffic management in the short or medium term especially with other traffic and safety issues across the Peninsula. Developing traffic and active travel plans for each school and pre-school on the Peninsula would unrealistically raise community expectations around infrastructure improvements and implementation timelines.

This option would require at least one additional Band 6 FTE to implement it.

ENGAGEMENT

During November and December 2024, community consultation was undertaken to gather feedback and insights from the community on all things transport, walking, cycling, driving and public transport to inform the development of the ITS.

As a result of Notice of Motion 349, as part of the community survey, the following question was asked *'If you have a child that attends a local school or preschool, what are the traffic and/or parking and safety issues that you experience at these locations?'*. The link to the survey was sent to all schools and preschools asking them to share with the families that attend the facility and encourage them to complete the survey.

Council received 386 community surveys and 71 people responded to the school and preschool question. Below is a summary of the responses (for full individual responses, see Attachment 1).

4.2 (Cont.)

School/Preschool	Number of responses	Summary of issues raised
Balnarring Occasional Care	1	No pedestrian crossing
Balnarring Preschool	2	Pedestrian crossing between Balnarring Hall and the Childcare/maternal health centre
Balnarring Primary School	3	Crossing the intersection of Balnarring Road at Frankston Flinders Road
Baxter Primary School	1	Poor pedestrian access
Boneo Primary School	1	Maintenance of the Boneo Reserve access road at Limestone Road
Crib Point Primary School	1	Speeding and lack of pedestrian crossing
Dromana Primary School	1	Parking concerns
Dromana Secondary College	1	No footpath and no Public Transport
Flinders Christian College	1	Speeding
Mornington Primary School	1	Traffic congestion
Mornington Secondary College	1	Speed limit beyond school zone unsafe
Mount Eliza House daycare	1	Limited parking and no footpaths
Mount Eliza Secondary School	2	Traffic congestion and speeding
Mount Eliza North Primary School	1	Traffic congestion
Mount Eliza Primary School	3	Traffic congestion and limited parking
Mount Martha Primary School	1	Nearby intersection safety (Nepean Highway and Uralla Drive)
Red Hill Consolidated School	3	Limited parking, Speed limits change too much
Rosebud Primary School	3	Traffic congestion and safety on Jetty Road
Rosebud Secondary College	2	Traffic congestion and better cycling infrastructure needed
Rye Primary School	4	Traffic congestion and limited parking
Somers Primary School	1	Speed limit unsafe
Sorrento Preschool	2	Limited parking
Sorrento Primary School	1	Limited parking

4.2 (Cont.)

St Joseph's Catholic Primary School	2	No issues
St Macartans School	1	Traffic Congestion
St Thomas More's Primary School	1	Traffic Congestion
School not specified	29	

From 12 March to 11 April 2025, Shire-wide community engagement was undertaken on possible future road safety improvements on both Shire-managed and State-managed roads (Safer Roads Funding and Priorities consultation). The purpose of the community engagement was to:

- Seek input on developing a grant prioritisation list.
- Seek feedback on current and proposed road safety grant funded projects.
- Form an advocacy position on State-managed road safety improvements.

The engagement included a webpage with an interactive map where the community could provide feedback on an identified site or provide input on roads that are currently not included on the list. Three community 'drop in' information sessions were held to gather feedback and discuss the road safety challenges across the road network.

Given Notice of Motion 349, as part of this consultation the information and link to the webpage was sent to all schools and preschools asking them to share with the families that attend the facility and encourage them to provide their thoughts on the map. Over 2,000 contributions were received on the map. Of these 130 responses either referred to a particular school or preschool, students/children or school traffic. These are summarised in the table below (with all individual submissions and comments provided in Attachment 2).

Likely School/Preschool	Location	Number of responses	Remote or at facility	Summary of issues raised
Benton Junior College	Mornington – Tyabb Road and Racecourse Road	2	Remote	Intersection congestion at school pick up and drop off times, should have lights
Bentons Junior College	Weerona Way	1	Remote	Speeding, high number of primary school pedestrians
Boneo Primary School	Boneo Road and Limestone Road	1	At	Intersection safety, needs signals
Crib Point Primary School	Stony Point Road	1	Remote	Dangerous intersection at school pick up / drop off times otherwise fine

4.2 (Cont.)

Crib Point Primary School and maybe others	Stony Point Road and Disney Street	4	Remote	Dangerous intersection, no pedestrian/school crossing
Dromana Secondary College	Old White Hill Road	1	At	Speeding, no footpath, road maintenance
Eastbourne Primary School	Allambi Avenue	1	At	Speeding
Eastbourne Primary School	Boneo Road and Allambi Avenue	1	Remote	Traffic congestion at school pick up and drop off times
Kunyang Primary School	Kunyang Road and Rowsley Road	3	At	Unsafe u-turns, speeding, no footpath in Rowsley
Kunyang Primary School and Guardian Childcare Centre	Nepean Highway and Kunyang Road	1	Remote	Intersection safety concerns, seen lots of near misses
Little Grasshoppers Early Learning Centre	Eramosa Road West and Moorooduc Highway	1	At	Busy area with pick up and drop off, Speed limit too high and no pedestrian crossing on Eramosa Road West
Moorooduc Primary School	Mornington-Tyabb Road and Derril Road	2	At	Primary School should have staggered drop off and pick up. 40kilometre per hour (km/h) not needed school set back
Mornington Primary School	Tanti Ave (Nepean Highway to Esplanade)	3	Both	Speed concerns and pedestrian safety along the length
Mornington Primary School	Eastern Ring Road	1	At	Speeding
Mornington Secondary College	Nepean Highway and Bungower Road	1	Remote	Traffic congestion and safety concerns
Mount Eliza North Primary School	Mount Eliza Woodlands Local Area Traffic Management (LATM)	1	Remote	No footpath on Bellbird Road for children
Mount Eliza North Primary School	Gilliards Road	1	Remote	Speeding

4.2 (Cont.)

Mount Eliza North Primary School and Walkers Road Preschool	Walkers Road	6	Both	Traffic congestion, ignoring right turn bans, not enough parking
Mount Eliza North Primary School and Walkers Road Preschool	Walkers Road and Moseley Drive Intersection	2	Remote	Traffic congestion
Mount Eliza North Primary School and Walkers Road Preschool	Mount Eliza Way and Canadian Bay Road	1	Remote	Crossing Humphries Road
Mount Eliza North Primary School and Walkers Road Preschool	Canadian Bay Road and Walkers Road	3	Remote	Traffic congestion and safety concerns
Mount Eliza Primary School and The Peninsula School	Nepean Highway and Wooralla Drive	6	At	General intersection safety, not enough crossing supervisors
Mount Eliza Primary School and The Peninsula School	Mountain View Road and Wooralla Drive	1	Remote	General pedestrian safety concerns and volume of traffic
Mount Eliza Secondary College	Kenau Avenue	1	Remote	Parking concerns, no footpath
Mount Martha Primary School	Glenisla Drive	1	At	Speeding, no footpaths
Padua College, Mornington	Bungower Road (Moorooduc Highway to Nepean Highway)	1	Remote	Pedestrians not using the existing crossing to access the path to Padua
Padua College, Rosebud and Jetty Road Childcare and Kinder	Jetty Road and Bayview Road	2	Both	Needs a pedestrian crossings
Red Hill Consolidated School	Mornington - Flinders Road and Arthurs Seat Road	23	At	Traffic congestion, needs to have a roundabout and not enough parking
Red Hill Consolidated School	Arthurs Seat Road and	3	Remote	Visibility and speeding concerns, should be a roundabout

4.2 (Cont.)

	White Hill Road			
Red Hill Consolidated School	Mornington-Flinders Road and Shands Road	1	Remote	Needs a lower speed limit
Rosebud Secondary College	Eastbourne Road (Boneo Road to Jetty Road)	1	Remote	Lots of school and elderly pedestrians, speed limit too high
Rosebud Secondary College	Eastbourne Road	1	At	Parking causing additional congestion
Rosebud Secondary College	Coolamundra Avenue	1	Remote	Needs speed reduction lots of pedestrians
Rosebud Secondary College	Boneo Road and Eastbourne Road Intersection	2	At	Incorrect use of the existing roundabout, pedestrian safety
Somerville Primary School and Somerville Secondary School	Wiltshire Drive	1	Remote	Speeding during school pick up and drop off times
St Macartans Primary School and Padua College	Bungower Road Railway Crossing	2	Both	Traffic congestion, speeding, not enough parking and more pedestrian crossings
St Macartans Primary School	Bungower Road and Baldocks Road	1	Remote	Needs keep clear marking due to congestion
St Marys Primary School	Victoria Street and Cool Store Road	1	At	Should be a pedestrian crossing not just school crossing and general intersection safety
St Marys Primary School	Marine Parade at St Marys Primary School	1	At	Needs a pedestrian crossing
The Peninsula School	Wooralla Drive	1	At	Needs longer right turn lane
Tootgarook Primary School	Swans Way	1	Remote	Pedestrian safety and dangerous intersection

4.2 (Cont.)

Tyabb Primary School and Flinders Christian College	Jones Road, Boes Road and Mornington Tyabb Road intersection	6	At	Traffic congestion, lack of parking, speeding, lack of pedestrian crossings
Unknown Pre-school	Esplanade near Webb Street	1	Remote	Zebra Crossing to help access for their Beach Kinder Program
Various	Hendersons Road/Boes Road/Jones Road	1	Remote	Cycling friendly roads leading to the schools required
Various	Bentons Road between Dunns Road and Racecourse Road	2	Remote	Not enough pedestrian crossings for school children getting off buses
Various	Bentons Road and Dunns Road	1	Remote	Should have traffic signals due to number of pedestrians
Various	Belar Road, Rye	1	Remote	Pedestrian safety due to narrow road, blind corners
Various	Dundas Street near Avon Road, Rye	1	Remote	Speeding at school bus stop area
Various	Humphries Road, Two Bays Road, Mountain Avenue and Winona Road Intersection	1	Remote	School bus drop off and pick up no footpaths for kids
Various	Bungower Road and Jones Road intersection	1	Remote	Very busy intersection, speeding
Various	Bungower Road (Moorooduc Highway to Dandenong Hastings Road)	1	Remote	No indented bus bays for school buses

4.2 (Cont.)

Various	Mornington-Tyabb Road (Nepean Highway to Moorooduc Highway)	1	Remote	Racecourse Road intersection needs lights particularly for pedestrians
Various	Stumpy Gully Road between Hodgins Road and Clarke Street	1	Remote	Road not safe for school buses
Various	Truemans Road, Rye	1	Remote	Speed reduction needed due to school bus stops and tip
Various	Nepean Highway and Tower Road intersection	1	Remote	Traffic congestion
Various	Melrose Terrace Somerville	1	Remote	Speeding high number of children/pedestrians
Various	Nepean Highway and Dromana Parade	1	Remote	School children crossing and lots of buses and very busy
Various	Somers township	1	Remote	Reduce speed to 40km/h given no footpaths and lots of children/pedestrians on road
Various	Boundary Road and White Hill Road	1	Remote	Dangerous intersection with lots of school buses
Various	Humphries Road near Overport Road	3	Remote	Unsafe and difficult to cross here, needs a pedestrian crossing
Western Port Secondary College	High Street, Hastings	1	At	Roundabout unsafe for pedestrians and doesn't have full pedestrian facilities

Where "Various" is listed as the closest school or preschool facility this is because the location is not close to any particular facility and the concerns raised are more related to general peak hour traffic or pedestrian concerns, but the submission referred to school traffic or students/children.

4.2 (Cont.)**COMMUNICATIONS PLAN**

As the Integrated Transport Strategy, Parking Management Policy and the Road Safety Strategy are progressed there will be future community consultation to inform these strategies.

The 'Have your say' interactive map from the Safer Roads Funding and Priorities consultation will remain open for the community to continue to highlight safety concerns and will be reviewed annually to allow updated proposal priorities for future grant funding applications to be considered.

Further information on Safer Roads Funding and Priorities and any funded projects will be available on the Shire website.

LEGAL AND REGULATORY FRAMEWORK

Not applicable.

CLIMATE AND SUSTAINABILITY CONSIDERATIONS

Reducing vehicle trips to school and encouraging more active transport can significantly reduce carbon emissions and other pollutants.

Constructions of large, paved areas for parking or queuing of vehicles absorb heat, contributing to local warming especially in urban areas.

FINANCIAL CONSIDERATIONS

There are no budget implications should Council proceed with option 1 as recommended. The strategies are currently being developed with existing resourcing and budgets. Advocacy and grant applications will also utilise existing resources and budgets. Any projects identified through the strategies or future work with schools and preschools will be subject to Council's budget process.

Should Council proceed with option 2, which is not recommended, then at least one additional Band 6 FTE would be required.

OFFICER DIRECT OR INDIRECT INTEREST

No person involved in the preparation of this report has a direct or indirect interest requiring disclosure.

4.3 Visitor Economy Partnership

Issued By	Manager - Economic Development
Authorised By	Acting Director - Planning & Environment
Document ID	A13736547
Briefing Note Number	Not applicable
Attachment(s)	Nil

***Addendum - Report rescheduled to 17 June 2025
Circulated, Friday, 30 May 2025***

4.4 Mount Martha Village, Watson Road Parking and Footpath

Issued By Manager - Strategic & Infrastructure Planning
Authorised By Acting Director - Planning & Environment
Document ID A13736603
Briefing Note
Number BN2045 – 13 May 2025
Attachment(s) Nil

***Addendum - Report rescheduled to 17 June 2025
Circulated, Friday, 30 May 2025***

4.5 Road Safety Funding Applications and Priorities

Issued By	Manager – Strategic & Infrastructure Planning
Authorised By	Acting Director - Planning & Environment
Document ID	A13644076
Briefing Note Number	BN2047 – 13 May 2025
Attachment(s)	<ol style="list-style-type: none"> 1. List of project proposals and identified high risk locations 2. Collated community feedback and officer responses 3. Feedback received via email 4. Feedback summary 5. Black Spot Program 2025/2026 - Project information sheets 6. Motorcycle Safety Levy Infrastructure Program - Project information sheets 7. Safe Local Roads & Streets Program - Project information sheets 8. Black Spot Program 2026/2027 - Project information sheets 9. Black Spot Program 2025/2026 - Proposals plans 10. Motorcycle Safety Levy Infrastructure Program - Proposals plans 11. Safe Local Roads & Streets Program - Proposals plans 12. Highest crash based locations - Treatment concept plans 13. Black Spot Program 2025/2026 - Applications documents

EXECUTIVE SUMMARY

The Mornington Peninsula has one of Victoria's worst local government road safety records. Our community consistently highlights road safety as a significant concern. One of the functions of councils, under the *Road Management Act 2004*, is to provide a safe transport network.

The Mornington Peninsula Shire (Shire) implements a significant number of road safety improvements each year, much of which is funded by external grants. At present, there are a number of road safety funding grant opportunities, all at different stages of application and delivery.

In response to Notice of Motion 477, Shire-wide community engagement was undertaken during March and April 2025 on road safety concerns within the Mornington Peninsula and possible future road safety improvements on both Shire-managed and State-managed roads. This report summarises the community engagement undertaken and the engagement outcomes.

Following review of the community's feedback, the recommendation in this report is for Council to endorse projects as listed in Tables 7 to 11 in this report, and summarised in Table 1 below, for current and future funding opportunities.

4.5 (Cont.)

Table 1: Summary of recommendations for Council endorsement at the 3 June 2025 Council Meeting

Program	Current status	Indicative total project value	Recommendation
Federal Black Spot Program 2025/2026	7 projects allocated funding totalling approx. \$3.9 million (m). 5 unsuccessful projects	Allocated funding: \$3.9m Unsuccessful projects: \$1.7m	Endorse acceptance of \$3.9m of funding for 7 projects. Endorse unsuccessful projects for consideration in future funding opportunities
Motorcycle Safety Levy (MSL) Infrastructure Program	10 sites approved by Department of Transport & Planning (DTP) for further design development	\$2.84m	Endorse the 10 MSL projects
Safe Local Roads and Streets Program (SLRSP)	18 projects endorsed by DTP. Currently developing functional designs and more detailed cost estimates, for DTP approval.	\$4.5m (\$2m of funding currently available)	Endorse the 18 Safe Local Roads and Streets Program (SLRSP) projects. Endorse officers to manage delivery of the projects in line with the specified guiding principles
Federal Black Spot Program 2026/2027	Expecting Expressions of Interest to be invited in June 2025	\$8.5m	Endorse 14 projects to submit Expressions of Interest (EOI) (9 Shire-managed and 5 DTP-managed locations) and proceed to formal applications for the sites that are supported by DTP

4.5 (Cont.)

RECOMMENDATION

That Council:

1. Endorses delivery of the seven projects that have received funding through the 2025/2026 Federal Black Spot Program (approximately \$3.9 million of funding), as listed in the below table.

Location	Proposed treatment/s	Funding amount (including 10% fee to be paid to DTP)
Mornington local area precinct	Traffic calming treatments and 40 kilometre per hour (km/h) Area speed limit	\$929,000
Tucks Road/ Shands Road intersection, Main Ridge	Installation of a raised intersection with Raised Safety Platforms on approach to the intersection. Sealing of 50 metres (m) of Tucks Road southern leg	\$785,000
Capel Sound local area precinct	Traffic calming treatments and 40 km/h Area speed limit	\$1,212,000
Wilsons Road, Mornington	Installation of splitter islands and kerb extensions at intersections, raised zebra crossings, green pavement at conflict points, and lighting. Consider speed reduction to 50km/h	\$427,000
Browns Road/ Jetty Road intersection, Boneo	Install splitter island and warning signage	\$117,000
Colchester Road and Newington Avenue, Rosebud	Install a raised intersection at Colchester Road and Newington Avenue. Install skid-resistant surface treatment at the bend between Newington Avenue and Jennings Court	\$210,000
Forest Drive, Mount Martha	Install road safety barriers at high-risk locations, audio-tactile centre line markings, and Curve Alignment Markers. Consider Speed reduction from 80km/h to 70 km/h	\$264,000

2. Endorses projects that were unsuccessful in receiving funding under the 2025/2026 Federal Black Spot Program, as listed below, for consideration in possible future funding opportunities.

Location	Proposed treatment/s	Cost estimate*
Baldrys Road, Main Ridge	Driveway Sealing, extension of guardrail and installation of	\$195,000

4.5 (Cont.)

Location	Proposed treatment/s	Cost estimate*
	motorcycle underrun protection, installation of warning signage	
Bentons Road, Mornington between Dunns Road and Racecourse Road	Addition of Raised Safety Platforms at the existing roundabout at Bentons Road/ Marriott Drive (west)/ Moorhead Avenue and Raised Safety Platform on Marriott Drive (east) at its intersection with Bentons Road	\$351,000
Craigie Road, Mount Martha between Dunns Road and Racecourse Road	Pedestrian refuge island, install lighting, install dragon teeth on approach to the roundabout	\$129,000
Sandy Point Road, Somers between Alexandra Ave and Lord Somers Road	Shoulder sealing, road safety barriers at high risk locations, update warning signage, install audio tactile linemarking	\$555,000
Dundas Street, Rye between Browns Road and Melbourne Road	Raised safety platforms at side streets	\$494,000

3. Endorses the 10 Motorcycle Safety Levy Infrastructure Program projects, as listed in the below table, and endorses Shire acceptance of construction funding that may be offered by the Victorian Department of Transport & Planning in the future for any or all of the 10 projects.

Location	Proposed treatment/s	Cost estimate*
Tyabb-Tooradin Road between South Boundary Road East and Bungower Road	Bellmouth seal of South Boundary Road intersection, improvements to curve signage, upgrade of existing road safety barrier with motorcycle underrun protection and audio tactile centre line marking	\$124,000
Carpenters Lane/Hodgins Road intersection	Shoulder sealing, and bellmouth sealing of Carpenters Lane intersection	\$641,000
Arthurs Seat Road between Mechanics Road and Nashs Lane	Shoulder sealing	\$169,000
Shands Road between Tucks Road and Bald Hills Bushland Reserve	Improvements to curve signage, upgrade of existing road safety barrier with motorcycle underrun protection and audio tactile centre line marking. Vegetation trimming to maintain sight distance	\$191,000
Baldrys Road, approx. 1km west of Mornington-Flinders Road	Improvements to curve alignment signage, installation of new road safety barriers, audio tactile centre line marking and bellmouth seal of property access	\$173,000

4.5 (Cont.)

Location	Proposed treatment/s	Cost estimate*
Main Creek Road, at the bend in the vicinity of McPherson Lane	Improvements to curve signage, installation of new road safety barriers, audio tactile centre line marking and upgrade of existing barrier with motorcycle underrun protection	\$187,000
Browns Road between Drum Drum Alloc Creek Drain and Hyslops Road	Curve alignment signage, installation of new road safety barriers, audio tactile centre line marking and virtual wildlife fencing	\$419,000
Intersection of Browns Road and Jetty Road, Boneo	Improvements to curve signage, installation of new road safety barriers, audio tactile centre line marking and vegetation trimming	\$178,000
Intersection of Bayview Road and Old Cape Schanck Road	Sealed road shoulder, improvements to curve signage, vegetation trimming and bellmouth seal of side road accesses	\$392,000
Melbourne Road, Blairgowrie in the vicinity of Beach Avenue	Installation of bellmouth seals at multiple high-risk driveways and side roads	\$206,000

4. Endorses the 18 proposed projects for the Safe Local Roads and Streets Program, as listed below, and endorses Shire officers managing the implementation of these projects in line with the guiding principles listed in the 'Safe Local Roads and Streets Program' section of this report.

Location	Proposed treatment/s	Cost estimate*
Mount Eliza Woodlands local area precinct ⁺	Traffic calming, linemarking improvements	\$1,000,000
Marcia Avenue area, Rye ⁺	Traffic calming	\$200,000
Mount Arthur Road/ Third Avenue intersection, Rosebud ⁺	Compact roundabout	\$350,000
Keogh Street/ Potton Ave intersection, Rosebud ⁺	Compact roundabout	\$150,000
Hodgkinson St/ Heales Street intersection, Dromana ⁺	Compact roundabout	\$125,000
Heales Street/ Ligar Street intersection, Dromana	Compact roundabout	\$200,000
Skinner Avenue/ Mullet Street intersection, Hastings	Compact roundabout	\$125,000
Keogh Street/ Leon Avenue intersection, Rosebud	Compact roundabout	\$60,000
Frankston-Flinders Road service road, Balnarring	Raised Safety Platform within service road	\$50,000
Esplanade & Schnapper Point Drive roundabout, Mornington	Raised zebra crossings on northern and eastern legs	\$200,000

4.5 (Cont.)

Location	Proposed treatment/s	Cost estimate*
Dromana Parade/ Prescott Avenue intersection, Safety Beach	Raised intersection	\$150,000
Victoria Street / Cool Store Road roundabout, Hastings	Add vertical deflection to existing roundabout	\$50,000
Arthurs Seat Road, Dromana between Caldwell Road and Tower Hill Road	Footpath construction	\$150,000
Watson Avenue, Dromana	Traffic calming	\$125,000
Jetty Road/ Bayview Road roundabout, Rosebud	Add vertical deflection to existing roundabout	\$175,000
Cairn Road/ Flinders Street intersection, McCrae	Vertical deflection on all approaches to intersection	\$100,000
Point Nepean Road service road, Rosebud	Pedestrian safety improvements	\$1,200,000
Innovation funding (funding in addition to the \$2m funding allocation for innovative projects)		
Rural unsealed roads - Various locations ⁺	Speed limit implementation	\$150,000

5. Endorses the 14 projects listed in the below table for submission of Expressions of Interest for the 2026/2027 Federal Black Spot Program and endorse the Expression of Interest submissions that are supported by the Victorian Department of Transport & Planning proceeding to formal applications for funding and delivery of any projects that receive funding. If there are any substantial changes to the treatment types, scope and principles for the current proposals, the final applications will be brought to a future Council Meeting for endorsement.

Project	Road manager	Proposed treatment/s	Estimated cost
Nepean Highway/ Wilsons Road intersection, Mornington	DTP	Splitter Island/Extend central median	\$600,000
Arthurs Seat Road/ White Hill Road intersection, Red Hill	DTP	Raised Safety Platforms/additional signage AND/OR improve intersection geometry	\$2,500,000
Boundary Road/ Palmerston Avenue intersection, Dromana	Council	Speed cushions/additional signage	\$200,000
Mornington-Flinders Road/ Arthurs Seat Road intersection, Red Hill	DTP	Construct right turn lane and install traffic islands	\$500,000
Tanti Avenue, Mornington between Nepean Highway and Esplanade	Council	Reduce speed limit to 50km/h, median island, traffic calming	\$500,000

4.5 (Cont.)

Project	Road manager	Proposed treatment/s	Estimated cost
Bungower Road, Mornington between Moorooduc Highway and Nepean Highway	Council	Install roundabout signals at Robertson Dr roundabout	\$1,500,000
Bungower Road between Moorooduc Highway and Dandenong-Hastings Road	Council	Install audio-tactile linemarking along entire length	\$500,000
Hendersons Road/ Boes Road/ Jones Road length, Bittern to Somerville	Council	Install audio-tactile linemarking entire along length	\$500,000
Eastbourne Road, Rosebud between Boneo Road and Jetty Road	Council	Construct right turn lane	\$500,000
High Street, Hastings between Frankston-Flinders Road and Salmon Street	Council	Pedestrian crossing facilities, traffic calming at intersections	\$100,000
Dromana Parade, Safety Beach between Nepean Highway and Victoria Street	Council	Traffic calming treatments	\$1,000,000
Mount Eliza Way/ Canadian Bay Road intersection, Mount Eliza	Council	Update arrow pavement marking and construct wombat crossing	\$100,000
Mornington-Flinders Road	DTP	Implement 80 km/h speed limit in current 100 km/h section. Consider other minor treatments such as delineation improvements	TBC
Frankston-Flinders Road	DTP	Implement 80 km/h speed limit in current 90 km/h and 100 km/h sections. Consider other minor treatments such as delineation improvements	TBC

6. Endorses that Shire officers provide a report to Council by December 2025 that recommends additional road safety priorities for advocacy in response to the community feedback received from the Road Safety Funding Applications and Priorities consultation.

4.5 (Cont.)**COUNCIL & WELLBEING PLAN**

This aligns with the Council and Wellbeing Plan, in particular:

Theme 3: A flourishing, healthy and connected community.

- Strategic Objective 3.5: A community that is well connected through sustainable, accessible and integrated transport options.

GOVERNANCE PRINCIPLES

Section 9 of the *Local Government Act 2020* states that a Council must in the performance of its role give effect to the overarching governance principles. This report aligns with principles B and I which are:

- B. Priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- I. The transparency of Council decisions, actions and information is to be ensured.

RELEVANT COUNCIL DECISIONS AND POLICIES

- At the 11 April 2016 Council Meeting, Council resolved that Mornington Peninsula Shire become a Towards Zero municipality, with the vision of eliminating road deaths and serious injuries
- At the 8 September 2020 Council Meeting, Council adopted the Mornington Peninsula Towards Zero 2020-2025 road safety strategy which provides a framework for reducing the high levels of road trauma on the Mornington Peninsula
- Notice of Motion 477 at the 11 March 2025 Council Meeting resolved that road safety funding submissions be reviewed by Council, following consultation with the community.

DISCUSSION**Purpose**

The purpose of this report is to present Council with an overview of the community engagement outcomes for road safety funding applications and priorities in line with Notice of Motion 477 and seek Council endorsement for applications and projects to progress.

Background

The Mornington Peninsula has one of Victoria's worst local government road safety records, with 105 fatalities and over 2,300 serious injuries in the past 15 years. Our community consistently highlights road safety as a significant concern, with approximately 1,000 customer service requests received by the Shire annually. One of the functions of councils, under the *Road Management Act 2004*, is to provide a safe transport network.

In response, the Shire has committed to reducing road trauma, becoming Victoria's first 'Towards Zero' municipality in 2016 with the vision of eliminating road deaths and serious injuries, and adoption of the Mornington Peninsula Towards Zero 2020-2025 Road Safety Strategy (Road Safety Strategy). Despite Victoria-wide increases in road deaths in recent years, the Mornington Peninsula has experienced a downward trend in road trauma, though significant progress remains necessary to achieve the Towards Zero target.

4.5 (Cont.)

The Shire's Road Safety Strategy is underpinned by the international best-practice Safe System approach which is founded on the principles that human error is inevitable and human bodies are vulnerable, but no one should be killed or seriously injured on our roads. The Safe System approach consists of four pillars:

- Safer Roads – upgrade of roads and intersections.
- Safer Speeds – management of vehicle speeds to be within safe limits.
- Safer Road Users – education and enforcement of drivers and other road users.
- Safer Vehicles – improvement of vehicle safety and motorists driving the safest vehicle they can afford.

Road safety practitioners have traditionally focused on identifying problematic locations based purely on past crash history. Locations with a significant number of injury crashes are commonly referred to as 'Black Spots'. While identifying and investigating crash patterns remains important, proactively identifying crash risks and implementing treatments to avoid crashes occurring in the future is current best practice to reduce road trauma over the long term. Council's Road Safety Strategy marked an important milestone for the Shire in moving to addressing systemic crash risk, rather than waiting for crashes to occur.

Mornington Peninsula Shire and the Victorian State Government implement a significant number of initiatives under each of the four Safe System pillars to make the road environment safer for all road users. Notable road safety work currently underway includes:

- Mornington Peninsula Shire Towards Zero Road Safety Strategy refresh
- Development of an action plan for safer speed limits for roads within the Mornington Peninsula
- Delivery of road safety improvement projects such as 2024/2025 Black Spot Program projects
- A number of State-managed projects at high-risk locations such as the recently completed traffic signals at the intersection of Nepean Highway/ Forest Drive in Mount Martha, and upcoming safety improvements at the intersection of Nepean Highway/ Uralla Road in Mount Martha and Coolart Road/ Myers Road in Bittern.

This report focuses on funding and priorities for road safety improvement infrastructure under the Safer Roads pillar of the Safe System approach to road safety.

Road management

The Shire is responsible for the inspection, repair and maintenance of the majority of roads within the Mornington Peninsula, however, there are a number of other organisations that are also responsible for managing roads as shown in Figure 1 and Table 2 below.

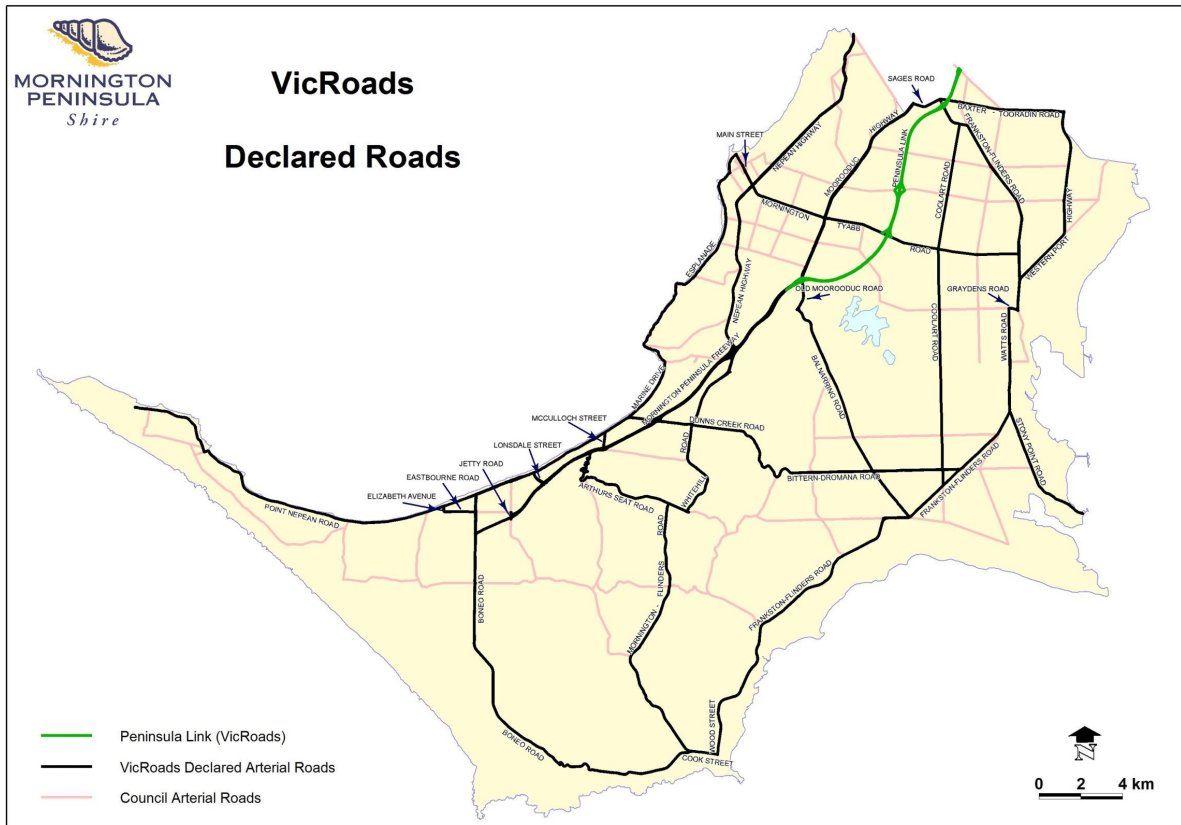


Figure 1: Management of key roads within the Mornington Peninsula

Table 2: Road managers within the Mornington Peninsula

Road manager	Types of roads managed	Length of roads managed (approx.)
Mornington Peninsula Shire	Local roads, and collector roads to distribute traffic to State-managed roads	1,375 kilometre (km) sealed, 328 km unsealed
Victorian Department of Transport & Planning	Freeways, highways and declared main roads	289 km
Service Stream	Peninsula Link	14 km within the Mornington Peninsula
Private Road owners, Body Corporates, State Government bodies	Local roads that are accessible to the public but are privately owned and managed, roads within reserves managed by Parks Victoria etc.	N/A

Around 45% of the road deaths and 40% of serious injuries within the Mornington Peninsula are on roads managed by Mornington Peninsula Shire.

In terms of road safety improvements, the Shire mostly focusses on Shire-managed roads. However, the Shire also has an advocacy role, primarily for safety improvements on roads managed by the Victorian Department of Transport & Planning (DTP). There are also opportunities for the Shire and DTP to collaborate on road safety improvements, such as at intersections where Shire-managed roads intersect with State-managed roads.

Road safety infrastructure funding

Funding for road safety improvements on Shire-managed roads can be allocated to specific locations through Council’s annual Capital Works budgeting process. In addition, external grant funding provides a significant opportunity to improve safety on the Shire’s road

4.5 (Cont.)

network. Each grant has different criteria and parameters based on the purpose and desired outcome of each program.

When grant opportunities arise, potential projects are identified by investigating road safety risks, crashes and considering community requests, while taking into account the specific criteria for the particular grant. The shortlisted projects are then prioritised to identify which projects to nominate for funding consideration.

There are several current grant opportunities, all at different stages of application and delivery. Information about current grant opportunities is summarised in Table 3 below.

Table 3: Current road safety grant funding opportunities

Grant name	Grant details	Grant criteria	Current status of Shire applications
Federal Black Spot Program	<p>Funding to address Black Spots and Black Lengths with crash history and/or road safety risks.</p> <p>Federal grant administered by Victorian Department of Transport & Planning.</p> <p>Fully funded – no Shire matched funding required.</p>	<p>2025/2026: \$3m cap per project, minimum 2.0 Benefit-Cost-Ratio, minimum 3 injury crashes in past 5 years for Black Spots, and 0.2 crashes per kilometre per year for Black Lengths. OR, demonstrated road safety risks.</p> <p>2026/2027: Funding guidelines not yet released</p>	<p>2025/2026: Seven projects allocated funding totalling approximately \$3.9m.</p> <p>2026/2027: Expressions of Interest to be invited in June 2025</p>
Motorcycle Safety Levy Program	<p>Targeted motorcycling road safety improvements.</p> <p>Administered by Victorian Department of Transport & Planning.</p> <p>Fully funded – no Shire matched funding required.</p>	<p>Treatment locations must have a history and/or risk of severe injury to motorcyclists.</p> <p>\$1m funding cap per project.</p>	<p>10 sites approved by Victorian Department of Transport & Planning for further design development which is due for submission in June 2025.</p>
Safe Local Roads and Streets Program	<p>\$2m allocated to each Victorian local government for road safety improvements.</p> <p>Funded by Transport Accident Commission and administered by the Victorian Department of Transport & Planning.</p> <p>Fully funded – no Shire matched funding required.</p>	<p>Each municipality can select locations for road safety improvements.</p> <p>Treatments must be in line with Safe System principles to reduce likelihood <u>and</u> severity of crashes.</p> <p>Each project must be approved by Victorian Department of</p>	<p>List of projects developed and endorsed by Victorian Department of Transport & Planning. Currently developing functional designs and more detailed cost estimates, for Victorian Department of Transport & Planning approval.</p>

4.5 (Cont.)

Grant name	Grant details	Grant criteria	Current status of Shire applications
		Transport & Planning.	

The funding for all of these grants allows for full ‘Capital Recovery’ for the cost of Shire officer time in designing and delivering the projects.

Other road safety grant opportunities also arise from time to time through organisations such as DTP and the Victorian Transport Accident Commission, but no such grants are currently on offer.

In addition to these road safety related grants, there are other funding sources for other types of road improvements such as road maintenance and renewal of ageing infrastructure such as improving road condition. This report focusses on projects and grants where the main objective is improving road safety, rather than improvements to road condition.

Mornington Peninsula Shire has been successful with the allocation of funding from the Federal Black Spot Program, with well over \$10 million of funding received since the 2020/2021 program.

Safer Roads Funding and Priorities community engagement

Notice of Motion 477 at the 11 March 2025 Council Meeting resolved that road safety funding submissions be reviewed by Council:

That all current Black Spot or similar road safety funding submissions be reviewed by Council after consultation with the public and any local representative community groups before finalisation of implementation decisions.

The background provided in relation to the Notice of Motion was as follows:

The implications and effects on local character of some road works have been the cause of much community resentment in some areas. There have been requests to more fully consult earlier which has been agreed to by officers. However current Black Spot or similar road safety submissions in progress may be seen to have not received sufficient public consultation.

To address this the current applications should come back to Council for further consideration necessitating the ability if required to alter previous decisions.

In response to Notice of Motion 477, Shire-wide community engagement was undertaken during March and April 2025 on possible future road safety improvements on both Shire-managed and State-managed roads.

The community engagement was undertaken for the following categories of road safety initiatives and risks:

- Current Federal Black Spot Program grant applications submitted (2025/2026 program).
- Projects under DTP’s Motorcycle Safety Levy Infrastructure Program.
- Proposed projects under DTP’s Safe Local Roads and Streets Program.
- A list of problematic roads and intersections with the highest number of crashes across the entire Mornington Peninsula Shire road network over the past five years, including

4.5 (Cont.)

Shire and State Government managed roads. These locations are potential candidates to submit Expressions of Interest for the 2026/2027 Federal Black Spot Program.

- A list of high risk Shire and State roads that have identified risk factors, and/or have ongoing crashes but do not meet the current crash-based criteria for Black Spot applications and/or have a lower number of crashes but are regularly raised by the community as high risk and in need of treatment.

Refer to Attachment 1 for the full list of proposals and high risk locations that were included in the community engagement.

To enable community feedback to be captured, a Shape webpage with an interactive map was created (<https://shape.mornpen.vic.gov.au/safer-roads-funding-and-priorities>). The map included road safety risks and possible projects identified by the Shire. Community members could complete a short survey to indicate whether they agree that the location is a risk, if they agree with the proposed treatment, and provide any comments for any projects of interest to them. The community could also drop 'pins' on the interactive map to highlight locations of road safety concerns.

The community engagement period ran for four weeks, between 12 March and 11 April 2025. The consultation period was promoted via social media and a media release. In addition, relevant community groups, around 100 schools and pre-schools, and key road safety stakeholders (such as emergency services) were directly contacted. Letters were also sent to all properties adjacent to the road lengths, intersections and locations of the current Black Spot application sites, proposed Motorcycle Safety Levy projects, proposed Safe Local Roads and Streets Program projects, and the possible future Black Spot Program application sites. This culminated in 15,045 letters sent out across 61 potential projects.

Three drop-in sessions were held on, 25 and 27 March and 3 April at the Mornington Shire Office, Rosebud Shire Office and Hastings Community Hub respectively. The drop-in sessions were an opportunity for community members to provide feedback in-person and discuss the proposals with Shire officers. Community members could also discuss broader road safety and road condition concerns.

During the four-week engagement period, the Shape webpage had 6,298 views. Overall, 2,072 community contributions were received via the Shape page, phone call, email and in-person discussions at the drop-in sessions.

Community engagement outcomes

The following subsections provide an overview of each project category and the community's input during the community engagement. This includes the aggregate percentage of respondents for each project category that agreed that the location presents a high road safety risk and agreed with the proposed treatments to address the road safety risks. The level of agreement varies for each individual project, with the results for each project provided in Attachment 4. Please note that the agreement percentages exclude feedback that didn't provide a response or answered 'N/A' as it wasn't clear if these respondents agreed with the risk and treatment or not.

High risk locations

The 66 identified high risk locations (8 Shire-managed, 58 DTP-managed) received a total of 757 responses regarding the risk at each location, with 84% agreeing that the locations present a high road safety risk. Around 69% of responses agreed with the proposed treatments to address the road safety risks.

The locations with the highest number of respondents agreeing that the location is high risk are summarised in Table 4 below.

4.5 (Cont.)

Table 4: High risk locations with the highest number of respondents that agree the location is high risk

Location	No. of respondents that agree high risk	No. of respondents that disagree high risk
Point Nepean Road - Pedestrian safety	41	3
Eramosa Road West near Moorooduc Highway, Moorooduc – Pedestrian safety	29	2
Merricks Beach Road/ Frankston-Flinders Road intersection	27	1
Frankston-Flinders Road/ Warrawee and Frankston-Flinders Road/ Stanleys Road intersections	26	0
Eastbourne Road/ Elizabeth Avenue intersection	22	2
Point Nepean Road – Safety for all road users	21	4
Eastbourne Road, Capel Sound between Boneo Road and Elizabeth	21	4

A record of all responses is provided in Attachments 2 and 3, with a summary of the community feedback provided in Attachment 4.

Additional locations suggested on interactive map

The interactive map recorded 252 dropped pins to highlight locations of road safety concerns during the engagement period.

The locations with at least five pins are summarised in Table 5 below.

Table 5: Locations of road safety concern with at least five ‘pins’ dropped on the interactive map during community engagement

Location	Number of ‘Pins’	Feedback theme/s
Walkers Road, Mount Eliza	22	Road maintenance, speeding, no school speed zone, congestion and illegal turns at school times, dangerous driving, intersection safety, pedestrian safety
Balnarring Beach Road	11	Wildlife, speeding
Eramosa Road/ Frankston-Flinders Road intersection, Somerville	8	Concerns about existing double roundabout
Purves Road, Main Ridge/ Arthurs Seat	7	Wildlife
Shoreham Road, Shoreham/ Red Hill/ Red Hill South	6	Wildlife, speed limit in built-up section, sightlines
Humphries Road/ Overport Road intersection, Mount Eliza	5	Pedestrian safety, intersection safety, congestion at school times
South Beach Road, Somers	5	Wildlife, bend at South Beach Road and Tasman Drive

4.5 (Cont.)

There was also a number of key themes in the feedback. The most common themes with at least 10 responses are summarised in Table 6 below.

Table 6: Most common road safety concern themes highlighted on the interactive map during community engagement.

Theme	Number of 'Pins'
Wildlife	67
Intersection safety	51
High vehicle speeds	28
Pedestrian safety	26
Road condition	26
Speed limit	15
Parking	14
Intersection operation	11

It is clear from the feedback that the wellbeing of wildlife and the road safety implications of wildlife within road corridors are key concerns for the community, as is intersection safety. High vehicle speeds, pedestrian safety and road condition also featured strongly in the feedback.

A record of all the locations and concerns identified by the community is provided in Attachment 2.

The additional locations highlighted by the community on the interactive map, the list of identified high risk locations, and the community's input on the high risk locations will assist in identifying future road safety improvements for consideration in future funding opportunities, as well as assist in identifying the highest priorities for road safety improvements on DTP-managed roads and intersections. These aspects will be presented in a further Council Briefing and Council Meeting by December 2025.

Black Spot Program applications (2025/2026 program)

In June 2024, DTP invited EOIs for road safety projects under the 2025/2026 Federal Black Spot Program. Crash history and risk factors were investigated for Shire-managed roads which identified 12 suitable projects to submit EOIs. Following the EOI stage, potential projects were further investigated and discussed with DTP, resulting in formal applications being submitted for all 12 projects in October 2024.

Community engagement was not undertaken for the proposed projects due to the short four week timeframe to submit EOIs which did not allow sufficient time to engage with the community.

In late 2024 to early 2025 two community meetings were held with interested community members and groups regarding proposed Black Spot and Motorcycle Safety Levy projects within the Coolart Ward. The meetings provided an opportunity for the Shire to present an overview of the proposed projects and for community members to discuss the proposals and ask questions. The stakeholders were encouraged to provide feedback on the projects via the Shape page for the Shire-wide road safety funding community engagement.

In the community engagement, proposed projects under the 2025/2026 Black Spot Program received a total of 250 responses regarding the risk at each location, with 74% agreeing that

4.5 (Cont.)

the locations present a high road safety risk. Around 53% of responses agreed with the proposed treatments to address the road safety risks.

In April 2025, the Shire was advised that funding has been allocated to seven of the Shire’s proposed 2025/2026 Black Spot Program projects, totalling around \$3.9 million.

All of the community’s feedback has been reviewed and is provided in Attachment 2. There are no significant changes proposed to the scope and principles of projects as the proposed treatments address identified road safety risks. This report recommends that Council endorse delivery of the seven Black Spot Program funded projects listed in Table 7 below. As part of detailed design, specific feedback such as precise locations and specifications of treatments for each project, street lighting design, and other details such as signage locations and sizes will be considered to determine any changes that can be made to the project based on the feedback.

Table 7: 2025-2026 Black Spot Program projects that have been allocated funding by DTP

Location	Proposed treatment/s	Funding amount (including 10% fee to be paid to DTP)
Mornington local area precinct	Traffic calming treatments and 40 kilometre per hour (km/h) Area speed limit	\$929,000
Tucks Road/ Shands Road intersection, Main Ridge	Installation of a raised intersection with Raised Safety Platforms on approach to the intersection. Sealing of 50 metres (m) of Tucks Road southern leg	\$785,000
Capel Sound local area precinct	Traffic calming treatments and 40 km/h Area speed limit	\$1,212,000
Wilsons Road, Mornington	Installation of splitter islands and kerb extensions at intersections, raised zebra crossings, green pavement at conflict points, and lighting. Consider speed reduction to 50km/h	\$427,000
Browns Road/ Jetty Road intersection, Boneo	Install splitter island and warning signage	\$117,000
Colchester Road and Newington Avenue, Rosebud	Install a raised intersection at Colchester Road and Newington Avenue. Install skid-resistant surface treatment at the bend between Newington Avenue and Jennings Court	\$210,000
Forest Drive, Mount Martha	Install road safety barriers at high-risk locations, audio-tactile centre line markings, and Curve Alignment Markers. Consider Speed reduction from 80km/h to 70 km/h	\$264,000

The projects in Table 8 below were unsuccessful in receiving funding under the 2025/2026 Federal Black Spot Program. This report recommends that Council endorse these projects for consideration in possible future funding opportunities. These projects would be prioritised against other projects when funding opportunities arise.

4.5 (Cont.)

Table 8: Proposed 2025-2026 Black Spot Program projects that have not been allocated funding by DTP

Location	Proposed treatment/s	Cost estimate*
Baldrys Road, Main Ridge	Driveway Sealing, extension of guardrail and installation of motorcycle underrun protection, installation of warning signage	\$195,000
Bentons Road, Mornington between Dunns Road and Racecourse Road	Addition of Raised Safety Platforms at the existing roundabout at Bentons Road/ Marriott Drive (west)/ Moorhead Avenue and Raised Safety Platform on Marriott Drive (east) at its intersection with Bentons Road	\$351,000
Craigie Road, Mount Martha between Dunns Road and Racecourse Road	Pedestrian refuge island, install lighting, install dragon teeth on approach to the roundabout	\$129,000
Sandy Point Road, Somers between Alexandra Ave and Lord Somers Road	Shoulder sealing, road safety barriers at high risk locations, update warning signage, install audio tactile linemarking	\$555,000
Dundas Street, Rye between Browns Road and Melbourne Road	Raised safety platforms at side streets	\$494,000

* Note: Cost estimates are current at the time of submitting the applications. Cost estimates would need to be reviewed if projects were proposed for future funding opportunities.

Refer to Attachments 2, 4, 5 and 9 for further detail on each project in Tables 7 and 8, all feedback provided along with officer responses to the community's comments, and a summary of community feedback.

Motorcycle Safety Levy Infrastructure Program projects

The Motorcycle Safety Levy (MSL) Infrastructure Program aims to improve safety for motorcyclists through targeted improvements where there is a risk of severe injuries to motorcyclists and/or an established motorcycle crash history. The Mornington Peninsula has a high number of recreational motorcyclists.

In early 2024, DTP invited Expressions of Interest (EOIs) for motorcycle safety improvement projects. Motorcyclist risks and crash history were investigated for Shire-managed roads, and key motorcycling groups consulted, which identified 18 suitable projects to submit EOIs for. Of these, 10 sites have been selected by DTP to proceed to further design development. This design development stage is currently under way and is due to be completed by the end of June 2025.

Provided that the design development for each motorcycle safety project confirms the initial intent of the Expression of Interest and can be delivered within the initial cost estimate, it is expected that DTP will confirm allocation of construction funding for each of the 10 projects, totalling around \$2.84 million (cost estimates are currently being confirmed as part of the design development). Construction of the improvements would need to be completed by 30 June 2027.

In late 2024 to early 2025 two community meetings were held with interested community members and groups regarding proposed Black Spot and Motorcycle Safety Levy projects within the Coolart Ward. The meetings provided an opportunity for the Shire to present an

4.5 (Cont.)

overview of the proposed projects and for community members to discuss the proposals and ask questions. The stakeholders were encouraged to provide feedback on the projects via the Shape page for the Shire-wide road safety funding community engagement.

In the community engagement, the 10 MSL projects received a total of 59 responses regarding the risk at each location, with 73% agreeing that the locations present a high road safety risk. Around 61% of responses agreed with the proposed treatments to address the road safety risks.

All of the community's feedback has been reviewed and is available at Attachment 2. There are no significant changes proposed to the scope and principles of projects as the proposed treatments address identified motorcyclist safety risks. This report recommends that Council endorse the 10 MSL projects listed in Table 9 below. As part of detailed design, specific feedback such as precise locations and specifications of treatments for each project, design of road safety barriers and other details such as signage locations and sizes will be considered to determine any changes that can be made to the project based on the feedback.

Table 9: Motorcycle Safety Levy projects that have been selected by DTP for further design development

Location	Proposed treatment/s	Cost estimate*
Tyabb-Tooradin Road between South Boundary Road East and Bungower Road	Bellmouth seal of South Boundary Road intersection, improvements to curve signage, upgrade of existing road safety barrier with motorcycle underrun protection and audio tactile centre line marking	\$124,000
Carpenters Lane/Hodgins Road intersection	Shoulder sealing, and bellmouth sealing of Carpenters Lane intersection	\$641,000
Arthurs Seat Road between Mechanics Road and Nashs Lane	Shoulder sealing	\$169,000
Shands Road between Tucks Road and Bald Hills Bushland Reserve	Improvements to curve signage, upgrade of existing road safety barrier with motorcycle underrun protection and audio tactile centre line marking. Vegetation trimming to maintain sight distance	\$191,000
Baldrys Road, approx. 1km west of Mornington-Flinders Road	Improvements to curve alignment signage, installation of new road safety barriers, audio tactile centre line marking and bellmouth seal of property access	\$173,000
Main Creek Road, at the bend in the vicinity of McPherson Lane	Improvements to curve signage, installation of new road safety barriers, audio tactile centre line marking and upgrade of existing barrier with motorcycle underrun protection	\$187,000
Browns Road between Drum Drum Alloc Creek Drain and Hyslops Road	Curve alignment signage, installation of new road safety barriers, audio tactile centre line marking and virtual wildlife fencing	\$419,000
Intersection of Browns Road and Jetty Road, Boneo	Improvements to curve signage, installation of new road safety barriers, audio tactile centre line marking and vegetation trimming	\$178,000

4.5 (Cont.)

Location	Proposed treatment/s	Cost estimate*
Intersection of Bayview Road and Old Cape Schanck Road	Sealed road shoulder, improvements to curve signage, vegetation trimming and bellmouth seal of side road accesses	\$392,000
Melbourne Road, Blairgowrie in the vicinity of Beach Avenue	Installation of bellmouth seals at multiple high-risk driveways and side roads	\$206,000

* Note: Cost estimates are currently being confirmed as part of the design development

Refer to Attachments 2, 4, 6 and 10 for further detail on each project, all feedback provided along with officer responses to the community's comments, and a summary of community feedback.

Safe Local Roads and Streets Program

Through the Transport Accident Commission's (TAC) and DTP's Safe Local Roads and Streets Program (SLRSP), each Victorian council will receive \$2 million for Safe System aligned road safety improvements, to reduce the likelihood of crashes occurring and also minimise the chance that death or serious injury result from any crashes that may occur in the future.

The SLRSP encourages councils to consider road safety risk, not only crash history when identifying projects to be funded under the program. All projects must be delivered by July 2026.

Proposed road safety projects within the Mornington Peninsula for the SLRSP have been identified and prioritised based on crash history over the past 10 years, risk of future crashes, community concerns raised in recent years and the benefit of possible treatments relative to the cost. A further consideration was whether other grants may be a possible applicable funding source, with preference given to projects that are less likely to be successful in obtaining funding from other grant programs.

Each of the proposed projects have been supported by TAC and DTP as being Safe System aligned proposals. Functional designs are currently being developed to enable the preparation of detailed cost estimates for DTP to allocate an appropriate amount of funding to each project in a funding agreement.

The proposed project list includes projects totalling significantly more than the \$2 million funding allocation. The purpose of including additional projects on the list is in case additional funding becomes available due to surplus funds in the program; the construction cost of any project is below estimations and additional projects are able to be constructed; and in case any projects become unviable due to detailed design revealing unexpected complications, costs and/or delays such as utility service relocations, poor pavement subgrade, contaminated soil etc.

In the Shire-wide road safety funding engagement, the proposed SLRSP projects received a total of 368 responses regarding the risk at each location, with 76% agreeing that the locations present a high road safety risk. Around 62% of responses agreed with the proposed treatments to address the road safety risks.

All of the community's feedback has been reviewed and is attached as Attachment 2. There are no significant proposed changes to the scope and principles of projects as the proposed treatments address identified road safety risks. This report recommends that Council endorse the 18 SLRSP projects listed in Table 10 below. As part of detailed design, specific feedback such as precise locations and specifications of treatments for each project, street

4.5 (Cont.)

lighting design and other details such as signage locations and sizes can be considered to determine any changes that can be made to the project based on the feedback.

This report seeks Council endorsement for Shire officers to manage the implementation of these projects based on the below guiding principles, as needed:

- Aim to deliver as many projects as possible under the Safe Local Roads and Streets Program, in line with the priority order that they appear in Table 10 and deliver the speed limit implementation on rural unsealed roads with additional innovation funding from the Program.
- If detailed design reveals unexpected complications that result in a project being unviable where it is Shire officers' view that the cost outweighs the benefit of the project, that the project is moved to the bottom of the priority list and other projects move one place higher on the priority list.
- Projects may be elevated above other projects in Table 10 when the Shire's funding allocation is nearing exhaustion, in order to maximise delivery of projects within the amount of remaining funding.
- Projects in Table 10 may be delivered from funding sources other than the Safe Local Roads and Streets Program if alternative funding arises.
- Consider any projects in Table 10 that are not delivered under the SLRSP in possible future funding opportunities.
- Provide Councillor SharePoint updates if there is any change to the projects list or priority of projects based on the above principles.

At this stage, it is anticipated that the first five projects in Table 10 will be able to be delivered within the \$2 million funding allocation, and the speed limit implementation on a batch of rural unsealed roads will be delivered from \$150,000 of additional innovation funding. These projects are noted with a '+' symbol in the table.

Table 10: Safe Local Roads and Streets Program proposed projects

Location	Proposed treatment/s	Cost estimate*
Mount Eliza Woodlands local area precinct ⁺	Traffic calming, linemarking improvements	\$1,000,000
Marcia Avenue area, Rye ⁺	Traffic calming	\$200,000
Mount Arthur Road / Third Avenue intersection, Rosebud ⁺	Compact roundabout	\$350,000
Keogh Street/ Potton Ave intersection, Rosebud ⁺	Compact roundabout	\$150,000
Hodgkinson Street/ Heales Street intersection, Dromana ⁺	Compact roundabout	\$125,000
Heales Street/ Ligar Street intersection, Dromana	Compact roundabout	\$200,000
Skinner Avenue/ Mullet Street intersection, Hastings	Compact roundabout	\$125,000
Keogh Street/ Leon Avenue intersection, Rosebud	Compact roundabout	\$60,000

4.5 (Cont.)

Location	Proposed treatment/s	Cost estimate*
Frankston-Flinders Road service road, Balnarring	Raised Safety Platform within service road	\$50,000
Esplanade & Schnapper Point Drive roundabout, Mornington	Raised zebra crossings on northern and eastern legs	\$200,000
Dromana Parade/ Prescott Avenue intersection, Safety Beach	Raised intersection	\$150,000
Victoria Street / Cool Store Road roundabout, Hastings	Add vertical deflection to existing roundabout	\$50,000
Arthurs Seat Road, Dromana between Caldwell Road and Tower Hill Road	Footpath construction	\$150,000
Watson Avenue, Dromana	Traffic calming	\$125,000
Jetty Road/ Bayview Road roundabout, Rosebud	Add vertical deflection to existing roundabout	\$175,000
Cairn Road/ Flinders Street intersection, McCrae	Vertical deflection on all approaches to intersection	\$100,000
Point Nepean Road service road, Rosebud	Pedestrian safety improvements	\$1,200,000
Innovation funding (funding in addition to the \$2m funding allocation for innovative projects)		
Rural unsealed roads - Various locations ⁺	Speed limit implementation	\$150,000

Refer to Attachments 2, 4, 7 and 11 for further detail on each project, all feedback provided along with officer responses to the community's comments, and a summary of community feedback.

Black Spot Program applications (2026/2027 program)

It is expected that in June this year, DTP will invite Expressions of Interest for road safety projects under the 2026/2027 Federal Black Spot Program.

Whilst a substantial amount of road trauma occurs on State-managed roads, Shire Black Spot Program applications have focussed on Shire-managed roads and intersections in recent years as these are the roads that the Shire is responsible for. However, the community, Councillors and Shire officers have suggested to apply for Black Spot funding on State-managed roads, particularly at State-managed intersections where Shire-managed roads intersect with State-managed roads. On this basis, Shire officers are proposing to submit EOIs for three DTP-managed intersections and two road lengths for the 2026/2027 Black Spot Program (refer to Table 11). Initial discussions with DTP about this collaborative approach to applying for Black Spot funding have been positive, although the Shire awaits formal confirmation. Should this collaborative approach progress, it is expected that the Shire would deliver the projects on behalf of DTP. The project funding would allow for full 'Capital Recovery' for the cost of Shire officer time in designing and delivering the projects.

In preparation for the EOI phase, the Shire has investigated crash history and risk factors for both Shire-managed and DTP-managed roads, to identify Black Spots and Black Lengths of highest crash numbers throughout the Shire. This resulted in a list of 15 DTP-managed locations and 17 Shire-managed locations, for which concept designs were developed and costs estimated for road safety improvements at each location.

4.5 (Cont.)

The concept designs and information about each proposal were included in the Shire-wide road safety funding community engagement. For locations where multiple treatment options were identified, the option included in the engagement was determined by an assessment of the expected crash and risk reduction of each treatment, the estimated Benefit-Cost-Ratio and which option is most likely to successfully receive funding through the Black Spot Program.

In the Shire-wide road safety funding community engagement, potential projects under the 2026/2027 Black Spot Program received a total of 477 responses regarding the risk at each location, with 90% agreeing that the locations present a high road safety risk. Around 54% of responses agreed with the proposed treatments to address the road safety risks.

All of the community’s feedback has been reviewed and is attached as Attachment 2. Feedback included suggestions for alternative treatment options and modifications to treatments. As the treatment proposals are in their initial stages as part of preparing for the EOI stage of the 2026/2027 Black Spot Program, further project development will consider the community’s feedback and if any changes should be made during development of the EOIs. If there are any substantial changes to the treatment types, scope and principles of the current proposals, the final applications will be brought to a future Council Meeting for endorsement.

From the 32 potential projects initially identified, this report recommends that Council endorses the 14 projects listed in Table 11 below for submission of EOI’s for the 2026/2027 Black Spot Program. These locations were selected based on an assessment of risks, crash history, potential Benefit-Cost-Ratio of the proposed treatments, level of community safety concerns and community feedback. The EOI submissions that are supported by DTP would then proceed to formal funding applications.

Table 11: Road safety projects proposed to prepare Expressions of Interest for the 2026-2027 Federal Black Spot Program

Project	Road manager	Proposed treatment/s	Estimated cost
Nepean Highway/ Wilson's Road intersection, Mornington	DTP	Splitter Island/Extend central median	\$600,000
Arthurs Seat Road/ White Hill Road intersection, Red Hill	DTP	Raised Safety Platforms/additional signage AND/OR improve intersection geometry	\$2,500,000
Boundary Road/ Palmerston Avenue intersection, Dromana	Council	Speed cushions/additional signage	\$200,000
Mornington-Flinders Road/ Arthurs Seat Road intersection, Red Hill	DTP	Construct right turn lane and install traffic islands	\$500,000
Tanti Avenue, Mornington between Nepean Highway and Esplanade	Council	Reduce speed limit to 50km/h, median island, traffic calming	\$500,000
Bungower Road, Mornington between Moorooduc Highway and Nepean Highway	Council	Install roundabout signals at Robertson Dr roundabout	\$1,500,000

4.5 (Cont.)

Project	Road manager	Proposed treatment/s	Estimated cost
Bungower Road between Moorooduc Highway and Dandenong-Hastings Road	Council	Install audio-tactile linemarking along entire length	\$500,000
Hendersons Road/ Boes Road/ Jones Road length, Bittern to Somerville	Council	Install audio-tactile linemarking entire along length	\$500,000
Eastbourne Road, Rosebud between Boneo Road and Jetty Road	Council	Construct right turn lane	\$500,000
High Street, Hastings between Frankston-Flinders Road and Salmon Street	Council	Pedestrian crossing facilities, traffic calming at intersections	\$100,000
Dromana Parade, Safety Beach between Nepean Highway and Victoria Street	Council	Traffic calming treatments	\$1,000,000
Mount Eliza Way/ Canadian Bay Road intersection, Mount Eliza	Council	Update arrow pavement marking and construct wombat crossing	\$100,000
Mornington-Flinders Road	DTP	Implement 80 km/h speed limit in current 100 km/h section. Consider other minor treatments such as delineation improvements	TBC
Frankston-Flinders Road	DTP	Implement 80 km/h speed limit in current 90 km/h and 100 km/h sections. Consider other minor treatments such as delineation improvements	TBC

* Cost estimates will be further refined as part of the EOI preparation process

In the Shire-wide road safety funding community engagement, the proposed Blackspot projects in Table 11 received a total of 273 responses regarding the risk at each location, with 92% agreeing that the locations present a high road safety risk. Around 57% of responses agreed with the proposed treatments to address the road safety risks.

Refer to Attachments 2, 4, 8 and 12 for further detail on each project, all feedback provided along with officer responses to the community's comments, and a summary of community feedback.

None of the unsuccessful projects from the 2025/2026 Black Spot Program applications are proposed for the 2026/2027 Black Spot Program EOIs as Shire officers assessed that the potential projects list above in Table 11 have a greater chance of successfully receiving funding in the 2026/2027 program. The unsuccessful 2025/2026 Program projects can be considered for future funding opportunities.

Options for consideration

4.5 (Cont.)**Option 1 – Endorse all Programs and projects as described in the recommendations (recommended option)**

Adopt the recommendations of this report and proceed with the programs and projects described in the recommendation. This option will result in the most amount of road safety improvements implemented to achieve the largest benefit in reducing the high levels of road trauma on the Mornington Peninsula. Community feedback from the engagement will be further considered when developing and refining the design for each project to determine any changes that can be made to the project based on the feedback.

Option 2 – Endorse some of the projects referred to in the recommendations (not recommended)

Alter the recommendations to endorse only some of the projects in the recommendations. This option is not recommended as it would result in less road safety improvements being delivered, and therefore achieve a lesser reduction in road trauma relative to Option 1.

Option 3 – Do not endorse any of the projects referred to in the recommendations (not recommended)

Do not endorse any of the projects in the recommendations. This option is not recommended as it would not deliver any of the projects referred to in the recommendations and therefore not achieve any reduction in road trauma.

ENGAGEMENT

As detailed in this report, Shire-wide community engagement was undertaken during March and April 2025 on possible future road safety improvements on both Shire-managed and State-managed roads. The community's feedback has been reviewed and is discussed in this report, with further details included in the attachments to this report.

It is noted that for each of the grant programs detailed in this report, a future stage will be detailed design for each project. Detailed design on occasion results in some details of the proposal changing, although the general scope, treatment types and principles must remain the same as specified in the funding application. Further community engagement is undertaken in the vicinity of each project during the detailed design development, so residents will have a further opportunity to provide feedback as the designs progress.

COMMUNICATIONS PLAN

Following the 3 June 2025 Council Meeting, the Council Decision will be communicated by the following means:

- Media release and social media post
- Road safety stakeholders and community groups that were directly contacted during the engagement will be updated.
- Respondents to the engagement that wished to be kept informed and provided their contact details will be updated.
- A dedicated webpage on the Shire's website will be created that provides information regarding the engagement that was undertaken, proposed projects and the Council decision. The interactive map that was on the Shire's Shape page for the community engagement will be transferred to the new webpage and the community will be able to continue to drop 'pins' to highlight locations of road safety concern. These new locations will be periodically reviewed by Shire officers to assist in identifying future road safety improvements for consideration in future funding opportunities, as well as

4.5 (Cont.)

assist in identifying the highest priorities for road safety improvements on DTP-managed roads and intersections.

LEGAL AND REGULATORY FRAMEWORK

Councils have legislated responsibilities in relation to road safety through the *Road Management Act 2004* and *Transport Integration Act 2010*, such as:

- *Road Management Act 2004*, Section 38 (c) (iii): A road authority should seek to ensure “that the public road network and infrastructure are as safe for users as is reasonably practical”
- *Transport Integration Act 2010* – Transport System Objectives, Section 13 (‘Safety and health and wellbeing’):
 - (1) – “The transport system should be safe and support health and wellbeing”
 - (2) (a) – The transport system should “seek to continually improve the safety performance of the transport system through (i) safe transport infrastructure, (ii) safe forms of transport, (iii) safe transport system user behaviour”

Under the *Road Management Act 2004* and *Local Government Act 1989*, councils have the authority to undertake works on roads, such as construct road safety improvements.

CLIMATE AND SUSTAINABILITY CONSIDERATIONS

There is a number of considerations under the social and environmental dimensions of sustainability in relation to road safety improvements.

Social:

- Improving road safety and reducing death and serious injury on our roads has a large social benefit in improving the wellbeing of our community by reducing the physical and psychological impact of road trauma.
- On some road safety projects, some community members have concerns about how the works may impact the visual amenity and character of the location. Where possible, road safety projects aim to be sympathetic to the environment and character of the locations. This is not, however, always possible.

Environmental:

- While most road safety projects don’t adversely affect the environment, some projects require unavoidable native vegetation removal to facilitate the project. Native vegetation removal is minimised as much as possible for each project. Projects that do require vegetation removal aim to replant new trees where possible or may require mandatory offsets via planning permits.

FINANCIAL CONSIDERATIONS

There is no direct additional financial expenditure as a result of a Council decision in relation to this matter. In terms of grant income, if the recommendations in this report are endorsed by Council:

- The Shire will receive around \$3.9 million (less 10% DTP fees) from the 2025/2026 Federal Black Spot Program for seven projects.
- The Shire will receive \$2 million from TAC’s Safe Local Roads and Streets Program

4.5 (Cont.)

- It is expected that \$2.84 million of funding from the Motorcycle Safety Levy Infrastructure Program will be allocated to the Shire later in 2025, following the current design development stage.
- The Shire may be allocated funding from the Federal Black Spot Program 2026/2027 following the upcoming EOI stage and formal application stage later in 2025, if any of the submitted applications are successful (it is expected that allocated funding under the 2026/2027 Black Spot Program will be announced in mid-2026).
- Additional temporary project related staffing resources will be required to deliver the projects which is fully capital recovered under the grant funds with no cost to Shire's operating budget.

OFFICER DIRECT OR INDIRECT INTEREST

No person involved in the preparation of this report has a direct or indirect interest requiring disclosure.

4.6 Dromana Community Facilities Project

Issued By	Manager – Strategic & Infrastructure Planning
Authorised By	Acting Director - Planning & Environment
Document ID	A13654298
Briefing Note Number	BN2042 – 13 May 2025
Attachment(s)	<ol style="list-style-type: none">1. Dromana Community Facilities Project - 2023 Dromana Community Engagement Report.2. Dromana Community Facilities Project - 2024 Community Consultation Report3. Dromana Community Facilities Project - Changes to Draft4. Dromana Community Facilities Project 2025 - 2030 Final

PURPOSE

The purpose of this report is to present to Council the final Dromana Community Facilities Project (Attachment 4) to seek adoption.

EXECUTIVE SUMMARY

The draft Dromana Community Facilities Project - June 2024, that includes the Dromana Infrastructure Action Plan, was endorsed by Council for community consultation on 26 August 2024.

The draft Dromana Community Facilities Project was informed by an extensive engagement process that was undertaken from August – December in 2023. Consultation activities included an internal scoping workshop, guided interviews and focus groups, pop ups and online and intercept surveys. For further details see Attachment 1.

Community consultation on the draft Dromana Community Facilities Project was undertaken (following Caretaker period) from 1 November 2024 to 6 December 2024.

Feedback was sought through a number of forms of engagement, as outlined in the body of this report and Attachment 2.

Through the engagement process the community has confirmed recommendations outlined in the draft Dromana Community Facilities Project. A summary of the feedback from the community consultation is outlined below:

- Feedback from the majority of survey respondents aligned with the findings outlined in the draft Dromana Community Facilities Project and actions outlined in the Infrastructure Action Plan, e.g. inconsistencies with naming of facilities, some facilities are old and no longer meet community need, the necessity for a directory of spaces and a user-friendly booking system, and support for a central large facility.
- One survey respondent noted that Universal Design Guidelines were referred to in the draft Dromana Community Facilities Project however were lacking in the Action Plan.
- Of the 15 respondents that participated in the engagement activity at the pop up, the majority indicated that they were 'Happy' or 'Very Happy' with the recommendations in the Infrastructure Action Plan.
- Feedback also highlighted the importance of keeping the community informed.

4.6 (Cont.)

Following the community consultation changes have been made to the draft Dromana Community Facilities Project, and the Infrastructure Action Plan to reflect the feedback (Attachment 3 shows the list of changes that have been made to the draft Dromana Community Facilities Project. Attachment 4 is the final Dromana Community Facilities Project 2025 -2030).

RECOMMENDATION

That Council adopts the final Dromana Community Facilities Project 2025 – 2030 (that includes the Dromana Infrastructure Action Plan) as at Attachment 4.

COUNCIL & WELLBEING PLAN

This aligns with the Council and Wellbeing Plan, in particular:

Theme 1: A healthy natural environment and well-planned townships.

- Strategic Objective 1.4: An accessible built environment that supports diverse, current and future community needs.

Theme 3: A flourishing, healthy and connected community.

- Strategic Objective 3.3: A community in which people from all generations, backgrounds and abilities can access local services.

GOVERNANCE PRINCIPLES

Section 9 of the *Local Government Act 2020* states that a Council must in the performance of its role give effect to the overarching governance principles. This report aligns with principles B, D and E which are:

- B. Priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- D. The municipal community is to be engaged in strategic planning and strategic decision making;
- E. Innovation and continuous improvement is to be pursued.

RELEVANT COUNCIL DECISIONS AND POLICIES

- 26 August 2024 - Council endorsed the draft Dromana Community Facilities Project - June 2024 that includes the Dromana Infrastructure Action for community consultation.
- 9 September 2024 - Council adopted the Community Facilities Infrastructure Strategy 2024 – 2034.
- Key strategic work that has informed the Dromana Community Facilities Project includes:

Council Plans and Strategies:

- Community Facilities Infrastructure Strategy 2024 - 2034
- Community Vision 2040

4.6 (Cont.)

- Council and Wellbeing Plan 2021-25
- Annual Report and Budget 2024-2025
- Annual Report and Budget 2022-23
- Financial Plan 2022-2032
- Activity Centre Strategy 2018
- Asset Management Strategy 2020 - 2030 and Asset Plan 2022 - 2032
- Community Capital Infrastructure Policy 2018
- Economic Development and Tourism Strategy 2024-2034
- Gender Equality Strategy 2020-30 and Action Plan
- Positive Ageing Strategy 2020-25
- Housing and Settlement Strategy Refresh 2020-2036
- Our Arts and Culture 2024
- Property Strategy 2018
- Pedestrian Access Strategy 2024-2034
- Sports Capacity Plan 2019 – Volume 1 ‘Sport fields’
- Draft Sports Capacity Plan 2025 – Volume 2 Indoor Sports
- Draft Sports Capacity Plan 2025 – Volume 3 Other Sports
- Triple A Housing Plan 2020-2030
- We all belong 2024-2029

Council Policies:

- Asset Management Policy 2024
- Universal Design Policy 2022
- Environmentally Sustainable Design Policy 2022
- Disposal of Council Property Deemed Excess and or Inappropriate Policy 2018
- Community Facilities Tenancies Policy 2009
- Community Facility Hire Policy
- Sports Club Management Policy 2023
- Men’s Sheds Policy

4.6 (Cont.)**DISCUSSION**

Aligning with the Community Facilities Infrastructure Strategy 2024 - 2034 (adopted by Council 9 September 2024), a key driver for the Dromana Community Facilities Project is to ensure Council has a sustainable asset base that meets the needs of the community now and into the future.

The Dromana Community Facilities Project has been used to pilot outputs for the Community Facilities Infrastructure Strategy 2024 - 2034, e.g. the development of local area Infrastructure Action Plans that identify infrastructure projects and other improvements to services and facilities for each township of the Mornington Peninsula Shire (Shire).

Within the Dromana area (encompassing Dromana and Safety Beach) there are 16 community facilities: 15 facilities within the Dromana township with an additional facility at Safety Beach.

There have been a number of reviews of Community Infrastructure in Dromana over the past 20 years. The learnings from previous reviews have been used to provide a foundation for this project to ensure that it builds on, rather than replicates past work.

The Dromana Community Facilities Project seeks to consolidate Council's understanding of current community activities in Dromana and surrounds, community need and utilisation of facilities in a post- Covid environment and within the current financial climate. The Project additionally aims to optimise the use of existing buildings while looking for opportunities to consolidate services and activities.

Commencing July 2023, work was undertaken to deliver the Dromana Community Facilities Project and included:

- Reviewing previous works undertaken.
- Reviewing the latest demographics of Dromana and population forecasts.
- Engaging current users of facilities to understand their current needs, ideas, and suggestions.
- Engaging community members, through pop ups, interviews and surveys who may not use the facilities, to understand their needs and how they might be met.
- Reviewing all the data and making recommendations for how the availability and usage of community facilities could be improved and consolidated.

The recommendations have been incorporated into the Dromana Community Facilities Project (specifically the Dromana Infrastructure Action Plan) and include a number of actions that do not require additional infrastructure, however, do require a corporate response, including:

- Better way finding and clarity of naming of buildings.
- Increasing activation of some buildings.
- Improving the usability of the booking system.
- Development of a directory of available community spaces.
- Improving maintenance response and processes.

4.6 (Cont.)

The Dromana Community Facilities Project also confirms the previous recommendation to investigate the feasibility of a new consolidated multi-purpose hub within the Central Precinct area and reduce the number of single purpose facilities.

Going forward, this involves building on the previous work, engaging, and working collaboratively with stakeholders to develop a functional brief and concept plans for a consolidated community hub to investigate the feasibility of the hub. This is included as an action in the Infrastructure Action Plan.

Options for consideration

- **Option A: Council adopts the Dromana Community Facilities Project 2025 – 2030 (preferred option).**

This option is recommended so that the Dromana Community Facilities Project can guide future decisions regarding community facilities in Dromana.

- **Option B: Council does not adopt the Dromana Community Facilities Project 2025 – 2030.**

This option is not recommended because it would mean that there would be no strategy to guide future decisions regarding community facilities in Dromana, meaning decisions would be made in an ad hoc manner.

ENGAGEMENT

An extensive engagement process that informed the development of the Dromana Community Facilities Project was undertaken from August – December in 2023. Consultation activities included an internal scoping workshop, guided interviews and focus groups, pop ups and online and intercept surveys.

For further details see Attachment 1.

Community consultation for the draft Dromana Community Facilities Project, that includes the Dromana Infrastructure Action Plan, was held from 1 November 2024 to 6 December 2024. Feedback was sought through a number of forms of engagement, including:

- Mornington Peninsula Shire - Shape page – overview of the project, access to the online survey, provision for written feedback.
- An online survey.
- Pop up at the Dromana Community Market on Saturday 30 November 2024 – conversations, hard copy of survey and engagement activity.
- Emails to key stakeholders who had participated in interviews during the initial community engagement phase of the project - provided an overview of the project and directed people to the Shape page via a link.
- Digital promotion and a media release that provided an overview of the Project and directed people to the shape page via a link.

Feedback information including issues and responses to address issues are detailed in the Community Consultation report (Attachment 2).

4.6 (Cont.)**COMMUNICATIONS PLAN**

The community will be informed of Council's decision via the Shire's website and key stakeholders who had participated in the consultation process for the Dromana Community Facilities Project will be directly notified.

LEGAL AND REGULATORY FRAMEWORK

Not applicable.

CLIMATE AND SUSTAINABILITY CONSIDERATIONS

The development of the functional brief and concept plan for the Dromana Community Hub (one of the actions included in the Infrastructure Action Plan) will address climate and sustainability considerations, both directly and indirectly, aligning with broader Council-led efforts to foster environmental stewardship and sustainable development.

FINANCIAL CONSIDERATIONS

The development of the draft Dromana Community Facilities Project and finalisation of the Project following consultation is within existing adopted budget.

The Dromana Community Facilities Project recommends a 'facilities manager' be employed to help activate and effectively use facilities. This role would be responsible for understanding local needs; working with community groups to support activation of spaces; managing solutions; liaising with other parts of Council and building capacity to shift to the new target operating model. It is intended that this 'facilities manager' or local 'broker' role is trialled in Dromana, and if successful, a similar approach could be considered across the Shire.

Discussions are underway to determine whether existing FTE could be utilised to trial this role. If this role cannot be established through recalibration of roles, there would be a resource cost involved (of about \$150,000) that would need to be considered as part of the 2026-27 Financial Year (FY) Council budget process.

The development of concept plans for the proposed Community Hub (included as one of the actions in Infrastructure Action Plan) is within existing adopted budget. Funding of \$100,000 was allocated for concept planning for the Dromana Hub in the 2022-23 FY adopted Council budget.

An additional \$30,000 is required to complete the Business Case to investigate the feasibility of a consolidated Community Hub. This has been submitted for consideration as part of Council's 2025-26 FY budget process.

OFFICER DIRECT OR INDIRECT INTEREST

No person involved in the preparation of this report has a direct or indirect interest requiring disclosure.

4.7 Infrastructure Grants Update

Issued By	Manager - Strategic & Infrastructure Planning
Authorised By	Acting Director - Planning & Environment
Document ID	A13710403
Briefing Note Number	BN2049 – 13 May 2025
Attachment(s)	Nil

EXECUTIVE SUMMARY

Two infrastructure grant programs are currently open for submissions:

- ***Community Energy Upgrades Fund (CEUF)***

A Federal Government program that provides matched funding of up to \$2,500,000 for energy efficiency and electrification upgrades to deliver reduced energy bills and emissions from local government-owned or operated facilities. Applications close 13 June 2025.

It is recommended that the Pelican Park Electrification project is submitted for this program.

- ***Country Football Netball Program (CFN)***

Sport and Recreation Victoria (SRV) administer this program which offers up to \$250,000 at a SRV \$2: Local \$1 funding ratio to deliver infrastructure projects that will redevelop or construct new ovals and netball courts, installation of sports lighting, and construction of new and redevelopment of existing pavilions, including gender-neutral change rooms. Applications close 7 July 2025.

It is recommended that the Sorrento Netball Courts Redevelopment project is submitted for this program.

RECOMMENDATION

That Council:

1. **Endorses the Pelican Park Electrification project be submitted to the Community Energy Upgrades Fund (CEUF).**
 - A. **Matches the funding if successful with the CEUF in FY25/26 and subsequent years' Capital Works Programs according to the CEUF's \$1:\$1 funding ratio for eligible expenditure.**
2. **Endorses the Sorrento Netball Courts Redevelopment project be submitted to Sport and Recreation Victoria's (SRV) County Football Netball Program for the maximum grant amount of \$250,000.**

4.7 (Cont.)**COUNCIL & WELLBEING PLAN**

This aligns with the Council and Wellbeing Plan, in particular:

Theme 1: A healthy natural environment and well-planned townships.

- Strategic Objective 1.1: An accessible and unique natural environment that helps our community to be healthy and well.

GOVERNANCE PRINCIPLES

Section 9 of the *Local Government Act 2020* states that a Council must in the performance of its role give effect to the overarching governance principles. This report aligns with principles G which is:

G. The ongoing financial viability of the Council is to be ensured.

RELEVANT COUNCIL DECISIONS AND POLICIES

Not applicable.

DISCUSSION**Purpose**

The purpose of this report is to seek a Council resolution to endorse the submission of grant applications to the Country Football Netball Program and to the Community Energy Upgrades Fund.

Background

The Federal Government's Community Energy Upgrades Fund (CEUF) offers matched funding of up to \$2.5 million for energy efficiency and electrification upgrades at local government-owned or operated facilities. Two projects were explored for potential submission to the CEUF: Pelican Park Electrification and Yawa Aquatic Centre Electrification.

Following a detailed assessment, the Pelican Park project was the strongest candidate due to its clear scope, readiness, and alignment with Council's broader electrification goals. It offers a high level of cost certainty and can be delivered within the required timeframes, making it a well-suited project for this funding opportunity.

Sport and Recreation Victoria (SRV) is delivering the Country Football Netball Program (CFN), offering grants of up to \$250,000 for facility upgrades in rural, regional, and outer metropolitan areas. CFN supports projects that sustain or grow football and netball participation, especially where it is at risk of decline. It prioritises initiatives that enhance diversity, inclusion, and gender equality, particularly for underrepresented groups like women, gender-diverse people, and people with disabilities. The CFN also aims to improve health and social outcomes in disadvantaged or growing communities, encourage shared-use facilities, and promote collaboration with peak bodies like AFL Victoria and Netball Victoria.

Options for consideration

To determine projects for application, potential projects for both programs were discussed across a range of criteria including:

- The grant criteria and guidelines;

4.7 (Cont.)

- Alignment with Council adopted projects;
- Project delivery timelines; and
- Alignment with Council’s current and long-term Capital Works priorities.

Council’s Capital Works Steering Committee (CWSC) endorsed the electrification of Pelican Park Electrification for submission to the CEUF at its meeting on 4 April.

Project	Project Cost	CEUF Request	Council Contribution	Budget Category
Pelican Park Electrification	\$1,532,703	\$707,896	\$824,806	2

**Note: cost estimates are current at the time of writing this report and may change prior to grant submission. \$707,896 is the amount of eligible funding able to be requested under the CEUF.*

This project is considered the best fit for the program due to:

- Strong alignment with CEUF objectives;
- No financial risk to Council, as the project will only proceed if funding is secured;
- Ability to meet the program’s delivery timeframes; and
- Project design funding is included in Council’s draft financial year (FY) 25/26 Capital Works Program.
- If delivered, the project may also be eligible for a \$250,000 rebate through a Victorian Energy Efficiency Certificate (VEEC), providing further savings to Council beyond the grant funding.
- Implementation has the potential to deliver long-term savings and a payback period of 6.1 years. Ongoing annual savings are based on reduced energy costs using current rates. The payback period is calculated as Total Cost / Annual Savings, assuming no borrowing costs, and minus the VEEC rebate.

The CWSC also endorsed the Sorrento Netball Courts Redevelopment for submission to the CFN.

Project	Project Cost	SRV Request	Council Contribution	Current Budget Allocation	Budget Category
Sorrento Netball Courts Redevelopment	\$1,681,000	\$250,000	\$1,037,000	\$394,000	2

**Note: cost estimates are current at the time of writing this report and may change prior to grant submission.*

This project is considered the strongest fit for the program due to:

- Strong alignment with CFNP objectives;
- Positive engagement with SRV representatives;
- The courts’ end-of-life condition and non-compliance with Netball Victoria Standards;

4.7 (Cont.)

- Previous endorsement of Council to submit this project to similar grant program in 2024.
- Inclusion in Council's draft FY25/26 Capital Works Program, with potential to achieve a \$250,000 saving; and
- Readiness to meet the application timeframe and program deliverables.

ENGAGEMENT

Mornington Peninsula Shire (Shire) officers have sought feedback from representatives of both SRV and CEUF administration teams to inform the above selection of projects. Internally, Shire officers have presented the projects for feedback to Shire's Capital Works Steering Committee on 4 April 2025.

COMMUNICATIONS PLAN

At this stage of the grants process, the community would be made aware of Council's applications to the CFN and CEUF through the Shire's community reporting. Once the outcomes of these programs are known and released from embargo, successful projects will be celebrated through Ministerial visits, social media, and print media releases.

Formal Communications Plans will be incorporated within the Project Plans for each successful project and will be updated with relevant media and event milestones according to the scale of the project.

LEGAL AND REGULATORY FRAMEWORK

Not applicable

CLIMATE AND SUSTAINABILITY CONSIDERATIONS

Council Policies and Strategies that guide all grant-funded infrastructure projects include:

- ESD Policy for Council Buildings and Civil Works;
- Carbon Neutral Policy;
- Biodiversity Conservation Plan;
- Beyond Zero Waste Strategy; and
- Integrated Water Management Strategy.

These documents set out guidelines for all Shire projects to achieve objectives relating to energy and water efficiency, sustainable and recycled materials, biodiversity, climate change resilience, waste management, active transport, and other positive environmental outcomes.

FINANCIAL CONSIDERATIONS

In determining endorsement for grant applications, Council will need to consider funding implications to its FY25/26 and/or subsequent years' Capital Works Programs in accordance with standard Funding Agreements. Council will be required to continue to progress projects to Design Phase in order to meet grant milestones.

Both projects selected for application in this report have a low financial risk profile and satisfy the following criteria:

4.7 (Cont.)

- They are Category 2 projects that form part of Council's Renewal Program within the Long-term Capital Works Plan;
- They do not obligate Council to commit any significant extra funding on top of that proposed in the draft FY25/26 budget;
- Both projects can complete detailed-design phase in time to implement delivery in line with the grant program guidelines;
- Sorrento Netball Courts project, if successful, will achieve a saving of \$250,000 to Council's draft FY25/26 Capital Works Program; and
- Pelican Park Electrification will only proceed if the funding is secured, and if successful, has the potential to deliver long-term savings and a payback period of 6.1 years.

OFFICER DIRECT OR INDIRECT INTEREST

No person involved in the preparation of this report has a direct or indirect interest requiring disclosure.

OFFICE OF THE CEO

4.8 Procurement of Retail Energy - Binding Commitment for Procurement Australia Collaborative Project

Issued By	Manager - Commercial, Legal and Procurement Services
Authorised By	Chief Financial Officer
Document ID	A13699069
Briefing Note Number	Not applicable
Attachment(s)	1. 2021-2025 Procurement Policy 2. Retail energy sites

EXECUTIVE SUMMARY

The Mornington Peninsula Shire's (Shire) current retail energy agreements for small and large gas sites and small electricity sites are set to expire on 30 June 2025, the retail agreement for large electricity sites expires on 31 March 2026.

The procurement of new retail energy agreements is now required, and the Shire have an opportunity to participate in an upcoming collaborative tender process with Procurement Australia for retail energy. This is an aggregated, committed volume arrangement where the energy load from many organisations is combined and tendered to attract better pricing than what the Shire could achieve undertaking a tender alone.

The process however does require a binding commitment to execute the resulting contracts from the Procurement Australia tender process before the pricing and length of contract (between 12-36 months) is awarded. Procurement Australia have indicated that a 36-month contract is the most likely outcome of the tender.

In accordance with section 5.8 of the Shire's Procurement Policy (attachment 1), where a Procurement project has been identified as a collaborative opportunity, Shire officers will seek a Council resolution to enter into the collaborative process.

RECOMMENDATION

That Council:

1. Approves the binding commitment to enter into the collaborative procurement process for the Shire's retail energy, to be undertaken by Procurement Australia.
2. Delegates the execution of the resulting retail energy agreements to the Chief Executive Officer, to the maximum value of \$3 million (including GST).
3. Notes that the final awarded agreement values and lengths will be published on the Council webpage "Awarded Public Tenders" within 5 business days of retail energy agreement execution.

COUNCIL & WELLBEING PLAN

This aligns with the Council and Wellbeing Plan, in particular:

4.8 (Cont.)

Theme 3: A flourishing, healthy and connected community.

- Strategic Objective 3.4: A community with vibrant arts, culture, sport and recreational opportunities that foster connections and participation across generations, backgrounds and abilities.

GOVERNANCE PRINCIPLES

Section 9 of the *Local Government Act 2020* states that a Council must in the performance of its role give effect to the overarching governance principles. This report aligns with principles F, G and I which are:

- F. Collaboration with other Councils and Governments and statutory bodies is to be sought;
- G. The ongoing financial viability of the Council is to be ensured;
- I. The transparency of Council decisions, actions and information is to be ensured.

RELEVANT COUNCIL DECISIONS AND POLICIES

On 14 December Council adopted the 2021-2025 Procurement Policy.

The policy sets out the key principles, processes and procedures applied to all purchases of goods, services and works by Council.

DISCUSSION**Purpose**

The purpose of this report is to seek Council's authorisation to enter into the binding commitment and collaborative procurement process for retail energy.

In addition, this report seeks to delegate the execution of the resulting energy agreements to the Chief Executive Officer.

Background***Market Overview***

The Energy market uncertainty and price volatility is still a key concern in this procurement however it is likely savings will be achieved with agreements resulting from this tender, due to greater stability and reduced pricing in the wholesale markets.

Electricity

Electricity wholesale pricing has steadied following major price spikes caused by global issues, transmission outages and market suspensions. Pricing in Victoria has been consistently around \$70-80/megawatt-hour (MWh) for the last 8-9 months. Pricing for small tariff electricity is expected to remain consistent with the Council's current pricing or reduce slightly. The pricing for large market electricity is expected to increase by 10-20%.

Gas

The gas market has steadied with wholesale pricing currently around \$12-14/ gigajoule (GJ) following the volatile period in 2022-2023 where prices spiked by 300%. Pricing for large tariff gas is expected to decrease by approximately 40% compared to Council's current agreements. Pricing for small tariff gas is expected to remain fairly consistent.

4.8 (Cont.)**Options for consideration*****Option 1 – Recommended***

Council approves the binding commitment and participation in the Procurement Australia Collaborative procurement project for retail energy. This option is recommended as it presents the best opportunity for Council to gain discounted pricing by leveraging larger committed volumes from all 27 Councils across Australia participating in the collaborative procurement.

Option 2 – Not recommended

Council procures retail energy based on the Shire's volumes only, this option is not recommended as Council will have limited negotiation options and this option will most likely result in minimal savings or higher tariff rates.

ENGAGEMENT

This is a collaborative procurement project undertaken by Procurement Australia on behalf of 27 Councils.

COMMUNICATIONS PLAN

Not applicable

LEGAL AND REGULATORY FRAMEWORK

Council is required under sections 108 and 109 of the *Local Government Act 2020* to prepare, adopt and comply with its procurement policy.

In accordance with section 5.8 of the Shire's Procurement Policy, where a Procurement has been identified as a collaborative opportunity, Shire officers will seek a Council resolution to enter into the collaborative process.

CLIMATE AND SUSTAINABILITY CONSIDERATIONS

Not applicable.

FINANCIAL CONSIDERATIONS

The table below summarises the current arrangements for the proposed sites for inclusion in this collaborative procurement project:

4.8 (Cont.)

Category	Current contact	Sites to be included in PA group tender	Contract end date	Current annual value
Small gas	Procurement Australia Group Tender – AGL awarded	36 (all sites)	30/06/2025	\$65,000
Large gas	Procurement Australia Group Tender - AGL awarded	2 (all sites)	30/06/2025	\$784,000
Small electricity	State Government Purchasing Contract - AGL awarded	316	30/06/2025	\$330,000
Large electricity	Momentum Energy – Virtual Energy Network Trial	2	31/03/2026	\$51,000
Total		356		\$1,230,000

Anticipated Outcomes

As price will be weighted at 85% of the evaluation criteria for this procurement, the below table shows the expected outcomes:

Category	Sites to be included in collaborative procurement	Proposed agreement commencement date	Estimated annual cost (ex GST)	Estimated annual savings vs current agreements
Small gas	36	01/07/2025	\$60,000.00	\$5,000.00
Large gas	2	01/07/2025	\$450,000.00	\$334,000.00
Small electricity	316	01/07/2025	\$330,000.00	\$0
Large electricity	2	01/04/2026	\$60,000.00	-\$9,000.00
Total	356		\$900,000.00	\$330,000.00

Refer to Attachment 2 for full list of sites.

OFFICER DIRECT OR INDIRECT INTEREST

No person involved in the preparation of this report has a direct or indirect interest requiring disclosure.

ASSETS & INFRASTRUCTURE

4.9 Draft Amended Road Management Plan 2025 and RMP Review Report

Prepared By	Manager - Assets, Property & Building Management
Authorised By	Director - Assets & Infrastructure
Document ID	A13702864
Briefing Note Number	BN2029 – 29 April 2025
Attachment(s)	<ol style="list-style-type: none">1. Road Management Plan - 2022 - Review Report 20252. Draft Amended Road Management Plan 2025

EXECUTIVE SUMMARY

The Road Management Plan 2022 Review Report and draft Amended Road Management Plan 2025 (RMP) are brought to Council, seeking endorsement of the Review Report and approval to place the draft RMP on public exhibition. The RMP outlines minimum service standards for road asset inspection and maintenance, providing a transparent risk management framework that supports Council's legal protection under the *Road Management Act 2004*.

The review undertaken by the Mornington Peninsula Shire's (Shire) internal stakeholders and Municipal Association of Victoria (MAV) Insurance, evaluated current standards and incorporated changes prompted by the new maintenance contracts that commenced in July 2024. Benchmarking against similar councils helped ensure standards are appropriate and defensible. A community engagement plan will guide the public exhibition period, after which community feedback will inform the final RMP to be adopted later in September and published for public access.

RECOMMENDATION

That Council:

1. Approves the Road Management Plan 2022 Review Report.
2. Approves the draft Amended Road Management Plan 2025 being placed on public exhibition for a period of 4 weeks.

COUNCIL & WELLBEING PLAN

This aligns with the Council and Wellbeing Plan, in particular:

Theme 1: A healthy natural environment and well-planned townships.

- Strategic Objective 1.4: An accessible built environment that supports diverse, current and future community needs.

Theme 3: A flourishing, healthy and connected community.

- Strategic Objective 3.5: A community that is well connected through sustainable, accessible and integrated transport options.

4.9 (Cont.)**GOVERNANCE PRINCIPLES**

Section 9 of the *Local Government Act 2020* states that a Council must in the performance of its role give effect to the overarching governance principles. This report aligns with principle A which is:

- A. Council decisions are to be made and actions taken in accordance with the relevant law.

RELEVANT COUNCIL DECISIONS AND POLICIES

The Council Plans, Policies and Strategies that have the strongest links to the Road Management Plan are listed below:

- Peninsula 2040 – Our Shared Community Vision
- Council and Wellbeing Plan – 2021-2025
- Financial Plan – 2022-2032
- Asset Plan – 2022 - 2032
- Asset Management Policy 2024
- Asset Management Strategy – 2020-2030
- Asset Management Plan – Transport – 2020
- Pedestrian Access Strategy – 2024-2034
- Integrated Transport Strategy (under development)

DISCUSSION**Purpose**

To present to Council the Road Management Plan 2022 Review Report and RMP, seeking endorsement of the Review Report and approval to place the RMP on public exhibition.

Background

The Shire's RMP provides a transparent and network-wide approach to the management of risk associated with the maintenance and management of the Shire's road network and associated infrastructure assets. It documents the minimum service standards for road asset inspections and maintenance interventions and is intended to provide Council with protection against litigation risks where Council has set reasonable minimum service standards in its RMP and met those standards.

The *Road Management Act 2004 (the Act)* requires a Council to review its Road Management Plan by 30 June following a Council election. This review has been undertaken by the Shire's Asset Management Team, key internal stakeholders and the Shire's insurer, MAV.

A RMP Review Report has been compiled, highlighting the findings and conclusions of the review. The RMP Review Report contains all proposed changes to the minimum service standards from the previous RMP.

4.9 (Cont.)

The purpose of reviewing the Road Management Plan and benchmarking RMP standards against other Councils is to minimise the risk of successful claims and litigation. Councils must maintain 100% compliance to the standards listed in their RMP to maximise protection. This risk management approach is supported by proactive contract management and contract auditing practices.

With the introduction of new maintenance contracts in July 2024, some changes in levels of service were introduced. These changes have been considered in the review and in developing the draft amended RMP 2025. It is important to note that the RMP minimum service standards are not the levels of service contained within Council's maintenance service contracts but are reasonable minimum service standards. This approach was taken by the Shire in the previous RMP (2022) and Council's legal advice at that time and in the preparation of this draft RMP is that this approach is reasonable and if clearly stated in the RMP document, will provide a defence to claims brought against Council.

The main purpose of MAV review was to identify minimum service standards within the proposed RMP that could be considered unreasonable based on benchmarking and industry knowledge. The MAV benchmarked against metropolitan Councils, which have resulted in some recommendations being skewed towards a higher standard than is reasonable for the Shire. Additional benchmarking was undertaken by the Shire's Asset Management Team against the RMP minimum service standards of both Nillumbik and Yarra Ranges, which are more representative of the road network and roadside vegetation managed by the Shire.

Review Findings

The key areas identified by MAV Insurance as 'at risk of being considered unreasonable' and therefore exposing the Shire to increased risk of successful litigation were:

- Footpath repair response times.
- Kerb repair response times.
- Vegetation road clearance envelope intervention level and response times.
- Vegetation footpath clearance envelope response times.

Following internal workshops, the key areas of risk identified by MAV were addressed by:

- Adjusting response times for footpath repairs
- Introducing temporary mitigation measures (painting, signage or stake and tape) for footpaths
- Increasing the size of vegetation clearance zones over roadways and pathways.

No change has been proposed to kerb repair response times based on additional benchmarking that indicates our minimum service standards are reasonable when compared to similar Councils and our previous low history of claims in this area.

ENGAGEMENT

The review of the existing Road Management Plan was led by the Asset Management Team in consultation with relevant key internal stakeholders and the Shire's infrastructure maintenance service providers. External feedback was sought from the Shire's insurers, MAV and additional benchmarking was undertaken against RMP standards for Nillumbik and Yarra Ranges shires.

COMMUNICATIONS PLAN

A communication plan consisting of a series of relevant questions designed to help the community provide feedback and understand the functions of will support the public exhibition phase. The community will have the opportunity to provide feedback on the plan and respond to these pertinent questions, which will inform the Shire about community needs.

Following the 28-day public exhibition period, feedback will be reviewed and incorporated into the RMP, which will seek adoption at a Council Meeting in September. Once adopted, the Shire, as a Road Authority, must publish a notice of the amendment in the Government Gazette and in a newspaper circulating in the area where the affected roads are located. The adopted RMP 2025 will also be available for public inspection on the Shire's website.

Next Steps

- 3 June Council Meeting – final endorsement of RMP 2022 Review Report and seeking approval to place amended draft RMP 2025 on public exhibition.
- 10 June – 7 July - 28-day Public Exhibition period.
- September Council Meeting - The final Road Management Plan will be presented to Council for adoption.
- Post adoption - A notice of the amendment will be published in the Government Gazette and a local newspaper. The adopted Road Management Plan 2025 will also be made available for public viewing on the Shire's website.

LEGAL AND REGULATORY FRAMEWORK

This report responds to Council's legal obligations as a Road Manager under *the Act*.

CLIMATE AND SUSTAINABILITY CONSIDERATIONS

Not applicable.

FINANCIAL CONSIDERATIONS

One of the key considerations in the reasonableness of RMP standards is affordability. Any proposed changes in minimum service standards in the draft amended RMP are within the current service levels specified in Council's maintenance contracts. No additional costs or savings are associated with the proposed changes.

OFFICER DIRECT OR INDIRECT INTEREST

No person involved in the preparation of this report has a direct or indirect interest requiring disclosure.

CORPORATE STRATEGY & BUSINESS IMPROVEMENT

4.10 Request to attend 2025 Australian Coastal Councils Conference - Councillor Max Patton

Issued By	Manager – Governance & Risk
Authorised By	Director - Corporate Strategy & Business Improvement
Document ID	A13721784
Briefing Note Number	Not applicable
Attachment(s)	Nil

EXECUTIVE SUMMARY

This report seeks approval for Councillor Max Patton (Cr Patton) to attend the 2025 Australian Coastal Councils Conference to be held at Mooloolaba, Queensland, on Thursday 31 July and Friday 1 August 2025. Cr Patton is the appointed Councillor Representative to this Association.

In accordance with section 6.3 of the *Councillor Expenses, Reimbursement, Resources and Facilities Policy* attendance at any Training, Conference, Seminar or Event where the cost exceeds \$2,000, as well as any interstate travel to attend such events, must be approved by Council resolution.

The 2025 Australian Coastal Councils Conference is priced at \$1,462 for Early Bird registrations before the 6 June 2025, and \$1,672 for registrations after this date. This package includes full conference, reception and networking dinner tickets.

In addition to the registration fee, two nights' accommodation would be required. Quotes provided by the Australian Coastal Councils Association Inc. equate to \$269 per room per night.

All other associated costs, such as airfares, airport transfers and sustenance will be covered personally by Cr Patton.

RECOMMENDATION

That Council approves the attendance of Councillor Max Patton at the 2025 Australian Coastal Councils Conference to be held at Mooloolaba, Queensland on the 31 July and 1 August 2025, with registration fees and associated accommodation costs deducted from Councillor Patton's Training, Conferences, Seminars and Events account.

COUNCIL & WELLBEING PLAN

This aligns with the Council and Wellbeing Plan, in particular:

Theme 3: A flourishing, healthy and connected community.

- Strategic Objective 3.2: A resilient and confident community where everyone connects and is supported.

4.10 (Cont.)**GOVERNANCE PRINCIPLES**

Section 9 of the *Local Government Act 2020* states that a Council must in the performance of its role give effect to the overarching governance principles. This report aligns with principles E, G and I which are:

- E. Innovation and continuous improvement is to be pursued;
- G. The ongoing financial viability of the Council is to be ensured;
- I. The transparency of Council decisions, actions and information is to be ensured.

RELEVANT COUNCIL DECISIONS AND POLICIES

Councillor Expenses, Reimbursement, Resources and Facilities Policy.

Item 4.11 Appointment of Councillor Representatives and Committee Chairs 3 December 2024.

DISCUSSION**Purpose**

This report seeks approval for Cr Patton to attend the 2025 Australian Coastal Councils Conference to be held at Mooloolaba, on the Sunshine Coast, on Thursday 31 July and Friday 1 August.

Background

The Councillor Expenses Reimbursement, Resources and Facilities Policy authorises an allowance for attendance at Training, Conferences, Seminars and Events as follows:

Expenditure Type	\$ Amount per Councillor
Training, Conferences and Seminars	\$16,000 for the 4-year Council term

The Policy also requires attendance at Training, Conferences, Seminars and Events over the \$2,000 threshold, and all travel interstate to attend events such as these to be approved by Council resolution.

Australian Coastal Councils Association Inc

The Australian Coastal Councils Association is a national body formed to represent the interests of coastal Councils and their communities, of which the Mornington Peninsula Shire (Shire) is a member.

The role of the Australian Coastal Councils Association is to advocate on behalf of coastal Councils. It also commissions research on behalf of Councils in coastal areas in relation to a range of coastal issues including climate change, environmental degradation and erosion.

The theme of this year's conference is – A Sustainable Coastal Future. One of the highlights of the 2025 event will be a session titled Rebuilding for Resilience after Extreme Weather Events, which will outline the lessons learned in responding to ex-TC Alfred and the need to focus on long-term resilience in the reconstruction process.

The draft program also includes the following programs:

4.10 (Cont.)

- The Sunshine Coast Environmental and Liveability Strategy
- Sustainable Coastal Tourism
- Cyclone Alfred Exposes Weaknesses in Australia's Vital Infrastructure
- Sunshine Coast Council Coastal Initiatives
- Coastal Field Tour
- Building a Resilient Australia
- Use of 4WD Vehicles on Beaches: Need for a Rethink
- Coastal Case Studies
- Short-Term Rentals in Australia's Coastal Regions: Recent Impacts and Policy Responses
- State Based Initiatives by Councils to Respond to Coastal Risks
- Nature-Based Responses to Coastal Risks
- Coastal Policy Forum
- 2025 Conference Communiqué.

Attendance at the Australian Coastal Councils Conference will provide Cr Patton with access to the latest research, policy updates, and best practice approaches to managing coastal issues. This will support informed decision-making on matters affecting the Mornington Peninsula's coastline.

The Conference also offers valuable networking opportunities with other coastal Councils, fostering collaboration and enabling advocacy on shared challenges.

If approved, a post travel delegates report will be prepared by Cr Patton within 30 days of returning from travel.

ENGAGEMENT

Not applicable.

COMMUNICATIONS PLAN

Not applicable.

LEGAL AND REGULATORY FRAMEWORK

Not applicable.

CLIMATE AND SUSTAINABILITY CONSIDERATIONS

Not applicable.

4.10 (Cont.)**FINANCIAL CONSIDERATIONS**

An Early Bird Discount on registration fees is available if booked before Friday, 6 June 2025. Early Bird Discount Package includes full conference, reception, and networking dinner tickets and is \$1,462 (Standard Package: \$1,672).

The anticipated total costs are approximately \$2,000. This will be deducted from the Councillor's Conferences, Training, Seminars and Events account.

OFFICER DIRECT OR INDIRECT INTEREST

No person involved in the preparation of this report has a direct or indirect interest requiring disclosure.

5 NOTICES OF MOTION

5.1 Notice of Motion 484 (Cr Gill) Road Safety

Cr David Gill has given notice of his intention to move the following motion at the meeting.

That Council:

1. *Holds a workshop to discuss options to improve road safety on the Mornington Peninsula.*
2. *Invites all local politicians to participate in the workshop.*
3. *Invites community views regarding findings of the workshop.*
4. *Considers a public meeting to highlight local road safety strategies and improved outcomes.*

Background

Not Applicable.

Officer Comment Issued by	Manager – Strategic & Infrastructure Planning
Authorised by	Acting Director – Planning & Environment

OFFICER COMMENT

The Mornington Peninsula has one of Victoria's worst local government road safety records, with 105 fatalities and over 2,300 serious injuries in the past 15 years. The community consistently highlights road safety as a significant concern, with approximately 1,000 customer service requests received by the Mornington Peninsula Shire (Shire) annually. One of the functions of councils is to provide a safe transport network.

To address this, Council's Towards Zero 2020-2025 Road Safety Strategy sets out Council's commitment to zero deaths and serious injuries on the Peninsula road network by 2050.

Council's commitment to reducing road trauma is underpinned by the best-practice Safe System philosophy which is based on three key principles:

- People make mistakes – human error is inevitable, but the consequence of a mistake should not be death or serious injury.
- People are vulnerable – the human body can only absorb a certain level of crash impact so the risk of crashes should be minimised and when crashes do occur, the impact should not exceed the threshold where a person will be seriously injured or killed.
- Shared responsibility – road safety has many stakeholders that all have a responsibility to contribute to a safe road network.

There are four pillars to a Safe System to improve road safety and address road trauma:

- Safer Roads – upgrade of roads and intersections
- Safer Road Users – education of drivers and other road users
- Safer Vehicles – improvement of vehicle safety
- Safer Speeds – appropriate speed limits and reduction of the number of vehicles travelling over the posted speed limit.

The ultimate goal is for all journeys to be safe and feel safe for all modes of transport by addressing systemic crash risks through the implementation of Safe System principles.

Towards Zero 2020-2025 Road Safety Strategy- refresh

The Shire's Traffic and Transport Team have successfully obtained a \$50,000 grant from the Transport Accident Commission (TAC) to undertake a review and refresh of the current road safety strategy. The review will include a detailed analysis of the crash statistics and trends over the period from 2020-2025. This will provide data driven insights on how Council is tracking on its target towards zero fatalities and serious injuries across the Shire's road network. In addition, it will provide direction on what the targeted focus areas should be for the next five years under the revised strategy. The review will also ensure that Council's approach is aligned with updated best-practice road safety practices, and development of action plans.

One of the four pillars within the Safe Systems approach is Safer Speeds, which plays a fundamental role in the chance of a crash occurring as well as the forces experienced by road users in a crash. Road safety research consistently shows that a small difference in vehicle speed significantly improves road safety outcomes, and other benefits such as contributing to more liveable and active neighbourhoods.

Setting safe and appropriate speed limits that match the environment, characteristics and use of roads is a key element in 'getting the basics right' in road safety to achieve Safe System aligned travel speeds, while maintaining the required level of mobility. Implementing appropriate speed limits is one of the most cost-effective ways of reducing death and serious injury.

Many speed limits within the Mornington Peninsula have been in place for decades and are not necessarily in line with current Department of Transport and Planning (DTP) speed zone guidelines. As part of the Road Safety Strategy Review, we are developing a comprehensive action plan to proactively identify safe and appropriate speed limits across all roads within the Mornington Peninsula.

This innovative approach will evaluate roads based on available data, road environment, usage, and types of road users. Applications for speed limit changes will be prioritised and submitted to the DTP in batches for greater efficiency than the traditional road-by-road ad hoc approach.

Shire officers would welcome the opportunity to workshop challenges and opportunities around road safety with Councillors, Local Politicians, DTP and Victoria Police. This would provide the opportunity for input into the development of the Towards Zero Road Safety Strategy and Speed Limit Action Plan, prior to seeking broader community feedback through public exhibition. Recent feedback from the community on the Safer Roads Consultation included over 2,000 submissions which has provided valuable insights into the issues the community is experiencing and demonstrates the importance for Council, local Politicians, DTP, Victoria Police and community to work collaboratively in addressing safety on our roads.

Legal Implications

Not applicable.

Financial and Resourcing Implications

A \$50,000 TAC grant has been secured to undertake the review of the Toward Zero Road Safety Strategy and action plans. Shire officer resources have already been assigned to this work within existing operating budgets.

Potential Alternative Wording

That Council:

1. *Holds a workshop to discuss options to improve road safety on the Mornington Peninsula as part of its review of the Towards Zero Road Safety Strategy and its associated action plans.*
2. *Invites all local politicians, emergency services and the Department of Transport and Planning to participate in the workshop*
3. *Invites community views regarding findings of the workshop via public exhibition of the draft Towards Zero Road Safety Strategy and its associated action plans*
4. *Highlights local road safety strategies and improved outcomes upon adoption of the revised Toward Zero Road Safety Strategy through the local media and letters to relevant State and Federal MP's.*

5.2 Notice of Motion 485 (Cr Gill) - Climate Change

Cr David Gill has given notice of his intention to move the following motion at the meeting.

That Council:

1. *Urgently develops in-house, a new plan to ensure the continuation of locally focussed, practical and measurable climate resilience and mitigation projects on the Mornington Peninsula.*
2. *Invites our community to contribute to the plan.*

Background

Not applicable.

Officer Comment Issued by	Manager – Climate Change & Sustainability
Authorised by	Chief Executive Officer

OFFICER COMMENT

It is considered important to have a structured approach (a Plan) regarding Council meeting its legislative or non-legislative commitments or requirements, including a prioritisation framework to inform future itemised budget bids or grants. This would allow for transparency, accountability and implementation of projects or initiatives on a consistent basis, including known risks for mitigation.

Shire officers have commenced planning the development of an internal plan based on a recent review process that was underway for the previous Climate Emergency Plan (CEP). Some existing consultation and input from stakeholders had been undertaken. Clarity may be required as to what prior consultation could be used to inform a new plan or to what extent the community would be invited to contribute. This would also be subject to clarity regarding budgets and resourcing.

This would confirm Council's ongoing commitment to climate resilience as per the decision of Council on 22 April 2025.

Supports Council's resolution of 22 April 2025:

3. *Reaffirms Council's commitment to climate resilience and continues to comply with the mandatory requirements of the Local Government Act 2020, Climate Change Act 2017 and Public Health & Wellbeing Act 2008.*
4. *Requires future climate-related proposals that the CEP may have otherwise supported to be subject to an itemised budget or Council report, ensuring they are locally focused, practical, measurable, transparent and accountable.*

Legal Implications

This motion supports:

1. The requirements of the *Local Government Act 2020*, *Climate Change Act 2017* and *Public Health & Wellbeing Act 2008*.
2. The recommendations from the Climate Change Adaptation Internal Audit Report 2024, for the Audit and Risk Committee.

Financial and Resourcing Implications

Internal re-distribution and re-prioritisation of existing staff resources.

Potential Alternative Wording

Not applicable.

5.3 Notice of Motion 486 (Cr Gill) - Budget Review

Cr David Gill has given notice of his intention to move the following motion at the meeting.

That Council:

1. *In the next budget review includes a comparison of Arts and Culture spending and Sports and Recreation spending to allow informed future decision making about expenditure including Net spend, Grant spend and Operational spend.*
2. *Notes it's commitment and values the work of volunteers and small businesses in providing for the health and wellbeing of our community in all sectors including Arts and Culture and sport related recreation as recognised in the draft Council Plan and draft Public Health and Wellbeing Plan 2025-29:*

Background

Not applicable.

**Addendum – Officer Comment
Circulated Friday, 30 May 2025**

Officer Comment Prepared by	Manager – Finance and Acting Manager – Community Services
Authorised by	Acting Chief Financial Officer and Acting Director – Community Strengthening

OFFICER COMMENT

1. The tables below highlight operational and operating budget for Council's Arts and Cultural Development service and Recreation and Leisure service. These costs exclude capital works.

Service area	Description of service		2023/24 Actual \$'000	2024/25 Forecast \$'000	2025/26 Budget \$'000
Arts and Cultural Development	Our Arts and Cultural Development service invests in and support spaces, events and experiences to cultivate a vibrant and sustainable arts and cultural sector.	Rev	1,297	404	448
		Exp	5,771	6,214	4,553
		NET	4,474	5,810	4,105

5.3 (Cont.)

Service area	Description of service		2023/24 Actual \$'000	2024/25 Forecast \$'000	2025/26 Budget \$'000
Recreation and Leisure	Our Recreation and Leisure service provides access to a broad range of facilities to support community participation in recreation and leisure activities.	Rev	7,504	7,538	7,412
		Exp	10,611	12,631	10,811
		NET	3,107	5,093	3,399

2. Council upholds a long-standing commitment to supporting and recognising volunteers as highlighted in the draft Council Plan 2025-29 and draft Public Health and Wellbeing Plan 2025-29:

- Draft Council Plan: Strategy 3.2.2 - Coordinate, promote and celebrate volunteer supported services and programs that encourage and enable volunteering.
- Draft Public Health and Wellbeing Plan: Strategy 1.2.1 – Increase, support, recognise and celebrate volunteerism.

Legal Implications

Nil

Financial and Resourcing Implications

Considerations for Arts and Culture and Recreation and Leisure spends as part of the 2025/26 budget review.

Potential Alternative Wording

Nil

5.4 Notice of Motion 487 (Cr Gill) - Transparency

Cr David Gill has given notice of his intention to move the following motion at the meeting.

That Council, with the joint agreement of the Chief Executive Officer (CEO) and Council, publishes the CEO’s key performance indicators (KPIs) in the interests of transparency and open government, and in doing so, will not contravene Council’s legal obligations.

Background

Not applicable.

**Addendum – Officer Comment
Circulated Friday, 30 May 2025**

Officer Comment Prepared by	Manager – People and Culture
Authorised by	Director – Corporate Strategy & Business Improvement

OFFICER COMMENT

Mornington Peninsula Shire’s Chief Executive Officer (CEO) commenced on 16 April 2025. The process to develop the CEO’s key performance indicators (KPIs) has commenced but is not yet finalised.

Upon finalisation of this process, it is recommended that an evaluation occur to consider the content of the KPIs. This will identify any confidential items or potential contravention of legal obligations that may exist if published.

As outlined in the Councillor motion, both Council and the CEO retain the ability to withhold agreement to publish the KPIs which would support the management of any potential legal risks.

Legal Implications

Publishing the CEO’s KPIs may result in contravention of different legislation. This includes but is not limited to:

- *Fair Work Act 2009*
- *Privacy Act 1988*
- *Local Government Act 2020.*

Financial and Resourcing Implications

Nil

Potential Alternative Wording

Nil

5.5 Notice of Motion 488 (Cr Gill) - Chemicals Remaining in Treated Water

Cr David Gill has given notice of his intention to move the following motion at the meeting.

That council:

1. *Requests a meeting with South East Water and Melbourne Water to discuss any long-term public health related issues in our environment of Perfluoroalkyl and Polyfluoroalkyl substances (PFAS) - man-made chemicals.*
2. *At the meeting discuss the costs of removing PFAS at the waste water treatment stage of reducing contaminants in our water cycle.*

Background

Not applicable.

**Addendum – Officer Comment
Circulated Friday, 30 May 2025**

Officer Comment Prepared by	Manager – Community Safety, Health & Compliance
Authorised by	Acting Director – Community Strengthening

OFFICER COMMENT

PFAS refers to Per- and polyfluoroalkyl substances that represent a large range of chemicals.

PFAS are present in many household products, including non-stick pans, sunscreen, raincoats and make up. The community can be exposed to small amounts of PFAS through dust, indoor and outdoor air, food, water, and contact with consumer products that contain PFAS. It can persist in the environment and humans for a long time.

The Federal Government manages PFAS and public health impacts through the Environmental Health Standing Committee (EnHealth) and determines the safe amount of PFAS in water through the National Health and Medical Research Council (NHMRC) and guidance including *the Australian Drinking Water Guidelines*. This guidance is periodically reviewed, in line with current scientific understanding.

The Guidance specifies safe limits, otherwise known as guideline values, for PFAS substances including PFOA (Perfluorooctanoic acid), PFOS (Perfluorooctane sulfonic acid) and PFHxS (Perfluorohexane sulfonic acid) in drinking water. The current Guidelines specify that the concentration of PFOS in drinking water should not exceed 4 nanograms per Litre.

Melbourne Water proactively monitors for per and polyfluoroalkyl substances (PFAS) in water supply catchments. A 2024-25 Melbourne Water monitoring program has not detected PFAS in water supply catchments. The testing protocols can detect PFAS as low as 2 nanograms per Litre, which is below the guideline limit of 4 nanograms per Litre.

5.5 (Cont.)

South East Water also proactively monitor for PFAS in drinking water as it enters the distribution network. The 2024 monitoring program did not detect PFAS.

EnHealth have advised that scientific understanding of PFAS and public health is still developing and recommends as a precautionary approach that exposure to PFAS be minimised wherever possible whilst further research is undertaken. Further research is also being undertaken on technology for the detection of PFAS at very low levels in the environment (below 2 nanograms per Litre in water).

Legal Implications

Not applicable.

Financial and Resourcing Implications

Not applicable.

Potential Alternative Wording

Not applicable.

6 URGENT BUSINESS

Under Council's Governance Rules, no business may be admitted as urgent business unless it:

1. Relates to a matter which has arisen since distribution of the Agenda.
2. Cannot because of its urgency, be reasonably listed in the Agenda of the next Council Meeting.
3. Councillors by a majority vote, vote in favour of a matter being dealt with as urgent business.

7 CONFIDENTIAL ITEMS

Advice to the Public

All reports, information and recommendations contained in 'Section 7 – Confidential Items' of this Agenda have been designated by the Chief Executive Officer as confidential pursuant to section 66 (2) (a) of the *Local Government Act 2020*.

MEETING CLOSED TO THE PUBLIC

The Council may resolve that the meeting be closed to members of the public in accordance with section 66 (5) (a) of the *Local Government Act 2020* if the meeting is discussing any of the following:

- (a) Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.
- (b) Security information, being information that if released is likely to endanger the security of Council property or the safety of any person.
- (c) Land use planning information, being information that if prematurely released is likely to encourage speculation in land values.
- (d) Law enforcement information, being information which if released would be reasonably likely to prejudice the investigation into an alleged breach of the law or the fair trial or hearing of any person.
- (e) Legal privileged information, being information to which legal professional privilege or client legal privilege applies.
- (f) Personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs.
- (g) Private commercial information, being information provided by a business, commercial or financial undertaking that:
 - (i) Relates to trade secrets.
 - (ii) If released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.
- (h) Confidential meeting information, being the records of meetings closed to the public under section 66 (2) (a).
- (i) Internal arbitration information, being information specified in section 145.
- (j) Councillor Conduct Panel confidential information, being information specified in section 169.
- (k) Information prescribed by the regulations to be confidential information for the purposes of this definition.
- (l) Information that was confidential information for the purposes of section 77 of the *Local Government Act 1989*.

RECOMMENDATION

That Council considers the confidential reports listed below in a meeting closed to the public in accordance with section 66 (2) (a) of the *Local Government Act 2020*:

7.1 S181 - Sale of properties for unpaid rates

This matter is considered to be confidential under Section 3(1)(f) of the *Local Government Act 2020*. It contains information in relation to the personal hardship of any ratepayer or resident as it contains personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs.

7.2 CN2576 Contract Over Expenditure Report for Council

This matter is considered to be confidential under Section 3(1)(g)(ii) of the *Local Government Act 2020* as it contains private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

7.3 Arts & Culture Advisory Panel (ACAP)

This matter is considered to be confidential under Section 3(1)(f) of the *Local Government Act 2020* as it contains personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs.