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MORNINGTON PENINSULA BICYCLE STRATEGY RIDESAFE



Final

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Vision

The Mornington Peninsula Shire will provide integrated and safe bicycle facilities that encourage and provide opportunities for residents and visitors to use bicycles as a means of transport undertake healthy exercise and participate in recreational activities across the environments of the Mornington Peninsula.

Aims

- ❖ To actively encourage and promote the use of bicycles for sustainable transport to work, school, shopping and recreation to reduce the dependency on cars and offer healthy and sustainable alternatives.
- ❖ To support and facilitate bicycle education in schools.
- ❖ Plan to reduce bicycle casualty crashes through well designed and located infrastructure and increased driver awareness of cyclists and cyclist awareness of hazards.
- ❖ Provide a range of bicycle facilities on and off road that link Mornington Peninsula communities to public transport, activity centres, recreation areas and provide access to other regions.
- ❖ To recognize the varying experience, skill levels and needs of cyclist from school age through to retirement age and to plan appropriate facilities that enable the whole community to participate and enjoy cycling.
- ❖ To pursue the integration of this Strategy into Council's policy framework.
- ❖ To engage with VicRoads for the provision of on-road bicycle lanes on main roads and highways and actively advocate for the completion of the on-road provision of bicycle facilities on the Principal Bicycle Network.
- ❖ To actively pursue bicycle links to Mornington, Baxter, Somerville and Rosebud as part of the bicycle paths constructed in conjunction with the Peninsula Link (Frankston By-Pass).
- ❖ To recognize the Mornington Peninsula's attraction to touring and tourist cyclists.
- ❖ To provide long term planning in the development of bicycle infrastructure and community programs to enable the Shire to actively pursue funding from Governments.

EXECUTIVE SUMMARY

RideSafe has provided a timely and strategically important review of existing bicycle infrastructure, bicycle crashes and 'gaps' in the bicycle network. It has also identified future demands, considered community needs and developed action programs to achieve increased use of bicycles as a means of transport on the Mornington Peninsula.

The Shire attracts a very broad range of cyclists from school age to retirement age. Through community and cyclists feedback it is evident that there is an underlying demand for continuous safe bicycle facilities that provide links to activity and recreation nodes.

The bicycle network on the Mornington Peninsula is planned, developed and maintained by various Authorities. The Mornington Peninsula Shire takes the lead role to facilitate and sometimes provide the planning and design to ensure safety issues, gaps and blockages within the system are resolved independent of which Authority is responsible for the facility. It is particularly important to resolve known crash "hot spot" areas on VicRoads main roads across the Shire.

A reduction in bicycle crashes in the Shire is an important outcome of RideSafe.

It is considered that the development of off-road shared paths, as part of the Footpath Construction Strategy has been welcomed by cyclists and has resulted in greater opportunities for the use of bicycles, especially in Township areas. It has been recognized however that for these shared paths to be fully utilized there needs to be improved signage for regulatory control as well as for destination and route identification.

The Peninsula Link freeway will provide opportunities for increasing the off-road bicycle network within the Shire and links to other Municipalities. The Shire is actively pursuing the Baxter to Mornington shared path link and freeway reserve land allocation for future expansion of the Peninsula Link bicycle shared path network.

The Shire's Local Shared Path construction priority will be determined using the Footpath Construction Strategy assessment matrix methodology thereby providing a consistent approach for all path construction with an underlying safety focus.

As part of the RideSafe review process, it has been identified that the Black Spot Program, Roads to Recovery and maintenance works by the Shire have developed significant lengths of sealed road shoulders. These sealed shoulders provide on road space for cyclists thereby improving their safety. Also strategically located wide roads that can accommodate a bicycle lane have

been identified. By signing, linemarking, using bike logos and using pavement colour at appropriate locations to identify bicycle lanes along sealed shoulders and wide streets important bicycle links can be achieved at low cost.

The identification of bicycle facilities on the road is important for both cyclists and motorists and this has been substantiated in a study by VicRoads to ascertain drivers' understanding of bicycle road markings and car tracking positions which found amongst other matters that:

- 86% of motorists and 95% of bus drivers understood the markings to mean a bicycle facility for shared use had been provided and that it is likely that cyclists would use the road.
- Cyclists feel more comfortable when cycling along a road that has the bicycle markings than along a road that does not have the markings.

The continuity of the whole Bicycle Network has been seen as an important issue to be addressed as part of the review. There are particular sections of the Network that have been of concern for some time and RideSafe discusses practical alternatives and solutions particularly to the Bay Trail blockages:-

- between Mount Martha and Safety Beach
- at Anthony's Nose
- at White Cliffs
- Between Baxter and Somerville

Providing bicycle infrastructure is an important component to encouraging the use of bicycles as a means of transport and recreation. The Shire has been very successful in providing bicycle facilities especially in townships over the past 5 years. However RideSafe has recognized the need to develop programs to engage the community to bring about an **'attitudinal change'** to bicycle use as a means of transport and recreation. A key submission in RideSafe is the employment of a Bicycle Co-ordinator dedicated to implementing and seeking funding for bicycle programs, and the co-ordination of safe bicycle activities across the Shire.

RideSafe outlines various program options to engage the community and achieve increased bicycle use across the Shire for:-

- School Age Cyclists
- Commuter/Utility cyclists
- Recreation and Family Cyclists
- Tourists, Touring and Sporting Cyclists

Noting that retirement age people are active participants in the broad range of cycling.

One practical outcome is the development of bicycle pocket maps and tourist bicycle maps to encourage increase use of bicycles.

Figure Ex. 1 Hastings Bicycle User Group eager to explore the Shire



Engaging the community places a strong emphasis on facilitating education especially within schools. It is considered that, by young people learning about cycling and being safely exposed to the road environment, awareness of hazards and risks at a young age will extend to when they become drivers. This practical learning in the long term provides the basis for a safe attitude to other road users including cyclists.

The development of Bicycle Network Maps (Appendix 1) as part of RideSafe provides for an overview of all existing facilities in the network and an outline of proposed facilities which can be used for long term planning by the Shire as well as the community.

As with all bicycle strategies one of the least obvious benefits is the ability of the Shire to actively pursue funding from State and Federal Government based on planning and priorities developed within the strategy.

RideSafe has established the following Guiding Principles in developing the bicycle network and providing programs over the next five (5) years.

Off- Road Shared Paths Guiding Principles

- *To achieve improved cycle facilities that link schools, communities, public transport, activity centres and tourist destinations.*
- *Shared path widths take into consideration future growth, potential use, as well as other path users, to ensure adequate user separation (i.e. cyclists, walkers and disability scooters).*
- *Shared paths should link to safe road crossing facilities.*
- *The shared path network includes destination, warning and regulatory signs.*
- *That new developments include bicycle facilities wherever possible.*
- *That shared paths are maintained to be hazard free.*
- *That all paths should meet the current Disability Discrimination Act (DDA) requirements*

On-Road Guiding Principles

- *Improve continuity of on-road facilities to link towns, employment centres, tourist destinations, public transport and inter–regional travel.*
- *Recognition that most bicycle crashes occur on the road network and that the allocation and clear definition of road space for cyclists is a critical component of safe on-road cycling.*
- *That the Shire actively pursues reduction in bicycle crashes across all bicycle networks on the Mornington Peninsula.*
- *Recognition that tourist cyclists are a significant user of the bicycle network on the Mornington Peninsula.*

Other Important Bicycle Facilities Guiding Principles

- *That both short and long term secure bicycle storage is an essential component of the Bicycle Network.*
- *That the Shire lead the way in the provision of bicycle storage at community facilities in the municipality.*
- *That bicycle destination signs be provide along the bicycle network to give valuable advice on route continuity, direction and distance to encourage the use of bicycles as a means of transport.*
- *That bicycle facilities encourage visitors to actively enjoy the Mornington Peninsula.*

Engaging Communities Guiding Principles

- Increase the use of bicycles as a means of transport to schools, work, shopping and social interaction through Travel Smart and Local Area Access Programs.
- Continue to actively support Ride2school and Ride2work days.
- Continue supporting Bicycle Education programs in schools
- Continue supporting organized community and competitive bicycle events that promote bicycle use across the whole community.
- *Recognition that the encouragement of bicycle use by residents, (young and old) and visitors is cost effective, reduces the use of cars and provides health benefits.*

The recommendations of RideSafe have been incorporated into an Action Plan that has the following parts:-

Part A brings together all the recommendations related to encouragement, education, enforcement and planning and provides timelines and order of costs.

Part B sets out the proposed upgrade and extension of the on-road and off-road bicycle facilities. Priority will be determined by the Assessment Matrix model.

1. Introduction

RideSafe reviews previous bicycle, shared path and footpath strategies and considers the community's desires and growing demands so that a comprehensive bicycle network, facilities and programs action plan can be developed and implemented.

RideSafe is a document that can be used to plan future infrastructure, seek funding and promote cycling on the Mornington Peninsula.

Significant housing development has occurred over the past five (5) years and road pressures have increased in local and main roads. Public transport has improved in some parts of the Peninsula; however the car is still the main means of transport for the community.

The Peninsula Link (Frankston Bypass) has been identified for construction and the State Government has indicated its imminent commencement. This can provide significant bicycle path link opportunities between communities as part of the construction works.

The Shire has constructed in excess 49 km of paths over the past five years as part of the Footpath Construction Strategy which includes paths that can be legitimately used by cyclists of all ages.

The challenge is to develop a strategy that utilizes the existing shared paths and on-road lanes and integrates new facilities to provide a continuity of service for cyclists so that bicycle use increases across the Peninsula.



Figure 1.1 New Crossing in Bentons Road

The Tasks of the review were to:-

- Consider the previous and existing strategies and policies of the Mornington Peninsula Shire, State and Federal government which impact on the future of cycling and bicycle facilities and programs on the Peninsula.
- Assess and analyse data, community/stakeholder survey results and proposals.
- Identify existing on and off road facilities (including end of trip facilities) and missing links that would provide continuity of service.
- Develop a priority matrix for the implementation of bicycle infrastructure
- Investigate and determine funding opportunities including developing bicycle facilities as part of road construction and maintenance programs.
- Liaise with VicRoads in relation to on-road facilities on Main Roads and Highways in particular the Principal Bicycle Network.
- Investigate the risks of cycling and the relationship with motorists and consider initiatives and countermeasures.
- Consider the existing Bike Education in Primary schools and investigate other opportunities such as ride to school, bicycle buses and parent supervised bike access to schools.
- Investigate and review cycling events and traffic safety.
- Consider opportunities for cycling tourism routes and mountain bike routes.
- Investigate the use of disability scooters and conflicts with cyclists on shared paths.
- Prepare a list of projects for priority implementation and identify projects on a map.

Figure 1.2 On-Road bicycle lanes at Rye



1.1 Bicycles as a means of Transport

There are significant benefits to individuals and also to the broader community in the use of bicycles to undertake daily transport needs such as shopping, trips to work/school, leisure, and socializing.

The benefits include:-

- Health, fitness and well being
- Low cost and energy efficient
- Non-polluting and quiet
- Convenient and quicker than cars for short trips
- Provides access to public transport and community services
- Develops social interaction in communities

Mornington Peninsula's geography provides excellent terrain for riding within most town environments. While travel between towns and to other regions may be more physically demanding there are many examples where this can be easily achieved.

The Australian Bureau of Statistics collects data on trips to work and for the 2006 census; bicycle trips to work on the Mornington Peninsula were in the order of 0.5%. While inner city areas have higher bicycle use (in the order of 1.3%) the use of bicycles for trips to work on the Mornington Peninsula is low. However the household survey undertaken as part of the Active Sports Strategy indicates 4.2% of residents participate in cycling (75% socially 25% competitive).

The use of bicycles as a part of a journey is a means by which physical and safety barriers to bicycle use can be overcome. Dual transport modes (i.e. using public transport or car sharing in conjunction with cycling) have the potential to make cycling more flexible and attractive to use.

RideSafe endeavours to provide infrastructure continuity from the start of a journey to the end and considers how the use of bicycles can be promoted to encourage the community and visitors to use bicycles as a valid and sustainable mode of transport.

Figure 1.3 Off-Road paths along the foreshore in Rosebud



1.2 Policy Framework

There are significant links to planning and transport policies within the Mornington Peninsula Shire, and to State and Federal Government policies. It is important for RideSafe to acknowledge and develop programs that link into these policies to maximize strong outcomes for bicycle use and also to provide funding opportunities.

Table 1.1- Links to Mornington Peninsula Shire Policy Framework

Council Plan/ Policy/ Strategy
Shire Strategic Plan 2009 –2013 Draft
Rosebud Activity Centre Structural Plan and Foreshore Coastal Management Plan –2007
Mornington Activity Centre
Hastings Structure Plan Directions and Options Report May 2008
Mornington Peninsula Access and Mobility Study- Final Transport Plan
Access and Equity Policy 2002
Access (disability) Plan Adopted May 2005
Footpath Construction Strategy
Shared Pathways Strategy 2002
Peninsula Drive Safe
Mornington Peninsula Road Management Plan
Travel Smart and Local Area Access Program –Connecting Hastings

Figure 1.4
On-road Bicycle Lane
On Point Nepean Rd
Dromana



Table 1.2- Links to the State Government Policy Framework

State Strategy, Plan or Policy
Melbourne 2030 Plan
Linking People and Spaces Bay Trail
Victorian Transport Plan 2008
Victorian Bicycle Strategy 2009
Principal Bicycle Network (VicRoads)

Figure 1.5 Principal Bicycle Network Nepean Hwy Dromana

**Table 1.3- Links to the Federal Government Policy Framework**

Federal Government Strategy, Plan or Policy
The Australian National Cycling Strategy 2005 - 2010
Australian Government's Jobs and Training Compact.
Auslink Roads to Recovery Program

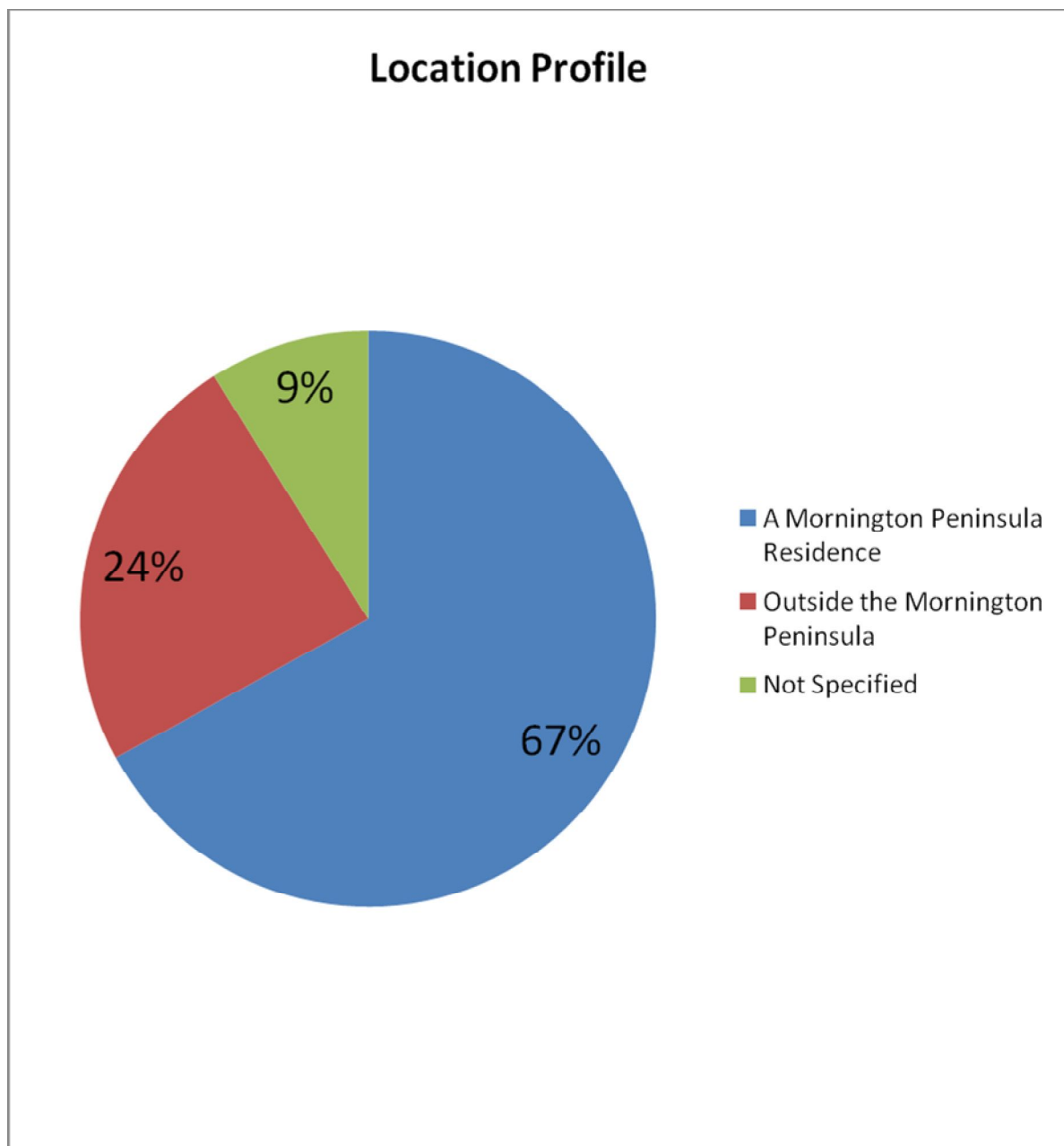
2. Bicycle Use on the Peninsula

2.1 Community Survey Outcomes

In early 2007, Mornington Peninsula Shire Council undertook a community questionnaire regarding cycling and bicycle facilities within the Shire.

A total of 590 responses were received from residents and non-residents.

Figure 2.1 Location Profile from Responses



The following table outlines some important outcomes from the Survey

Table 2.1 Community Survey Outcomes

Survey Questions	Outcomes
Age of Respondents	
Under 12	12%
13-18	5%
19-25	2%
26-35	9%
36-45	21%
46-60	33%
Above 60	17%
Motivation to Participate in Cycling	
Recreation and general fitness	56%
Training /Racing	15%
Commuting to employment	7%
Shopping and errands	6%
School	5%
How often do they ride	
Less than 1 day/week	13%
1 day/week	16%
2-3 days/week	42%
4-7 days /week	28%
Most common roads and pathways used (the 6 most used facilities nominated)	
Nepean Highway	12%
Point Nepean Road	11%
Esplanade	6%
Bike Path foreshore (Dromana-Rye /Bay Trail)	5%
Bike Path Westernport (Somerville –Balnarring)	4%
Arthurs Seat Road	3%
Most common Safety Concerns on cycle routes	
Road, Traffic volume/speed	9%
Road, surface quality (inc Road shoulder and bike lane)	8%
Road, Lack of cycle lanes/made road shoulders	8%
Esplanade (general concerns, road width, traffic lack of path/lane)	5%
Bike paths lack of maintenance	5%
Point Nepean Road (shopping strips, disappearing lanes safety)	4%
Bike paths lack of	4%

Other information from the survey indicates:-

- If safety issues are addressed bicycle use would likely increase.
- Bicycle storage/parking is required at shopping areas.
- Area's for improvement include:-
 - On road bicycle lanes
 - Off road bicycle paths
 - Intersections that cater for cyclists

It is considered that the level of bicycle use across the whole community would be significantly less than shown in the survey.

Outcomes show that respondents to the community survey are generally bicycle users on the Peninsula who regularly ride and are aware of specific routes and safety concerns

There is a high level of users that cycle for recreation and general fitness and the survey data indicates the greatest use during the weekends where 42% of respondents undertook some form of cycling. It is considered that the high level of recreation use reflects the rideable terrain on the Peninsula and a visitors desire to see the Peninsula at a gentle pace on bicycle.

Figure 2.2
Foreshore path
well used by
family groups



Australia

Bureau of Statistics Census

The Australia Bureau of Statistics Census data provides information on how many people cycled to work on the census day. For the Mornington Peninsula it shows that in the order of 0.5% of work trips used a bicycle as a means of

transport compared to 82% by car. The ABS Census data for bicycle trips to work for the metropolitan area is in the order of 1.3%¹.

While this low participation rate could not be used as a broad indication of bicycle use across the Mornington Peninsula it provides an indication that it is desirable to provide facilities and programs that encourage the use of bicycles as a means of transport thereby reducing the reliance on cars in the community.

2.2 Safety

Analysis was undertaken of recorded crashes involving bicycles in Mornington Peninsula and across Melbourne using VicRoads CrashStats database for the six calendar years between January 2002 and December 2007 which is the latest data released by VicRoads.

It is important to note that CrashStats only records injury and fatal crashes that occurred on or adjacent to the road network, therefore CrashStats do not include off-road crashes or minor incidents. Peninsula RideSafe has taken into account the clusters of crashes involving cyclists and accordingly, provided the appropriate measures to address the significant issues.

The analysis revealed that the 159 causality crashes involving cyclists represent 7.7% of all vehicle crashes recorded in Mornington Peninsula. This ratio is within 1% of the total across metropolitan Melbourne but is well above the figure in other more rural municipalities, as shown in Table 2.2.

Table 2.2 Comparison of bicycle crashes

Municipality	Total crashes	Number of bicycle crashes	% of bicycle crashes
Cardinia	1,175	23	2 %
Casey	2857	116	4 %
Frankston	1800	113	6.3 %
Yarra Ranges	2582	83	3.2 %
Mornington Peninsula	2,048	159	7.7 %
Metropolitan Melbourne	49257	4331	8.8%

¹ Australian Bureau of Statistic –March 2006- 4602.0- Chapter 4 Use of Transport

In summary, over the five year data period 37% of crashes involving bicycles resulted in serious injuries and 62% resulted in minor injury. A single fatal crash occurred where a cyclist collided with a works vehicle during the construction of Martha Cove in Safety Beach. This is considered an isolated incident.

The crash data also indicated that 68% of the crashes involving bicyclists occurred on Highways, Main or declared VicRoads roads and 32% occurred on local roads.

Bicycle Crash Hot Spots

Analysis of the crash data for the five year period has identified several road lengths and locations which have high levels of crashes these are:-

Rye

- Point Nepean Road – seven (7) bicycle crashes occurred within approximately 1.5 km.

Tootgarook – Rosebud West

- Point Nepean Road- six (6) bicycle crashes occurred within approximately 3 km

Rosebud

- Point Nepean Road – seventeen (17) bicycle crashes occurred within approximately 3.6 km.

Dromana

- Point Nepean Road – nine (9) crashes occurred within approximately 3.0 km.
- Nepean Highway – five (5) crashes occurred within approximately 2.8 km.

Mornington

- Nepean Highway – Craigie Rd to Strachans Rd seven (7) crashes occurred within approximately 2.2 km.
- Nepean Highway- Mornington Tyabb Rd to Tanti Ave five (5) crashes occurred within approximately 0.7 km. Tanti Ave Intersection has three (3) of these crashes.
- Nepean Highway – Tanti Ave to Robertson Drive four (4) crashes occurred within approximately 0.7 km.
- Main Street – Nepean Highway to Ross St four (4) crashes occurred.
- Dunns Road – Four (4) crashes occurred.

Mount Eliza

- Nepean Highway – Nine (9) crashes occurred within approximately 4.7 km.

Hastings

- High Street – Three (3) crashes occurred within 1.2 km.

It is to be noted that Point Nepean Road and Nepean Highway have the majority of these clusters of crashes. Accordingly measures to improve safety along these corridors are seen as a vital action in delivering the Peninsula RideSafe. To achieve this action strong advocacy to VicRoads (the responsible road authority) will be required and is likely to require the Shire to take a lead role in investigation and preparing detailed solutions.

Furthermore, the analysis has revealed that bicycle related crashes are more likely to occur on the weekend (43%), in daylight conditions and in the warmer months. Such crashes generally occur at intersections and with cyclists between the ages of 5 to 17 (11%) and 30 to 59 (26%).

The following table outlines the broad crash types that have occurred:-

Table 2.3 Crash Types

Crash Type	Percentage of total Crashes
At intersection (adjacent movements)	26%
At intersections (opposing movements)	10%
Lane change side swipe movements	26%
Movements from paths/ driveways etc onto carriageway	21%

The important areas for bicycle safety improvement along roads and at intersections are:-

- The allocation and clear definition of space for cyclists along roads.
- The adoption of coloured surface treatments in areas where car turning or merging movements put cyclists at risk or at complex intersections.
- Provide, cycle refuges, formal crossings or cycle/pedestrian operated signals at the end/start of bicycle paths where access requires cyclist to cross highways, main roads, or other high volume roads.
- Provide bicycle lanes at signalized intersection to provide space for bicycle movements.

Safety improvements along arterial road network will require strong advocacy to VicRoads who are the road authority for highways, and main roads. Improved bicycle safety should start at the design stage of all new road or intersections facilities.

Education also plays an important role to enable cyclists to identify traffic and behaviour risks.

Unfortunately the trend for crashes involving bicycles remains fairly consistent over the 5 year period whereas expectations are that the trend for bicycle crashes should show a decline.

Figure 2.3 Annual crash data

Average crashes over 5 years

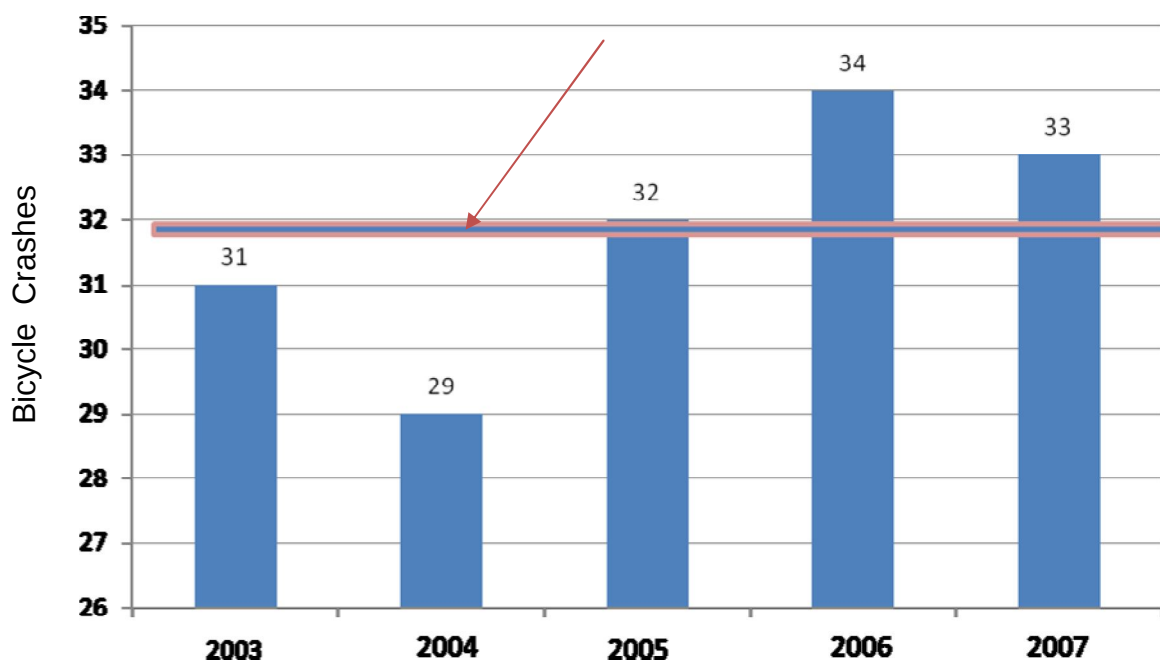


Figure 2.4 Allocation of continuous road space for bicycles improves safety



2.3 Bicycle use on the Peninsula Summary

The surveys and other data provide evidence of the Mornington Peninsula community using existing bicycle facilities significantly for recreation and fitness purposes. A desire from visitors to cycle on the Peninsula has also been identified.

There are concerns from bicycle road users in relation to safety and the need for safe continuous on-road facilities. There is also a desire for extension of off-road facilities.

There are opportunities for greater use of bicycles for school, work and shopping trips given the bicycle friendly terrain generally found throughout the Townships of the Peninsula.

It is considered that linking of public transport trips with bicycle trips will also provide opportunities to access regional and other Town destinations.

Improvement of bicycle storage and parking facilities is seen as an important component in achieving a greater acceptance for using bicycles as a means of transport.

Bicycle crashes have remained at a consistent level over the 5 year period. It is a desirable outcome of RideSafe that the future bicycle crash trends will show a reduction over the next 5 year period.



Figure 2.5 Weekly bicycle touring activities occur in the Shire

3. Bicycle Links Connecting Communities

3.1 Achievements

Construction of paths under the Shared Path Strategy and the Footpath Construction Strategy have developed a significant off road path system for cyclists and pedestrians across the Shire as part of the Local Bicycle Network.

The following shared path projects have been constructed over the last 5-7 years.

Table 3.1 Shared Paths Constructed as Part of Footpath Construction Strategy

Road	Location	Length (m)
1. Warrawee Road,	Balnarring	1180
2. Lord Somers Road,	Somers	1280
3. Mornington Tyabb Road	Jones Road to F/Flinders Road, Tyabb	1870
4. Melbourne Road	Dundas Street to Canterbury Jetty Road, Rye	1325
5. Melbourne Road	Hughes Road To Welland Drive, Sorrento	3195
6. Park Lane,	Somerville	615
7. Jones Road	The Ridge to Station Street, Somerville	1050
8. Jones Road	Harrow Avenue to Wellington Road, Somerville/Tyabb	1950
9. Canterbury Jetty Road	Melbourne Road to Tasma Drive, Blairgowrie	560
10. Mt Eliza Way South	Nepean Highway to Wimborne Avenue, Mt Eliza	750
11. Glenisla Drive/Dominion Road	Ramsay Court to Elmie Terrace, Mt Martha	615
12. Collingwood Street	Dundas Street to Napier Street, Rye	310
13. Marine Drive	Nepean Highway to Martha Cove, Safety Beach	3015
14. Marine Drive	Bruce Road to Martha Cove, Safety Beach	170
15. Point Nepean Road	Adams Avenue to Lonsdale Street, Rosebud	605
16. Link Through Reserve	Bentons Road to Booramani Drive, Mornington	215
17. Nepean Highway	Pentecost Road to Craigie Road, Mornington	3230

18. Nepean Highway	Volitans Avenue to Mt Eliza Way Mt Eliza	1435
19. Nepean Highway	Conway Street to Gate 7 Pen. School Mt Eliza	560

Table 3.1 Continued

Road	Location	Length (m)
20. Esplanade	Mt Martha Village to Strachans Road, Mt Martha/Mornington on the eastern side of road	4630
21. Canadian Bay Road/Walkers Road	Shopping Centre to Lorikeet Reserve and Mt Eliza North Primary School, Mt Eliza	1270
22. Frankston-Flinders Road	Balnarring Village to Warrawee Road, Balnarring	1000
23. Point Nepean Road	Sorrento Park to Franklin Road, Sorrento/Portsea	2800
24. Point Nepean Road	Newton Reserve to Point Nepean Park, Portsea	820
25. Point Nepean Road	Canterbury Jetty Road to St Johns Wood Road Blairgowrie	740
26. Dundas Street/Sandy Road	Opposite Avon Road - to Bass Meadows Boulevard, Rye/St Andrews Beach	2410
27. Bass Meadows Boulevard	Sandy Road to Recreation Centre, St Andrews Beach	1140
28. Sandy Point Road	South Beach Road to Balnarring Village, Somers/Balnarring	4960
29. Jetty Road	Existing path to Drum Drum Alloc Creek, Rosebud	1625
30. Hughes Road	Melbourne Road to Point Nepean Road, Sorrento	565
31. Racecourse Road	Opposite Belldarry Court to Harrap Road, Mt Martha	800
32. Craigie Road	Racecourse Road to Harrap Creek Reserve, Mt Martha	820
33. Boundary Road	Hillview Reserve to Hillside Avenue Dromana	1770
	TOTAL	49280

On-road bicycle facilities have also been developed in conjunction with VicRoads. A significant achievement has been the development of space for cyclists along Point Nepean Road between the Nepean Highway and Point Nepean through signed bicycle lanes and shared parking/bicycle lanes and

wide kerb side lanes. There are some sections that require further investigation to achieve improved continuity and additional facilities.

As part of the ongoing road maintenance program as well as road reconstruction works, road shoulders are being sealed which provide improved and safer space for cyclists.

Figure 3.1 Browns Road Sealed Shoulders not marked for cyclists, Boneo



Figure 3.2 Bicycle Lane continuity is important along Point Nepean Road



3.2 Principal Bicycle Network

The Principal Bicycle Network (PBN) is a VicRoads planning program for the development network of arterial cycling routes in metropolitan Melbourne including the Mornington Peninsula.

The following table outlines the current PBN network and status as shown on VicRoads PBN Maps. The PBN is shown on the Maps attached in Appendix 1

Table 3.2 Principle Bicycle Network Mornington Peninsula

Route	From To	Facility	Status
Nepean Hwy	Old Mornington Rd to Balcombe Creek	Sealed shoulders signed and wide kerb side lane	Partially Complete Not Continuous
Nepean Hwy	Balcombe Creek to M'ton Peninsula Fwy	On-Road Lane	Proposed
Nepean Hwy	Mornington Peninsula Fwy to Point Nepean Rd	Sealed shoulders signed	Complete
Mornington Tyabb Road	The Esplanade to Frankston Flinders Rd	On-Road Lane	Proposed
The Esplanade	Mains St to Bentons Rd	Sealed shoulders signed exclusive bike lane	Complete
The Esplanade	Bentons Rd to Alice St	On-Road Lane	Proposed
The Esplanade	Bay Road to Nepean Hwy	On-Road Lane	Proposed
Moorooduc Hwy	Baxter Tooradin Rd to M'ton Peninsula Fwy	On-Road Lane	Proposed
Balcombe Creek	Nepean Hwy to Briars	Off-Road	Proposed
Old Moorooduc Rd	Moorooduc Hwy to M'ton Peninsula Fwy	On-Road Lane	Proposed
Baxter Tooradin Rd	Frankston Flinders Rd to Dandenong Hasting Hwy	On-Road Lane	Proposed
Dandenong Hastings Hwy	Baxter Tooradin Rd to Frankston Flinders Rd	On-Road Lane	Proposed
Frankston Flinders Rd	Baxter Tooradin Rd to Hawkins Rd	On-Road Lane	Proposed

Route	From To	Facility	Status
Frankston Flinders Rd	Myers Rd to Boneo Rd	On-Road Lane	Proposed
Stony Point Rd	Frankston Flinders Rd to Stony Point	On-Road Lane	Proposed
Bittern Dromana Rd	Nepean Hwy to Stony Point Rd	On-Road Lane	Proposed
White Hill Rd /Arthurs Seat Rd/Mornington Flinders Rd	Nepean Hwy to Boneo Rd	On-Road Lane	Proposed
Boneo Rd	M'ton Peninsula Fwy to Point Nepean Rd	Shared Bicycle and Parking lane and wide kerb side lane	Complete
Point Nepean Rd	Nepean Hwy to Back Beach Rd	Sealed shoulders signed exclusive bike lane	Partially Complete Not Continuous
Dundas St	Point Nepean Rd to Melbourne Rd	On-Road Lane	Proposed

Table 3.2 Cont.

VicRoads fund 100% of on road facilities nominated in the PBN.

It is considered that the current PBN needs to be reviewed by VicRoads as some routes that are nominated as complete have missing sections and some proposed routes are not continuous i.e. Frankston -Flinders Rd.

The missing links and desirable new continuous routes for the PBN are identified later in this document in Section 4.2.2 PBN Review

It is to be noted that significant sections of the PBN on the Mornington Peninsula remain incomplete.

3.3 Bay Trails

Parks Victoria has developed a strategy to link Melbourne's opens space network called Linking People and Spaces.

The Mornington Peninsula has two trails nominated in the strategy they are:-

- The Bay Trail (linking Frankston to Point Nepean)
- The Frankston-Flinders Trail (known as the Western Port Bay Trail)

The Bay Trail has some sections completed with shared paths along the foreshore in Rosebud, Rye, Blairgowrie and Sorrento. However there are missing links that are required to be completed to provide a continuous link.

The Frankston-Flinders Trail also has some sections complete with shared paths along the rail reserve between Hastings and Somerville and Hastings and Balnarring.

Most of the Trail projects nominated in Linking People and Spaces are in the 10+ year long term actions list within the Strategy.

Parks Victoria provides some funding to Local Government on the basis of priority, strategic need, design completion and matching funding by Local Government.

The Principal Bicycle Network and Bay Trail, in some instances overlap especially where on-road facilities are required to complete the link.

3.4 Links to Adjoining Municipalities

The following current bicycle facilities link to adjoining municipalities:-

- The on-road bicycle lane along Nepean Hwy from Mornington to the City of Frankston.
- The on-road bicycle lane along Point Nepean Road to the Ferry Services connecting to the Borough of Queenscliff.

The PBN has proposed links along Baxter Tooradin Rd and Western Port Hwy to the City of Casey and Moorooduc Hwy and Frankston Flinders Road to the City of Frankston. Other proposed links as part of the Linking People Linking Spaces include shared paths along the rail reserves from Mornington to Baxter to link to the proposed shared path along the rail reserve from Somerville, to the existing shared path in the City of Frankston at Golf Links Road.

3.5 Frankston By-pass - Peninsula Link

The Victorian Government has indicated it will deliver the \$750 million Frankston By-pass known as Peninsula Link project fully-funded and toll-free. They have indicated that construction on Peninsula Link will begin in December, with Peninsula Link open to traffic in early 2013.

The proposed Peninsula Link will include shared bicycle paths along the Freeway reserve and other reserves that link to existing paths within the City of

Frankston and connecting to trails in the City of Dandenong and other municipalities further north.

The initial shared path plans showing paths along Peninsula Link, indicate it terminating at Bungower Road. However the Shire has indicated to Linking Melbourne Authority (LMA) formerly SEITA that the Shire's high priority is for the path to link to Mornington along the rail reserve. It has also been sought that the freeway Reserve will include allocated space for a future shared path from the Mornington Railway Reserve to the existing Mornington Peninsula Freeway.

Other matters to be considered are the identification in the Peninsula Link documents that in the long term Bungower Road may be the Primary Arterial Road and Mornington Tyabb Rd to become a Local Arterial Road. This will influence the decision on the location of any East-West shared path connections from Peninsula Link to Somerville and Mornington and further clarification is required on this matter.

Peninsula Link provides significant opportunities for additional shared paths and other links to existing paths, Townships and parks.

3.6 Local Bicycle Network

The Local Bicycle Network (LBN) has been established over many years and mainly consists of shared paths (Town Centre Paths). The value of the LBN to cyclists is that it connects residential suburbs to:-

- Schools
- Public Transport
- Shopping areas
- Recreational areas
- The Principal Bicycle Network or Bay Trails for inter-suburb travel and regional travel

The 2002 Shared Trails Strategy provided guidance and priority for the development of new paths in the LBN. The implementation of shared paths is an ongoing capital works program.

Figure 3.3 New Path
Point Nepean Rd



The number of shared paths developed since 2002 has been in the order of 50 Km as nominated above in Section 3.1 Achievements Table 3.1.

The LBN also consists of on-road facilities that are on-road lanes, sealed shoulders signed, exclusive bike lanes and wide kerb side lanes.

The Shire is responsible for implementing and developing funding programs for the LBN.

Eligible shared path projects have been prioritized using an evaluation matrix that was developed by the 2007 Footpath Construction Strategy which assess the following criteria to determine a comparative score:-

- Vegetation Removal
- Speed limit
- Daily Traffic
- Alternative Access
- Disability Access
- Activity Node 1
- Path Hierarchy
- Cost
- Road Formation width
- Sight distance
- Parking Demand
- Requests and Petitions
- Surrounding Zones
- Activity Node 2
- Terrain

It is considered that the evaluation matrix developed in the Footpath Construction Strategy be continued to assess and prioritize shared path projects as part of the RideSafe Strategy.

Figure 3.4 Shared path constructed as part of Footpath Strategy



4. Closing the Missing Links and Guiding Principles

The whole bicycle network on the Mornington Peninsula consists of the Principal Bicycle Network, Bay Trails, the Local Bicycle Network and, in the future paths associated with Peninsula Link. While VicRoads, in the case of the PBN, and Parks Victoria, in the case of the Bay Trails, have a significant role in project programming and priority determination it is considered that the Mornington Peninsula Shire has a lead role in advocating and proposing amendments and additions to both the PBN and Bays Trails. In relation to paths associated with the construction of the Peninsula Link, this RideSafe strategy could have the ability to influence the expansion of the proposed bicycle network as currently planned.

It is also considered that in some instances especially for the Bay Trails the development of proposals will require the detailed design of the bicycle facility by the Shire for the proposal to be considered. The development of safe routes for cyclist presents new opportunities for the community to be encouraged to use bicycles instead of cars.

The community has identified the need for appropriate destination signs and bicycle storage facilities at destination nodes. These facilities are an important part of attitudinal change required to encourage people to think of cycling as a legitimate form of transport.

Engaging communities to develop safe use of bicycles as well as looking out for cyclist while driving are essential elements for safe bicycle use within the Shire.

Cycling infrastructure projects and programs must reflect the needs of all current and potential cyclists. There are a range of cyclists that use or could use the Shire's bicycle facilities. These cyclists have varying ages (noting retirement age cyclists are actively engaged in cycling on the Mornington Peninsula) and experience levels and broadly include:-

- **Primary School children** who have limited skills and knowledge of road rules and for safety reasons need guidance. (Off-road paths most suitable facility).
- **Secondary School students** generally use the most direct route either on-road or off-road.
- **Recreation and Family cycling** generally prefer off-road routes that connect desired destinations, however will use on-road facilities where perceived to be safe. Good destination facilities desired.
- **Tourist cyclists** drive or use public transport to access a location that enables them to undertake a cycle circuit around a tourist area, usually a day trip.

- **Commuter/utility cyclists** have specific destinations usually work or shopping and use all available cycle facilities. Some cyclists in this category prefer safer routes that may take longer others prefer the shortest route. Secure bicycle storage facilities essential.
- **Touring and Sporting cyclists** make long distance journeys usually on arterial roads and in groups although sporting cyclists may undertake training as a solo exercise. This group usually has refined bicycle equipment and tyres that are thin. There is a high preference for smooth gravel and debris free on-road facilities.
- **Mountain Bike Cyclists** will be attracted to the less formalized sections of the trail network through more natural settings. They will prefer winding trails and be less particular about trail surfaces and clearances.

4.1 Off Road Paths

Guiding Principles

- *To achieve improved cycle facilities that link schools, communities, public transport, activity centres and tourist destinations.*
- *Shared path widths take into consideration future growth and potential use as well as other path users to ensure adequate user separation i.e. cyclists, walkers and disability scooters.*
- *Shared paths should link to safe road crossing facilities*
- *The shared path network includes destination, warning and regulatory signs.*
- *That new developments include bicycle facilities wherever possible.*
- *Shared paths are maintained to be hazard free.*
- *All paths should meet current Disability Discrimination Act (DDA) requirements.*

Off-road paths are generally used by primary school children, secondary school students, recreation/family cycling, tourist cyclists or commuter/utility cyclists who seek a route that reduces conflict with vehicles. The range of cycling experience and skill levels varies widely.

The legal requirement for cyclist to use off-road paths is that the path has to be a minimum 2.0m wide and have regulatory signs identifying it as a shared path. The exception to the rule is that children under 12 can use footpaths and adults supervising these children are also permitted to use footpaths less than 2.0m wide.

Observance and bicycle questionnaires from other studies² indicate that a significant number of adults use footpaths (paths up to 2.00m) for cycling

² Knox Bicycle Plan Review 2008

especially where road traffic volumes and speeds are perceived to be high and not safe for cycling.

4.1.1. Shared Paths as Part of Footpaths Construction Program

As part of the on-going footpath construction program it has been identified that some footpath links should be shared paths to enable use by cyclists. The current list of the 10 highest ranked projects is detailed below. It is to be noted that the construction program is on-going and new projects are continually referred to it for assessment and evaluation.

Table 4.1 Footpaths Identified to be Shared Paths

Current Ranking Score	Road	Path Section	Footpath Width	Proposed Shared Path width
3	Nepean Hwy Safety Beach	From retirement Village in Country Club Drive to Point Nepean Rd Shops	1.5	2.5 where possible min 2.0m
6	St Johns Wood Rd Blairgowrie	Melbourne Rd to Pt Nepean Rd	2.0	2.5 where possible min 2.0m
6	Boneo Rd Rosebud	Bunning's to Hiscock Rd To Coleman Cres using Services Rds as links	2.0	2.5 where possible min 2.0m
8	Point Nepean Rd Blairgowrie	The Loop to Hughs Rd South side	2.0	2.0m
10	Nepean Hwy Mornington	Bentons Rd to Strachans Rd	1.5	2.0m
15	Dominion Rd Mount Martha	Bay Rd to Glenisla Dr.	1.5	2.0m
26	Old Mornington Road Mt Eliza	Mt Eliza Way to Nepean Hwy	1.5	2.0m
26	Jetty Road Rosebud	Point Nepean Rd to Keogh St	1.5	2.0m
34	Somerville - Reserve	Domino Ct to Benjamin Ct	3.2	3.2

34	Lord Summers Rd	End of existing shared paths	2.0m	2.0m
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4.1.2. New Paths Identified In Activity Centre Structural Plans

The following table outlines the suggested shared paths as part of the development of Activity Centre Structure plans in Mornington, Rosebud and Hastings.

Table 4.2 Rosebud Activity Centre

Rosebud Activity Centre Structural Plan and Foreshore Coastal Management Plan		Comments
Consideration should be given to the 'regional' links via Shared Trails, including connecting the Two Bays Walking Trail to Rosebud via Boneo Road		Include Shared path along Boneo Rd in new path links. May be implemented over several stages. Has been identified in Footpath Construction Strategy as a cycle link.
Constructing a new path along the entire length of the Mornington Peninsula Freeway Reserve.		Include route in new path links. Peninsula Link may provide an opportunity for further detailed planning for a path in the Northern sector. Southern link long term >20 years
There is scope to minimise the risk of incidents between different users of the foreshore area by considering partitioning of the Bay Trail in areas where the trail passes through BBQ/play areas and camping grounds.		Safety Audit required to consider options.

Figure 4.1 Rye Foreshore trail near BBQ and playground



Table 4.3 Mornington Activity Centre

Mornington Activity Centre	Comments
Install on-road bicycle lanes along Main Street, Tanti Avenue and Barkly Street (these are already available in Wilsons Road)	Safety concerns in Main St because of road width, high traffic volume and parking manoeuvres. Detailed safety review required. Tanti Ave and Barkly St. lack of road width in sections may restrict continuity further investigation required. Off-road and other road links preferred.
Over time, and subject to demand, replace on-road bicycle lanes with off-road or protected bicycle paths.	Include route in new path links. Considered a safer alternative for Recreation/family and primary School Children cyclists.
Create an on-road/off-road route/path along Separation Street, the sealed section of Alexandra Park (netball courts) and Wellington Street.	Conflict with netball recreation users needs to be resolved. Route to be included in new routes.
Provide a continuous shared path along the foreshore adjacent to the Esplanade to function as a tourist/recreation route.	Environmental issues need to be resolved through detailed investigations.
Provide directional signs for bicycle routes and parking.	To be implemented with bicycle facility development
Formalise the section of the Bay Trail between the Nepean Highway and the Esplanade.	Detailed route investigation required. Part of Bay Trail missing links. See Options in Table 4.5

Figure 4.2
Bicycle
Lanes in
Wilsons
Road
Mornington



Table 4.4 Hasting Structure Plan

Hastings Structure Plan Directions and Options Report May 2008		Comments
High Street should be made safe for cyclists so it can be promoted as an advisory route for town centre access.		Desirable route Detailed investigation required.
Cycle paths on High Street should be linked to the regional cycle trail on the foreshore.		Include route in new path links
Intersection works proposed under the Traffic Management and Walking sections should improve safety for cyclists at key junctions.		Links with Guiding Principles
The network of streets near High Street and the foreshore should have cycle lane line marking. Such streets should include Herring, Elizabeth, Arthur Street, Church and Victoria Streets.		Include route in new path links
The off-road shared paths through the town, particularly those parallel to Hodgins Road and High Street, west of the Frankston-Flinders Road should be upgraded as they are a valuable resource in connecting to schools and residential areas to the west of the town.		Include route in new path links

Figure 4.3 High St Hastings cyclist facility recommended



4.1.3. New Paths Linking the Proposed Peninsula Link Shared Path Network

It is considered that the following strategic links should be included in the Local Bicycle Network and considered for construction at the same time as the Peninsula Link Shared Path network:-

- Shared path along Baxter Tooradin Rd, to link Baxter Township and Railway Station as well as Frankston Flinders Rd and Baxter Park. This shared path will provide opportunities to access public transport and recreational areas as well as becoming a component of the Western Port Bay Trail from Baxter to Somerville.
- Shared path along Frankston Flinders Rd (Baxter) connecting Peninsula Link to Baxter Tooradin Rd to provide access to residential areas.
- Shared path from Rail Reserve at Wooralla Dr along Wooralla Dr to link to the existing shared paths connecting to the Mt Eliza Village.
- Peninsula Link to Mornington and Tyabb/Somerville along either Mornington Tyabb Road or Bungower Rd. Currently Mornington Tyabb Road has been nominated in the PBN for on-road bicycle lane it is considered that in light of the Peninsula Link transport study recommending Bungower Rd becoming the primary arterial road that a review of the bicycle facilities linking east and west of the Peninsula be undertaken.

Figure 4.4 Linking Peninsula Link paths to Baxter Township along Frankston-Flinders Rd



4.1.4. Missing Links

Bay Trail- Frankston to Portsea

The following table outlines the current missing links and status.

Table 4.5 Bay Trail Status

Section of Trail	Comments
Golf Links Rd Frankston to Mornington along Rail Reserve	Shire pursuing this section to be completed as part of Peninsula Link Freeway project.
Rail Reserve Mornington, to Esplanade Mornington	Options for the route have varied over the years. The proposed signalization of the Nepean Hwy/Tanti Ave intersection have presented an alignment along Tanti Ave to Barkly St through existing and proposed reserves to Cook St linking to the Esplanade.
Esplanade, Mornington to Mt Martha	The alignment for the section from Cook St to Strachans Rd requires review with a possible route from Cook St to Flinders Drive along the Foreshore and within Mornington Park and then on the west side of the Esplanade to Webb St crossing the Esplanade at the existing pedestrian refuge and continuing along the east side of Esplanade from Strachans Rd to Craigie Rd Mt Martha has been constructed but not signed
Esplanade-Craigie Rd/Bay Rd Mt Martha to Pickings Rd/Links Dr Safety Beach	Not Complete, <i>new route via Nepean Hwy recommended see details below.</i>
Marine Dr. -Links Dr Safety Beach to Nepean Hwy Dromana along Foreshore	Shared path exists on East side of Marine Dr. No path along foreshore exists. Allocation of space required in Foreshore Master Plan development to enable construction from Martha Cove underpass to Nepean Hwy
Foreshore-Nepean Hwy to Latrobe Pde Dromana	Shared path (gravel) exists along Foreshore. Consideration of exposed aggregate concrete path to improve safety and avoid erosion.
Foreshore-Coorington St to south side of Anthony's Nose	Not Complete. Allocation of space required adjacent to road and/or within foreshore north of Anthony's Nose. Section through Anthony's Nose will require sections of boardwalk constructed over sea wall to bridge over narrow areas. See discussion of option below.
Foreshore-Anthony's Nose to White Cliffs Rye	Formal gravel paths exist. Consideration of exposed aggregate concrete path to improve safety and avoid erosion.
Foreshore-White Cliffs to Stringer Rd Blairgowrie	Not Complete. Allocation of space for walking and bicycle path required. See discussion of option below.
Stringer Rd Blairgowrie to	Existing Shared path

Portsea**Section between Mount Martha and Safety Beach Discussion**

Over many years the route for this section of shared path has been nominated to be located along the foreshore. The foreshore through this section consists of steep granitic cliff faces and indigenous vegetation. This alignment has not progressed for at least 10 years and it is considered that it is unlikely for this alignment to be readily implemented in the foreseeable future because of environmental, planning and construction cost barriers.

Alternate routes that have less environmental, physical, and construction cost constraints can achieve this strategically significant off-road link while also providing other desirable links. These alternate links have an added advantage of being well placed to be constructed in stages. It is also to be noted that both alternate routes are viable in their own right and should be considered in the Local Bicycle Network in any case.

Alternate alignments include:-

Esplanade (at Craigie Rd Mt Martha) to Safety Beach via:-

- Existing shared path along Craigie Rd from Esplanade to Nepean Hwy (Traffic Lights)
- Construct a shared path along Nepean Hwy (east side) from Craigie Rd to Bruce Rd (traffic lights)
- Construct a shared path along Bruce Road to Island Dr along the existing Martha Cove shared path to Pickings Rd.
- Construct a shared path along Pickings Rd, Dromana Pde and Link Dr to Marine Dr and Safety Beach Foreshore.

This route links to the existing shared path on the Nepean Hwy north of Craigie Rd, The Briars, Balcombe Creek Walk, and could provide access to Balcombe Grammar (with an appropriate crossing of Nepean Highway) as well as connecting to the foreshore at Safety Beach through Mt Martha Cove.

Figure 4.5 Continue Nepean Hwy shared path from Craigie Rd Mt Martha to Bruce St Safety Beach



Esplanade (at Watson Rd Mt. Martha Village) to Safety Beach via:-

- Construct shared path from the existing Esplanade shared path along Watson Rd to Latrobe Dr. (north side).
- Construct shared path along Latrobe Dr. (east side) to Bay Rd
- Widen existing path to 2.5m where required along Bay Rd to Bay Rd Service Rd.
- Link mark and identify on-road bike lanes along Bay Rd Service Rd to Hopetoun Creek.
- Link across existing bridge to Greenfield Way where required construct shared path along Bay Rd Road Reserve to Nepean Hwy (new Pedestrian Operated signals)
- Route to Safety Beach as per above alternative.

This route links Mt Martha Village Shopping Centre, Balcombe Creek Estuary, and provides direct access to Balcombe Grammar.

Figure 4.6 Watson Rd – Proposed shared path to Latrobe Dr North side



Section between Latrobe Parade to South side of Anthony's Nose Dromana

There is a walking trail between Latrobe Pde and the Power boat club launching ramp on the foreshore which is available to cyclists between May and November only and therefore closed during the busiest cyclist demand period. There are several bicycle hazards along the walking path trail route and an alternate route is needed to provide for cyclists all year and to reduce hazards. It is considered that a shared path route should be investigated, between the power poles and the foreshore which would provide the continuous route required for the Bay Trail.

Figure 4.7 Missing Link between Latrobe Dr to Anthony's Nose



The link between the Power boat club launching ramp, through Anthony's Nose, connecting to the existing shared path on the south side of Anthony's Nose will require sections of board walk, with some parts being located over the existing sea wall. Informal parking and boat launching activities in this area make a strong case for a Parking and Access Master Plan to be developed for this high use area.

Figure 4.8 & 4.9 Anthony's Nose Off-Road Missing Links





White Cliffs to Stringer Rd Blairgowrie

White Cliffs and Lime Burners Kiln are a significant tourist point of interest, however they also provide a physical barrier to the continuation of the bicycle path.

It is considered that the least intrusive route for the shared path through this barrier is the linking of the existing shared path via a board walk (along the road embankment) to a shared path immediately adjacent to the road to the Tyrone Caravan Park.

It is considered that the shared path from Tyrone Caravan Park is likely to be accommodated within the foreshore or immediately adjacent to the road. There are existing informal walking trails within the foreshore through this section which could be incorporated into the formation of the Bay Trail.

Detailed shared path route investigation is required to determine the most appropriate location of the shared path and for the planning process to commence.

Figure 4.10 White Cliffs link can be achieved with the re-alignment of the safety barrier and construction of kerb for drainage purposes.



Foreshore Committees of Management

There are 4 foreshore committees of management from Safety Beach to Portsea and it has been observed that different shared path design, maintenance and signage standards have been adopted including bicycle priority within the vehicle and walking track network. It is considered important that there is a consistent standard along the whole length of the Bay Trail and that safety priority be reinforced for pedestrians and cyclists.

It is considered Parks Victoria should nominate a single identity (i.e. the Shire) for development and maintenance of the Bay Trail and that all Foreshore Master Plans should recognize and allocate adequate space for the Bay Trail to be incorporated in the planning so that the Bay Trail's continuity and maintenance can be achieved.

Bay Trail- Frankston - Flinders

This section of the Bay Trail is listed in the Metropolitan Trail Network however consideration of it only extends to Bittern.

Table 4.6 Bay Trail Frankston to Flinders Status

Section of Trail	Comments
Baxter to Somerville	The alignment proposed within the Rail Reserve has had detailed concepts prepared, however the Department of Infrastructure opposes the alignment because of future rail upgrade. The alternate routes along Frankston Flinders Road, Coolart Rd and Eramosa Road West can now be considered, because of the proposed construction of the Peninsula Link freeway bicycle network going to Mornington via the Mornington Railway Reserve.
Somerville to Hodgins Rd Hastings	Complete
Hodgins Rd Hastings to Reid Parade Hastings	Town Centre Paths to be constructed
Reid Pde Hastings to Woolleys Rd Bittern	Complete
Woolleys Rd Crib Point to Stony Point	Shared Path along Stony Point Road proposed
Woolleys Rd Bittern to Flinders	Proposed path along Frankston-Flinders Rd connecting to Townships in Stages.

4.1.5. Local Bicycle Network - Network Maps

Local Bicycle Network (LBN) paths provide the links necessary for cyclists to access shopping centres, schools, recreation areas and public transport. They include town centre paths which service cyclists within an identifiable township.

The proposed paths are shown on the Network Map and have been considered because of missing links identified by the community, recreation reserve master plans, subdivisions or links needed between townships.

Some LBN paths are connected along a bicycle route by residential streets, courts and service roads (that have low car volume/ speed) which then form a continuous route for cyclists.

The LBN paths will be prioritized using the path evaluation matrix and therefore prioritization is on-going and new projects are continually referred to it for assessment and evaluation.

4.1.6. Equestrian and walking trails sharing with cyclist

Within the Mornington Peninsula there are some well located and popular equestrian and walking trails that link tourist destinations and townships. These could also provide tourist cyclists with an experience not normally available.

One key consideration, particularly for shared equestrian, walking and cycling trails is the surface of the path. Whilst a sealed surface may be preferred by cyclists, an unsealed surface is more suitable for horse riding. It is considered the surface treatment should focus on the needs of the equestrian activities and cyclists would have to adapt to these conditions. This will generally mean that cyclists will have to use mountain bikes.

Shared equestrian/ cycling paths should ideally be 3m to 6m wide, taking into account levels of use and site conditions. Narrow paths can be undesirable in some instances, as they concentrate wear-and-tear over a small area and also because they limit passing opportunities between horse riders, walkers and cyclists.

It is also considered that cyclists would have to adhere to a riding code that requires them to reduce speed and let the equestrians have right of way for passing manoeuvres. This may mean, where the trail is narrow, that cyclists dismount, or in particular sections, cyclists are separated by fencing from the equestrians.

While the restrictions of use by cyclists may limit their use of equestrian trails there are examples in other municipalities that provide evidence that shared use can be achieved.

One example of a path that is used by both cyclists and horse riders is the 38km long Lilydale to Warburton Rail Trail. This trail is unsealed along most of its length and is relatively wide. Its alignment is also of a high standard as it follows a former railway track.

It is considered that equestrian and walking trails within the Shire should be considered for use by cyclists where it is considered appropriate.

The bicycle network maps show proposed extensions to the horse trails that provide a continuous link from Balnarring via Red Hill to Cape Schanck. The development of the link for joint horse, bicycle and pedestrian use will require detailed infrastructure consideration and route consensus by users and is likely to involve consultation with Parks Victoria in relation to the Mornington Peninsula National Park.



Figure 4.11 Shared use Equestrian Paths



Figure 4.12

4.1.7. Mountain Bike Facilities

There is a growing desire for routes and circuits to be developed for Mountain Bike use. Cross Country and Downhill Mountain Bike riding commenced as an Olympic Sport in 1996.

The Mountain Bike World Championship will be held in Stromlo Forest Park in Canberra, in September this year.

Shire officers have been approached to consider routes and circuits in and around the Devil Bend Golf Course and Reserve as well as in the Hillview Community Reserve and the Arthurs Seat State Park.

The development of facilities will require detailed consideration of requirements in regard to access, car parking, circuit/trail construction and environmental safe guards. There are existing mountain bike circuits and trails throughout Victoria that will provide good examples of how these facilities can be beneficially provided.

It is considered important that discussion with Mountain Bike interested people, the Shire, Parks Victoria and other interested parties take place at an early stage so that a full understanding of how Mountain Bike facilities can be achieved is established.



Figure 4.13 Bicycle shared use of horse and walking trails needs to be explored

4.1.8. Other Shared Path Users

Shared paths are legitimately used by pedestrians, wheel chairs, disability/mobility scooters and cyclists. There is an increasing use of the shared path network by disability/mobility scooters and it is considered that, with an ageing population, this use will continue to rise and be an important community means of transport especially in townships.



Figure 4.14 Mobility Scooters

The road rules detailed in the Road Safety Act (1986) indicate electric wheel chairs, disability/mobility scooters:

- are **not** defined as motor vehicles and therefore cannot be registered
- must have a maximum capable speed of 10km/h on level ground and a maximum un-laden mass of 110kg
- are to be used only by an **injured or disabled person**, who is unable to walk or who has difficulty in

walking. People who do not have difficulty in walking are not permitted to use them.

People using these devices are deemed to be pedestrians and must obey the same road rules as pedestrians.

All path designs should be '**Scooter Safer**' and need to take into consideration the stability of the mobility scooters to ensure crossings and path cross falls are not severe and allow for safe travel. Because of the speed and quiet operation of some mobility scooters there may well be the need for a code of conduct to be developed to warn other path users of their approach. It is considered that shared path widths should be at least 2.5m in township areas where mobility scooters, or older community members are likely to use the path.

Cyclists on paths appropriately signed as shared paths, are required to give warning and give way to all other users.

Definition of a Bicycle

Under the Road Rules, a bicycle is a vehicle that has one or more wheels, and built to be propelled by human power through a belt, chain or gears (whether or not it has an auxiliary motor).

Under these rules, pedicabs, penny farthings, tricycles and unicycles are all considered to be bicycles. However, vehicles such as wheelchairs, and wheeled toys are not considered to be bicycles.



Figure 4.15 Wheeled toys share paths with cyclists

Bicycles may be fitted with an auxiliary source of power provided the motor is not capable of generating a power output of more than 200 watts. If the motor is

not the auxiliary source of power, or the motor's power output exceeds 200 watts, then the bicycle is a motor vehicle. The rider will be required to hold a motorcycle licence and have the vehicle registered before it can be used on the road network, including footpaths and bicycle paths.

4.1.9. Shared Path Design and Maintenance

The AustRoads Guide to Traffic Engineering Practice – Part 14 Bicycles provides a range of design standards that are appropriate to use throughout the Shire. VicRoads have also published a series of 'Cycle Notes' that assist designers address specific issues and provide some new initiatives.

The importance of good design is critical at the following locations:-

- Where paths cross roads or come in to conflict with cars
- Where shared paths intersect
- Where there is high pedestrian activity especially involving older people and/or children
- Steep grades and tight curves.

The underlying objective is to provide safe and direct movement for cyclists.

Bicycle crash information for the Shire and across the State indicates that in the order of 20-25% of bicycle crashes occur when cyclists enter the roadway from paths/driveways.

Road Crossings

The design of road crossings along a shared path network requires special attention and it is considered that, where ever possible, the design for:-

- Arterial Roads and other high vehicle volume roads should be pedestrian operated signals.
- Local Collector Roads should have a combined raised speed hump, pedestrian crossing or an island refuge in the middle of the road.
- Low volume Residential Streets should incorporate an approved speed hump.

All crossings should have appropriate signs to advise the cyclist of the road crossing and where appropriate have corral treatments to reduce cyclist speed approaching the crossing.



Figure 4.16 New raised speed hump and pedestrian crossing Bentons Road

Signage

A part of the safety objective is also to alert drivers where cyclists cross roads, or could come into conflict with cyclists, such as at car parking areas. 'Cyclist Ahead' signs are an important component of implementing the shared path network and have been often overlooked.

It has been observed that the existing shared path network is not well signed either for regulatory (shared path signs), direction (destinations) or warning for both cyclist and motorists. There are also a range of regulatory signs that are not to the current Australia Standard this is especially evident along foreshore paths.

Surfaces

There are a range of surfaces that can be used for shared paths with cyclist preferring smooth stable skid resistant surface. Where ever possible a permanent stable surface should be considered as first choice to reduce erosion, and siltation of waterways. There are many situations where this is not possible or initially economically impractical.

Most modern pavement materials such as concrete and asphalt can be coloured as well as having exposed aggregate which reflects the natural soils and environment. These surfaces are also the most cost effective over the life cycle of the paths.

Design Standards

Path widths are an important consideration in the development of the shared path network. As noted previously, paths have to be at least 2.00m wide and have regulatory 'Shared Path' signs erected for it to be used legally by all cyclists. Wider paths are desirable especially where there is a potential for high pedestrian and cycle use or where mobility scooters are likely to be used i.e. retirement villages. It is considered that paths located along arterial and collectors roads should be 2.5m wide where ever possible.

Maintenance

Many of the shared paths in the network have been established for a long period. The Shire's service provider undertakes safety inspections on shared paths including annual night audit. Vegetation clearance and grass invasion over paths has been observed as one of the main encumbrances for safe cycling along the shared paths network and it is considered that a higher level of inspection and intervention of this aspect is warranted.

Figure 4.17 Arthurs Seat Trail path encumbered by grass and overhanging vegetation



4.1.10. Recommended Actions – Off Road Paths

- 1.** That the evaluation matrix developed in the Footpath Construction Strategy be used to assess and prioritize construction of shared path projects as part of the RideSafe Strategy.
- 2.** That new path links identified as strategically required to connect the proposed Peninsula Link Freeway shared path network to towns and residential areas be considered for construction at the time of the Freeway construction.
- 3.** That the detailed investigation and planning for the following Bay Trail missing links be commenced as a priority;-
 - Esplanade Mount Martha to Marine Drive, Safety Beach via Nepean Hwy, Bruce Rd, Island Dr and Pickings Rd.
 - Foreshore link from Latrobe Pde Dromana to south of Anthony's Nose McCrae
 - Foreshore link from White Cliffs Rye to Stringer Rd Blairgowrie
 - Baxter to Somerville alternative route to Rail Reserve.
- 4.** That Parks Victoria be requested to consider allocation of the design and implementation of the Bay Trail from Safety Beach to Portsea along the Foreshore to the Shire of Mornington Peninsula to ensure appropriate standards are achieved and maintained.
- 5.** That a combined Equestrian, Mountain Bike and Pedestrian Trail be investigated that links Balnarring via Redhill to Cape Schanck and that bicycle use be incorporated into the trail development.
- 6.** That a Mountain Bike Facilities Interest Group be formed to consider the issues in establishing Mountain Bike circuits and trails on the Mornington Peninsula.
- 7.** That the audit and installation of regulatory, warning and directions signs on existing shared paths be undertaken as a priority action.
- 8.** That the maintenance schedule for vegetation clearance, grass invasion and path hazards along shared paths be reviewed to achieve a higher level of intervention.
- 9.** That the development of safe road crossing infrastructure for existing shared paths and the design and implementation of new shared paths be considered as a priority for funding allocation.
- 10.** That the design width of shared paths considers the increased use of shared paths in township areas by disability/mobility scooters and older community members and that where this use is likely that the minimum width of 2.5m be used where ever possible.
- 11.** That footpaths nominated for construction and identified in Table 4.1 as paths that should be Shared Paths be appropriately designed and signed as shared paths at the recommended widths.

4.2 On-Road Bicycle Facilities

Guiding Principles

- *Improve continuity of on-road facilities to link towns, employment centres, tourist destinations, public transport and inter-regional travel.*
- *Recognition that most bicycle crashes occur on the road network and that the allocation and clear definition of road space for cyclists is a critical component of safe on-road cycling.*
- *That the Shire actively pursue the reduction in bicycle crashes across all bicycle networks on the Mornington Peninsula*
- *Recognition that tourist cyclists are a significant user of the bicycle network on the Mornington Peninsula.*

4.2.1 Safety on the Road

VicRoads (VicRoads, 2004)³ studies have been undertaken to ascertain drivers' understanding of the markings and car tracking positions. The studies found that:

- 86% of motorists and 95% of bus drivers understood the markings to mean a bicycle facility for shared use had been provided and that it is likely that cyclists would use the road.
- Cyclists feel more comfortable when cycling along a road that has the bicycle markings than along a road that does not have the markings.
- The amount of clearance that drivers give to cyclists when overtaking them is dependent upon the width of the lane and that drivers give more clearance to cyclists when the lane is wider.

The allocation and identification of space for cyclists is considered to be an important part in the safety of on-road cyclists.

While there is evidence of good examples of space allocation for cyclists on the roads within the Shire, continuity along a whole route is sometimes not achieved. An example of this is the Principal Bicycle Network.

The VicRoads study has identified that road markings are an important part of reminding drivers that cyclists are legitimate road users.

It is considered that a focus on providing bicycle road markings will increase cyclist's safety and encourage even greater use of the roads by cyclists, especially tourist cyclists.

As indicated in Section 2.2 above, the crash data also indicated that 68% of the crashes involving bicyclists occurred on Highways, Main or declared VicRoads roads and 32% occurred on local roads. The crash data indicates that there are

³ VicRoads Cycle Notes No.13 July 2004

several “hot spots” on the Mornington Peninsula which are predominantly along the Principal Bicycle Network.

4.2.2 Principal Bicycle Network (PBN) Review

It is considered that as a VicRoads planning program for the development of an arterial cycling network the Principal Bicycle Network (PBN) on the Mornington Peninsula lacks planning continuity in the Baxter/ Somerville/Hastings link along Frankston Flinders Road route and also lacks continuity and consistency of implementation along the existing established PBN.

The following table outlines where it is recommended that VicRoads should consider amending the Principal Bicycle Network to include new links to provide continuity along Frankston Flinders Road so that future works would include the provision of on-road bicycle facilities.

Table 4.7 Proposed Additions to the Principal Bicycle Network

Route	From To	Facility
Frankston Flinders Road	Coolart Road Baxter to Scott Gv Somerville	Sealed shoulders signed
Frankston Flinders Road	Scott Gv Somerville to Deanswood Dr Somerville	Shared Bicycle and Parking lane and on-road lane
Frankston Flinders Road	Deanswood Dr Somerville to Lima Ave Tyabb	Sealed shoulders signed
Frankston Flinders Road	Lima Ave Tyabb to Tyabb Central Recreation Reserve	Shared Bicycle and Parking lane and on-road lane.
Frankston Flinders Road	Tyabb Central Recreation Reserve to Graydens Rd Hastings	Sealed shoulders signed
Frankston Flinders Road(Graydens Rd)	Marine Pde to Watts Rd Hastings	Sealed shoulders signed
Frankston Flinders Road(Watts Rd)	Graydens Rd to Glendale Ave Hastings	Sealed shoulders signed
Frankston Flinders Road(Watts Rd)	Glendale Ave Hastings to Phillip Ct	Shared Bicycle and Parking lane and on-road lane.
Frankston Flinders Road	Phillip Ct to Bittern Station	Sealed shoulders signed
Frankston Flinders Road	Bittern Station to Urquhart Cr	Shared Bicycle and Parking lane and on-road lane.

Implementation of the Principal Bicycle Network is a VicRoads responsibility. The Shire's experience is, that the program from planning to implementation phase, can be affected by VicRoads competing priorities and is mostly achieved in conjunction with other VicRoads work (i.e. sealing shoulders, intersection works etc). Therefore, implementation on some sections of the network may take a long time. To achieve active implementation in priority areas the Shire will need to, in some situations, take the initiative and undertake the survey, investigation and prepare plans and undertake the works. In many instances the re-allocation of lane widths and linemarking for bicycle lanes can be achieved at a low cost.

It is considered that that crash 'hot spots' outlined in Section 2.2 Safety, provide an initial guidance in the development of priorities for investigation by the Shire.

Other sections of the Principal Bicycle Network that have been identified as desirable for Shire to initiate action for allocation and identification of space on the road are:-

- The Esplanade – Mount Martha to Safety Beach
- Anthony's Nose Dromana

Both these sections have high use with no current allocation of space for cyclists.

In relation to the Esplanade – Mount Martha to Safety Beach, this section of road has significant physical barriers between the edge of seal and the Mount Martha escarpment with steep cut and fill batters. There are opportunities to provide some widening at curves and clear identification on the road with green surface kerb side lane markings such as shown below in Figures 4.18 and 4.19.

Figure 4.18 Esplanade Mount Martha coloured surface defines cyclist's space



Figure 4.19 Coloured surfaces also remind drivers to be aware of cyclists



In relation to Anthony's Nose, there are bicycle lanes either side of this location. Through this point the bicycle lanes discontinue and line markings on the east side align traffic away from the edge of the escarpment where rock falls have been known. On the Bay side there are parking lanes through a section and the through lane is diverted adjacent to east side rock fall area. It is considered that a reallocation of road space and/or the installation of a 'rock fall' wall would provide sufficient space for the bicycle lane to continue through Anthony's nose.

Figure 4.20 Anthony's Nose rock fall area



Figure 4.21 Re allocation of space for cyclists desirable



4.2.3 Local Bicycle Network (LBN) Review

The local arterial road network throughout the Mornington Peninsula provides a strategic network that can be utilized by cyclists to link towns, tourist destinations, employment and recreation areas.

The Shire has over the past 5 years been improving safety along significant sections of the local arterial roads including the sealing of shoulders. Good examples of this are Browns Road and Purves Road. The Shire has developed a standard of surface treatment that provides good rideability for cyclists.

The sealed shoulders provide improved space for cyclists however currently the shoulders have not been line marked and identified as a bicycle lane. As indicated above, motorists identify and understand the markings to mean a bicycle facility for shared use has been provided and that it is likely that cyclists would use the road, therefore providing greater awareness of cyclists in the road environment.

Where there are significant vehicle turning, lane changing movements or narrower pavements it is considered appropriate to use coloured (green) bicycle lanes which provides a higher level of driver awareness.

It is considered that where the sealed shoulders are part of the proposed on road bicycle links in this report that they should be line marked and identified as bicycle lanes (where the sealed shoulder has appropriate width).

The development of sealed shoulders on the local network has taken place as part of Roads to Recovery Projects, Federal Auslink Black Spot projects and maintenance works by the Shire's maintenance service provider. It is important to continue this highly beneficial practice as it supports the development of the on road bicycle network.

It is considered that proposed local road bicycle on-roads routes shown on the Bicycle Network Maps in Appendix 1 should be part of the review process in selecting projects for sealing works.

In the local road network there are also a significant number of roads where the existing road pavement widths are capable of including separate bicycle lanes or combined parking/bicycle lanes. Where these roads are part of the proposed on-road facilities shown on the Bicycle Network Maps, it is considered a significant opportunity for the on-road network to be developed at a low cost.

The Local Bicycle Network on-road facilities will be prioritized using an evaluation matrix that replicates the evaluation assessment criteria and methodology developed for the footpath strategy evaluation matrix with the inclusion of Bicycle Crashes as an additional criteria. The following table outlines the assessment criteria.

Table 4.8 Outline of the on-road assessment matrix

Assessment Factors				
Assessment Issues	Environment	Social	Social Economic	Economic
	Vegetation Removal	Cyclists Safety • Road formation • Speed limit • Sight distance • Traffic • Parking demand • Bicycle crashes	Surrounding Zones	Terrain
		Alternative Access	Activity Node 1	
		Request and Petitions	Activity Node 2	
			Road Hierarchy	

Figure 4.22 Browns Rd sealed shoulders should be bicycle lanes and appropriately marked



4.2.4 Maintenance – On Road Facilities

The road network produces a significant amount of debris and hazardous material and because the on-road bicycle facilities are generally on the edge of the road this bicycle unfriendly material is pushed to within the bicycle lanes/shoulders etc by through traffic. This is especially evident at curves. In some instances vegetation also encroaches into the bicycle lanes.

The maintenance level for both the Principal Bicycle Network and the Local On-Road Network has historically been related to vehicle hazards and line markings related to vehicle movements.

The level of maintenance for on-road bicycle facilities requires a higher inspection and intervention level to ensure bicycle hazard material is removed in a timely manner.

On the Principal Bicycle Network this will require agreement from VicRoads.

The Shire will need to review its service provider's inspections and intervention levels currently set within their contract in relation to on-road bicycle facilities.



Figure 4.23 A higher level of maintenance intervention required for on-road bicycle facilities

4.2.5 Recommended Actions – On Road Facilities

1. That the proposed bicycle on-road routes along the local roads shown on the Bicycle Network Maps be adopted.
2. That the proposed bicycle on-road routes identified in this report be considered for shoulder sealing projects as part of Roads to Recovery, Auslink Blackspot and maintenance projects.
3. That the proposed amendments to VicRoads Principal Bicycle Network be adopted and that agreement from VicRoads be sought.
4. That the Shire provide active leadership on the VicRoads road network where there are “hot spot” crash zones, or identified need for on-road facilities by developing detailed proposals for the allocation of bicycle space on the road network.
5. That the Shire put in place a program to line mark and identify bicycle lanes on its local roads that have been identified in the Bicycle Network Maps where existing roads have sealed shoulders, or reallocation of lanes can achieve bicycle lanes.
6. That Council adopt the on-road facilities assessment matrix to determine the priority for on-road projects on the local road network.
7. That the maintenance of the on-road bicycle facilities on the local road network be reviewed to increase inspection and intervention levels to meet ongoing sustainable bicycle access.
8. That VicRoads be requested to increase its maintenance of the on-road bicycle facilities as part of the Principal Bicycle Network.

4.3 Other Important Bicycle Facilities

Guiding Principles

- *That both short and long term secure bicycle storage is an essential component of the Bicycle Network.*
- *That the Shire lead the way in the provision of bicycle storage at community facilities in the municipality.*
- *That bicycle destination signs be provide along the bicycle network to give valuable advice on route continuity, direction and distance to encourage the use of bicycles as a means of transport.*
- *That bicycle facilities encourage visitors to actively enjoy the Mornington Peninsula.*

4.3.1 Storage Facilities

The infrastructure required for the bicycle network to be used and well accepted by the community requires facilities that enable secure storage of bicycles for short and long term duration. Increased levels of storage facilities throughout the Shire is important to encourage bicycle use.

The Shire has a significant role in providing bicycle storage, especially at community facilities however public transport operators also have a responsibility to provide secure storage for their customers, as do schools and places of employment.

The Mornington Peninsula Planning Scheme under clause 52.34 details the bicycle storage, shower and change room requirements for various types of new developments. It is important that during the planning process that these requirements are strongly pursued by the Shire. This RideSafe Strategy will provide town planners with significantly improved details of the bicycle network facilities which will enable confident decisions on required bicycle facilities for new developments to be made.

There are a range of bicycle storage products on the market that suit different situations and they include cages, lockers, and various rail types. Cyclists look for security, convenience and protection from the weather. Some new designs provide innovative ways to reduce the storage footprint and provide shelter. Some may be able to be used as portable storage for community events.

The areas of bicycle storage demand include shopping precincts, libraries, Shire offices, community facilities, public transport interchanges and tourist destinations.

An overview of current facilities has revealed a general lack of storage facilities across the Shire, however there are areas where facilities have been well located and supplied.

There are a range of storage facilities currently provided. The following photograph schedule outlines the general bicycle storage facilities available across the Shire.



Figure 4.24

Standard Rail types



Figure 4.25

Front 'wheel in' type should be replaced
over time



Figure 4.26

Bicycle cages and lockers provide
the best security

As noted the older style bike racks with 'Front Wheel In' slots make the bikes vulnerable to damage and it is difficult to secure the whole bike. These types of racks should be replaced over time.

Shopping Precincts

Bicycle storage within shopping precincts should be conveniently located close to supermarkets, post offices and news agents. The type of facility should be integrated into the streetscape themes and wherever possible be undercover.

The following table outlines the Shopping Precincts Hierarchy and the desirable bicycle storage facilities for each precinct.

Table 4.9 Bicycle storage Shopping Precincts

Shopping Precinct	Preferred Locations at specific shops	Desirable Bike Storage Facility
Major Shopping Precinct	In an area of high visibility and surveillance	Each Major Shopping Precinct should have a least 3 No Bicycle lockers or a covered cage facility to cater for employees and long stay visitors within the shopping precinct
Mornington Shopping Precinct	Post Office	4 standard bike rails preferably with cover
Hastings Shopping Precinct	Supermarkets and major department stores near entrances	4 standard bike rails preferably with cover
Rosebud Shopping Precinct	Newsagents Major Fast Food Store Within each block (i.e. section of shops between roads)	2 standard bike rails 2 standard bike rails Minimum of 2 standard rails
Township Shopping Precincts		
Mt Eliza	Post Office	4 standard bike rails preferably with cover
Bentons Square	Supermarkets near entrances	4 standard bike rails preferably with cover
Mt Martha	Newsagents	2 standard bike rails
Dromana	Within each block (i.e. section of shops between roads)	2 standard rails
Rye		
Sorrento		
Somerville		
Balnarring		

Table 4.9 (cont) Bicycle storage Shopping Precincts

Shopping Precinct	Preferred Locations at specific shops	Desirable Bike Storage Facility
<i>Local Shopping Precincts</i>		
McCrae(Cnr. Lonsdale St) Rosebud West Blairgowrie Portsea Baxter Tyabb Bittern Crib Point Red Hill South Flinders	Post Office Supermarkets near entrances Newsagents/General Store Within each block (i.e. section of shops between roads)	2 standard bike rails preferably with cover 4 standard bike rails preferably with cover 2 standard bike rails 2 standard bike rails
<i>Convenience Precincts</i>		
Humphries Road, Mt Eliza Beleura Hill Road, Mornington Robertson Drive, Mornington, Wilsons Road, Mornington Dava Drive, Mornington Boundary Rd Dromana McCrae (Cnr Beverley St) Old Cape Schanck Rd Rosebud Illaroo St Rosebud West Carmichael St Tootgarook Dundas St Rye Disney St Crib Point	Newsagents/General Store Each additional shop within precinct	2 standard bike rails 0.5 standard bike rails per shop

Shire Offices

There are two types of bicycle storage facilities required at Shire Offices. They are staff facilities that should not only have secure storage but include shower and change rooms and customer bicycle storage. Clause 52.34-3 in the Mornington Planning Scheme details the minimum required number of bicycle storage spaces and the extent of shower and change room facilities. Where facilities don't fall under the umbrella of the Planning Scheme it is considered the following table provides in-principle recommendation for the provision of bicycle facilities.

Table 4.10 Bicycle Storage at Libraries and Shire Officers

Shire Offices	Shire Staff Facilities	Community Facilities
Mornington Shire Office Rosebud Shire Office Hastings Shire Office	Two combined shower and change room facilities 4 No. Bicycle lockers	6 standard bike rails undercover
Somerville Customer Service Centre	2 standard rails under cover in secure location	2 standard bike rails preferably under cover
Libraries Mornington Hasting Rosebud	1 combined shower and Change room facility 2 no Bicycle lockers	6 Standard bike rails under cover
Mobile Library Stations		2 standard bike rails

Other Community Facilities

Other Shire community buildings and facilities should provide secure bicycle storage spaces. As a minimum the number and type of bicycle facilities should comply with the Mornington Peninsula Planning Scheme. The extent of existing bicycle storage and other facilities at all Shire buildings is not known and it is considered appropriate that a review be undertaken to determine any shortfall.

Where facilities don't fall under the umbrella of the Planning Scheme it is considered the following table provides in-principle recommendations for the provision of bicycle facilities.

Table 4.11 Recommended Bike Storage at Community Facilities

Community Facility	Recommended Facilities
Regional playgrounds	Four Standard bike rails under cover.
Neighbourhood playground	Two standard bike rails
Community Centres and Neighbourhood Houses	At least Two standard bike rails preferably under shelter
Preschools & Health Centres	At least two standard bike rails preferably under shelter
Sports Pavilions with Change rooms	At least two standard bike rails preferably under shelter
Skate board facilities	At least two standard bike rails and monitor demand
Beaches and Piers	At least two standard bike rails located near toilets
Tourist Information Centres	Four Standard bike rails preferably under cover.
Reserves with BBQ Areas	At least two standard bike rails located near toilets

Events

Community events usually involve the temporary closure of some streets and interruption to traffic flow.

It is considered that every event that involves the temporary closure of streets should be required to encourage the use of bicycles to access the event through their advertising literature and by providing additional bicycle storage areas within the closed street area or at other venues (i.e. Parks).

There are many ways temporary secure bicycle parking can be provided including new products on the market that can also be transportable.



Figure 4.27 Temporary/transportable secure bicycle parking

Public Transport

Whereas the bicycle storage facilities at railway stations are the responsibility of VicRail and the rail service provider it is considered that the Shire needs to identify the need and actively advocate for the installation of the bicycle facilities at train stations.

While bus stops are generally located within walking distance of residential areas there are strategic bus stops that are interchanges to several services or the start of service or are over 1 Km from a residential area. Bicycle storage

facilities at these locations are considered to be important for access to public transport.

It is considered that initially two bike locker facilities be installed at each of the following locations:-

- the Rosebud Bus stop on Point Nepean Road at Rosebud Parade,
- Mornington proposed bus interchange in Barkly St, and
- Hastings bus stop at King St be installed and monitored for use.

Bike storage at Bus Stops should be integrated as a component of the bus shelters, preferably, so that the bikes are undercover and secure.



Figure 4.28 Rosebud Bus Stop

Table 4.12 Bicycle Storage at Train Stations

Train Stations and Bus Interchanges	Existing Bike Storage Facility	Recommended new Facility.
Baxter Train Station	No facilities	2 bicycle lockers and 2 standard bike rails or bike cage under shelter.
Somerville Train Station	No facilities	2 bicycle lockers and 2 standard bike rails or cage under shelter.
Tyabb Train Station	No facilities	2 standard bike rails under shelter
Hastings Train Station	1 rack 6 front wheel slots	2 bicycle lockers and 2 standard bike rails or cage under shelter.
Bittern Train Station	No facilities	2 bicycle lockers and 2 standard bike rails or cage under shelter.
Morradoo Train Station	No facilities	2 standard bike rails under shelter
Crib Point Train Station	No facilities	2 bicycle lockers and 2 standard bike rails or cage under shelter.

4.3.2 Destination and other signs

The Mornington Peninsula is an attractive destination for cyclists because the terrain and tourist destinations provide for a range of experiences from gentle foreshore trails, to challenging on-road grades up to Red Hill wineries.

Destination signs are an essential component of the bicycle network to enable tourists to easily find the route to desirable destinations and to encourage local or would be cyclists to use bicycles to access shops, schools, public transport and community facilities.

VicRoads have a suite of recommended off road directional sign types and location guidelines (detailed in Cycle Notes No11) that have been well accepted and recognized by cyclists across Victoria. It is considered that these standards

should be adopted for the off-road bicycle network across the Mornington Peninsula.



Figure 4.29 Typical off road paths signs conforming to VicRoads recommended sign suite

VicRoads have established the following principles which provide desirable outcomes to provide confidence to cyclists that they are going in the right direction on off-road paths through providing signs that:-

- “(a) direct cyclists between the surrounding road network and an off-road path,
- (b) provide cyclists with the name of the path that they are on,
- (c) give cyclists information on the direction and distances to significant destinations that can be reached along the path, and
- (d) provide cyclists with the names of any intersecting roads and streets.”⁴

On the road network directional signage is designed to guide vehicle traffic and therefore provides the same information to cyclist. However cyclists desire also to know whether the road to their destination is bicycle friendly; that is, has wide kerb side lanes, or sealed shoulders with marked edge lines or separate bicycle lane.

The Australian Standard AS 1742.9-2000 has developed a series of navigation aid signs for cyclist that are appropriate to use on the road network. These signs are blue with the bicycle log in white. Route names and destination distance are also usually displayed.

⁴ VicRoads Cycle Notes No.11 July 2002

It is proposed that these signs be used on 'on-road' routes only where the on-road bicycle facilities along the whole route to the nominated destination has been provided.



Figure 4.30 Typical Australian Standard navigation Signs

It has been noted in clause 4.1 Off-Road Path above that the regulatory and warning signs along the off-road paths network are not always consistent and some paths are not signed for use as a shared path. An audit of the existing network is considered to be the first step in developing a program for bicycle sign installation.

4.3.3 Maps

The Bicycle Network- Mornington Peninsula Maps in Appendix 1 of this report provide information on the existing and proposed bicycle facilities throughout the Mornington Peninsula however there is a need for a cyclist friendly pocket map that provides information on the existing bicycle routes, major tourist destinations and trip start and completion facilities (i.e. bicycle storage, toilets car parking and picnic facilities).

It is also considered desirable to develop a cyclist tourist guide for the Mornington Peninsula and that it should be undertaken in collaboration with Mornington Peninsula Tourism and local business.

4.3.4 Bike and Ride

Bicycles are currently able to be carried free on Connex and VLine trains. This enables cyclists to use the trains for the majority of their journey and have the flexibility to cycle to the station, ride a train and then cycle to their destination.

A significant section of the Mornington Peninsula is only serviced by buses for public transport needs. In Canberra and Brisbane there is a system where two bike racks have been fitted to buses on specific routes. While there are restrictions on the number and size of the bike and attachments, age limits (user must be over thirteen) it has been reported that usage has increased from 200 bikes a week to a record 1,941 bikes in a week over a three year period.



Figure 4.31 Bus bicycle rack

Photo courtesy of Canberra's Bus Service - Action

This initiative would enhance both the public transport system and the cycling network in the Shire. It is considered that as distances within the Shire are relatively large, this system would make cycling attractive for a wider range of trips.

The bus route that may be best suited for the initiative is Route 788 Portsea to Frankston where stops at Rosebud and Mornington may provide opportunities for cyclist to access employment in the industrial areas or attend TAFE and other school destinations.

This initiative would require support from the Bus Service provider and a detailed consideration of demand, noting, however, the experience in Canberra has been that the demand has significantly increased as knowledge of the service has been developed.

4.3.5 Bike Hire

The State Government intends to commence a Public Bike Hire Scheme for Melbourne. Tenders were released in May 2009 and the system is expected to be operating in 2010.

The scheme will provide bicycle stations in key locations around inner Melbourne and give the public access to bikes 24 hours a day. At this stage it is unclear what the cost of hire will be.

It is considered that the Melbourne Public Bike Hire Scheme operation will provide insight into how bike hire schemes can successfully operate.

Consideration of a Public Bike Hire Scheme may be best assessed after the implementation of the Public Bike Hire Scheme for Melbourne.

On the Peninsula while bikes can be hired at Point Nepean National Park for access around the Park there appears to be only a limited number of private companies that provide bike hire service elsewhere across the Peninsula.

It is considered that the development of the off-road path system and improved on-road facilities have provided significant opportunities for day visitors to enjoy relaxing and family cycling. It may be appropriate for the Shire to facilitate private companies to establish bicycle hire at particular locations on the bicycle network. This may be achieved through seeking expressions of interest to provide a bicycle hire service.

4.3.6 Recommended Actions - Other Bicycle Facilities

1. That the recommended storage facilities at shopping precincts and community facilities be developed into a program for funding considerations.
2. That the recommended storage facilities at the Shire Offices be implemented as a priority.
3. That the Shire actively advocate the recommended storage facilities at Railways Stations on the Mornington Peninsula to VicRail.
4. That consideration be given to providing bicycle storage at strategically located bus stops and that the bicycle storage be integrated into the bus shelters
5. That the Mornington Planning Scheme bicycle facility requirements be actively pursued for new developments and that existing shopping centres and other key developments be encouraged to meet the planning scheme provisions for bicycle storage change room and shower facilities.
6. That all Streetscape revitalisation programs for shopping strips being developed by the Shire incorporate bicycle storage facilities that include storage protected from the weather.
7. That the VicRoads standards for bicycle destination signage for off-road paths and the Australian Standard AS1742.9 for on-road bicycle navigation aid signs be adopted.
8. That a cyclist friendly pocket map be developed which includes the location of bicycle parking, toilets and picnic facilities.
9. That the Shire in conjunction with Mornington Peninsula Tourism and local businesses, develop a cycle tourist guide.
10. That the Shire initiates discussions with the bus service provider for Route 788 Portsea to Frankston to consider an initiative for buses to carry bicycles.
11. That the Shire assesses the implementation of the Melbourne Public Bike Hire Scheme after it has been implemented in 2010 to consider a similar scheme viability on the Mornington Peninsula.
12. That the Shire seeks expression of interest for private companies to offer bicycle hire today visitors to the Mornington Peninsula.

5 Engaging Communities

Guiding Principles

- *Increase the use of bicycles as a means of transport to schools, work, shopping and social interaction through Travel Smart and Local Area Access Programs.*
- *Continue to actively support Ride2school and Ride2work days.*
- *Continue supporting Bicycle Education programs in schools*
- *Continue supporting organized community and competitive bicycle events that promote bicycle use across the whole community.*
- *Recognition that the encouragement of bicycle use by residents, (young and old) and visitors is cost effective, reduces the use of cars and provides health benefits.*

5.1. Encouragement

The Mornington Peninsula's terrain and township locations provide opportunities for bicycles to be used for daily transport needs of a broad range of the community. Over the past 5 years bicycle infrastructure has grown, especially the development of the off-road path network.

Visitors have also recognized the range of bicycle experiences that can be achieved on the Peninsula including recreational and family trips along the flat terrain on sections of the foreshore, touring through the hills to wineries, and the ever increasing desire for mountain bike riding.

There are opportunities for cycling on the Mornington Peninsula which are not currently being taken up and encouragement programs will expose these opportunities to the community.

There are many advantages of cycling as a means of transport and State and Federal Bicycle Strategies and studies have identified many individual and community benefits these include:-

Individual

- Low cost
- Low maintenance
- Provides healthy exercise and improves fitness
- Provides quicker destination arrival for short trips
- Provides a realistic transport option for non-drivers
- Provides social activity and social interaction for a very broad range of ages

- Provides a reduced ecological/environmental footprint for transport

Community

- Greenhouse emission neutral
- Reduces car parking demand
- A reduced crash threat to other road users
- Reduces energy consumption
- Reduced costs for infrastructure compared to other transport modes
- No air or noise pollution
- Has a small infrastructure foot print

Objectives of an Encouragement program

The objective of the encouragement program is to review and consider options that facilitate the increased use of bicycles for the range of cyclists that ride on the Mornington Peninsula.

The following table outlines for each cyclist group the objective and options to achieve increased use.

Table 5.1 Encouragement Options

Objective	Options to achieve Objective
School Age Cyclist	
Increase Primary Pupils and Secondary Students trips to school.	• Undertake School bike access audits in conjunction with schools and students • Develop a cycle access map for schools to identify safe access routes • Encourage and assist schools to introduce the Ride2School program • Identify the benefits of Bike Education Programs to schools and parents • Promote the advantage of riding as a mode of transport • Continue to facilitate and support 'ride to school' days • Offer promotional items to participating students such as drink bottles, LED lights etc. • Assist schools to obtain grants for bike storage facilities
Recreation and Family Cyclist	
Increase bike trips	• Publish a cycle friendly pocket map of all bicycle

to local attractions and recreation destinations	facilities on the Mornington Peninsula • Provide directional signs to and along the off road path network. • Provide secure bike parking at destinations • Upgrade the off-road path network to ensure continuity and safe road crossings • Develop a Shire family bike ride day across the Peninsula at each of the major activity centres of Rosebud, Mornington and Hastings • Develop an education awareness program on safe bicycle use in the community and ensure older people are provided with activities that encourage their use of bicycles.
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Table 5.1 Encouragement Options (Cont)

Objective	Options to achieve Objective
Commuter/Utility Cyclist	
Increase bike trips to work and public transport.	• Publish a cycle friendly pocket map of all bicycle routes. • Provide cycle access plans for stations and bus Interchanges to identify safe access routes and storage facilities. • Develop an education awareness program on safe bicycle use in the community and ensure older people are provided with activities that encourage their use of bicycles. • Provide directional signs along the off-road path system to trains and bus stops. • Provide secure bike parking areas at strategic bus stops and train stations. • Improve identification of on-road facilities by using coloured surface treatments at appropriate locations. • Promote 'National Ride to Work Day' by encouraging the local community to take part in the event. • Develop a program to provide directional signs throughout the bicycle network. • Ensure Planning Scheme requirements for Bicycle facilities are installed.

Increase Bicycle Access to Activity Centres	• Develop precinct access plan brochures for shopping precincts with major shopping centres and chambers of commerce to identify access options including walking and cycling to the precincts. • Develop a program to provide directional signs within the activity centres. • Develop a bicycle parking implementation program within the Activity Centres (show parking facilities on Maps).
Tourist, Touring and Sporting Cyclists	
Increase visibility and recognition of cyclist sharing the road along on-road routes. Improve driver awareness of cyclists.	• Develop tourist destination guides. • Use on-road bicycle markings. • Identification of on-road facilities by using coloured surface treatments at intersections and appropriate midblock locations. • Continue to support touring and sporting cycling events. • Develop an education awareness program on safe bicycle use in the community and ensure older people are provided with activities that encourage their use of bicycles. • Maintain on-road facilities to meet cyclists needs

Table 5.1 Encouragement Options (Cont)

Objective	Options to achieve Objective
Increase access to touring and tourists routes	• Publish a cycle friendly pocket map of all bicycle routes. • Publish a bike tourist guide that identifies start and destination facilities and tourist attractions • Provide on-route bicycle route signs • Maintenance of on-road bike lane line marking and bike logos
Mountain Bike Cyclists	
Increase access to off-road mountain	• Any cycle friendly pocket map of bicycle routes should include Mountain Bike facilities.

bike routes and circuits	• Develop more mountain bike routes and circuits on the Peninsula.
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Events

Promoting cycling is integral to raising community awareness of cycling, its benefits and improving the perception of cycling in general.

There are currently a number of cycle events and opportunities, which encourage this means of transport including Ride to School, Ride to Work, Around the Bay and Sir Hubert Opperman Trophy.

There are many bicycle rides and races that are regularly held within the Shire. These include:

- The Mornington Peninsula Shire's 'Bay to Bay' Participation Ride, which runs from Rosebud to Flinders to Red Hill;
- Chelsea & Peninsula Cycling Club, which organises rides around the Mornington Peninsula;
- Scody Teams Plus ride, on a course 66km long from Mornington to Flinders;
- Southern Veterans Cycling Club, which organises six races from May to October, including two at Crib Point, 2 at Dromana and 2 at Somers; and
- Bicycle Victoria's annual 'Around the Bay in a Day' ride.

The Shire has a procedure that requires the preparation of an event Traffic Management Plan which is published on the Shire's web page. Without an approved Traffic Management Plan events cannot proceed.

The Shire also has an opportunity to promote cycling by being involved with or organising:

- Triathlon events,
- Family cycling days,
- Bike wise events,
- Bike to work days,
- Bicycle skills courses,

Furthermore, all major events promoted or supported by Council should actively promote all sustainable transport options including cycling. Events without Council involvement should also be encouraged to provide for and support cyclists.

Local Area Access Programs (LAAP) and Travel Smart Projects

The Shire is currently undertaking a joint LAAP and Travel Smart Project in Hastings which focuses on communities and investigates detailed infrastructure required to serve community access requirements as well as promoting and developing a culture to reduce vehicle travel.

It is considered that these programs are important methods in developing a community change in travel behaviour and should be developed in other communities on the Mornington Peninsula.

About TravelSmart

TravelSmart is a travel behaviour change program which has been effective in encouraging people to choose to substitute some of their car trips with sustainable travel alternatives. This can be through choosing to walk, cycle, catch public transport, car pool or even work from home. Since 2002, the program has been run at a number of localities across Victoria with projects varying in size and scale.

The current TravelSmart approach is to develop and implement travel plans using a five step travel planning approach. Travel plans are flexible and site-specific; they can be applied across schools, workplaces, universities and communities.

The grants program funds travel planning projects that also increase the capacity of organisations to deliver and sustain travel behaviour change projects.

About Local Area Access Program (LAAP)

The LAAP is a four year program that aims to demonstrate how local access by walking, cycling or public transport can be improved, or increased, through practical, place-based initiatives.

LAAP supports local governments and organisations to deliver small-scale infrastructure projects to improve access within local areas. The program also supports projects that seek innovative solutions to local access issues and encourages the use of sustainable transport options.

Projects are typically for:

- Building or improving pedestrian and bicycle links such as paths to activity centres, educational facilities, employment, and the public transport network;
- Infrastructure works to overcome local obstacles, either physical or perceived, that impede cycling, walking or access to public transport;

- Other improvements to walking and cycling networks that encourage their use; and
- Improving the understanding of local access needs.

5.2. Education

It is important to acknowledge that safe cycling requires a broad range of the community to recognize the advantages of bicycles as a means of transport, respect cyclists use of the road and the skills and capability that cyclists require to ride safely on the road.

While bicycle education for young people through the schools is extremely important in teaching road rules, safe riding techniques, and cycling behaviour, it also exposes them to a road environment where they are making personal decisions to stay safe for the first time.

The values these young people learn about cycling and road risks will extend to when they become drivers and therefore they will have a practical understanding of the needs of cyclists in the road environment.

The community will benefit because of improved road safety.

Unfortunately bicycle education is not compulsory, or even consistent, across all schools. Many schools have considerable difficulty in facilitating bicycle education into their curriculum.

The education of drivers to have awareness and provide space for cyclists may not need to be a formal task. It is considered that the identification of allocated space for cyclists in the road environment through on-road lanes and wide kerb side lanes marked with bike logos, provides a continual reminder of the presence of cyclists on the road. Coloured surface treatments in conjunction with the bike logos strengthen this message.

It is important that the allocated road space and the bike logos and markings are consistent and well maintained. The level of maintenance for these on road facilities may be required to be higher to remove debris which is hazardous to cyclists. Section 4.2.4 above details the recommendations in relation to maintenance of the on road facilities.

There are 30 primary schools throughout the Shire; twelve are involved in the annual **Sir Hubert Opperman Trophy**. This is a team bicycle skills competition hosted by the Mornington Peninsula Shire in partnership with the Victoria Police Youth Resource officers based in Mornington and Rosebud.



Figure 5.1 students participating in the Sir Hubert Opperman Trophy

Bicycle Education

Bike Education is conducted at approximately 25 schools throughout Mornington Peninsula Shire each year for grades 4, 5 and 6. This is a VicRoads program that requires the teachers to be trained and accredited by VicRoads before running the program at the school.

RoadSafe Frankston and Mornington Peninsula Shire annually offer support to schools that send staff to an accredited Bike Education training course. The Shire also provides a Bike Education Trailer that contains 25 well maintained road worthy bicycles, helmets and other relevant teacher support resources.

It has been found in other Municipalities⁵ that schools that undertake bicycle education programs have higher bicycle trips to school usage.

An option to provide bicycle education to students, where schools do not provide it within in their curriculum, may be to develop Bicycle Education training as part of a school holiday program. The demand and facilitation of this program requires further investigation.

⁵ Knox Bicycle Review – Cycling In Knox The Future 2008

Understanding the extent of use of bicycles for trips to school and the methods schools are able to adopt to program bicycle education in their curriculum would provide valuable information that could be used to encourage non-participating schools to initiate bicycle education. A way of collecting the data is to develop a survey for children to complete (as a class exercise) in conjunction with a questionnaire for the Principal or School Council to complete.

Ride2school

Bicycle Victoria's Ride2School program in both primary and secondary schools has been supported by State Government through a four year funding program which commenced in 2007. To assist this program VicRoads will use 150 bike trainers to help schools deliver bike education and safety programs.

The Shire has previously offered encouragement and prizes to schools to support student's participation in the annual ride to school day. Last year school bicycle storage facilities were provided as prizes.

Council can provide further support and encourage schools to develop bike education programs and also support the Ride2School program. This could be achieved by:

- Establishing a program to develop bicycle precinct access plans for schools.
- Auditing bicycle access to school.
- Addressing infrastructure requirements.
- Promoting Ride2School.
- Establishing a Mornington Peninsula specific ride to school day in addition to Bicycle Victoria's Ride2School day.

Figure 5.2 Bike-Ed in Mornington Park



5.3. Enforcement

Education and encouragement are considered far more effective tools to influence community behaviour than infringement notices.

There are however issues that relate to sharing the off-road paths with pedestrians and other legitimate users, encroachment of vegetation from private properties and sharing the roads with motorists that may require intervention from the Shire or Police.

These issues include:-

- Shared paths are legitimately used by pedestrians, disability scooters, and wheeled toys. Cyclists are required to give warning and give way to other users. Signs can be used to remind cyclists to give warning and give way where there are on-going concerns of cyclist's behaviour.
- Trail motor bikes are known sometimes to use shared paths, which is not only illegal but also very dangerous. It is important that these activities are reported to the Shire or the Police. Where on-going breaches occur consideration could be given to providing a Trail Bike 'dob in' signs (with Shire Ranger telephone number) and/or seek assistance from the Police Trail Bike Squad to undertake a focused program of apprehension.
- Dogs that are off their leads or not adequately controlled on leads can pose a danger to cyclists using the shared paths. Persistent offenders would need to be addressed by the Shire Ranger Team.
- Over hanging and protruding vegetation along footpaths reduces cyclist visibility, reduces path widths and also produces safety hazards. Many landowners are just not aware of this issue and would simply comply if they were aware of the need. This awareness can be incorporated into shared path access audits undertaken by the Shire's service provider, so that the critical footpaths are addressed as part of an ongoing program.
- Children 12 years and younger (as well as adults supervising these children) can legally ride on footpaths. Observations indicate many other adults also use footpaths, sometimes for a safety measure.
- Cyclists sharing the road system face the same road rules, as motorists and need to diligently obey the rules especially at traffic signals. If they do not then they face fines as do motorists.
- Cyclists must wear helmets and while not specifically raised during the community consultation, anecdotal evidence suggests teenage children are the worst non-helmet wearing offenders.
- Where a footpath has been signed to prohibit the riding of bicycles

Where motorists, cyclists and other people's behaviour causes risk of crashes, it is considered that the enforcement of appropriate behaviour is warranted.

The crash data indicates that both driver behaviour and cyclist behaviour have resulted in crashes and usually injury to the cyclists. It is considered that awareness by both parties of each other is critical in the road environment and for the cyclist to be safe.

5.4. Engaging Communities – Co-ordination

The implementation and introduction of the bicycle programs outlined above and in other recommendations outlined in RideSafe will require significant co-ordination across the Shire organization, with State and Federal Government Authorities and within the community.

The expectation of providing bicycle programs across the Shire is that the number of bicycle crashes will decrease, which can provide personal and community savings and trauma.

It is hoped that RideSafe will generate community interest in considering the use of bicycles for part of their transport and recreation needs. In particular the bicycle programs that educate and encourage students to ride to school can have an impact on reducing vehicle congestion, improving safety around school and providing a long term safe road culture.

RideSafe also provides opportunities for the Shire to obtain State and Federal Government funding for bicycle programs as well as infrastructure.

To co-ordinate all these import tasks it is considered that a Shire officer dedicated to this role is required.

5.5. Recommended Actions – Engaging Communities

1. That Council encourage the use of bicycles to travel to school and promote bicycle education in schools by:-
 - Undertaking school bike access audits in conjunction with schools and students and facilitating infrastructure improvements.
 - Encouraging and assisting schools to introduce the Ride2School program
 - Identify the benefits of Bike Education Programs to schools and parents
 - Promoting the advantage of riding as a mode of transport to school communities
 - Continuing to facilitate, support and provide encouragement awards to schools for national 'ride to school' days and host the Sir Hubert Opperman Trophy program
 - Establish a Mornington Peninsula specific 'ride to school day'
 - Assist schools to obtain grants for bike storage facilities
 - Continue to actively support Bicycle Education training within schools

- Undertaking school surveys involving students and School Councils to identify bicycle use and education programs in schools on the Mornington Peninsula
 - Investigate introducing a Bicycle Education program as part of the school holiday program.
2. That Council encourage the increased use of bicycles across the Mornington Peninsula through developing the options outlined in Table 5.1, with priority given to:-
 - Publishing a Bike Map brochure including a pocket map guide.
 - Developing tourist destination guides for cyclists in conjunction with Mornington Peninsula Tourism and Chambers of Commerce.
 - Develop a Shire family bike ride day.
 - Develop an education awareness program on safe bicycle use in the community and ensure older people are provided with activities that encourage their use of bicycles.
 - Promote 'National Ride to Work Day' by encouraging the local community to take part in the event.
 - Continue to support touring and sporting cycling events.
 3. That Council continue to pursue funding to develop Local Area Access Programs in conjunction with Travel Smart Projects in communities on the Mornington Peninsula.
 4. That a signage program be developed in locations where there is a recognized cyclist behaviour problem.
 5. That the Shire actively pursue illegal and dangerous trail bike use on shared paths in conjunction with the police and consider implementing a 'Dob in a Trail Bike' signage program in areas of known and ongoing offences.
 6. That Council support the employment of a Bicycle Co-ordinator to facilitate the promotion and implementation of bicycle education programs, seek funding and provide the community with a bicycle advocate.



Figure 5.3 Touring cyclists in Mt Eliza.

6 Funding

Although Peninsula RideSafe identifies a number of initiatives, securing adequate ongoing funding is essential to long term success of Peninsula RideSafe.

There are a number of funding sources for on-road improvements available to Mornington Peninsula Shire, however this is mostly dependant on the type and location of the bicycle route / facilities.

The Victorian Government has identified the importance of extending and improving cycling and pedestrian facilities within Section 5 of the Victorian Transport Plan (VTP), in that it is a sustainable mode of transport. Therefore funding of cycling and pedestrian schemes has been allocated to a number of government agencies, of which a high proportion is reserved for schemes in 'metropolitan Melbourne'. A summary of this funding is provided in Table 6.1⁶.

Table 6.1: Bicycle State Government Funding Summary

Program	Agency	Estimated Funding
VicRoads Bicycle and Pedestrian Program.	VicRoads	\$10 million (including VTP)
Bicycle Projects as part of Major Road Projects.	VicRoads	\$5 million
TravelSmart and Local Area Access Program.	DoT	\$4 million
Metropolitan Trail Network	Parks Victoria	\$3 million (including VTP)
Provincial Pathways Program.	Regional Development Victoria	\$2 million
Active Transport for Cycling and Walking to Schools.	Vic Health and Department of Victorian Communities	\$1 million
Commonwealth Jobs End Program –Local Jobs Component-Bicycle Paths Development	Department of Education, Employment and Workplace Relations	\$40 million
	Total	\$65 million

⁶ Estimated funding figures provided by VicRoads

Principal Bicycle Network (PBN)

VicRoads will consider funding bicycle facilities on the PBN on the following basis:

- Projects include the provision of on-road bicycle lanes, off-road shared user paths, signalised and un-signalised crossings and traffic signal priority treatments;
- All projects must maintain appropriate levels of priority for cyclists at intersections with local streets and state roads;

In assessing its funding allocation, VicRoads appears to give priority to:

- Projects that complete critical PBN gaps within a 10km radius of the Melbourne CBD; and
- Projects that have been identified as part of a bicycle strategy.

Applications for funding bicycle facilities on Municipal Bicycle Networks, not on the PBN, which serve Activity Centres, rail stations or other public transport interchanges, or provide strategic connections to the PBN will be considered for:

- Up to 100% funding if they substitute a critical PBN link that cannot be achieved in the foreseeable future; or
- Up to 50% funding if they connect to and complement existing proposed PBN links.

VicRoads Funding for planning and design of projects

Applications for planning and design work only may be considered (up to 100%) for more complex projects that:

- Close gaps or address strategic deficiencies on the PBN; or
- Are precinct/area wide network of bicycle facilities, which may include sections of route not on the PBN, which provide improved arterial cycling facilities in areas of high bicycle use.

Other State Government Funding

Although a high proportion of VicRoads funding of bicycle projects is provided directly via PBN funding, there are opportunities to obtain funding as part of other programs. This includes:

- State wide Blackspot and Grey-spot Program - Any location which has a demonstrated crash history involving cyclists could be funded under these programs. Furthermore, road lengths which have a demonstrated history (or potential of) off carriageway crashes, may warrant widening or sealing of shoulders which could be used by cyclists.
- State Impacted Local Roads Program (\$2.4 million in 2008/09) – Any bicycle improvements would likely be as part of other strategic objectives for the road (i.e. freight movements);

- Major Projects – Proposed government funded projects are in the pipeline. It is recommended that the Shire liaise with stakeholders of the project to ensure that funding and plans for proposed bicycle routes along the Peninsula Link (Frankston bypass), tie in with Peninsula RideSafe; and
- Victoria's Road Maintenance Strategy – Funding is used to maintain existing infrastructure and therefore it is unlikely to provide opportunities to fund new improvements.
- Funding for Primary Schools under 'Go for your life healthy schools' grants of up to \$6,000 can be used for bike sheds

TravelSmart and Local Area Access Program

TravelSmart and Local Area Access Program (LAAP) grants provide funding for projects showing the way forward in addressing the attitudinal, physical and institutional barriers to walking, cycling and public transport. The projects are funded as part of *Meeting Our Transport Challenges* strategy and administered by the Walking and Cycling Branch at the Department of Transport.

The 2008–09 TravelSmart and Local Area Access Program provides grants to local councils and organisations to deliver projects in partnership with the Department of Transport. Nearly \$2.5 million has been awarded through the first round of 2008/09 TravelSmart and Local Area Access Program grants, bringing the total for the past three rounds to nearly \$7.7 million for over 70 TravelSmart and LAAP projects across Victoria.

Metropolitan Trail Network

Parks Victoria funds bicycle facilities on the MTN within parks it manages and provides funding assistance to local government through its Grants Program. VicRoads may fund bicycle facilities as part of major road projects that are also on the MTN.

The priorities for the construction of various sections of the MTN can be viewed in Parks Victoria's Strategy for Melbourne's Open Space Network, Linking People and Spaces (2002).

Provincial Pathways Program

The Victorian Government is providing \$7.6 million in funding assistance over four years for the development of pathways/trail networks to generate economic, social and recreational benefits.

Funding is available for infrastructure works to develop rail trails, pathways and walking track projects that demonstrate the potential to deliver on the Government's stated objectives for provincial Victoria by:

- Stimulating tourism and other economic activity by attracting more people, jobs and investment to regional Victoria;
- Delivering the right balance of skills and industry needed to drive future growth; and
- Promoting sustainable development and better land management.

Priority will be given to projects which:

- Demonstrate demand and viability,
- Are accessible to a large number of users,
- Demonstrate scenic, historical and conservation values,
- Have support from local community and local government,
- Have significant tourism potential; and/or enhance and compliment existing tourism infrastructure,
- Demonstrate sound project management,
- Are ready to implement,
- Leverage funding from other sources, and/or
- Have appropriate management arrangements in place for project delivery, ongoing management and maintenance of the asset.

A Pathways Working Group comprising representatives of Regional Development Victoria (RDV), Tourism Victoria and DSE/Parks Victoria will provide technical and policy advice to assist the delivery of the Pathways Program's objectives.

The Government also works with Bicycle Victoria and local government to prioritise rail trail projects, to promote the benefits of bicycle touring and recreation in Victoria.

For small pathway projects, grants of up to \$250,000 per project will continue to be available through the Small Town Development Fund.

Victoria's Road Maintenance Strategy – Funding is used to maintain existing infrastructure and therefore it is unlikely to provide opportunities to fund new improvements.

7 Action Plan

RideSafe has reviewed all the broad aspects of cycling on the Mornington Peninsula and a range of recommendations have been made. The Action Plan has developed priority/timelines and estimated costs for 5 years within a 10 year planning horizon.

The Action Plan which includes recommendations, falls into two areas they are;-

- Part A** Recommendations related to encouragement, education, enforcement and planning.
- Part B** The list of proposed upgrade and extension of the on-road and off-road bicycle facilities. Priority will be determined by the Assessment Matrix model

7.1 Action Plan –Part A- Development of encouragement, education, enforcement and planning programs

Section of Report	Recommendations	Responsibility	Priority/ Timelines	Estimated cost
4.1 Off-Road Paths	1. That the evaluation matrix developed in the Footpath Construction Strategy be used to assess and prioritize for construction shared path projects as part of the RideSafe Strategy.	Shire	Immediately	Nil
	2. That new path links identified as strategically required to connect the proposed Peninsula Link Freeway shared path network to towns and residential areas be considered for construction at the time of the Freeway construction.	Shire	Priority determined by ranking	Projects included in Action Plan Part B
	3. That the detailed investigation and planning for the following Bay Trail missing links be commenced as a priority;- • Esplanade Mount Martha to Marine Drive Safety Beach via Nepean Hwy, • Foreshore link from Latrobe Drive Dromana to south of Anthony's Nose McCrae • Foreshore link from White Cliffs Rye to Stringer Rd Blairgowrie • Baxter to Somerville alternative route.	Shire	Year 1	\$20,000.00 \$40,000.00 \$20,000.00 \$5,000.00

Section of Report	Recommendations	Responsibility	Priority/ Timelines	Estimated cost
4.1 Off-Road Paths (cont)	4. That Parks Victoria be requested to consider allocation of the design and implementation of the Bay Trail from Safety Beach to Portsea along the Foreshore to the Shire of Mornington Peninsula to ensure appropriate standards are achieved and maintained.	Shire /Parks Victoria	Year 1	Costs only associated with Shire Staff time
	5. That a combined Equestrian, Mountain Bike and Pedestrian Trail be investigated that links Balnarring via Redhill to Cape Schanck and that bicycle use be incorporated into the trail development.	Shire /Parks Victoria	Year 1	\$30,000.00
	6. That a Mountain Bike Facilities Interest Group be formed to consider the issues in establishing Mountain Bike circuits and trails on the Mornington Peninsula.	Shire	Year 1-2	Costs only associated with Shire Staff time
	7. That the audit and installation of regulatory, warning and destination signs on existing shared paths be undertaken as a priority action.	Shire	Year 1	\$40,000.00
	8. That the maintenance schedule for vegetation clearance, grass invasion and path hazards along shared paths be reviewed to achieve a higher level of intervention.	Shire	Year 1	Additional maintenance costs to be negotiated with Shire's Service Provider to ensure desired intervention levels are achieved

Section of Report	Recommendations	Responsibility	Priority/ Timelines	Estimated cost
4.1 Off-Road Paths (cont)	9. That the development of safe road crossing infrastructure for existing shared paths and the design and implementation of new shared paths be consider as a priority for funding allocation.	Shire	Priority determined by ranking	Projects include in Action Plan Part B
	10. That the design width of shared paths consider the increased use of shared paths in township areas by disability/mobility scooters and older community members and that where this use is likely that the minimum width be 2.5m be used where ever possible.	Shire	Commence immediately on-going Priority for individual paths determined by ranking	Projects include in Action Plan Part B
	11. That footpaths nominated for construction and identified in Table 4.1 as paths that should be Shared Paths be appropriately design and signed as shared paths at the recommended width.	Shire	Priority determined by ranking	Projects include in Action Plan Part B
Section 4.2 On-Road Facilities	1. That the proposed bicycle on-road routes along the local roads shown on the Bicycle Network Maps be adopted.	Shire	Immediately	Projects include in Action Plan Part B
	2. That the proposed bicycle on-road routes be identified for consideration for developing shoulder sealing projects as part of Roads to Recover, Auslink Blackspot and maintenance projects.	Shire	Commence immediately on-going Priority for individual projects determined by funding.	Cost included in individual projects

Section of Report	Recommendations	Responsibility	Priority/ Timelines	Estimated cost
Section 4.2 On-Road Facilities(cont)	3. That the proposed amendments to VicRoads Principal Bicycle Network be adopted and that agreement from VicRoads be pursued.	Shire/VicRoads	Year 1	Shire Staff time
	4. That the Shire provide active leadership on the VicRoads road network where there are “hot spot” crash zones or identified need for on- road facilities by developing detailed proposal for the allocation of bicycle space on the network.	Shire/VicRoads	Annual review	Annual allocation of \$5,000 per year
	5. That the Shire put in place a program to line mark and identify bicycle lanes on its local roads that have been identified in the Bicycle Network Maps where existing roads have sealed shoulders or reallocation of lanes can achieve bicycle lanes.	Shire	Over two years	Annual allocation of \$10,000.00 per year
	6. That Council adopt the on-road facilities assessment matrix to determine the priority for on-road projects on the local road network.	Council	Year 1	
	7. That the maintenance of the on-road bicycle facilities on the local road network be reviewed to increase inspection and intervention levels to meet ongoing sustainable bicycle access.	Shire	Review Year 1	Additional maintenance costs to be negotiated with Shire’s Service Provider
	8. That VicRoads be requested to increase its maintenance of the on-road bicycle facilities	Shire	Year 1	VicRoads Cost

	as part of the Principal Bicycle Network			
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Section of Report	Recommendations	Responsibility	Priority/ Timelines	Estimated cost
Section 4.3 Other Bicycle Facilities	1. That the recommended storage facilities at shopping precincts and community facilities be developed into program for funding considerations.	Shire	Fund over 3 years	Annual allocation of \$20,000.00
	2. That the recommended storage facilities at the Shire Offices be implemented as a priority.	Shire	Fund over 2 years	Annual allocation of \$40,000.00
	3. That the Shire actively advocate the recommended storage facilities at the Railways Stations on the Mornington Peninsula to VicRail.	Shire	Year 1	Shire Staff time
	4. That consideration be given to providing bicycle storage at strategically located bus stops and that the bicycle storage be integrated into the bus shelters.	Shire	Fun over 3 years	Annual cost of \$20,000.00
	5. That the Mornington Planning Scheme bicycle facility requirements be actively pursued for new developments and that existing shopping centres and other key developments be encouraged to meet the planning scheme provisions for bicycle storage change room and shower facilities.	Shire	Implement immediately	Shire Staff time
	6. That all Streetscape revitalisation programs for shopping strips being developed by the Shire incorporate bicycle storage facilities that	Shire	Implement immediately	Cost included in streetscape costs

	include storage protected from the weather.			
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Section of Report	Recommendations	Responsibility	Priority/ Timelines	Estimated cost
Section 4.3 Other Bicycle Facilities(cont)	7. That the VicRoads standards for bicycle destination signage for off-road paths and the Australian Standard AS1742.9 for on-road bicycle navigation aids signs be adopted.	Shire	Implement immediately	No Costs
	8. That a cyclist friendly pocket map be developed which includes the location of bicycle parking, toilets and picnic facilities.	Shire	Year 1	\$20,000.00
	9. That the Shire in conjunction with Mornington Peninsula Tourism and local businesses develop cycle tourist guide.	Shire	Year 1	Seek Joint funding from Tourist Industries
	10. That the Shire initiates discussions with the bus service provider for Route 788 Portsea to Frankston to consider an initiative for buses to carry bicycles.	Shire	Year 1	Shire Staff time
	11. That the Shire assesses the implementation of the Melbourne Public Bike Hire Scheme after it has been implemented in 2010 to consider similar scheme viability on the Mornington Peninsula	Shire	Review 2011	Shire Staff time
	12. That the Shire seeks expression of interest for private companies to offer bicycle hire today visitors to the Mornington Peninsula.	Shire	Year 1-3	Costs associated with Shire Staff time and advertising

Section of Report	Recommendations	Responsibility	Priority/ Timelines	Estimated cost
5.0 Engaging Communities	1. That Council encourage the use of bicycles to travel to school and promote bicycle education in schools by:-	Shire/Schools	Years 1to 5	5 schools per year @ \$2000.00 per school
	• Undertaking school bike access audits in conjunction with schools and students and facilitating infrastructure improvements. • Encouraging and assisting schools to introduce the Ride2School program • Identify the benefits of Bike Education Programs to schools and parents • Promoting the advantage of riding as a mode of transport to school communities • Continuing to facilitate, support and provide encouragement awards to schools for national 'ride to school' days and host the Sir Hubert Opperman Trophy program • Establish a Mornington Peninsula specific 'ride to school day' • Assist schools to obtain grants for bike storage facilities • Continue to actively support Bicycle Education training within schools	Shire/ Bicycle Victoria Shire/ Bicycle Victoria Shire/ Bicycle Victoria Shire/ Bicycle Victoria/Schools Shire Shire /Bicycle Victoria As above		



	• Undertaking school surveys involving students and School Councils to identify bicycle use and education programs in schools on the Mornington Peninsula • Investigate introducing a Bicycle Education program as part of the school holiday program.	Shire		
Section of Report	Recommendations	Responsibility	Priority/ Timelines	Estimated cost
5.0 Engaging Communities Continues	• That Council encourage the increased use of bicycles across the Mornington Peninsula through developing the options outlined in Table 5.1 with priority given to:- • Publishing a Bike Map brochure including a pocket map guide. • Developing tourist destination guides for cyclists in conjunction with Mornington Peninsula Tourism and Chambers of Commerce. • Develop a Shire family bike ride day. • Develop an education awareness program on safe bicycle use in the community and ensure older people are provided with activities that encourage their use of bicycles. • Promote 'National Ride to Work Day' by encouraging the local community to take part in the event. • Continue to support touring and sporting cycling	Shire	Year 1 Year 2-3 Year 2-3 Year 2-3 Year 1 Year 1	To be determined To be determined consideration of sponsorship

	events.			
	2. That Council continue to pursue funding to develop Local Area Access Programs in conjunction with Travel Smart Projects in communities on the Mornington Peninsula.	Shire	Immediately	Relies on Funding Subsidies

Section of Report	Recommendations	Responsibility	Priority/ Timelines	Estimated cost
5.0 Engaging Communities (cont)	3. That a signage program be developed in locations where there is a recognized cyclist behaviour problem.	Shire	Immediately	\$5,000 per year in conjunction with 5 below
	4. That the Shire actively pursue illegal and dangerous trail bike use of share paths in conjunction with the police and consider implementing a 'Dob in a Trail Bike' signage program in areas of known and ongoing offences.	Shire	Immediately	As above
5.0 Engaging Communities (cont)	5. That Council support the employment of a Bicycle Co-ordinator to facilitate the implementation of bicycle programs, seek funding and provide the community with a bicycle advocate.	Shire	Year 1	\$80,000.00 Band 5 EFT

7.2 Action Plan –Part B Proposed Projects

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
Sorrento/Portsea	Map1					
Kerferd Rd	Ocean Beach Rd to Primary School	Sorrento	157	North Side	RideSafe	55
Coppin Rd	Melbourne Rd to Constitutional Hill Rd	Sorrento	157	West Side	RideSafe	80
Melbourne Rd	Welland Dr to Hotham Rd	Sorrento	156	West Side	RideSafe	111
Franklin Rd	Hotham Rd to Pt Nepean Rd	Portsea	156	West Side	RideSafe	111
Back Beach Road	Hotham Rd to Pt Nepean Rd	Portsea	156	West Side	RideSafe	121
Hotham Rd	Pt Nepean Rd to Franklin Road	Sorrento/Portsea	156	South Side review alignment	RideSafe	175
Hotham Rd	Franklin Rd to Back Beach Rd	Portsea	156	North Side	Footpath Strategy RideSafe	175
Blairgowrie	Map 2					
Melbourne Rd	Tibir St to Hughes Rd	Blairgowrie	167B 1	South Side	Footpath Strategy	55
St Johns Wood Road	Pt Nepean Rd to Melbourne Rs	Blairgowrie	167	West Side	Footpath Strategy	66
Canterbury Jetty Rd	Pt Nepean Rd to Melbourne Rs	Blairgowrie	167	West Side	Footpath Strategy	99
Stringer Rd	Pt Nepean Rd to Melbourne Rs	Blairgowrie	167	West Side	Footpath Strategy	136
Point Nepean Rd	St Johns Wood Rd via on road link along the Loop to Hughes Rd	Blairgowrie	167	South Side	Footpath Strategy	148
Tootgarook/ Rye	Map 3					
Lyons St	Pt Nepean Rd to Collingwood St	Rye	168	East Side	RideSafe	60
Dundas St	Pt Nepean Rd to Nelson St	Rye	168	East Side	RideSafe	88
Dundas St	Roberts St to Avon Rd	Rye	168	East Side	RideSafe	111
Government Rd	Pt Nepean Rd to Bimble St	Rye	168	Alignment to be determined	RideSafe	157
Bimble St	Government Rd to Existing Path at Hygeia St	Rye	168	North Side	RideSafe	171

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
Rosebud	Map 4					
Boneo Rd	Bunning's to Pt Nepean	Rosebud	170	West Side Service Roads to be use to link Shared paths	Footpath Strategy RideSafe	2
Besgrove St	Eastbourne Rd to Boneo Rd	Rosebud	170	North Side	RideSafe	19
Elizabeth St	Pt Nepean Rd to Broadway Ave	Rosebud	170	West Side	RideSafe	66
Truemans Rd	Pt Nepean Rd to Kuringai Rd	Rosebud	169	West Side	RideSafe	80
Broadway Ave	Elizabeth Ave to Truemans Rd	Rosebud	169	Alignment to be determined	RideSafe	99
Eastbourne Rd	Jetty Rd to Elizabeth Av	Rosebud	170	South Side	RideSafe	121
Eastbourne Rd	Ninth Ave to Jetty Rd	Rosebud	170	North Side	Footpath Strategy RideSafe	121
Olympic Park	Eastbourne Rd to Boneo Rd	Rosebud	170	Alignment to be determined	RideSafe	121
Freeway Reserve, Shire Reserve Link	Boneo Rd to Eastbourne Primary School and Currawong Ct	Rosebud	169	Alignment to be determined	RideSafe	121
Illaroo St	Allambi Ave to Eastbourne Rd	Rosebud	169	Alignment to be determined	RideSafe	121
Allambi Ave, Barragowa Dv, Balaka St Route	Boneo Rd to Eastbourne Rd	Rosebud	169	Alignment to be determined	RideSafe	175
Old Cape Schanck Rd	Jetty Rd to Cleek Cr	Rosebud	168	Alignment to be determined	Footpath Strategy RideSafe	175
McCrae/Rosebud	Map 5					
Jetty Rd	Pt Nepean Rd to Old Cape Schanck Rd	Rosebud	158 & 170	Alignment to be determined	Footpath Strategy RideSafe	19
First Ave	Eastbourne Rd to Pt Nepean Rd	Rosebud	170	Alignment to be determined	RideSafe	36
Inglewood Cres	Jetty Rd to Padua College	Rosebud	170	North Side	Ride Safe	80
Bayview Rd	Latrobe Pde to Hove Rd	McCrae	159	Review alignment along existing path	Footpath Strategy RideSafe	111
Latrobe Pde	Foote Street to Bayview Rd	McCrae	159	Review alignment along existing path	RideSafe	121

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
McCrae/Rosebud Continued	Map 5					
Lonsdale St	Bayview Rd to Pt Nepean Rd	McCrae	158	West Side	RideSafe	136
South Road	Lonsdale St to Parkmore Rd	McCrae	158	North Side	RideSafe	148
Rosebud Ave	Eastbourne Rd to Pt Nepean Rd	Rosebud	170	Alignment to be determined	Footpath Strategy RideSafe	157
Duels Rd	Jetty Rd to Goolgowie St	Rosebud	170	Alignment to be determined	RideSafe Community feedback Footpath Strategy	154
Goolgowie St	Duels Rd to Waterfall Gully Rd	Rosebud	170	Alignment to be determined	RideSafe Community feedback	175
Waterfall Gully Rd	Old Cape Schanck Rd to State Park Entry	Rosebud	170	CONSTRUCTED	Footpath Strategy	
Old Cape Schanck Rd	Bayview Rd to Waterfall Gully	Rosebud	170	UNDER CONSTRUCTION	RideSafe	
Safety Beach Dromana	Map 6					
Pt Nepean Rd	Latrobe Pde to Verdon St	Dromana	159	South Side new Safe crossing required		10
Nepean Hwy	Country Club Dr to Pt Nepean Rd	Safety Beach	160	North side Alignment to be confirmed	Footpath Strategy	32
Dromana Pde	Evans to Nepean Hwy	Safety Beach	150-160	Alignment to be determined	Footpath Strategy RideSafe	36
McCulloch St/Boundary Rd	Hill Side Av to Pt Nepean Rd	Dromana	160-159	South Side alignment to be determined	RideSafe	66
Country Club Dr	Sheep wash Creek to Nepean Hwy	Safety Beach	150-160	Alignment to be determined Safe crossing required at Nepean Hwy	RideSafe	88
Pt Nepean Rd	Nepean Hwy to Kangerong Av	Dromana	160	South side	RideSafe	88
Charles St /Thomas St	Nepean Hwy to McCulloch St	Dromana	160-159	Alignment to be determined	RideSafe	111
Boundary Rd	Eatons Cutting to Existing Shared path near Rainer Rd	Dromana	160-159	South Side alignment to be determined	Footpath Strategy RideSafe	121
Victoria St	Seaview Av to Marine Dr	Safety Beach	150	Alignment to be determined	RideSafe	148
Pier sty	Pt Nepean Rd to Freeway Reserve	Dromana	160	Alignment to be determined	RideSafe	148

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
Safety Beach Dromana Continued	Map 6					
Eatons Cutting	Arthurs Seat Rd to Boundary Rd	Dromana	160	Alignment to be determined	RideSafe	208
Kangerong Av/Mary St	Pt Nepean Rd to Boundary Rd	Dromana	160-159	Alignment to be determined	RideSafe	213
Mount Martha	Map 7 and 8					
Nepean Hwy	Craigie Rd to Briars	Mt Martha	145	East Side Bridge or board walk required at Balcombe Creek (alt Bay Trail)	Footpath Strategy RideSafe	12
Nepean Hwy	Briars to Bay Rd Road Reserve	M Martha	1451 51	East Side (alt Bay Trail)	RideSafe	12
Dominion Rd	Bay Rd to Esplanade	Mt Martha	150-151	Southern Side alignment to be confirmed	Footpath Strategy RideSafe	30
Glenisla Dr	Normanby Tce to Primary School	Mt Martha	150	Eastern side along existing path alignment	Footpath Strategy RideSafe	47
Craigie Rd	Esplanade to Osbourne Dr	Mt Martha	145	North Side	RideSafe	55
Somerset Dr	Dominion Dr to Forest Dr	Mt Martha	150	Alignment to be determined	Footpath Strategy RideSafe	60
Ferrero Dr, Kilburn Ave, Marguerite Av, Panorama Dr, Jackson St Link	Link from Glenisla Av to Hearn Rd	Mt Martha	150	Part shared paths and on road links Alignment to be determined	RideSafe	80
Melrose Dr	Dominion Dr to Glenisla Dr	Mt Martha	150	Alignment to be determined	RideSafe	88
Forest Dr	Somerset Dr to Hearn rd	Mt Martha	150	Alignment to be determined	RideSafe	88
Bay Rd	Esplanade to Dominion Rd	Mt Martha	150	South Side along the alignment of existing path. Existing path varies in width	RideSafe	99
Hearn Rd	Forest Dr to Esplanade	Mt Martha	150	Alignment to be determined	RideSafe	99
Legacy Dr/Dickinson Dr	Existing Path to Scenicview Dr	Mt Martha	150	Link existing path in Legacy Dr to Scenic View	RideSafe	111
Harrap Ck Reserve	Craigie Rd to Briars	Mt Martha	145	Alignment through retarding basin Reserve to be determined	RideSafe	157

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
Mount Martha Continued	Map 7 and 8					
Racecourse Rd	Craigie Rd to Briars	Mt Martha	145	Alignment through Briars Reserve to be determined	RideSafe	171
Ferrero Reserve	Latrobe Dr to Seppelt Ave linking to Augusta St Bridge	Mt Martha	145	Alignment through Ferrero Reserve to be determined	RideSafe	175
Balcombe Creek Reserve	Esplanade to Latrobe Dr	Mt Martha	145	Alignment through Reserve to be determined	RideSafe	175
Orana Dr/Kinroass St	Link Somerset Dr to Legacy Dr	Mt Martha	150	Alignment to be determined	RideSafe	175
Citation Reserve	Helena St to Augusta St	Mt Martha	145	Alignment through Citation Reserve to be determined	RideSafe	188
Augusta St Fire Track	Augusta St to Existing Bridge over Balcombe creek near Nepean Hwy	Mt Martha	145	Alignment along existing walking trail	RideSafe	188
Balcombe Creek Reserve Briars	Bridge near Nepean Hwy to Briars Information Centre	Mt Martha	145	Alignment through Reserve to be determined. Alignment to include walkway under Balcombe Creek road bridge	RideSafe	188
Craigie Rd	Dunns Rd To Racecourse Rd	Mt Martha	145	UNDER CONSTRUCTION		
Harrap Ck Reserve	Veda Av to Craigie Rd	Mt Martha	145	UNDER CONSTRUCTION	RideSafe	
MORNINGTON	Map 8					
Nepean Hwy	Oakbank rd to Tanti Creek	Mornington	104-145	East Side	RideSafe	2
Bungower Rd	Nepean Hwy to Rail Reserve	Mornington	104-105	South Side	RideSafe	16
Main St	Nepean Hwy to Cromwell St	Mornington	104	South Side	RideSafe	19
Nepean Hwy	Bentons Rd to Main St	Mornington	145	West Side	Footpath Strategy Ride Safe	24
Barkly St	Esplanade to Waterloo Pl	Mornington	104	South Side	RideSafe	24
Queen St	Waterloo Pl to Vancouver St	Mornington	104	North Side	RideSafe	28

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
MORNINGTON Continued	Map 8					
Mornington Tyabb Rd	Yuilles Rd to Nepean Hwy	Mornington	145	South side link to traffic signals	RideSafe	32
Waterloo PI	Cromwell St to Albert St	Mornington	104	South Side	RideSafe	32
Oakbank Rd	Nepean Hwy to Rail Reserve	Mornington	105	East Side	Footpath strategy RideSafe	36
Mornington Tyabb Rd	Roberts Rd to St Catherines Ct	Mornington	145	South Side	RideSafe	36
Cromwell St	Main St to Wellington St	Mornington	104	South Side	RideSafe	36
Bungower Rd	Exford Dr to Rail Reserve	Mornington	104 - 105	North S	RideSafe	47
Watt Rd	Racecourse Rd to Yuilles Rd	Mornington	145	North Side	RideSafe	47
Wilsons Rd	Pitt St to Esplanade	Mornington	145	West Side	Footpath Strategy	47
Wilson Rd	Nepean Hwy to Moona Av	Mornington	145	East Side	RideSafe	47
Shandon St	Beleura Hill Rd to Nepean Hwy	Mornington	105	North Side on road link to Shared path across Tanti Creek	RideSafe	66
Vancouver St	Queen St to Esplanade	Mornington	104	South Side	RideSafe	66
Vale St	Tanti Ave to Main Street	Mornington	104	South Side	RideSafe	66
Civic Reserve	Billabong Cl to Mornington Tyabb Rd	Mornington	145	Path alignment to comply with Master plan and link to proposed POS Mornington Tyabb Rd	RideSafe	80
Civic Reserve	Linking Existing Shared paths along Eastern Boundary from Broxbourne Way to Mornington Tyabb Rd	Mornington	145	Connect links form St Catherines Ct, Broxbourne Brae, and Botany Walk	Footpath Strategy RideSafe	88
Civic Reserve	Main Entrance Access rd	Mornington	145	North side Linking David Collings Centre to Dunns Rd	RideSafe	88
Barkly St	Tanti Av to Nepean Hwy via vacant Road Reserve	Mornington	104	Review of alignment required	RideSafe	99

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
MORNINGTON Continued	Map 8					
Narambi Rd and Reserve	Robertson Dr to Rail Reserve	Mornington	145	East Side connect through Narambi Reserve	RideSafe	111
Bentons Rd	Nepean Hwy to Esplanade	Mornington	145	South Side	Footpath Strategy Ride Safe	111
Yuilles Rd	Watts Rd to Tanti Creek	Mornington	145	East side	RideSafe	121
Longwood Dr/Steelman Dr	Benton Junior College to Weerona Way	Mornington	145	Link existing paths	RideSafe	121
Separation St	Nepean Hwy to Hampden St	Mornington	145	West Side narrow section from York St to Hampden to be reviewed	RideSafe	121
Dallas Brooks Park	Mornington Tyabb Rd to Watts Rd	Mornington	145	Eastern side of park	RideSafe	136
Alexander Park	Hampden St to Cromwell St	Mornington	104	Via Kindergarten Access rd and aligned along existing footpath - review alignment near Netball pavilion	RideSafe	136
Exford Dr, Padua Dr and Straughton Way Route	Oakbank rd to Bungower Rd	Mornington	104-105	North side	RideSafe	148
Richardson Dr	Narambi Rd to Hunters Bridge	Mornington	145	South Side	RideSafe	148
Eden Park Wet lands	Eden Park Dr to Rail Reserve	Mornington	145		RideSafe	175
Civic Reserve	Southern end	Mornington	104	Dunns Rd to existing path at St Catherines Ct	RideSafe	175
Racecourse Rd	Bungower Rd to Mornington Tyabb Rd	Mornington	145	East Side Replace sand path with concrete after horse demand diminished	RideSafe	188
Flinders Park	Mornington Tyabb Rd to Moomba St linking on road to Nepean Hwy	Mornington	145	Link existing shared path through Flinders Park to Moomba along Road to Nepean Hwy linking to POS	RideSafe	188
Bentons Rd	Racecourse Rd to Balcombe Dr	Mornington	145	North Side	Ride Safe	188
Nepean Hwy Service Rd	Weber Dr to Strachans Rd	Mornington	145	East Side	RideSafe	188

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
MORNINGTON Continued	Map 8					
Oak Ridge Reserve	Link Hill Park Dr, Oboe Cl, to Coimadai Ct & Exford Dr	Mornington	104-105	As shown on Bicycle Map8 Includes on road connections	RideSafe	199
Sanderling Reserve	Tenya Ct to Richardson Dr	Mornington	145	Through Reserve provide speed humps at road crossings	RideSafe	199
Racecourse Rd	Mornington Tyabb Rd to Wensleydale Dr	Mornington	145	West Side	Footpath Strategy	199
Strachans Rd	Nepean Hwy to Esplanade	Mornington	145	South Side	Footpath Strategy RideSafe	199
Weber Dr	Nepean Hwy to Pankhurst Dr	Mornington	145	North Side	RideSafe	208
St Mitchell CCT	Carbine Way to Eden Park Dr	Mornington	145	North Side	RideSafe	213
Tingagel Way/Parkside Cr	Moorhead Av to Emerald CL	Mornington	145	Link existing paths	RideSafe	213
Killingholme Dr	Botany Walk to existing path	Mornington	145	Link existing paths	RideSafe	213
Allison St	Richardson Dr to Nepean Hwy	Mornington	145	South Side	RideSafe	219
Hutchins Park	Dunns rd To Maxwell St	Mornington	145	Plink path in Dunns Rd through Hutchins Park, on New Morning Way Maxwell St, Dorothy Cr	RideSafe	221
Dorothy Cr	Maxwell St to Seaview Av	Mornington	145	Western Side on-road link to Nepean Hwy	RideSafe	221
Osbourne Dr	Dulnain sty to Bentons Rd	Mornington	145	review alignment	Ride Safe	225
Nunns Rd	Strachans Rd to Wilsons Rd	Mornington	145	North Side	RideSafe	225
Carbine Way	Racecourse Rd to St Mitchell CCT	Mornington	146	Review of alignment required	RideSafe	228
Mt Eliza	Map 9					
Canadian Bay Rd	Walkers Rd to Mt Eliza Regional Park Path system	Mt Eliza	105J5	West Side	RideSafe	4
Kunyang Rd	Nepean Hwy to Earimil Dr	Mt Eliza	105D 4	Review of alignment required	Footpath Strategy	30

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
Mt Eliza Continued	Map 9					
Mt Eliza Way	Allen Dr Nepean Hwy	Mt Eliza	101G 12	South Side	RideSafe	36
Moorooduc Hwy Service Road	Quarry Reserve to Mountain Av	Mt Eliza	101 E6	North side (Part in the City of Frankston) in conjunction with on-road route	RideSafe	36
Walkers Rd	Millbank Dr to Humphries Rd	Mt Eliza	105K 02	North side	SCS/Res	47
Wooralla Dr	Tower Rd to Emil Madsen Reserve	Mt Eliza	105G 10	East Side	RideSafe	98
Winona Rd	Canadian Bay Rd to Humphries Rd	Mt Eliza	106B 5	North Side	RideSafe	99
Ranelagh Dr	Wimbledon Av Canadian Bay Rd	Mt Eliza	105 E1	Review of alignment required both sides	Footpath Strategy RideSafe	99
Old Mornington Rd	Mt Eliza Way to Nepean Hwy	Mt Eliza	101G 11	West Side	Footpath Strategy	111
Humphries Rd	Nepean Hwy to Two Bays Rd	MtEliza	106C 2	West Side	Footpath Strategy RideSafe	121
Wimborne Av	Rutland Av to Mt Eliza Way	Mt Eliza	105 F10	North Side	RideSafe	136
Canadian Bay Rd	Mt Eliza Reserve to Beach Parking	Mt Eliza	101 E11	West Side	RideSafe	148
Tower Rd	Wooralla Dr to Nepean Hwy	Mt Eliza	105E	North Side	RideSafe	157
Cambourne Av	Wimbledon Av Canadian Bay Rd	Mt Eliza	101 E 12	Review of alignment required	RideSafe	157
Mt Eliza Regional Park	Victory Place to Canadian Bay Rd linking to existing Regional Park shared paths	Mt Eliza	105J8	through Regional Park	RideSafe	171
Wimbledon Av	Wimborne Av to Cambourne Av	Mt Eliza	101 E 12	Review of alignment required	Footpath Strategy RideSafe	171
Mountain View Rd	Canadian Bay Rd to Wooralla Dr	Mt Eliza	105H 7	Detailed review of alignment required	RideSafe	175
Rutland Av	Acheron Av top Moonya Lane	Mt Eliza	105 E1	Review of alignment required	RideSafe	206
Volitans Av/Albatross	Nepean Hwy to Kunyung Av	Mt Eliza	105C 5	Review of alignment required	RideSafe	208

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
Mt Eliza Continued	Map 9					
Davies Av/Clarkestown Av	Link Mt Eliza Way via Carpark and ROW to Canadian Bay Rd	Mt Eliza	101F 1	Varies	Footpath Strategy RideSafe	208
Acheron Av	Kunyang Av to Rutland Av	Mt Eliza	105D 3	Review of alignment required	RideSafe	208
Baxter/Somerville	Map 10					
Blacks Camp	Existing Path to Jones Rd	Somerville	148	Alignment to be determined	Footpath Strategy RideSafe	60
Baxter Tooradin Rd	Frankston Flinders Rd to Frankston Stony Point Rail Reserve	Baxter	107-107	South Side along alignment of existing path. Link to Peninsula link	RideSafe	66
Baxter Tooradin Rd	Frankston Stony Point Rail Reserve to Grant Rd	Baxter	107	North side along the alignment of existing path	Footpath Strategy RideSafe	66
Sages Road	Frankston Flinders Rd to Moorooduc Rd	Baxter	106	Alignment through Baxter Park Agreement required form City of Frankston	RideSafe	66
Frankston Flinders Rd	Baxter Tooradin Rd to Peninsula link path network	Baxter	106	East Side alignment contingent on Peninsula Link works	RideSafe	66
Jones Rd	Eramosa Rd West to Station St	Somerville	107-148	East Side	RideSafe	66
Austin Rd	Bungower Rd to Clarendon Dr	Somerville	148	Alignment to be determined	RideSafe	99
Roslyn St, Majestic Dr, Sullivan Dr	Eramosa Rd East to Stanley St	Somerville	107	Alignment to be determined	RideSafe	99
Recreation Reserve	Jones Rd to Austin Rd	Somerville	148	Alignment to be determined	RideSafe	121
Sinclare St	Mt Erin Secondary College to Jones Rd	Somerville	148	Alignment to be determined	RideSafe	136
Recreation Reserve	Railway Rd to Oldstead Drv	Baxter	106-107	Alignment to be determined	RideSafe	157
Unthanks Reserve	Clarendon Dr via Rochester Rd and Pembroke Dr to Graf Rd	Somerville	148	Alignment to be determined	RideSafe	157
Recreation Reserve	Domino Ct 7 Benjamin Ct to Blacks Camp Rd	Somerville	148	Alignment to be determined	Footpath Strategy RideSafe	157

Bungower Rd	Coolart Rd to Frankston Flinders Road	Somerville	107	North Side Alignment to be determined	Footpath Strategy RideSafe	157
PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
Baxter/Somerville	Map 10					
Stanley St	Eramosa Rd East to the end of Stanley St	Somerville	107	Alignment to be determined	RideSafe	188
Clarendon Dr	Eramosa Rd West to Blacks Camp Rd	Somerville	107-148	Alignment to be determined	RideSafe	199
Barakee Dr/Recreation Reserve	Bungower Rd to Clarendon Dr	Somerville	148	Alignment to be determined	RideSafe	199
Melrose Tce/Lawrence St	Majestic Dr to end of Melrose Tce	Somerville	107	Alignment to be determined	RideSafe	217
Knilor Dr/Peter Kent Dr	Frankston Flinders Rd to Frankston Flinders Rd	Somerville	107	Alignment to be determined	RideSafe	219
Oldstead Drv	Baxter Tooradin Rd to Frankston Flinders Rd	Baxter	106-107	Alignment to be determined	RideSafe	221
Tyabb/Hastings	Map 11					
Rail Reserve	Graydens Rd to Reid St	Hastings	154	Alignment to be determined	RideSafe	4
Hastings Foreshore	Hodgins Rd to Reid St	Hastings	154	Alignment to be determined with connections to Pelican Pt and Marine Pde near High Street	RideSafe	12
Frankston Flinders Rd	Lima Av to Mornington Tyabb Rd	Tyabb	148	West side alignment across shops to be review.	RideSafe	19
Frankston Flinders Rd	Bunguyan Reserve to The Crescent	Tyabb	148	East side alignment across shops to be review.	RideSafe	24
Wallaroo Pl, Tambar Pl, Stallwart Ave, Wolverine St route	Hodgins Rd to Mariners Way	Hastings	154	Alignment to be determined	RideSafe	28
The Crescent	Frankston Flinders Rd to Tyabb Railway Primary School	Tyabb	148	South Side	RideSafe	36
Hodgins St	Mariners Way to Watts Rd	Hastings	154	North Side existing path alignment	RideSafe	36
Victoria St	Hodgins Rd to High St	Hastings	154	Alignment to be determined	Path Strategy RideSafe	36
Hodgins Rd	Watts Rd to Rail Reserve	Hastings	154	North Side existing path alignment	RideSafe	55
Hodgins Rd	Victoria St to Marine Pde	Hastings	154	North Side existing path alignment	RideSafe	55

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
Tyabb/Hastings Continued	Map 11					
Michele Dr , Villawood Dr Route	Hodgins Rd to High St	Hastings	154	Alignment to be determined	RideSafe	60
High Street	Watts Rd to Queen St	Hastings	154	North Side	RideSafe	80
High Street	Watts Rd to Station Access Rd	Hastings	154	South Side Safe crossing of High St required	RideSafe	80
Jones Rd	Wellington Rd to Tyabb Rd Primary School	Tyabb	148	West side alignment along existing path	RideSafe	121
King St	Church St to Bus Interchange	Hastings	154	Alignment to be determined	RideSafe	121
High Street	Villawood Dr to Watts Rd	Hastings	154	North Side	RideSafe	136
High Street	Boes Rd to Westernport Secondary College	Hastings	154	South Side	RideSafe	157
Hodgins Rd	Lantons Way to Boes RD	Hastings	154	South Side	Footpath Strategy RideSafe	175
Church St	Railway Station to Kings St	Hastings	154	Alignment to be determined	RideSafe	175
Boes Rd	Mornington Tyabb Rd to Hodgins Rd	Tyabb to Hastings	148 - 154	East Side alignment to be confirmed	Footpath Strategy RideSafe	228
Henderson Rd	Hodgins Rd to Myers Rd	Hastings	154 - 164	East Side alignment to be confirmed	Footpath Strategy RideSafe	228
Warringine Park (Creek)	Hendersons Rd to Frankston Flinders Rd	Hastings	164	Alignment to be determined	RideSafe	231
Bittern/Crib Point/Stony Point	Map 12					
Stony Point Road	Woolleys Rd to Park Rd	Crib Point	164 - 195	Eastern Side Alignment to be confirmed	RideSafe	66
Stony Point Road	Park Rd to Stony Pt	Crib Point	195	Alignment to be determined	RideSafe	66
Portsmouth Rd	Myers Rd to Frankston Flinders Rd	Bittern	164	Alignment to be determined	RideSafe	88
Orotava Av, Milne St	Disney St to Park Rd	Crib Point	195	Alignment to be determined	RideSafe	88
Martin St	Governors Rd to Milne St	Crib Point	195	Alignment to be determined	RideSafe	99
Disney St	Morradoo St to The Esplanade	Crib Point	195	Alignment to be determined	Footpath Strategy RideSafe	136

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
Bittern/Crib Point/Stony Point	Map 12					
Myers Rd	Frankston Flinders Rd to Hendersons Rd Rd	Bittern	164	Alignment to be determined	RideSafe	148
The Esplanade	Disney St to Crib Point Jetty	Crib Point	195	Alignment to be determined	RideSafe	157
Creswell Rd	Myers Rd to Bittern Primary School	Bittern	164	Alignment to be determined	RideSafe	188
Governors Road	Stony Point Rd to The Esplanade	Crib Point	194K 1	South Side	Footpath Strategy	188
Park Rd	Milne St to Stony Point Rd	Crib Point	195	Alignment to be determined	RideSafe	199
Sudholze St	Myers Rd to The Bittern Bvd	Bittern	164	Alignment to be determined	RideSafe	217
Warringine Park (Woodlands)	Hendersons Rd to Frankston Flinders Rd	Bittern	164	Alignment to be determined via Heritage Way and Lady Nelson Way	RideSafe	225
Balnarring/Somers	Map 13					
Camp Hill Rd	The Boulevard to Sandy Point Rd	Somers	194	Alignment to be determined	RideSafe	60
Civic Ct	Frankston Flinders Rd via Balnarring Primary School to Balnarring Beach Rd/Frankston Flinders Rd Intersection	Balnarring	193	Alignment to be determined noting path circuit	RideSafe	80
Capital Ave	Balnarring Beach Rd to Balnarring Primary School	Balnarring	193	Alignment to be determined	RideSafe	99
Tasman Rd	South Beach Rd to Camp Hill Rd	Somers	194	Alignment to be determined	Footpath Strategy RideSafe	136
The Boulevard	Camp Hill Rd to Parklands Ave	Somers	194	Alignment to be determined	RideSafe	157
Parklands Ave	The Boulevard to Lord Somers Rd	Somers	194	Alignment to be determined	RideSafe	157
Lord Somers Rd	Parklands Ave to existing path	Somers	194	Alignment to be determined	Footpath Strategy	157
Balnarring Beach Rd	Frankston Flinders Rd to Foreshore Rd	Balnarring	193	Alignment to be determined	RideSafe	175
South Beach Rd	Sandy Point Rd to Tasman Rd	Somers	194	Alignment to be determined	RideSafe	188
Stumpy Gully Rd	Frankston Flinders Rd to Clarke St	Balnarring	193	Alignment to be determined	RideSafe	221

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
Port Phillip Bay Bay TRAIL						
Frankston to Baxter	Peninsula Link Freeway					
Mornington Rail Reserve	Sumner Rd to Moorooduc Hwy	Mt Eliza	106	Alignment to be determined	RideSafe/ Peninsula Link	
Mornington Rail Reserve	Moorooduc Hwy to Wooralla Dr	Mt Eliza	105	Alignment to be determined including the alignment through Mt Eliza Regional Park	RideSafe/ Peninsula Link	
Mornington Rail Reserve	Wooralla Dr to Oakbank Rd	Mt Eliza	105	Alignment to be determined	RideSafe/ Peninsula Link	
Mornington Rail Reserve	Oakbank Rd to Bungower Rd	Mornington	105	Alignment to be determined	RideSafe/ Peninsula Link	
Mornington Rail Reserve	Bungower Rd to Narambi Reserve	Mornington	105	Alignment to be determined	RideSafe/ Peninsula Link	
Mornington Rail Reserve	Narambi Reserve to Tanti Creek	Mornington	145	Alignment to be determined	RideSafe/ Peninsula Link	
Tanti Creek Reserve	Rail Reserve to Nepean Hwy	Mornington	145	Alignment on North side of Creek	RideSafe/ Peninsula Link	
Tanti Ave	Nepean Hwy to Barkly St	Mornington	104	North Side	RideSafe/ Peninsula Link	1
Drainage Reserve	Barkly St to Franklin St	Mornington	104		RideSafe	4
Cook St	Franklin St to Esplanade	Mornington	104	North Side	Footpath Strategy RideSafe	4
Foreshore	Coorington St to south side of Anthonys Nose	Dromana McCrae	159	Re-alignment of existing gravel path to next to Pt Nepean Road from Coorington sty to Anthonys Nose. Boardwalk over seawall at Anthonys Nose	RideSafe	4
Barkly St	Tanti Ave to Drainage Reserve	Mornington	104		RideSafe	10
Esplanade	Cook St to Schnapper Point Dr	Mornington	104	Along Foreshore Board walk required at Cook St	RideSafe	12
Esplanade	Flinders Dr to Wilsons Rd	Mornington	104	Alignment to on Foreshore side alignment to be determined	RideSafe	16

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
Port Phillip Bay Bay TRAIL						
Esplanade	Wilsons Rd to 100m south of Strachans Rd	Mornington	104	Alignment to on Foreshore side alignment to be determined Crossing required to link with existing Shared path on East side of Esplanade.	RideSafe	16
Foreshore	White Cliffs to Stringer Rd	Blairgowrie	167-168	Alignment of path through White Cliffs adjacent to Pt Nepean Rd, alignment through foreshore needs to be determined and planning g processes commended	RideSafe	19
Esplanade	Schnapper Point Dr to Flinders Dr	Mornington	104	Alignment to be determined through Mornington Park	RideSafe	24
Dromana Pde /Link Rd	Pickings Rd to Marine Dr	Safety Beach	160	provide safe crossing of Dromana Pde	RideSafe	47
Nepean Hwy	Bay Rd Road Reserve to Bruce Rd	Mt Martha	151	East Side link across to Bruce Rd via Traffic Signals	RideSafe	60
Pickings Rd	Rymer Ave to Dromana Pde	Safety Beach	160	Connect existing shared path and cross to South side of Pickings Rd	RideSafe	66
Watson Rd	Esplanade to Latrobe Dr	Mt Martha	145	From existing path on Esplanade North side, alignment to be confirmed	RideSafe	88
Bay Rd Road Reserve	Existing Shared path to Nepean Highway	MtMartha	151	Crossing required at Nepean Hwy		99
Marine Pde	Underpass to Nepean Hwy on Foreshore	Safety Beach	160	Alignment on Foreshore to be determined	RideSafe	111
Latrobe Dr	Watson Rd to Bay Road	Mt Martha	145	East Side	RideSafe	136
Bay Rd	Latrobe Dr to Greenfield Way	Mt Martha	151	Path on South Side linking via service road and Pedestrian Bridge to Greenfield Way and existing shared path	RideSafe	136
Bruce Rd	Nepean Hwy to Island Dr Martha Cove	Mt Martha	150	Alignment to be determined	RideSafe	206

PROPOSED SHARED PATH LOCATION				COMMENTS		OVERALL RANK
Street or Road	Section/Side	Township	Mel Ref		Source	
Western Port Bay- BAY TRAIL						
Baxter Somerville Link Options						
Eramosa Rd (option 1)	Coolart ED to Frankston Flinders Rd (existing path)	Somerville	107	North Side	RideSafe	36
Frankston Flinders Rd (Option 1)	Peninsula Link Path Network to Coolart Rd	Baxter	106-107	Alignment to be determined subject to Peninsula Links works	RideSafe	136
Coolart Rd (Option 1)	Frankston Flinders Rd to Eramosa Rd West	Baxter Somerville	107	West side confirmation required	RideSafe	148
Frankston Stony Point Rail Reserve (Option 2)	Golf Links Rd to Eramosa Rd	Baxter Somerville	107	Alignment has been challenged by Department of Infrastructure -new rail line proposed	RideSafe	32
Rail Reserve	Graydens Rd to Reid St	Hastings	154	Alignment to be determined	RideSafe	4
Frankston Flinders Rd	Myers Rd to Balnarring Rd	Bittern /Balnarring	164-193	Western side Alignment to be confirmed	RideSafe	47

PROPOSED ONROAD FACILITY LOCATION					COMMENTS	RANKING
Street or Road	Section/Side	Township	Mel Ref	Source		
Melbourne Rd	Dundas St to Hotham Rd	Rye to Sorrento	168,167,157&156	Line marking and lane definition required	RideSafe	1
Jetty Rd	Pt Nepean Rd to Browns Rd	Boneo to Rosebud	170	Line marking and lane definition required	RideSafe	1
MT Eliza Way	Nepean Hwy at Wooralla Dr to Nepean Hwy north	Mt Eliza	101-105	Line Marking and lane definition required	RideSafe	2
Bungower Rd	Nepean Hwy to Moorooduc Hwy	Mornington	145,	Line marking and lane definition required	RideSafe	2
Eastbourne Rd/Elizabeth St	Jetty Rd to Pt Nepean Rd	Rosebud	169, 170	Line marking and lane definition required	RideSafe	2
Baxter Tooradin Rd	Moorooduc Hwy to Shire Boundary	Baxter	107	Seal Shoulders, line marking and lane definition required Extension through other Municipalities to South Gippsland Hwy desirable	RideSafe	5
Ocean Beach Rd	Pt Nepean Rd to Sorrento Ocean Beach	Sorrento	156.157	Line marking and lane definition required	RideSafe	5
Marine Pde and Salmon St	Frankston Flinders Rd to Reid	Hastings	154-155	Seal Shoulders, line marking and lane definition required	RideSafe	7
Wooralla Dr	Bright Cres to Nepean Hwy	Mt Eliza	105 G	Line Marking and lane definition required	RideSafe	8
Bentons Rd	Esplanade to Century Dr	Mornington	145-146	Seal Shoulders, line marking and lane definition required	RideSafe	8
Humphries Rd	Nepean Hwy to Mountain Av	Mt Eliza	106C2	Line marking only required	RideSafe	10
Barkly St	Beleura Hill Rd to Esplanade	Mornington	104	Line Marking and lane definition required	RideSafe	11
Grant Rd	Frankston Flinders Rd to Baxter Tooradin Rd	Somerville	107	Line Marking and lane definition required	RideSafe	11
Eramosa Rd West	Moorooduc Hwy to Frankston Flinders Rd	Moorooduc / Somerville	102	Line marking only required	RideSafe	11
Canadian Bay Rd	Banool Cres to Beach Carpark	Mt Eliza	101-105	Line Marking and lane definition required	RideSafe	14
Beleura Hill Rd Esplanade	Nepean Hwy to Main St	Mornington	104	Line Marking and lane definition required	RideSafe	14
Eramosa Rd East	Frankston Flinders Rd to Western Port Hwy	Moorooduc / Somerville	107	Seal Shoulders, line marking and lane definition required	RideSafe	14

Balnarring Rd	Old Moorooduc Rd to Frankston Flinders Rd	Tuerong to Balnarring	152 -162	Seal Shoulders, line marking and lane definition required	RideSafe	14	
PROPOSED ONROAD FACILITY LOCATION					COMMENTS	RANKING	
Street or Road	Section/Side	Township	Mel Ref	Source			
Browns Rd	Purves Rd to Truemans Rd	Main Ridge to Boneo	169,170	Seal Shoulders, line marking and lane definition required	RideSafe		14
Besgrove St	Eastbourne St to Boneo Rd	Rosebud	170	Line marking and lane definition required	RideSafe		14
Shandon St	Nepean Hwy to Beleura Hill Rd	Mornington	104	Line Marking and lane definition required	RideSafe		20
Bruce Rd	Nepean Hwy to Marine Dr	Safety Beach	150	Seal Shoulders, line marking and lane definition required	RideSafe		20
McCulloch St	Boundary Rd to Pt Nepean Rd	Dromana	159	Line marking and lane definition required	RideSafe		20
St Johns Wood Rd	Melbourne Rd to Pt Nepean Rd	Blairgowrie	167	Seal Shoulders, line marking and lane definition required	RideSafe		20
Graydens Road	Loders Rd to Frankston Flinders Rd	Moorooduc /Hastings	153-154	Seal Shoulders, line marking and lane definition required	RideSafe		24
Hotham Rd	Pt Nepean Rd to Back Beach Rd	Sorrento to Portsea	156	Line marking and lane definition required	RideSafe		24
Craigie Rd	Esplanade to Moorooduc Hwy	Mt Martha	145	Seal Shoulders, line marking and lane definition required	RideSafe	26	
Boundary Rd	White Hill Rd to McCulloch St	Dromana	159	Seal Shoulders, line marking and lane definition required	RideSafe	26	
Wilsons Rd	Nunns Rd to Esplanade	Mornington	145	Line Marking and lane definition required	RideSafe	28	
Derril Rd	Eramosa Rd West to Bentons Rd	Moorooduc	106-146	Seal Shoulders, line marking and lane definition required	RideSafe	28	
Dundas St	Pt Nepean Rd to Browns Rd	Rye	168,251	Seal Shoulders, line marking and lane definition required	RideSafe	28	
Baden Powel Dr	Nepean Hwy to Humphries Rd	Mt Eliza	101	Seal Shoulders and Line mark as well as Shoulder sealing sections	RideSafe	31	
Bayview Rd	Latrobe Dr to Jetty Rd	Dromana to Rosebud	158-170	Line marking and lane definition required	RideSafe	31	
Lonsdale St	Bayview Rd to Pt Nepean Rd	McCrae	158	Line marking and lane definition required	RideSafe	31	
Browns Rd	Truemans Rd to Dundas St	Fingal	168-169	Seal Shoulders, line marking and lane definition required	RideSafe	31	
Sages Rd	Frankston Flinders Rd to Moorooduc Hay	Baxter	106	Seal Shoulders and Line mark as well as Shoulder sealing sections	RideSafe	35	

Red Hill Rd	Bittern Dromana Rd to Arthurs Seat Rd	Red Hill	191	Line marking and lane definition required	RideSafe	35	
PROPOSED ONROAD FACILITY LOCATION					COMMENTS	RANKING	
Street or Road	Section/Side	Township	Mel Ref	Source			
Loders Road	Derril Rd to Graydens Rd	Moorooduc	147	Seal Shoulders, line marking and lane definition required	RideSafe		37
Old Cape Schanck Rd	Jetty Rd to Browns Rd	Boneo Rd	170	Seal Shoulders, line marking and lane definition required	RideSafe		37
Wooralla Dr	Moorooduc Hwy to Brighton Cres	Mt Eliza	105 G	Seal Shoulders and Line mark	RideSafe		39
The Crescent	Frankston Flinders Rd to Western Port Hwy	Tyabb	148	Seal Shoulders and Line mark as well as Shoulder sealing sections	RideSafe		39
Coolart Rd	Frankston Flinders Rd to Sandy Point rd	Baxter to Balnarring	107,147,153,163&193	Seal Shoulders, line marking and lane definition required	RideSafe		39
Arthurs Seat Rd	Red Hill Rd to Purves Rd	Red Hill	191,190 171	Seal Shoulders, line marking and lane definition required	RideSafe		39
Shoreham Rd	Red Hill Rd to Frankston Flinders Rd	Red Hill/Shoreham	190, 255 &256	Seal Shoulders, line marking and lane definition required	RideSafe		39
Purves Rd	Arthurs Seat Rd to Browns Rd	Arthurs Seat to Main Ridge	171, 190	Seal Shoulders, line marking and lane definition required	RideSafe		39
Truemans Rd	Pt Nepean Rd to Browns Rd	Cape Schanck	258	Seal Shoulders, line marking and lane definition required	RideSafe	39	
Dundas St	Browns Rd to Sandy Rd	Rye	168,251	Seal Shoulders, line marking and lane definition required	RideSafe	39	
South Beach Rd	Frankston Flinders Rd to Sandy Point Rd	Bittern to Somers	164 - 194	Seal Shoulders, line marking and lane definition required	RideSafe	47	
Truemans Rd	Browns Rd to Gunnamatta Beach	Cape Schanck	258	Seal Shoulders, line marking and lane definition required	RideSafe	47	
Tuerong Rd/Derril Rd/Graydens Rd	Old Moorooduc Rd to Graydens Rd	Moorooduc	147	Road Construction Seal Shoulders, line marking and lane definition required	RideSafe	49	
Stanleys Road	Frankston Flinders Rd to Red Hill Rd	Red Hill South	191,192, 193	Seal Shoulders, line marking and lane definition required	RideSafe	49	
Cape Schanck Rd	Boneo Rd to Mornington Peninsula National Park	Cape Schanck	259	Seal Shoulders, line marking and lane definition required	RideSafe	49	
Sandy Rd	Truemans Rd to Dundas St	St Andrews Beach	251,252	Seal Shoulders, line marking and lane definition required	RideSafe	49	
Bungower Rd	Moorroduc Hwy to Frankston Flinders Rd	Moorooduc / Somerville	147,148	Line marking and lane definition required		53	

PROPOSED ONROAD FACILITY LOCATION					COMMENTS	RANKING
Street or Road	Section/Side	Township	Mel Ref	Source		
Bentons Rd	Century Dr to Derril Rd	Mornington	145-146	Seal Shoulders, line marking and lane definition required	RideSafe	53
Balnarring Beach Rd	Sandy Point Rd to Foreshore Rd	Balnarring	193	Seal Shoulders, line marking and lane definition required	RideSafe	53
Tubbarubba Rd	Balnarring Rd to Bittern Dromana Rd	Merricks North	162	Seal Shoulders, line marking and lane definition required	RideSafe	53
Merricks Rd	Bittern Dromana Rd to Frankston Flinders Rd	Merricks	192	Seal Shoulders, line marking and lane definition required	RideSafe	53
Baldrys Rd	Browns Rd to Mornington Flinders Rd	Main Ridge	254	Seal Shoulders, line marking and lane definition required	RideSafe	53
Tyabb Tooradin Rd	Western Port Hwy to Shire Boundary	Somerville	149,140&141	Seal Shoulders, line marking and lane definition required Extension through other Municipalities to Baxter Tooradin Rd desirable	RideSafe	59
Old Moorooduc Rd	Moorooduc Hwy to Nepean Hwy	Tuerong	151	Line marking and lane definition required	RideSafe	59
Franklin Rd	Pt Nepean Rd to Back Beach Rd	Portsea	156	Seal Shoulders, line marking and lane definition required	RideSafe	59
Back Beach Rd	Pt Nepean Rd to Back Beach Rd	Portsea	156	Seal Shoulders, line marking and lane definition required	RideSafe	59
Bungower Rd	Frankston Flinders Rd to Tyabb Tooradin Road	Somerville	148 &149	Line marking and lane definition required		63
Barclay Cres, Bayview Rd, Long Island Dr route	Marine Pde to Esso/BHP	Hastings	154-155	Seal Shoulders, line marking and lane definition required	RideSafe	63
Sandy Point Rd	Frankston Flinders Rd to South Beach Rd	Balnarring to Somers	193-194	Seal Shoulders, line marking and lane definition required	RideSafe	63
Canterbury Jetty Rd	Melbourne Rd to Pt Nepean Rd	Blairgowrie	167	Seal Shoulders, line marking and lane definition required	RideSafe	63
Reid St	Frankston Flinders Rd to Salmon St	Hastings	154, 164	Seal Shoulders, line marking and lane definition required	RideSafe	67
Byrnes Rd	Frankston Flinders Rd to Marine Pde	Shoreham	256	Seal Shoulders, line marking and lane definition required	RideSafe	67
Forest Rd Bradford Rd	Nepean Hwy to Paramount Cres	Mt Martha	150	Seal Shoulders, line marking and lane definition required	RideSafe	67
Point Leo Rd	Shoreham Rd to Western Pde	Point Leo	256-257	Seal Shoulders, line marking and lane definition required	RideSafe	70

PROPOSED ONROAD FACILITY LOCATION					COMMENTS	RANKING
Street or Road	Section/Side	Township	Mel Ref	Source		
Scott Gv	Frankston Flinders Rd to Grant Rd	Somerville	107	Line Marking and lane definition required	RideSafe	71
Warrawee Rd	Stanleys Rd to Balnarring Rd	Balnarring	193	Seal Shoulders, line marking and lane definition required	RideSafe	71
Elaina Rd, Paramount Cres, Martha Rd	Bruce Rd to Forest Rd	Safety Beach	150	Seal Shoulders, line marking and lane definition required	RideSafe	71
Merricks Beach Rd	Frankston Flinders Rd to Surf St	Merricks Beach	192	Seal Shoulders, line marking and lane definition required	RideSafe	74
Bowen Rd	Melbourne Rd to Pt Nepean Rd	Blairstown	157	Seal Shoulders, line marking and lane definition required	RideSafe	75

REFERENCES

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- 2.0 Mornington Peninsula Shire – Community Questionnaire 2007
- 3.0 VicRoads CrashStats Date range 01/01/2003 to 31/12/2007.
- 4.0 Funding Opportunities – Connell Wagner March 2009
- 5.0 Knox Bicycle Review – Cycling in Knox The Future 2008
- 6.0 Cycling for active transport and recreation – Rissel C, Garrard J. World Transport Policy and Practice – Volume 13.1 September 2006
- 7.0 VicRoads Cycle Notes 1 to 20
- 8.0 Austroads Guide to Traffic Engineering Practice, Part 14 Bicycles
- 9.0 Australian Bureau of Statistic –March 2006- 4602.0- Chapter 4 Use of Transport
- 10.0 VicRoads Principal Bicycle Network -January 2006
 - Map 15 Mornington Peninsula (Northern Part)
 - Map 16 Mornington Peninsula (Southern Part)
 - Map 24 Mornington Peninsula (Eastern Part)
- 11.0 Victoria Bicycle Strategy March 2009
- 12.0 Frankston Bypass EES- TOC-4 (Peninsula Link)
 - Chapter 5 Project Description
 - Technical Volume 3

APPENDIX 1

Bicycle Network -Mornington Peninsula