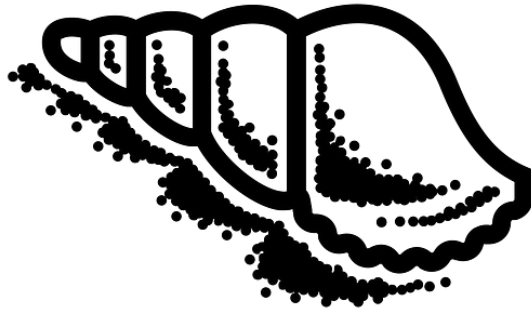




**Mornington
Peninsula Shire**

COUNCIL MEETING

TUESDAY, 9 JUNE 2026

6:30 PM

**PENINSULA COMMUNITY THEATRE
91 WILSONS ROAD, MORNINGTON**

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Councillor Workshop Session



Mornington
Peninsula Shire

Briefing Date: 30 April 2026

Time: 5.00pm

Location: Municipal Offices, Mornington

Councillors Present

☒ Cr Allen ☒ Cr Batty ☒ Cr Binyon ☒ Cr Gill ☐ Cr Marsh ☒ Cr Patton
☒ Cr Pingiaro ☐ Cr Ranken ☒ Cr Roper ☒ Cr Stephens ☒ Cr Williams

Monitors Present

☒ Prue Digby ☒ Rebecca McKenzie

The matters listed below were presented at the Councillor Workshop Session

Item No	Item
1	Climate Resilience Plan – Councillor Workshop #1 Councillors attended a workshop on the Climate Resilience Plan where they were presented with community and Climate Resilience Community Reference Group feedback from recent consultation on the Climate Resilience Plan Framework. Councillors supported the feedback and discussed how key topics such as community climate risk, vulnerable communities and emissions reductions are to be included within the Plan. Councillors also discussed governance arrangements, and implementation considerations, including monitoring, partnerships, and alignment with existing strategies and stakeholders. Feedback from the workshop will inform development of the draft Climate Resilience Plan ahead of further Council and community engagement.

Conflict of Interest Disclosures:

No conflicts were declared

Responsible Officer completing this form:

Name: Rebecca Bell

Signature: *Rebecca Bell*

Position: Council Reports Officer

Councillor Workshop Sessions



Mornington
Peninsula Shire

Workshop Date: 5 May 2026

Time: 5.30pm

Location: Municipal Offices, Mornington

Councillors Present

☒ Cr Allen ☒ Cr Batty ☒ Cr Binyon ☒ Cr Gill ☐ Cr Marsh ☒ Cr Patton
☒ Cr Pingiaro ☒ Cr Ranken ☒ Cr Roper ☒ Cr Stephens ☒ Cr Williams

Monitors Present

☐ Prue Digby ☐ Rebecca McKenzie

The matters listed below were presented at the Councillor Workshop Session

Item No	Item
1	The Briars Priorities Councillors attended a workshop on setting priorities for The Briars, reviewing progress against the existing master plan and discussing directions for the next two to four years. Discussion focused on clarifying the future vision and identity of The Briars, balancing environmental conservation, heritage protection and education with the need for improved financial sustainability. Councillors considered which elements of the master plan should be prioritised, which may no longer be appropriate, and where quicker, lower-cost wins could be achieved. Key themes included strengthening partnerships (particularly with Traditional Owners, education providers and potential operators), exploring alternative operating models for parts of the site, improving visitor experience and activation, and developing a clearer narrative and brand to guide future investment and decision-making.

Conflict of Interest Disclosures:

No conflicts were declared

Responsible Officer completing this form:

Name: Tegan Lewis

Signature: *Tegan Lewis*

Position: Coordinator – Council Reports



Mornington
Peninsula Shire

01

Councillor Workshop Sessions



Mornington
Peninsula Shire

Workshop Date: 19 May 2026

Time: 5.00pm

Location: Municipal Offices, Mornington

Councillors Present

- | | | | | |
|---|---|---|--|---|
| ☒ Cr Allen | ☒ Cr Batty | ☒ Cr Binyon | ☒ Cr Gill | ☒ Cr Patton |
| ☒ Cr Stephens | ☒ Cr Pingiaro | ☒ Cr Ranken | ☒ Cr Roper | ☒ Cr Williams |

Monitors Present

- | | |
|--|---|
| ☒ Prue Digby | ☐ Rebecca McKenzie |
|--|---|

The matters listed below were presented at the Councillor Workshop Session

Item No	Item
1	Coastal Strategy – Draft Adaptation Pathways Councillors attended a workshop on the Coastal Strategy – Draft Adaptation Pathways, where officers outlined the proposed approach to managing coastal risks and adapting to climate change impacts such as erosion and inundation. The workshop focused on using “adaptation pathways” as a long-term roadmap to guide decision-making, with actions staged over time to respond to increasing risk while maintaining coastal values. Councillors were briefed on the overall methodology, including prioritising high-risk coastal townships, applying different management approaches to undeveloped versus developed areas, and balancing environmental protection with maintaining community assets and access. Key principles included allowing natural coastal processes to occur where possible, enhancing dune and vegetation systems, maintaining critical infrastructure for as long as feasible, and planning for transition or relocation of assets in high-risk areas over time. The workshop also highlighted the role of protective structures (such as seawalls and groynes), asset renewal triggers, and the importance of integrating adaptation planning into asset management and advocacy with State agencies. Councillors discussed challenges including data limitations, variability in coastal processes, funding responsibilities, and the need for clear communication with the community about risk and decision-making.
2	Coastal Advisory Group Review

Councillors attended a workshop on the Coastal Advisory Group (CAG) review, where officers outlined the current structure and identified key challenges after 12 months of operation, including declining membership, inconsistent performance, and mixed feedback from participants. Survey results showed only about half of members felt their input was valued, and around 30% had resigned.

Councillors considered options to improve the model, including forming a single strategic advisory group, creating a temporary group focused on the Coastal Strategy, or refining the current structure. Discussion highlighted the importance of maintaining local input, providing clearer direction and governance, and identifying ways to allow strategic advice and on-ground volunteer activities.

As an interim step, officers proposed bringing all groups together to support development of the Coastal Strategy and seek member feedback on their preferred way forward, with a further report to Council on the preferred future model.

3 Waste Management (Inc Waste to Energy)

Cr Gill and Prue Digby left the meeting prior to this item and did not return

Councillors attended a workshop on waste management where officers provided an overview of current services, upcoming work, and future waste disposal challenges.

The workshop outlined key waste management services, including kerbside collections, transfer stations, materials processing, street litter bins, landfill management as well as behavioural change initiatives. Councillors noted issues such as rising contamination and the need for continued community education.

Waste disposal post Rye landfill closing was a key focus of the workshop. Councillors discussed options for interim disposal arrangements as well as receiving an update on waste to energy. Waste to energy is the state's chosen long term waste disposal methodology however the development of the supporting infrastructure is behind schedule. Further analysis will be undertaken before a report is brought back to Council.

Conflict of Interest Disclosures:

No conflicts were declared

Responsible Officer completing this form:

Name: Rebecca Bell

Signature: *Rebecca Bell*

Position: Officer – Council Reports

Community Report

January to March 2026



Mornington
Peninsula Shire



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Mayor's Message



Welcome to our Community Report for January to March 2026. This quarter was a strong period in terms of delivery, with continued investment in the roads and infrastructure projects that matter most to our community.

Securing significant road safety funding requires strong community advocacy, and we work hard to make sure local knowledge and lived experience shape our road funding submissions. This ensures investment is directed to the intersections and road corridors that matter most. This commitment to safer, better roads is reflected in the scale of works we have delivered across the Peninsula.

During this quarter alone, we resurfaced or rehabilitated 166,960 square metres of road, bringing the year-to-date total to more than 423,000 square metres—well above our annual target. In addition, we repaired 2,361 potholes, helping improve safety and reliability for residents and visitors alike. These results demonstrate Council's ongoing focus on maintaining local roads. I'm pleased to report that our Road Resurfacing and

Rehabilitation Program is now fully complete for this financial year. Upgraded roads for this quarter include Mount Eliza Way, Point Leo Road, Old White Hill Road in Dromana and Coryule Street in Shoreham.

We are also trialling a new type of seal for unmade roads at Tuerong Road and Hopetoun Avenue in Mount Martha. We will be carefully evaluating this alternative treatment method to see whether it represents a better option for local road conditions. And to help ease congestion caused by Peninsula Link roadworks, we fast-tracked patching and sealing work on a section of Derril Road in Tuerong.

Meanwhile, our investment in energy-efficient LED street lighting continues to deliver benefits for the community. We have now replaced thousands of outdated lights, improving night-time safety while saving more than \$500,000 a year – money that we can reinvest into our community over the long term.

Major place-based improvements we completed during this period include Stage 1 of the Rye Township Plan –

delivering new paths, landscaping and seating areas – and the first stage of work to restore access to Birdrock Beach in Mount Martha.

To keep the Hastings Park Community Pavilion (formerly the Hastings Club) in good condition for community use, we fixed electrical systems, replaced equipment, removed asbestos, upgraded the awning and fixed a water leak, as well as painting, cleaning and an external tidy up. March saw the beginning of cost impacts due to the fuel crisis. As we continue to monitor these impacts and develop contingency plans,

Council remains focused on ensuring every dollar is spent carefully. Our aim continues to be delivering practical outcomes, investing responsibly, and working closely with our community to build a safe, vibrant and resilient Mornington Peninsula.

**Councillor Paul Pingiaro,
Acting Mayor
Mornington Peninsula Shire
Council**

Our Councillors



Cr. Paul Pingiaro
(Acting Mayor)
Tanti Ward



Cr. Kate Roper
Beek Beek Ward



Cr. Max Patton
Benbenjie Ward



Cr. Patrick Binyon
Brokil Ward



Cr. David Gill
Coolart Ward



Cr. Stephen Batty
Kackeraboite Ward



Cr. Bruce Ranken
Moorooduc Ward



Cr. Andrea Allen
Nepean Ward



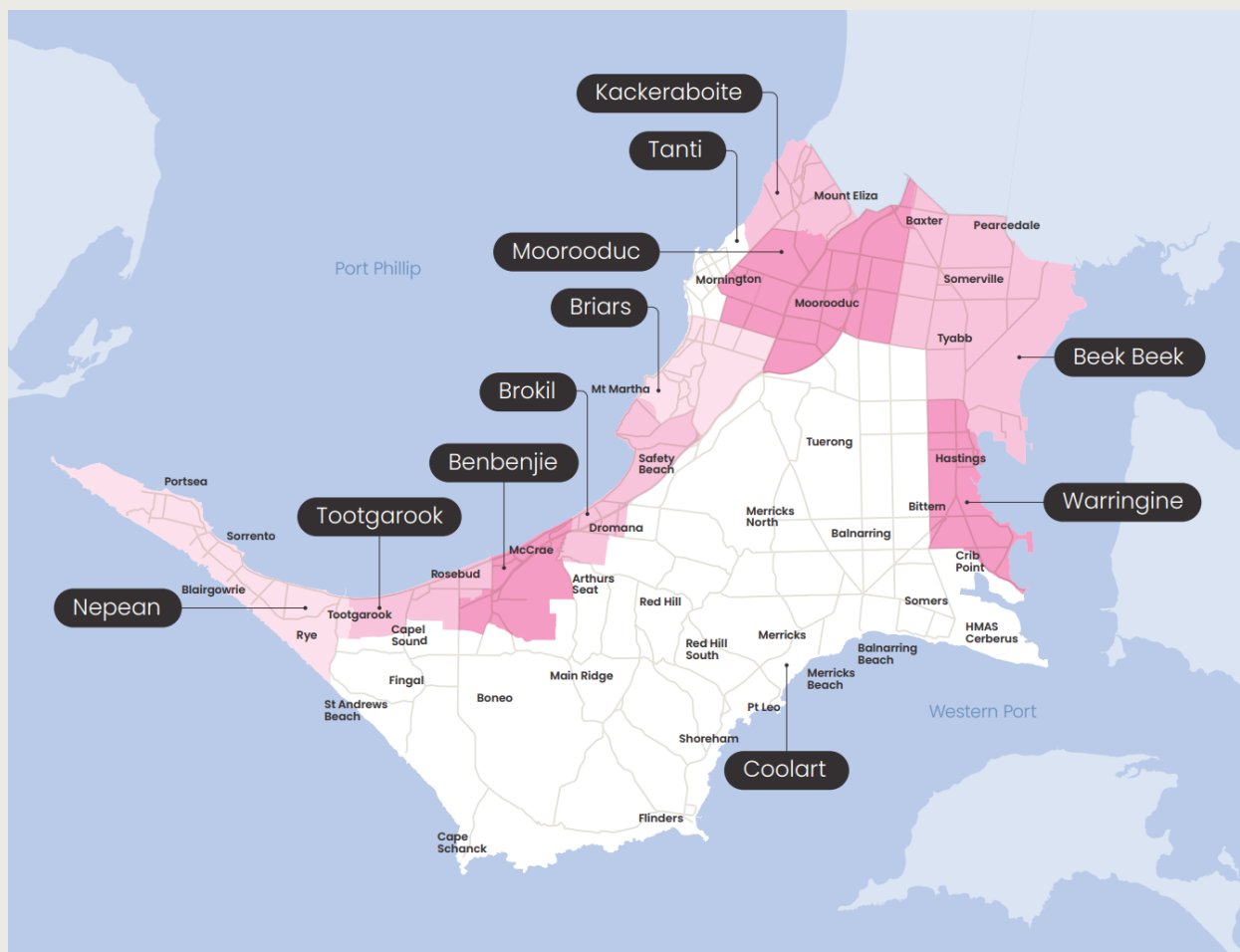
Cr. Cam Williams
Tootgarook Ward



Cr. Michael Stephens
Warringine Ward

For more information visit:
mornpen.vic.gov.au/ourcouncillors

Our Wards



Our Engagement

Fast Facts – How You Engaged With Us



26,733 Calls taken
63% resolved at first contact



6,238 customers attended one of our service centres



2,133 correspondence received
81% responded to within 10 business days



31,819 service requests received (includes Snap Send Solve requests)
75% of enquiries resolved on time



3,581 webchats



1.45M web page views

Major Engagements – Have Your Say

There were 8 community engagement projects open for Q3:

- Kerbside Waste Services Transition
- Road Safety – BlackSpot 2027–28
- Crib Point Pool Mural Art Project
- Local Water Safety Plan
- Woodbyne Precinct Proposed Land Sale
- Red Hill to Merricks Rail Trail signage
- Rating Strategy Review
- Climate Resilience Plan



Council Plan Update

Place

Strategic Direction 1



Celebrate,
protect and
enhance our
unique blend of
coast,
hinterland,
Green Wedge
and connected
villages and
townships.

Community Focus Place

Somerville to Baxter Trail Update: northern section now open

The northern section of the trail, stretching approximately 1.2km between Baxter–Tooradin Road and Golf Links Road, is complete and open for use.

For an update on the full length of the trail, click on mornpen.vic.gov.au/somervilletobaxter

You helped secure road safety funding last year – let's do it again

Last year, our community spoke up about dangerous intersections and risky stretches of road.

That feedback helped strengthen our funding applications. In the 2025–26 financial year we secured over \$6 million in road safety funding.

We're now preparing our next round of submissions under the Federal Black Spot Program for 2027–28, and we asked residents to help us again. Of the 1,247 people who viewed the page, 419 people provided feedback.

For more information, click on

mornpen.vic.gov.au/roadsafetyfunding



Strategic Objective 1.1

Protected, resilient and enhanced natural environments.

Performance Measures



72 bushland working bees supported this quarter.
353 Year to Date.
(Annual target – 500)



No trees planted under the Urban Forest Strategy this quarter due to seasonality.
860 trees planted year to date
(Annual target – 2,000)



1,009 km of beaches cleaned
(Quarterly target – 1,000km)



5,732 drainage pits inspected with **378** cleaned
(Quarterly target – 5,000 inspections)



54.73% of kerbside waste diverted from landfill
55.71% diverted last quarter
(Target – increase)

Annual Actions

1.1.1.1 Deliver the Biodiversity Conservation Plan.

On Track ●

This quarter we delivered priority Summer and Autumn works as part of the annual Biodiversity Works Program. Activities focused on the control of high-threat environmental weeds across approximately 80 priority bushland and foreshore reserves throughout the Peninsula.

The Fuel Hazard Reduction Works Program continued during the period, with inspections undertaken across designated fire management zones. Fuel reduction works are being progressively implemented across the Peninsula to mitigate bushfire risk and enhance community safety. In addition, we delivered nine Total Fire Ban patrols to support the community on high-risk fire danger days.

The Natural Systems Pest Animal Control Program was implemented at key sites, including Tootgarook Wetland, Yaringa Foreshore, Bittern Coastal Reserve and Warringine. These works aim to protect significant threatened species present in these areas, including the Swamp Skink, Glossy Grass Skink and Australasian Bittern. The Shire's Natural Systems team also undertook maintenance of protective cages within bushland and foreshore reserves in preparation for the upcoming orchid season, supporting ongoing conservation management efforts.

The latest round of Koala monitoring has been completed, enhancing our understanding of local populations and their habitat use. This information will support future planning and improve biodiversity outcomes.

Applications for this year's Nature Stewards Program opened with successful applicants notified in mid-March. The program's first session started in late March, and will continue throughout the year.

1.1.1.2 Deliver the Biolinks Support Grants Program.

On Track ●

This year's Biolink Support Grant round funded 17 projects, delivering a total investment of \$100,000 into on-ground environmental works across the Mornington Peninsula. Collectively, these projects will deliver the following outcomes:

- 13 hectares of revegetation, including the planting of approximately 5,700 tube stock
- 15 hectares of environmental weed control
- 480 metres of creek-line restoration
- 12 hectares of remnant vegetation protection and enhancement.

These works will play a vital role in strengthening habitat connectivity, improving waterway health, and protecting remnant native vegetation across the region. All project applicants have now been notified of their funding outcomes.

The Shire's Natural Systems Team also participated in grant manager training during this period, building capacity ahead of the next program round.

1.1.1.3 Plan and deliver the first year of the Urban Forest Tree Planting program.

Monitor ●

The Shire's new Urban Forest Arborist has started. Tree planting is planned for the autumn and winter of 2026 to ensure their successful establishment.

1.1.2.1 Develop Stages 5-7 (Part B) of 'Our Coast Our Future' Coastal Strategy.

Monitor ●

The Our Coast, Our Future Coastal Strategy is continuing, with work underway on creating adaptation pathways for the individual townships. Consultation on the draft Strategy is planned for later this calendar year.

1.1.3.1 Develop the Open Space Strategy.

Monitor ●

The draft Open Space Strategy and draft Open Space Contributions Report were placed on public exhibition for six weeks from 25 August to 3 October 2025. Council was briefed on 9 December 2025 on the feedback obtained through public exhibition and provided with copies of the updated documents.

Officers will schedule a Council workshop in 2026, before seeking a decision to adopt the draft Open Space Strategy and the draft Open Space Contributions Report.

1.1.4.1 Advocate to State Government regarding reforms to Green Wedge Planning Policy.

On Track ●

At its meeting on 23 September 2025, Council approved Green Wedge protection as a Tier 2 advocacy priority for 2025-26.

Council continues to monitor the State Government's progress in delivering supported recommendations from the Inquiry Report on Securing the Victorian Food Supply, as well as implementing its Planning for Melbourne's Green Wedges and Agricultural Land Action Plan (2024).

1.1.5.1 Develop an updated Landslide Susceptibility Assessment.

On Track ●

The initial review of the previous landslide susceptibility work undertaken in 2012 has been completed and an interim Erosion Management Overlay (EMO) has been introduced.

The specialist geotechnical engineering consultant is undertaking additional work to refine the mapping and remove anomalies where retaining walls and other minor earthworks with artificially steep slopes have been identified as highly susceptible to landslides.

A draft of this work has been completed, with a peer review now underway. It is anticipated that the refined mapping will be completed by June 2026. This will inform a planning scheme amendment to revise the interim EMO. The request for tender to update the Shire-wide landslide susceptibility mapping to inform permanent EMO controls has also been advertised, with a closing date of 29 April 2026.

1.1.5.2 Plan and deliver renewable energy and asset efficiency projects on Shire facilities.

On Track ●

The Yawa Energy Performance Optimisation Project is continuing. This project aims to establish an energy performance baseline and investigate opportunities to improve financial sustainability, reduce operational emissions and enhance facility amenity through optimisation of building management system controls. The project has identified opportunities for significant efficiency improvements and is on track for works to begin in June 2026.

Other work includes:

- Planning for a Heating, Ventilation and Air Conditioning efficiency upgrade for Bittern Memorial Hall.
- Completing LED lighting upgrade at Mt Martha Community House to reduce operational energy use.
- Planning for behind-the-meter battery storage as part of the Rosebud Memorial Hall refurbishment.

1.1.6.1 Utilise flood mapping to mitigate and adapt to flood risk.

Monitor ●

Melbourne Water has finished flood mapping for all the Shire's water catchments. They will hold community consultations in late 2026 before starting a planning scheme amendment. Identification of the highest risk flooding locations is currently underway using this updated flood modelling. This work is taking longer than expected because of delays in completing the flood mapping.

1.1.7.1 Prepare for the rollout of the State's Recycling Victoria's mandated four-bin household waste and recycling system.

On Track ●

The Shire is working through a project plan to roll out Food and Garden Organics to all households and changing bin lids to standardised colours. This includes communicating with the community on the mandated changes and what it means for their waste services. These changes are due to begin in late 2026, early 2027.

1.1.7.2 Finalise the Rye landfill closure subject to the Environment Protection Authority's approvals and post-closure requirements.

Monitor ●

The final design of the landfill cap is progressing through regulatory approvals. The landfill remains open and is predicted to reach its final height in mid to late 2026.

Strategic Objective 1.2

Connected townships with integrated and accessible transport and well-maintained infrastructure.

Performance Measures



95 days, on average, for planning applications (Target – <90 days)

47% of planning applications decided within target timeframes



166,960m² of roads resurfaced and/or rehabilitated in the quarter.

423,052m² year to date
(Annual target – 200,000m²)

Annual Actions

1.2.1.1 Finalise the residential height planning controls review.

Off Track ●

A draft Landscape Character Assessment has been completed for the residential land on the Peninsula. The next steps involve undertaking 3D modelling and testing of different building heights in various landscape settings, based on the Assessment's findings. This will inform recommended changes to the planning controls affecting building height. Once we finish this work, we will share the Landscape Character Assessment, the models and our draft recommendations for community feedback. Due to project delays, community consultation is expected in 2026-27.

1.2.1.2 Deliver planning scheme amendments across Mornington Peninsula in support of population growth and maintaining neighbourhood character.

On Track ●

Amendment C286morn (Ocean Beach Sorrento Built Form Review) was approved by the Minister for Planning and gazetted on 23 January 2026. The amendment introduced permanent mandatory building design controls to the Ocean Beach Road Commercial Precinct in Sorrento to ensure future development protects and enhances the valued character, heritage and amenity of the area.

Council adopted amendment C295morn (Creswell Street Crib Point Development Contributions Plan Review) on 16 December 2025. Adoption is subject to further investigations to protect two Manna Gums in the Cooma Street Road Reserve (near the Disney Street intersection) with an alternative road sealing treatment. These investigations are still being finalised with the amendment to be updated and submitted to the Minister for approval in the following quarter.

Amendment C247morn (Woodbyne Residential Precinct, Mornington) is due to be considered by Council for adoption in the next quarter. The amendment proposes to establish a new residential estate for about 200 dwellings with associated community infrastructure, including public open space, traffic and transport upgrades and a new drainage basin. The amendment was supported by an

independent Planning Panel's report delivered to Council in November 2025.

Amendments sitting with the Minister for Planning:

- Amendment C249morn (Boundary & Collins Roads, Dromana) is still with the Minister for a decision about whether to authorise the amendment for public exhibition. The amendment seeks to create a new residential estate for about 250 dwellings and associated public infrastructure, including a large conservation reserve to protect existing high-value native vegetation and habitat for the endangered Swamp Skink. The proposal is currently the subject of environmental assessment under the Federal Government's Environment Protection & Biodiversity Conservation Act 1999 due to impacts on Swamp Skink habitat.
- Amendment C219morn (Housing on the Peninsula) is still with the Minister for Planning for final approval. We continue to liaise with the State Government regarding approval of the amendment, noting that significant recent planning reforms (namely the new Single Dwelling Code and Townhouse and Low-Rise Code) will likely impact the amendment. The amendment was adopted by Council in August 2024 and submitted to the Minister for approval in September 2024.
- Amendment C302morn (Heritage Review Area 4 & Stage 5, including permanent Heritage Overlays and Sorrento Incorporated Document Review) is still with the Minister for a decision about whether to authorise the amendment for public exhibition.

1.2.2.1 Deliver the Community Facilities Infrastructure Strategy through development of Community Infrastructure Action Plans. *On Track* ●

The local area Community Infrastructure Action Plans for Western Port are complete, with assessments of all 96 facilities conducted. Engagement with community groups on the recommendations has begun and the Action Plans are set to be presented to Council later in 2026.

1.2.2.2 Review the Public Amenity Strategy. *On Track* ●

The review of our Public Amenity Strategy is nearing completion. A significant amount of work has been completed, including audits of all facilities, the development of a prioritisation matrix and consideration of key data and information. Upon completion, the Plan will be presented to the Project Control Group and the Executive.

1.2.2.3 Develop the Property Strategy. *On Track* ●

The draft Property Strategy has been finalised. The Strategy will be discussed at the Council Meeting on 12 May for endorsement to undertake community engagement and then to place the draft Strategy on public exhibition for a period of 4 weeks.

1.2.2.4 Develop the Long Term Capital Works Plan. *On Track* ●

We started planning for and incorporating a 4-year and 10-year financial planning outlook for capital budget submissions in November 2025. Following this, we undertook priority Councillor sessions to outline the process and inputs as part of the Long Term Capital Works Program and facilitated program sessions.

This was followed up with 2 comprehensive Councillor Workshops. A 4-year detailed view has now been established, along with a draft 10-year long-term capital works program.

1.2.3.1 Develop the Integrated Transport Strategy. *Monitor* ●

The draft Integrated Transport Strategy is in its final stages of development. Recommendations from a series of workshops with internal stakeholders have helped shape the draft Strategy. We plan to publicly exhibit the draft Strategy in June or July of 2026.

1.2.3.2 Review the Towards Zero Road Safety Strategy. *Monitor* ●

Work on the draft Strategy is continuing with the first stage of the Road Safety Strategy refresh (crash data analysis) almost complete. The next step is to develop actions aimed at improving road safety.

1.2.4.1 Deliver the annual Road Rehabilitation and Resurfacing Programs. *Completed* ●

The Shire is pleased to announce that the current Road Resurfacing and Rehabilitation Program is now fully complete across all scheduled sites for the 2025–26 program. This marks a significant milestone compared to the previous quarter, during which work was still being delivered. Completed works include:

- Wooralla Drive, Mount Eliza
- Canadian Bay Road, Mount Eliza
- Old White Hill Road, Dromana
- Point Leo Road, Point Leo
- Verdon Street, Dromana
- Heales Street, Dromana
- Coryule Street, Shoreham.

Additionally, Otta Seal trials have been conducted at Tuerong Road and Hopetoun Avenue, providing an opportunity to evaluate alternative treatment methods for unsealed roads in our local conditions.

In response to increased traffic volumes caused by the Peninsula Link detour, we fast-tracked patching and sealing work on a section of Derril Road in Tuerong. These improvements have now been completed and were prioritised to ensure safety and maintain road conditions under the higher-than-usual demand.

1.2.4.2 Review the Road Management Plan. *Completed* ●

Our Road Management Plan (RMP) was adopted on 14 October 2025.

As part of the delivery of the RMP, we filled in 2,361 potholes this quarter from 519 requests received.

1.2.5.1 Deliver the Peninsula Trail Masterplan. *On Track* ●

Work on the Peninsula Trail project is continuing. We received tender submissions to complete the detailed design for four of the priority sections, these include: Anthony's Nose, Whitecliffs, Cameron's Bight (Hughes Rd) and Red Hill to Arthurs Seat.

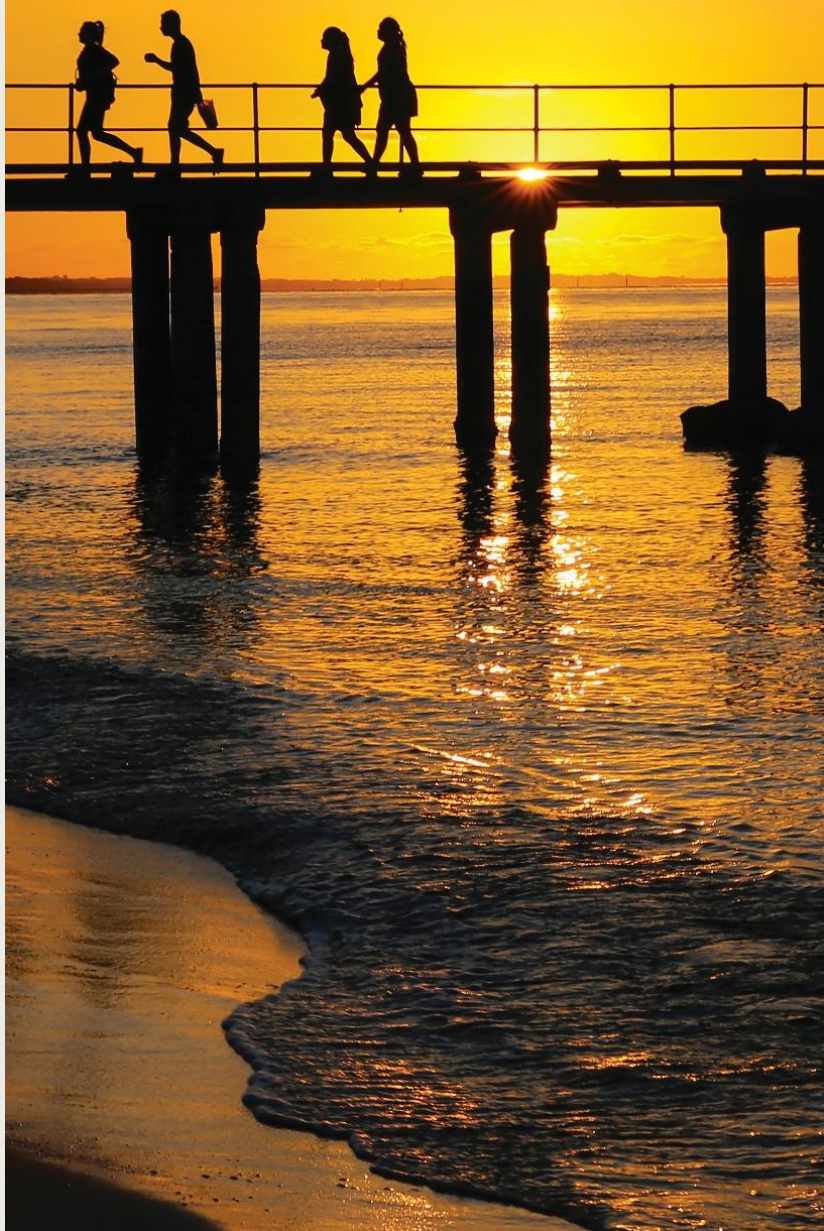
An Expression of Interest and Terms of Reference have been developed for a Peninsula Trail Community Reference Group, which is planned for release in April

The northern section of the Somerville to Baxter section, stretching approximately 1.2km between Baxter–Tooradin Road and Golf Links Road, is complete and open for use

Looking ahead to the end of the 2025–26 financial year, priorities will include progressing key sections through design to be funding-ready and collaborating with the Shire's Advocacy team to support funding opportunities.

People

Strategic Direction 2



A safe, accessible, inclusive and engaged community that fosters our diverse culture, supporting health and wellbeing and a connected and compassionate society for all.

Community Focus People

Walk in Her Shoes – women’s homelessness on the Peninsula

To help the community better understand the reality behind homelessness on the Peninsula, the statewide Walk in Her Shoes exhibition was on display on the Peninsula from 2 – 16 March 2026 at Mornington Central Shopping Centre, sharing the lived experiences of women who have experienced homelessness.

For more information, click on
mornpen.vic.gov.au/walkinhershoes

The mother who turned unbearable grief into a lifeline for thousands

Three years ago, Chantelle Ross lost her son Jamerson to a hit and run in Hastings. Today, she's the reason 10,000 people on the Peninsula no longer grieve alone. Recognised as Mornington Peninsula's 2026 Citizen of the Year, Chantelle has transformed personal tragedy into something Jamerson would have been proud of.

For more information, click on
mornpen.vic.gov.au/citizenoftheyear



Strategic Objective 2.1

A safe, accessible, inclusive and healthy community.

Performance Measures



50 preventative health and wellbeing initiatives delivered



2 Equity impact assessments undertaken on Shire projects and/or services
(Quarterly target – 4)



353 youth participating in Shire provided programs



4,635 new compliance investigations received.

4,625 compliance investigations closed.

Annual Actions

2.1.1.1 Deliver the Public Health and Wellbeing Plan.

On Track ●

Progress continued in advancing gender equity, mental wellbeing and community safety across the Mornington Peninsula through the delivery of key Public Health and Wellbeing initiatives. This included delivering a diverse and well-attended program of International Women's Day (IWD) events, reinforcing our commitment to gender equality and women's wellbeing. Activities included Author Talks at Shire Libraries, an IWD Expo at Mt Martha House and the launch of the Rye Art Installation on 8 March. The Walk In Her Shoes Art Exhibition and community forum further highlighted the issue of women and homelessness on the Mornington Peninsula, fostering community awareness and advocacy.

Mental health and suicide prevention also remained a priority. We hosted suicide prevention training sessions for local men's networks and men's groups across the Peninsula, alongside delivery of safeTALK suicide prevention training for the Mornington Community Support Centre, strengthening community capacity to recognise and respond to risk. Other notable achievements include:

- Advancing preventative health initiatives through the School Food Forest Project, with a site assessment completed at Westernport Secondary College. This will promote future opportunities for healthy eating education and environmental sustainability.
- The Shire's Youth and Family Services continued to provide critical support, delivering a modified program across all three Hubs from January to the end of March to ensure continuity of service and engagement with young people and families.

2.1.2.1 Deliver the We All Belong Strategy. On Track ●

The Shire continued delivery of inclusive programs and initiatives to support priority populations and key life stages across the Mornington Peninsula. Highlights delivered include:

- Delivering Harmony Week activities that supported cultural understanding, inclusive communication, and strengthened partnerships across the Peninsula.
- Progressing accessible recreation initiatives, including beach access matting at five locations, All Abilities Golf at Mount Martha Public Golf Course, and planning for additional Hansa C Crane hoists at Mornington and Safety Beach.
- Finalising improvements to the self-booking system for the Hansa C Crane hoist at Hastings Floating Pontoon to support independent access.
- Progressing the update of the Inclusive Events Guide to support inclusive practice across community events.
- Partnering with regional agencies to update the Keeping Active Directory to promote accessible and low-cost physical activity opportunities.
- Strengthening governance and lived experience input through ongoing work with the Disability Advisory Committee, Peninsula Advisory Committee for Elders, the LGBTIQ+ Collaborative, as well as the Family Violence Collaborative.

2.1.2.2 Deliver the Gender Equality Strategy. On Track ●

In support of our Gender Equality Strategy, the Shire held successful events in support of International Women's Day. These included Author Talks at our Libraries, an Expo at Mt Martha House, the Rye Art Installation, and a Walk In Her Shoes Art Exhibition and Forum, which highlighted the issues of women and homelessness on the Mornington Peninsula.

We completed Equity Impact Assessments on the Arts, Culture and Events Plan and the Dromana Shared Path Project. We are also in the final stages of developing a new Workplace Gender Equality Action Plan and finalising data for the Progress Report, which is due to the Gender Equality Commissioner on 1 May 2026.

Other highlights include:

- A local walk against violence in Hastings.
- Supporting a Youth Theatre Project.
- Holding an Author Talk at Mornington Library and training front-line staff to recognise elder abuse.
- Developing community events for the 16 Days of Activism against gender-based violence campaign

2.1.3.1 Implement the Innovate Reconciliation Action Plan. On Track ●

Highlights delivered in support of the Innovate Reconciliation Action Plan include:

- Collaborating with First People's Assembly to deliver a Lunch and Learn Information session on Treaty for Shire officers. Approximately 35 staff attended in person and online to understand the Treaty process and how it may impact officers' portfolios.
- Coordinating a guided walk on Country at McCrae Foreshore with Living Culture. The walk provided 15 members of the Reconciliation Action Plan Working Group a foundation on which to lay a more culturally aware lens.
- Collaborating with the Coasts and Climate Resilience team to represent the Mornington Peninsula Shire at The Womin Djeka Festival at Balnarring Racecourse on 14 March 2026. The festival provided the opportunity to engage with the community on what both teams are delivering.
- Collaborating with the L2P Program Lead and Traditional Owner Jillian West to deliver Cultural Awareness Training sessions to approximately 40 volunteer drivers.
- Successfully securing federal funding for The Briars Junior Ranger program for a further two years.

2.1.4.1 Develop the Local Water Safety Plan. Monitor ●

The draft Local Water Safety Plan was completed and went live on our SHAPE page for community consultation and feedback on December 8, 2025. Community consultation finished on 30 January 2026. Feedback from the community and external stakeholders has informed the Plan, which is undergoing final checks before being published on the website in mid-April.

2.1.5.1 Implement the Triple A Housing Plan.

On Track ●

The Mornington Peninsula continues to have the highest proportion of people experiencing sleeping rough under the Functional Zero program, including those in Melbourne's CBD. February statistics from the program also show we have the highest number of women sleeping rough, and the highest number of people over the age of 55 sleeping rough.

We started preparations for the YWCA and WPI women's social housing development in Mornington and Hastings, with construction to begin in May. Both projects have been successfully funded through the State Government Homes funding. In further support, Housing Choices Australia has applied for Federal Government funding to support the development of 22 transitional dwellings for women in Rosebud.

In support of our Triple A Housing Plan objectives, the Shire hosted a Housing Forum on 16 March 2026. Over 450 people attended the Forum, where Minister Hon Harriet Shing, Chris Crewther MP, Rosie Batty AO and other local workers in the Homeless sector engaged in a panel discussion on the social challenge of homelessness.

2.1.6.1 Develop the Community Disaster Resilience Plan.

Completed ●

Council adopted the Community Disaster Resilience Plan and Year 1 Action Plan at the 2 December 2025 Council meeting.

2.1.6.2 Emergency Relief Hub Energy Resilience Upgrade.

On Track ●

Shire locations and venues that fit the criteria for an Emergency Relief Hub Upgrade have been identified. We are currently working through power upgrade options for powering the Relief Hub: these include solar/battery combined with a diesel generator versus a stand-alone generator. We are also exploring alternative power sources to run limited appliances such as lighting and the internet.

Walk In Her Shoes

Exhibition
and forum



Strategic Objective 2.2

An engaged and connected community.

Performance Measures



84 programs delivered via Community Houses

82 last quarter
(Target – increase)



10 community-led events and projects, supported by Council, that promote social connection

63 last quarter
(Target – increase)



11,585 community members participated in Library programs

11,081 last quarter
(Target – increase)



8 new engagement projects



66,510 followers and subscribers across communication mediums

2.5% increase from last quarter

Annual Actions

2.2.2.1 Develop the Sports Capacity Plan V2 and 3.

Completed ●

The Sports Capacity Plans were finalised and adopted by Council on 5 November 2025. All recommendations from the strategies will be prioritised and delivered as part of Council's Capital Works Program, subject to future funding as part of Council's Budget process.

2.2.2.2 Develop the Playspace and Outdoor Exercise Strategy.

Off Track ●

The development of the Strategy is continuing. The project brief has been completed and 50% of the shire-wide Playspace audit has been completed. This audit and the findings will inform development of the strategy.

2.2.2.3 Develop the Pavilion Strategy.

Monitor ●

We are currently finalising the draft of the Pavilion Strategy. This strategy will include the sports facility development standards outlined in the recently adopted Sport Capacity Plan. We expect to present the draft Pavilion Strategy to Council for public exhibition in mid-2026. Additionally, we have created a priority list of pavilion projects based on an audit of our existing pavilions, which has informed the 4-year outlook for capital project funding.

2.2.3.1 Develop the Arts, Culture and Events Plan 2026–2036.

Monitor ●

The draft Arts, Culture, and Events Plan has been updated following community and internal consultation.

The draft Strategy is scheduled to be presented to a Council Workshop in the next quarter, before progressing for public exhibition and adoption in 2026–27.

2.2.4.1 Implement the Library Strategy. On Track ●

Actions delivered in support of Library Strategy include:

- Summer at the Library – Big Summer read program.
- New OLiv, Our Library Van schedule/roster, programs to now be included.
- International Women's Day displays and events across branches.

Actions scheduled for next quarter include:

- Holding a Community Engagement Survey in May in relation to Library lockers and future needs.
- Community Engagement in June in relation to strategy as part of the Service Review.
- The continued rollout and assessment of the OLiv mobile library service.

2.2.5.1 Improve community engagement process for Shire projects and commence review of Community Engagement Strategy. On Track ●

The review of the Community Engagement Policy is ongoing. Recommendations for the Policy, including a Framework and operational Terms of Reference for staff, are on schedule to be presented to the Executive for approval in May 2026.



Prosperity

Strategic Direction 3



Enabling balanced growth through innovation, empowering community groups and volunteers, and fostering a resilient, thriving and vibrant local economy.

Community Focus

Prosperity

Bales of hope rolling out from The Briars

More than 360 bales of hay have been donated from the property and collected for fire-affected farming communities, alongside additional contributions from local farmers.

The Briars Hay Drive began in 2018 during drought, producing around 800 bales, and continued through the 2019–20 bushfires, when approximately 950 bales were donated to help farmers recover.

For more information, click on mornpen.vic.gov.au/briarshaydrive

Young people bring Dromana's stories to life in vibrant mural

As part of the BrightWalls Graffiti Mural Program, the Mornington Peninsula Visitor Information Centre has been transformed into Postcards from Dromana, a mural celebrating the Peninsula through the eyes of local youth.

For more information, click on mornpen.vic.gov.au/dromanamural



Strategic Objective 3.1

A vibrant, innovative and thriving local economy.

Performance Measures



43 business events and workshops led or supported
(Quarterly target – 8)



68 community events held or supported
34 events last quarter
(Target – increase)



75 days, on average, for event applications
55 days last quarter
(Target – decrease)



42,387 visitations to Shire destinations
48,008 visitations last quarter

Annual Actions

3.1.1.1 Create a dedicated business permit support process.

Monitor ●

Work is continuing on improving the permit support processes for businesses to ensure an improved experience and reduced processing times. This process is also looking at incorporating footpath trading and events permits.

Collaboration with the Municipal Association of Victoria and several other councils is also continuing to explore the potential AI-driven solutions.

3.1.1.2 Deliver the Western Port Futures Project.

On Track ●

We are continuing to collaborate with the State Government to advance initiatives concerning the Surplus Port Land. Progress is being made on the Vision and Opportunities Paper, and a Land Use Plan has been presented to the Council for endorsement. The development of our advocacy position is also underway.

3.1.2.1 Deliver initiatives, in collaboration with stakeholders, to increase local learning opportunities.

On Track ●

Shire officers supported the Mornington Peninsula Career Educators forum, which focused on tourism career pathways for local secondary school students and attended regular meetings with various organisations. These included the South Eastern Melbourne and Peninsula Taskforce, the Frankston Mornington Peninsula Youth Employment Body and Chisholm TAFE.

3.1.4.1 Deliver planning scheme amendments in support of increasing commercial and industrial land.

On Track ●

Planning Scheme Amendment C243morn (Somerville Technology, Industry and Business Park) was approved by the Minister for Planning and gazetted on 13 March 2026. The amendment rezones surplus Port-related land at 79 and 83 Bungower Road in Somerville to create a new precinct for general industrial use with a focus on emerging strategic manufacturing, research and development, and start-up enterprises.

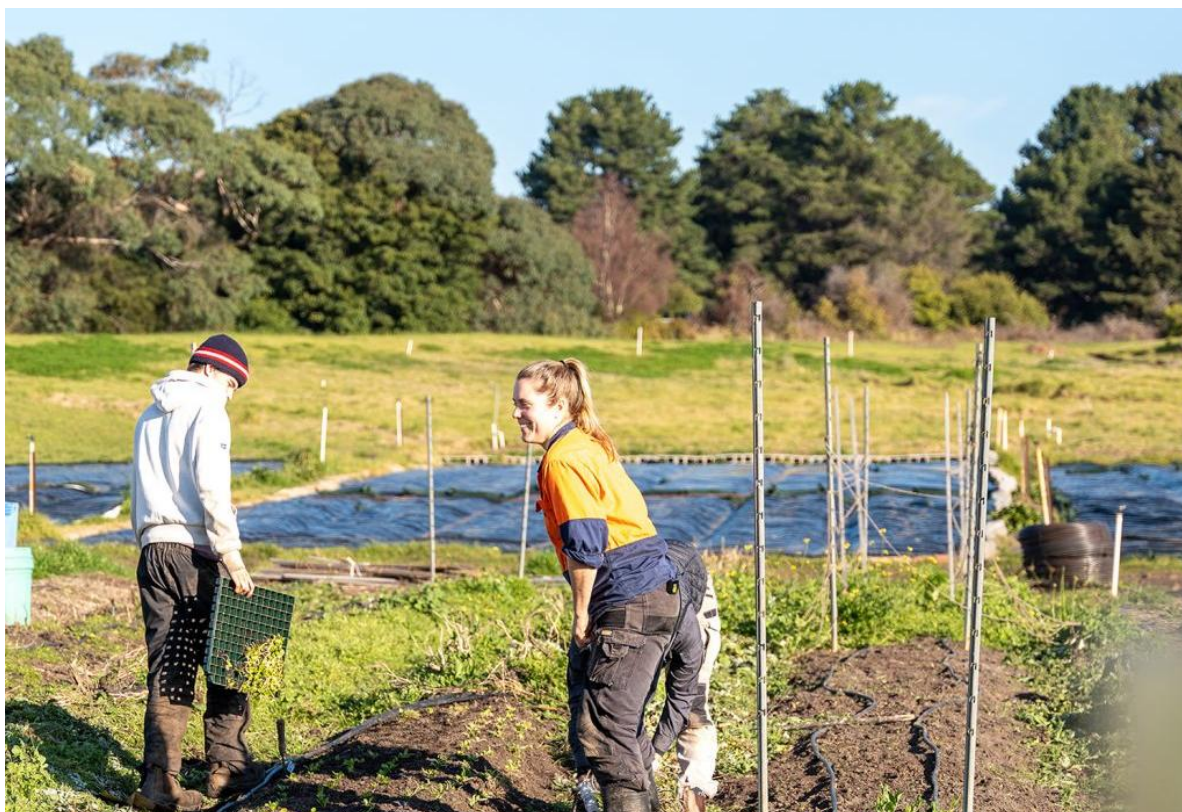
Planning Scheme Amendment C294morn (Hastings Industrial Precinct) is yet to be lodged with Council for assessment. The privately led amendment is intended to create a new industrial precinct on surplus Port-related land north of Graydens Road, generally between Frankston-Flinders Road, Boes Road and Olivers Creek South.

3.1.5.1 Deliver the Food and Agroecology Strategy.

On Track ●

Work on the 2-year Action Plan of the Food Economy and Agroecology Strategy is continuing. The Sustainable Food Economy and Agroecology Taskforce engaged Sustain to prepare a progress report on the 2-year Action Plan, which ran a priority setting workshop in December 2025.

The Future Farmers Pathway program, to develop the next generation of small-scale farmers on Mornington Peninsula land, is also continuing. Communication and education to the Mornington Peninsula farming and landholding community were enhanced through the Agribusiness newsletter and business website resources.



Strategic Objective 3.2

Valued partnerships and empowered community groups and volunteers.

Performance Measures



\$ 3,830,668 of funding paid and awarded through Community Investment Funding YTD (Annual Target – \$4,360,000)



24 days, on average, for approval of community capital projects
Previous quarter was 23 days
(Target – decrease)

Annual Actions

3.2.1.1 Deliver the Community Investment Funding programs.

On Track ●

Our Community Investment Funding opened on 13 July 2025. The following Grants and Subsidies were awarded during the quarter:

- 19 Grants
- 5 Commemorative Events Subsidies for ANZAC Day

3.2.2.1 Develop and deliver the Community Volunteering Strengthening Plan to expand and promote volunteering opportunities across the Shire.

On Track ●

The draft Community Volunteer Development Plan has been developed and is scheduled to go to the Executive in May 2026.

3.2.2.2 Implement annual Volunteer Training to build the capacity and capability of volunteering based groups and organisations and develop a governance guide for volunteer committees of management.

On Track ●

Peak Body Training, Volunteer Victoria was promoted through the quarter, enabling Shire officers access to training programs including but not limited to: Introduction to the National Standards for Volunteer Involvement, AI for Not-For-Profit, Top Legal Issues in Managing Volunteers, 3 R's (Recruitment, Retention and Recognition) and Building an Inclusive Volunteer Program.

Consultation for the development of the Shire 2026 Volunteer Training Program was undertaken with the MPVol Network and a 'Code of Conduct' Guide was developed. The Guide will support volunteer committees of management.

3.2.3.1 Review the Community Capital Infrastructure Policy.

Monitor ●

The review of the Community Capital Infrastructure Policy is ongoing. Initial stakeholder engagement and benchmarking have started, and we are developing the new draft Community Capital Infrastructure Policy. The policy review aims to simplify the community process and potentially increase the number of projects. Officers briefed Councillors on our approach to reviewing and updating the policy on 28 April 2026.

3.2.5.1 Determine and position the Shire's advocacy priorities ahead of the 2026 Victorian State election.

On Track ●

Following an advocacy workshop with Councillors in May 2025 and a Council Briefing in July 2025, our 2025–26 advocacy priorities have been determined, with Council adopting our priorities on 23 September 2025.

These advocacy priorities will be the focus and position of the Shire until the Victorian election in November 2026. Advocacy collateral has been updated for existing priorities and developed for new priorities.

A dedicated state election campaign to highlight and promote these advocacy priorities to local political candidates is currently being developed and will be launched closer to the election. Our priorities have been split into two tiers.

Tier One Advocacy priorities:

- Port of Hastings Surplus Land
- Rosebud Hospital
- Housing
- Homelessness
- Coastal Infrastructure
- Road Maintenance.

Tier Two Advocacy priorities:

- Green Wedge Protection
- Public Transport
- Personal Watercraft Regulation and Compliance.

The Shire's other ongoing advocacy projects include Peninsula Trail, Emil Madsen Reserve, Performing Arts Centre, Digital Connectivity and Family Violence.

Performance

Strategic Direction 4



A transparent, accountable Council delivering measurable, community-centred services that are cost-effective, fit-for-purpose, future-proofed, and responsive to community needs.

Community Focus Performance

Local legends recognised for shaping the heart of the Peninsula

Mornington Peninsula's unsung heroes have been recognised at the 2026 Local Australia Day Awards, celebrating individuals and events whose dedication, compassion and leadership continue to strengthen our community.

For more information, click on
mornpen.vic.gov.au/2026australiadayawards

Lighting the way

Mornington Peninsula streets are shining a little brighter, with 3,648 outdated streetlights now replaced with modern LED technology across the Peninsula. The upgrade is expected to save the Shire around \$526,000 every single year. Over 20 years, that adds up to \$8.3 million back into community funds after project costs.

For more information, click on
mornpen.vic.gov.au/ledstreetlights



Strategic Objective 4.1

A financially sustainable, high-performing and well-governed Council.

Performance Measures

-  **\$198.5M** Net Operating Expenses
(YTD forecast \$208.8M)
-  **\$36.5M** Expenditure on Capital works projects
(YTD forecast \$44.4M)
-  **72%** of Annual Action Plan actions completed or on track
(Target – 80%)
-  **0%** Council decisions made at meetings closed to the public
(Target – <10%)
-  **100%** of Freedom of Information requests resolved within statutory timeframes
(Target – >95%)
-  **2.3%** Voluntary staff turnover for the quarter
(Annual target – <10%)
-  **8.6%** Position vacancy rate
(no target)

Annual Actions

- 4.1.1.1 Develop the Financial Plan with identified levers for achieving financial sustainability.** Completed ●
On 30 October 2025, following community consultation, Council adopted the 10-year financial plan with 3 levers to achieve financial sustainability.
- 4.1.1.2 Develop the Revenue and Rating Strategy.** Completed ●
Following community consultation, the Revenue and Rating Strategy for 2026–27 was adopted by Council on 17 March 2026. These changes will be applied to the 2026–27 rating year and have been included in the draft budget.
- 4.1.1.3 Review the Procurement Policy.** Completed ●
Council adopted the Procurement Policy 2025–2029 on 2 December 2025.
- 4.1.1.4 Progress the Future Workplace Project.** On Track ●
Phase 2 of the Shire Office and Property Review has now been completed which includes Option Design and Commercialisation Opportunities, and two preferred options have been shortlisted. This will be presented at a Council Briefing before progressing to Phase 3: Market Testing and Phase 4: Business Case Development.
- 4.1.1.5 Explore key commercial opportunities to increase revenue.** Monitor ●
Focus this quarter has been on improving our financial understanding of our commercial sites to better understand profitability and to inform future decisions. Additionally, we are investigating creating a dedicated investment function to grow the profitability of Council's commercial sites. This function will also prioritise the delivery of public private partnerships to grow alternative forms of investment into Council's assets

Next quarter a workshop will be help with Council to priorities the next round of actions for implementation from the Briar's Masterplan focusing on commercial opportunities at the site.

4.1.1.6 Implement Contract Management Plans across all contracts. *On Track* ●

Contract Management Plans (CMPs) in TechnologyOne are currently undergoing an audit to ensure that best practices in contract management have been implemented and that compliance with the established Contract Management Framework is maintained. At present, 100% of new contracts have a CMP in place, and we are reviewing existing contracts. We are aiming to have all CMPs in place by 30 June 2026.

4.1.2.1 Implement the Good Governance and Decision making Framework. *Deferred* ●

Due to other priorities, the development and implementation of the Good Governance and Decision Making Framework has been deferred to 2026–27.

4.1.2.2 Review the Enterprise Risk Management Framework. *On Track* ●

The Enterprise Risk Management Framework Review is progressing. A draft of the Enterprise Risk Management Policy has been reviewed by both the Executive and the Audit and Risk Committee. This draft, along with the Risk Appetite Statement and the strategic risk profile, will be presented to the Councillors for discussion in May.

4.1.3.1 Implement the Integrated Strategic Planning and Reporting Framework including a review and consolidation of Council Strategies and Plans. *On Track* ●

Following the review of our Integrated Strategic Planning and Reporting Framework, we have brought together our strategy and service functions. This creates a more structured and consistent method for planning and delivering services that support the Council Plan and Community Vision.

In addition, work has progressed on developing our Organisational Plan, which will govern our ways of working in delivering on the Council Plan. This work will guide improvements in our future performance reporting.

4.1.4.1 Review the Shire's Workforce Plan. *On Track* ●

In support of the Shire's Workforce Plan, the data analysis background work has been completed. We are currently preparing for internal consultation, in line with the Organisational Plan.

4.1.4.2 Review and deliver a new Gender Equality Action Plan. *On Track* ●

The audit was submitted at the end of November. Internal consultation is now complete, and we have begun finalising the strategies and drafting the new Gender Equality Action Plan

4.1.5.1 Develop and deliver the IT and Digital Strategy.

On Track ●

The IT and Digital Strategy is now in the delivery phase of Year 1 actions. Some of the key initiatives that are underway include:

- Upgrading the current telephone system. The project has now moved into the build phase following several weeks dedicated to discovery and configuration activities. The pilot for MS Teams Calling is scheduled to run from 4 May to 15 May, while contact centre testing will take place from 4 May to 8 May. The go-live date has been confirmed for 21 May 2026.
- Uplifting cybersecurity and disaster recovery processes and technology. Key initiatives underway include an Incident Response uplift and threat simulation program. This incorporates tabletop exercises and executive engagement, alongside the development of a comprehensive Third Party Risk Management framework to address cyber supply chain risk.
- Consolidating IT systems with the rollout of the TechnologyOne platform. On 16 March 2026, we successfully went live with the final release of the T1 Implementation project, encompassing Planning, Building, Asset Protection and Development Engineering processes. While this milestone marks the completion of the project, which commenced in October 2022, it is now in the hypercare phase, with support provided to teams to ensure any issues are resolved quickly.
- The pilot technology projects that leverage AI to support service delivery, including internal knowledge assistants, are ongoing, while the AI Camera Road Defect Trial has been paused due to internal resourcing constraints.

Strategic Objective 4.2

Community-centred, responsive and fit-for-purpose services.

Performance Measures

-  **72%** of Customer requests actioned within timeframe
(Target – 80%)
-  **8 days**, on average, for customer requests to be completed
14.8 last quarter
(Target – decrease)
-  **3.9** out of 5 for voice of customer satisfaction score
3.9 last quarter
(Target – increase)
-  **63%** First contact resolution for telephone calls
55% last quarter
(Target – increase)
-  **1,493,076** customer interactions across all channels (in person, phone, correspondence, webchat and web page visits)
(No target)

Annual Actions

4.2.1.1 Implement the Service Review program.

Monitor 

The Service Review Program has recommenced. Service reviews include Libraries, Governance, Risk, Audit & Insurance, and Finance & Procurement. The Customer Stakeholder Relations Management service review is also being finalised. An upcoming workshop with the Executive will provide direction for planning the next phase of the program.

4.2.2.1 Implement the Customer Strategy. On Track

The implementation of our Customer Strategy remains ongoing. Key actions delivered in support of the Customer Strategy include:

- Advancing the upgrade of the Telephony system project. The vendor selection process has been finalised, and project meetings are currently underway with the selected vendor to refine and embed the detailed requirements. The system is now on track for go-live on 21 May, which will deliver a significantly more efficient service and a markedly enhanced customer experience.
- Sharing our performance information regularly across the organisation. This is promoting transparency, strengthening accountability and enabling ongoing improvements in how we meet our customer commitments. All six key performance metrics remain on track, with trend analysis now incorporated into the charter report to facilitate effective monthly monitoring and decision-making.
- Completing the Service Review Capability Matrix and Schedule. The Schedule and overall direction of the Service Reviews will be workshopped with the Executive in the coming period. Strategic options 1 and 3 are scheduled to return to the Executive for final decision, while option 5 will be bundled with future workplace initiatives.

4.2.3.1 Implement a Continuous Improvement Program.

On Track ●

Work to support our Continuous Improvement Program is ongoing. Key actions delivered include:

- Continuing our A3 problem-solving project. A3 problem solving is a structured, collaborative, and visual lean manufacturing method that uses a single sheet of A3-sized paper to document a problem's analysis, root cause, potential solutions and implementation plan. Key problems being investigated include correspondence to the shire and parking issues across the municipality.



Capital Works Projects

Mount Eliza Way – Road Rehabilitation

Total Project Value \$849,120

Stage 2, comprising the southern section of Mount Eliza Way between Wendy Ave and Nepean Highway was approved for road rehabilitation through the Roads to Recovery 2024-29 program. Key works completed include:

- new concrete kerb, drain and paving work (minor near Nepean Hwy intersection)
- profiling of existing pavement makeup to expose the sub-base rock layer
- foam bitumen stabilisation of the sub-base rock layer
- lay 150mm thickness of Asphalt base and intermediate course
- lay 40mm thickness of Asphalt wearing course

- complete new line marking.

To minimise disruption to residents, works were performed around the clock, reducing the project duration from approximately four weeks to five days. The project was completed by late March 2026.

Stage 1 of the rehabilitation of Mount Eliza Way was completed in 2021-22. This included rehabilitation of the northern section, which was approximately 320 metres of pavement from the shopping strip to Wendy Avenue.



Mount Martha: Birdrock Beach Access Restoration Works

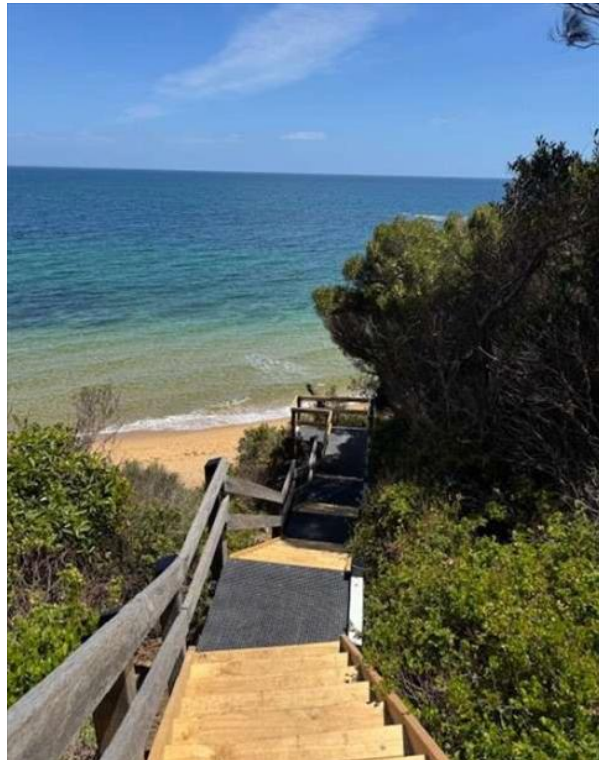
Total Project Value \$407,238

The Birdrock Beach access restoration works initiative focuses on enhancing public access and preserving the natural environment at Birdrock Beach.

Stage 1 works to repair the stairs from the carpark to the lookout were completed by December 2025 with key works including:

- restoration of beach access stairs to improve safety and usability
- management of water-related issues within the carpark to prevent flooding and surface damage
- protection of the site footprint from toe erosion at the base of the cliff to safeguard long-term stability.

Final designs for Stage 2 works of the new stairs and retaining structure were completed by January 2026. Currently, the lookout has restricted public access and there won't be beach access until Stage 2 of the project wraps up in June 2026.



Rye: Cricket Nets Renewal Program

Total Project Value \$450,396

The Cricket Net Renewal Program started in 2019 to deliver new training facilities for the community. The program gets its funds from Council budget commitments and state government grants. It operates on a rolling budget, aiming to deliver as much as possible with the available funds within a financial year.

Construction of the Rye Cricket Nets started in October 2025, with works completed by March 2026. Works included:

- earthworks and construction of retaining wall
- installation of fence posts and concrete slab
- fencing and synthetic grass
- installation of the netting.
- landscaping



Rye Township Plan: Growing Suburbs

Total Project Value \$3,121,761

The Rye Township Plan outlines the strategic vision and direction for enhancing the foreshore, streetscape, and town centre of Rye. This plan was created in collaboration with the Rye community, the Rye Beach Business Association, the Rye Community Alliance, as well as various community groups and clubs.

Stage 1 of the Rye Township Plan is now complete. Works included the installation of concrete paths towards the scout hall carpark, completion of the Point Nepean car park entrance/exit, landscaping and new seating. Landscaping maintenance and watering continued throughout the summer to ensure new plants and turf adjust to their new environment.



Hastings Park Community Pavilion Renewal

Total Project Value \$437,840

To keep the Hastings Park Community Pavilion in good condition for use by our community, Council provided more funds for maintenance and upgrade renewals.

We completed several improvements at what was previously known as the Hastings Club by the end of March. These included fixing electrical systems, replacing equipment, removing asbestos, upgrading the awning, installing a manhole, fixing a water leak, repairing rusted or corroded materials, painting, cleaning and external tidy up.



Hastings Seniors Learning Hub

Total Project Value \$810,000

Funding for the early works to rectify drainage and remove mould-affected wall/floor coverings was approved in the 2025-26 Budget.

The early works, including plumbing and internal strip out of wall and floor coverings has been completed to allow a drying out process to be undertaken.

In March 2026, Council approved additional funding of \$630,000 for the complete restoration

of the facility. A builder has been engaged for the remaining works, which is expected to be completed by September this year to allow for the facility to be reopened.

We are updating community groups to keep them advised of the hub's progress.





**Mornington
Peninsula** Shire

Quarterly Financial Report

January to March 2026

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Finance Message

The Mornington Peninsula Shire Council's financial position continues to remain sound during our 3rd quarterly financial report, covering 1 January 2026 – 31 March 2026. Within the quarter, our Rates Strategy Review was presented and adopted by council after community feedback. We appreciate the feedback that was received which has helped to shape our long-term financial sustainability. Our team has been working hard behind the scenes to prepare our FY26/27 budget with the draft annual budget to be placed on public exhibition for community feedback from 20 April to 17 May. We are continuing to monitor the impact of the fuel crisis and are ensuring our budget will reflect the latest modelling upon adoption in June 2026.

Key highlights:

- **Operating Income:** \$283M year-to-date, we are marginally behind Approved Forecast and 3% higher than the same period last year. Rates and charges contributed 83.8% of total income.
- **Net Operating Income:** Currently at \$84.5M, 11% above Approved Forecast.

- **Capital Works Spend:** At \$36.5M year-to-date, this is below approved forecast by 18%. To date, we have spent 60.9% of capital works against our FY26 Forecasted Expenditure of \$60M.
- **Loan repayments:** \$1.9M, reducing the principal balance to \$28.4M as scheduled.
- **Cash and Financial Assets:** Our cash and financial assets as of 31 March 2026 stand at \$148.9M. This amount is driven by prior year capital works carry forwards and collection of the 1st, 2nd & 3rd rate instalments. There is \$95.6M invested in term deposits, \$44.3M held in at-call accounts, and \$9M held in Trust. The Shire reviews its treasury position monthly to optimise interest on cash assets.

In summary, we are tracking above Approved Forecast however, timing variances on expenditure are expected to be received in Q4. The fuel crisis is being closely monitored and will continue to be reviewed to support long-term financial sustainability, including maintaining strong reserves and cash flows. Our focus continues to be on delivering optimal financial outcomes for our community. Thank you for your continued support and trust.

Finance Highlights – 3rd Quarter

Sound Financial Performance compared to Approved Forecast



Our Net Operating position of \$84.5M is 8.1M above the approved forecast \$76.4M.



Year to date spend on capital works is \$36.5M, representing 60.9% of FY26 Forecasted Expenditure.



\$1.9M in loan repayments year to date has reduced total borrowings to \$28.4M.



Spend in Materials and Services – Contracts of \$88M is below forecast by \$3M.

The overall Financial Performance has continued to remain stable. The key indicators contributing to this assessment include:

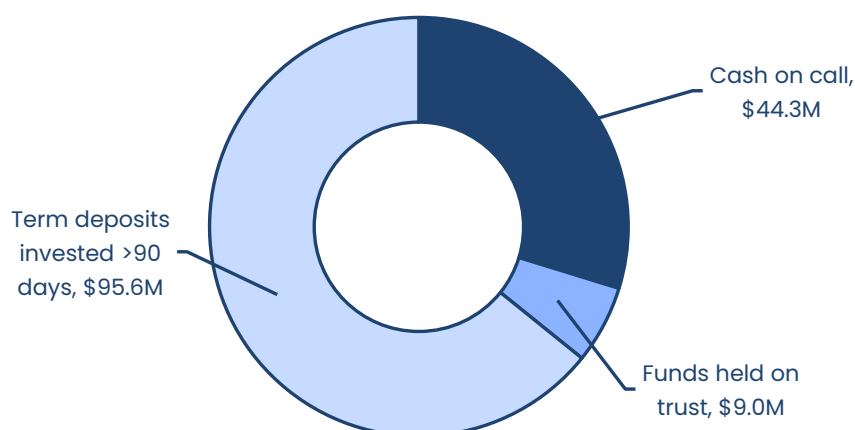
- Net Operating position tracking above forecast by 11%.
- Materials and Services – Contracts: Expenditure is below the forecast by 3%
- Spend on Capital Works Projects is 18% below approved forecast.
- Loan repayments of 1.9M reducing loan balance to \$28.4M.
- Liquidity Ratio 263% demonstrates a strong capacity to meet short-term obligations.

Cash Position

Our Cash Position remains steady, encompassing term deposits, cash on call, and Funds held on Trust.

Cash and Cash Equivalents – **\$53.3M**

Other Financial Assets – **\$95.6M**



Project Performance



196 funded capital works projects and programs.



60.9% Capital works expenditure against planned expenditure.



41 funded operating projects.



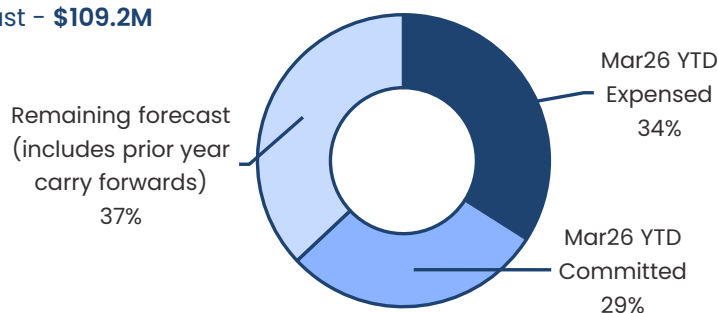
20.8% Operating project expenditure against approved forecast.

Key activities impacting the financial performance include:

- Capital Works Projects – FY26 Planned expenditure on Capital Works Projects is \$60M – year to date spend represents 60.9%.
- Total capital works program (including carry forwards) equates to \$109.2M.
- Operating Projects – Year to date net spend currently at \$0.1M compared to \$1.5M forecast. Full year forecast equates to \$4.4M.
- Grants, Subsidies and Sponsorships – Full year forecast is \$4.1M with \$3.5M paid year to date, reflecting strong grant activity.

FY26 Capital Works Expenditure

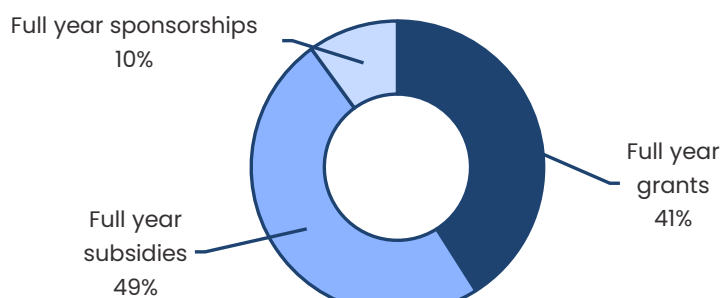
Full program forecast – **\$109.2M**



FY26 Grants, Subsidies & Sponsorships

Paid – **\$3.5M**

Forecast – **\$4.1M**



1 July 2025 to 31 March 2026								1 July 2025 to 30 June 2026		
Account Name	Actuals FY26 \$'000	Approved Forecast \$'000	Variance Fav/(Unfav) %	Year to Date Adopted Budget \$'000	Variance Fav/(Unfav) %	Actual FY25 \$'000	Variance Fav/(Unfav) %	Approved Forecast \$'000	Full Year Adopted Budget \$'000	Variance Fav/(Unfav) %
The account description in line with the Annual Financial Statements.	Amounts recieved or paid during the period from 1 July 2025 to 31 March 2026. This period is referred to as 'Year to Date'.	Represents the budget adjusted for the period from 1 July 2025 to 31 March 2026.	The difference between the Actual FY26 amount and the Approved Forecast. Shown as a percentage. 'Favorable' is an improvement from the Approved Forecast and 'Unfavorable' is a decline from the Approved Forecast. The reason for the variance may be due to timing during the full year or may be due to a permanent future variance affecting the full year. The material variances are reported in Section 1.2.	The portion of the Full Year Adopted Budget allocated for the Year to Date period.	The difference between the Adopted Budget and the Actual FY26 amount for the Year to Date period. Shown as a percentage. 'Favorable' is an improvement from the Adopted Budget and 'Unfavorable' is a decline from the Adopted Budget.	Amounts recieved or paid during the last financial year for the same reporting period	The difference between the Actual FY25 amount and the Actual FY26 amount for the Year to Date period. Shown as a percentage. 'Favorable' is an improvement from the prior year and 'Unfavorable' is a decline from the prior year.	The Approved Forecast represents the Full Year Adopted Budget adjusted for carry forwards and updated variances.	The Adopted budget represents the Full Year Budget approved by Council.	The difference between the Full Year Approved Forecast and the Adopted Budget. Shown as a percentage. 'Favorable' is an improvement from the Adopted Budget and 'Unfavorable' is a decline from the Adopted Budget.

Financial Performance

Section 1.1 Financial Performance Statement

	Year to Date							Full Year		
	Actuals	Approved	Variance	Adopted	Variance	Actual	Variance	Approved	Adopted	Variance
	FY26	Forecast	Fav/(Unfav)	Budget	Fav/(Unfav)	FY25	Fav/(Unfav)	Forecast	Budget	Fav/(Unfav)
	\$'000	\$'000	%	\$'000	%	\$'000	%	\$'000	\$'000	%
Rates and Charges	237,047	237,188	<(1)%	237,277	<(1)%	226,644	5%	237,277	237,913	-
Grants and subsidies	7,890	7,163	10%	6,053	30%	6,923	14%	8,714	7,499	(16)%
User Charges	28,166	29,474	(4)%	27,435	3%	26,959	4%	36,791	34,247	(7)%
Grants Commission	2,935	4,925	(40)%	5,884	(50)%	7,322	(60)%	7,894	7,845	(1)%
Other Income	6,945	6,464	7%	4,337	60%	5,906	18%	8,314	5,837	(42)%
Total Operating Income	282,983	285,213	(1)%	280,985	1%	273,755	3%	298,990	293,341	(2)%
Employee Costs	(78,367)	(78,959)	1%	(77,206)	(2)%	(74,375)	(5)%	(103,843)	(96,504)	(8)%
Materials and Services	(25,116)	(30,505)	18%	(32,251)	22%	(26,768)	6%	(48,123)	(38,453)	(25)%
Materials and Services - Contracts	(88,026)	(91,039)	3%	(86,957)	(1)%	(74,941)	(17)%	(123,909)	(115,401)	(7)%
Other Expenses	(6,989)	(8,322)	16%	(7,109)	2%	(7,444)	6%	(10,339)	(8,879)	(16)%
Total Operating Expenditure	(198,498)	(208,825)	5%	(203,523)	2%	(183,528)	(8)%	(286,214)	(259,237)	(10)%
Net Operating Income/ Funds Available	84,485	76,388	11%	77,462	9%	90,227	(6)%	12,776	34,104	(63)%
Capital Works (Net)	(24,673)	(32,371)	24%	15	>(100)%	(19,775)	(25)%	(59,005)	(25,206)	>(100)%
Operating Projects (Net)	(103)	(1,529)	93%	-	-	(3,300)	97%	(4,354)	(2,371)	84%
Land acquisitions	-	-	-	-	-	-	-	(659)	-	-
Land sales	205	149	37%	-	-	440	(53)%	149	-	-
Interest Income	4,608	4,452	(4)%	2,250	>100%	5,733	20%	5,869	3,000	(96)%
Interest Expense	(580)	(605)	4%	(554)	(5)%	(610)	5%	(800)	(739)	8%
Debt Servicing Principal	(1,917)	(1,921)	<1%	(2,001)	4%	(1,971)	3%	(2,665)	(2,668)	<1%
New Borrowings	-	-	-	-	-	-	-	3,467	-	-
Lease liability repayments	(351)	(660)	47%	(721)	51%	-	-	(968)	(961)	1%
Total Other Income/ Expenditure	(22,811)	(32,485)	30%	(1,011)	>100%	(19,484)	17%	(58,965)	(28,945)	>(100)%
Surplus/ (Deficit)	61,674	43,903	40%	76,451	(19)%	70,743	(13)%	(46,190)	5,159	>(100)%

Section 1.1 Financial Performance Statement

The Shire produces a balanced budget each year. The deficit arises due to carry-forward capital works, not overspending. When the budget is adopted, the Financial Performance Statement (FPS) effectively balances to zero. The Shire is not spending more than its revenue – the Financial Performance Statement figures reflect how capital works are accounted for.

Year To Date(YTD) net operating income (as per FPS) is \$84.5M which is 8.1M (11%) ahead of Approved Forecast YTD. Major YTD operating income and expense variances against Approved Forecast are detailed below.

Category	Permanent Variance \$'000 Fav/(Unfav)	Timing Variance \$'000 Fav/(Unfav)	Commentary
Operating income variances against approved forecast			
User Charges		(1,307)	User charges have been negatively impacted by a temporary variance related to the timing of Animal Registrations, which are anticipated to occur in April and May. This has been partially offset by a significant increase in Statutory Permits and Licenses for food registration renewals within Environmental Health during February and March. Both areas are projected to stabilise by year-end.
Grants Commission		(1,991)	50% of FY26 Grant funding was received in FY25. Balance expected in May and June
Operating expense variances against approved forecast			
Materials and Services	1,669	3,362	Materials and services expenditures are favourable due to the timing of payments made across the organisation. This includes waste strategies and landfill initiatives, water utilities, IT projects, and other programs, most of which will incur costs throughout the year. Additionally, there are some identified full-year savings across multiple teams.
Materials and Services - Contracts		3,040	Materials and Services - Contracts are well-positioned with respect to scheduling and execution for Roads and Drainage, Building Maintenance, Waste Services, and Leisure & Recreation Centres. All allocations are anticipated to be utilised within the current financial year.
Other Expenses	444	907	Permanent savings in staff training and recruitment arise from services on hold during the organisation review and a waiver of prior years' unpaid rent in Hastings for MCH. The remaining variance is due to timing delays for SSLSC and Visitor Economy Partnership Subsidy, both expected to be spent this year.

Section 1.2 Capital Works

Capital Works items have an annual gross forecast expenditure of \$109.2M. The number of projects able to be physically delivered by Council every year is dependent on a number of internal and external factors, such as seasonality, external authority approvals, as well internal and external capacity constraints. In order to provide

transparency to the community an exercise has been undertaken to forecast when all the projects currently underway (2025/26 adopted budget and previous budgets) will be completed. The forecasted expenditure for 2025/26 is \$60M

	Actuals FY26	Approved Forecast	Year to Date Variance Fav/ (Unfav) %	Actual FY25	Variance Fav/ (Unfav) %	Full Year Approved Forecast
	\$'000	\$'000		\$'000		\$'000
Income						
Grants - capital	9,453	8,854	7%	13,717	(45%)	36,088
Contributions - monetary	2,403	3,158	(24%)	865	64%	14,069
Special Charge Scheme	-	-	-	-	-	-
Total Income	11,856	12,012	(1%)	14,582	(23%)	50,157
Expenditure						
Land	(1,679)	(1,823)	8%	(241)	(86)%	(10,421)
Buildings	(11,651)	(12,790)	9%	(14,019)	20%	(30,851)
Plant, machinery and equipment	(317)	(382)	17%	(164)	(48)%	(778)
Fixtures, fittings and furniture	(85)	(176)	52%	(255)	200%	(313)
Artworks	-	-	-	(31)	-	-
Library Books	(823)	(903)	9%	(655)	(20)%	(1,123)
Roads	(8,050)	(11,279)	29%	(8,391)	4%	(22,379)
Drainage	(1,868)	(2,178)	14%	(1,830)	(2)%	(8,613)
Bridges	-	(50)	100%	(98)	-	(100)
Footpaths and cycleways	(3,846)	(4,291)	10%	(2,566)	(33)%	(8,748)
Recreational, leisure and community facilities	(3,534)	(5,121)	31%	(2,667)	(25)%	(16,010)
Parks, open space and streetscapes	(4,621)	(5,206)	11%	(3,399)	(26)%	(9,236)
Marine structures	(56)	(175)	68%	(41)	(27)%	(591)
Total Expenditure	(36,529)	(44,374)	18%	(34,356)	(6)%	(109,162)
Net Total	(24,673)	(32,362)	24%	(19,775)	(20)%	(59,005)

Section 1.3 Treasury

As detailed below, MPS has paid \$1.9M in scheduled principal debt repayments year to date (YTD). Full year principal debt repayments are on schedule, with a forecasted closing position of \$30.7M. Interest expense for the full year is forecasted at \$0.7M with a weighted average interest rate of 2.50%.

MPS has \$95.6M in term deposits earning an average interest rate of 4.61%. As term deposits mature, funds will be reinvested where appropriate and equitable with longer maturity dates (>90 days) to more efficiently

manage the Shire's funding requirements dependent on favorable interest rates.

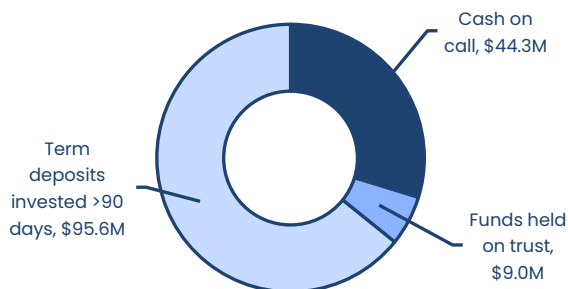
Funds held in trust consists of holding bonds and deposits for works subdivisional maintenance, hall hire bonds, asset protection bonds, contract retentions etc.

The Shire reviews its treasury position monthly to optimise interest on cash assets. Surplus funds are invested in accordance with Council's Investment Policy.

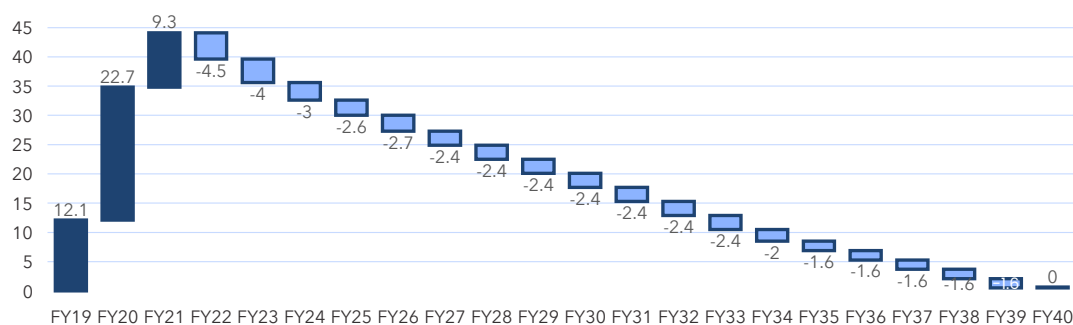
	Q3				Full Year			
	Opening Balance	Principle Repaid	New Borrowings	Closing Balance	Opening Balance	Forecasted Repayments	Forecasted New Borrowings	Forecasted Closing Balance
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Loans Maturing								
Current Loans	3,067	(1,917)	-	1,150	3,067	(3,067)	-	-
Non Current Loans	27,236	-	-	27,236	27,236	-	3,467	30,703
Total	30,303	(1,917)	-	28,386	30,303	(3,067)	3,467	30,703

Financial Assets

Cash on call	\$44.3M
Funds held on trust	\$9.0M
Term deposits invested >90 days	\$95.6M



Debt Repayment Schedule (FY26-FY40)



Financial Statements

Section 2.1 Income Statement

	Actuals FY26 \$'000	Approved Forecast \$'000	Variance Fav/(Unfav) %	Year to Date Adopted Budget \$'000	Variance Fav/(Unfav) %	Actual FY25 \$'000	Variance Fav/(Unfav) %	Approved Forecast \$'000	Full Year Adopted Budget \$'000	Variance Fav/(Unfav) %
Revenue										
Rates and charges	237,047	237,188	<(1)%	237,277	<(1)%	226,644	5%	237,277	237,913	<(1)%
Statutory fees and fines	8,090	7,843	3%	7,666	6%	6,515	24%	10,420	10,378	-
User fees	20,076	21,631	(7)%	19,769	2%	20,534	(2)%	26,372	23,868	10%
Grants - operating	10,868	12,183	(11)%	11,937	(9)%	14,289	(24)%	16,732	15,344	9%
Grants - capital	9,453	8,854	7%	-	-	13,717	(31)%	36,088	16,445	>100%
Contributions - monetary	4,328	3,938	10%	356	>100%	2,374	82%	16,165	9,537	69%
Contributions - non-monetary	1	-	-	-	-	7	(81)%	4,474	4,474	-
Other Income	10,651	10,127	5%	6,246	71%	10,538	1%	13,328	8,382	59%
Total Revenue	300,516	301,763	<(1)%	283,250	6%	294,619	2%	360,855	326,342	11%
Expenses										
Employee costs	78,793	79,162	<1%	77,205	(2)%	75,000	(5)%	104,045	96,502	(8)%
Materials and services	113,852	122,961	7%	119,208	4%	104,555	(9)%	177,546	156,225	(14)%
Depreciation	38,257	38,758	1%	35,542	(8)%	34,600	(11)%	51,800	47,389	(9)%
Amortisation - intangible assets	68	68	-	68	(0)%	68	-	91	91	-
Amortisation - right of use assets	1,213	1,214	<1%	470	>(100)%	124	>(100)%	1,600	627	>(100)%
Bad and doubtful debts	7	-	-	-	-	20	65%	-	-	-
Borrowing Costs	520	519	<(1)%	544	4%	600	13%	705	726	3%
Finance costs - leases	60	86	30%	10	>(100)%	10	>(100)%	95	13	>(100)%
Fair value adjustments	-	-	-	-	-	-	-	-	-	-
Net loss on disposal of Assets	(205)	(149)	(37)%	-	-	(10)	>(100)%	(149)	-	-
Other Expenses	10,103	8,537	(18)%	7,109	(42)%	7,484	(35)%	10,555	8,879	(19)%
Total Expenses	242,667	251,155	3%	240,156	(1)%	222,450	(9)%	346,287	310,452	(12)%
Surplus	57,849	50,609	14%	43,094	34%	72,169	(20)%	14,568	15,890	(8)%

Section 2.2 Balance Sheet

	Year to Date							Full Year		
	Actuals FY26 \$'000	Approved Forecast \$'000	Variance Fav/(Unfav) \$'000	Adopted Budget \$'000	Variance Fav/(Unfav) \$'000	Actual FY25 \$'000	Variance Fav/(Unfav) \$'000	Approved Forecast \$'000	Adopted Budget \$'000	Variance Fav/(Unfav) \$'000
Assets										
Current Assets										
Cash and cash equivalents	53,312	70,790	(17,478)	31,689	21,624	53,212	101	71,001	25,159	45,842
Trade and other receivables	102,149	58,537	43,612	3,436	98,713	66,843	35,307	16,680	19,234	(2,554)
Other financial assets	95,603	92,847	2,756	141,549	(45,946)	120,597	(24,994)	68,459	92,982	(24,522)
Inventories	272	272	0	192	80	192	80	272	192	80
Non current assets classified as held for sale	444	444	0	868	(424)	439	6	444	-	444
Other assets	2,634	3,016	(382)	7,177	(4,543)	5,104	(2,470)	3,016	7,177	(4,161)
Total Current Assets	254,415	225,906	28,509	184,911	69,504	246,386	8,029	159,872	144,743	15,128
Non-Current Assets										
Other financial assets - NC	46	46	-	45	1	45	1	46	45	1
Property, infrastructure, plant and equipment	3,749,598	3,760,060	(10,462)	3,647,158	102,440	3,682,463	67,134	3,780,011	3,710,512	69,498
Right of use assets	4,748	4,095	653	1,840	2,908	2,186	2,561	3,708	2,089	1,619
Investment Property	9,759	9,721	38	10,041	(282)	10,041	(282)	9,721	10,041	(320)
Intangible assets	513	513	0	962	(449)	962	(449)	491	791	(301)
Total Non-Current Assets	3,764,664	3,774,435	(9,771)	3,660,046	104,618	3,695,698	68,966	3,793,977	3,723,478	70,498
Total Assets	4,019,079	4,000,341	18,738	3,844,957	174,122	3,942,084	76,995	3,953,848	3,868,222	85,627
Liabilities										
Current Liabilities										
Trade and other payables	25,299	24,629	670	13,764	11,535	21,885	3,414	37,414	16,000	(21,414)
Trust funds and deposits	24,439	14,973	9,467	14,179	10,260	18,203	6,236	9,973	9,179	(793)
Unearned income	29,854	30,788	(934)	26,751	3,102	25,576	4,278	30,788	25,607	(5,181)
Provisions	14,285	13,301	984	13,282	1,003	13,331	954	13,302	13,286	(16)
Interest bearing liabilities	1,150	1,996	(846)	1,114	36	1,138	13	-	2,668	2,668
Lease liabilities	1,602	959	643	108	1,494	690	912	650	902	252
Total Current Liabilities	96,630	86,646	9,984	69,199	27,431	80,823	15,807	92,126	67,643	(24,484)
Non-Current Liabilities										
Trust funds and deposits - NC	215	196	20	159	56	141	74	196	159	(37)
Provisions - NC	15,122	15,302	(180)	15,243	(121)	15,213	(91)	15,302	15,243	(59)
Interest bearing liabilities - NC	27,236	27,717	(481)	29,904	(2,668)	29,903	(2,668)	30,703	30,284	(419)
Lease liabilities - NC	3,333	3,809	(476)	1,785	1,548	1,800	1,533	3,809	817	(2,992)
Total Non-Current Liabilities	45,906	47,023	(1,117)	47,091	(1,185)	47,057	(1,151)	50,009	46,503	(3,506)
Total Liabilities	142,536	133,669	8,867	116,291	26,246	127,881	14,655	142,135	114,146	(27,990)
Net Assets	3,876,543	3,866,672	9,871	3,728,667	147,876	3,814,204	62,339	3,811,713	3,754,076	(57,637)
Equity										
Accumulated surplus	1,135,421	1,133,756	1,666	1,121,818	13,604	1,121,835	13,587	1,133,756	1,118,186	(15,570)
Reserves	2,683,272	2,682,308	965	2,620,093	63,180	2,620,200	63,073	2,682,518	2,620,000	(62,518)
Net Income	57,849	50,609	7,240	(13,243)	71,092	72,169	(14,320)	(4,561)	15,890	20,451
Total Equity	3,876,543	3,866,672	9,871	3,728,667	147,876	3,814,204	62,339	3,811,713	3,754,076	(57,637)

Section 2.3 Cashflow Statement

	Year to Date			Full Year		
	Actuals FY26	Approved Forecast	Variance Fav/ (Unfav)	Approved Forecast	Adopted Budget	Variance Fav/ (Unfav)
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Cash flows from operating activities						
Rates and charges	182,784	201,113	(18,329)	237,277	237,913	(637)
Statutory fees and fines	8,090	7,843	248	10,420	10,378	42
User fees	18,366	35,594	(17,228)	41,116	23,868	17,248
Grants - operating	10,681	12,183	(1,503)	16,732	15,344	1,388
Grants - capital	9,276	8,854	422	21,387	16,445	4,942
Contributions - monetary	3,529	3,938	(409)	9,510	9,537	(27)
Interest received	3,655	4,452	(797)	5,869	3,000	2,869
Dividends Received	5	4	2	4	4	-
Trust funds and deposits received	642	-	642	-	-	-
Other receipts	6,038	5,671	367	7,441	5,378	2,063
Net GST refund/payment	773	-	773	-	-	-
Employee costs	(79,457)	(79,162)	(295)	(104,045)	(96,504)	(7,541)
Materials and services	(110,396)	(123,147)	12,751	(162,340)	(156,225)	(6,115)
Short term low value lease	(752)	(1,292)	540	(1,960)	-	(1,960)
Other payments	(6,873)	(8,330)	(1,457)	(9,835)	(8,879)	(956)
Cash provided by/(used in) operating activities	46,361	67,720	(24,273)	71,575	60,260	11,315
Cash flows from investing activities						
Payments for property infrastructure plant & equipment	(36,400)	(44,374)	7,974	(72,893)	(50,734)	(22,159)
Proceeds from sale of assets	205	149	56	149	-	149
Net movement in financial assets	4,997	9,484	(4,487)	33,872	-	33,872
Net cash provided by/(used in) investing activities	(31,198)	(34,741)	3,543	(38,872)	(50,734)	11,862
Cash flows from financing activities						
Finance Costs	(520)	(519)	(1)	(705)	(726)	21
Proceeds from Borrowings	-	-	-	1,733	-	1,733
Repayment of Borrowings	(1,917)	(1,921)	5	(2,665)	(2,668)	3
Interest Paid - lease liability	(60)	(86)	26	(95)	(13)	(82)
Repayment of Lease Liabilities	(351)	(660)	309	(968)	(961)	(7)
Net cash provided by/(used in) financing activities	(2,847)	(3,186)	338	(2,699)	(4,367)	1,668
Net increase/(decrease) in cash & cash equivalents	12,316	29,794	(20,392)	30,005	5,159	24,846
Cash and cash equivalents at the beginning of the financial year	40,996	40,996	-	40,996	20,000	20,996
Cash and cash equivalents at the end of the period	53,312	70,790	(20,392)	71,001	25,159	45,842

Appendix A

Capital Works Listing

Capital Works Listing

		Expenditure					Income	
		Year to date Actuals \$'000	Year to date Commitments \$'000	Actuals Plus Commitments \$'000	Annual Budget \$'000	Annual Forecast %	Remaining Forecast \$'000	Year to date Actuals \$'000
								Annual Forecast \$'000
Land								
300048	Land Acquisition	-	-	-	-	659	659	-
300224	Landfill Capping Rehabilitation Works - Crib Point	1,457	43	1,500	330	1,572	72	-
300049	Landfill Capping Rehabilitation Works, Mt. Eliza	23	20	43	-	55	12	-
300124	Leachate Infrastructure Upgrade - Rye Landfill	149	-	149	-	149	(0)	-
300204	Rye Landfill - Cell 2 Capping Layer	35	65	100	6,500	6,995	6,895	-
300569	Mt Eliza Landfill Flare	1	9	10	200	200	190	-
300570	Hastings Landfill Capping Remediation	12	50	62	170	170	108	-
300576	Mt Eliza Landfill Leachate Management	2	-	2	620	620	618	-
Land Total:		1,679	187	1,866	7,820	10,421	8,555	-
Buildings								
300001	Alexandra Park Redevelopment	34	-	34	-	20	(14)	-
300020	Community Animal Shelter Redevelopment	1,981	444	2,425	3,050	2,428	3	-
300023	Design works for Kindergarten Strategy	-	-	-	-	6	6	-
300032	Emil Madsen Reserve Soccer and Netball Pavilion	2,055	904	2,958	8,375	8,870	5,911	1,619
300033	Fenton Hall - OH&S Infrastructure Improvements	0	-	0	-	0	(0)	-
300034	Flinders Civic Hall Redevelopment	0	-	0	-	0	0	-
300039	Foreshore Camping Renewal & Improvement	10	-	10	60	118	108	-
300055	Marna Reserve Dromana - Pavilion Renewal and Upgrade	0	-	0	-	0	(0)	-
300060	Civic Reserve Mornington Athletics/Soccer Pavilion	91	16	107	-	96	(11)	-
300068	Portable Change Facilities	1	19	20	-	75	56	-
300071	Public Toilet - Mount Martha North Foreshore	667	-	667	-	840	174	-
300076	Red Hill Recreation Reserve Pavilion Upgrade	22	35	58	-	78	20	1,001
300077	Red Hill Recreation Reserve - Pavilion Upgrade (Show Sheds)	16	-	16	-	17	2	-
300082	Southern Peninsula Youth Hub	30	29	59	-	186	127	-
300090	Shire Office OHS and Compliance Works	305	56	361	170	1,383	1,022	-
300097	Sorrento Museum Storeroom Addition and Essential Works	174	751	925	-	1,040	115	-
300110	Connect Shire Facilities to Sewerage	98	-	98	75	114	16	-
300130	Emil Madsen Reserve - Western Pavilion	26	339	366	-	1,043	678	-
300132	Community Capital Infrastructure Project	93	11	104	320	369	265	-
300133	Building Compliance and Risk Management Works	606	1	607	450	1,834	1,227	-
300134	Minor Renewal Works Community Facilities	904	670	1,575	1,199	2,157	582	-
300198	Wallaroo Preschool Upgrade	417	-	417	-	418	1	363
300201	Bittern Public Hall Amenity Block Renewal	1	-	1	-	1	-	0
300207	Briars Restaurant - Critical improvements	8	-	8	-	216	208	-
300210	Pelican Park Rec Centre - Facility Upgrade and Asset Renewal	2,146	242	2,388	-	2,404	16	-

Capital Works Listing

		Expenditure						Income	
		Year to date Actuals \$'000	Year to date Commitments \$'000	Actuals Plus Commitments \$'000	Annual Budget \$'000	Annual Forecast %	Remaining Forecast \$'000	Year to date Actuals \$'000	Annual Forecast \$'000
300213	Dromana Community Hub	58	5	63	30	65	3	-	-
300244	Foreshore Camping Amenity Renewal	454	9	463	300	509	46	-	-
300245	Briars Homestead Occupancy Permit Works	69	58	127	-	459	333	-	-
300246	Solar Incentivisation for Tenants Program	-	-	-	-	155	155	16	218
300247	Foreshore Camping Electrical Renewal	307	3	310	-	387	77	-	-
300251	Hastings Club Electrical Compliance Upgrade	216	162	378	260	438	59	-	-
300264	Fishermans Beach South Amenity Renewal	-	20	20	-	20	-	-	-
300265	Civic Reserve Rec Centre - Stadium Renewal	95	252	347	300	350	3	-	-
300269	Citation Army Hall Heritage and Relocation Investigations	3	9	11	-	31	19	-	-
300270	Due Diligence Investigation Kindergarten Funding Submissions	12	-	12	-	40	28	-	-
300289	Rosebud Memorial Hall - Improvements	68	255	323	-	678	355	-	-
300312	Emil Madsen Reserve Sewer Connection & Services Upgrade	115	1,343	1,459	-	1,833	374	50	1,800
300316	Roof Renewal Works	395	108	503	400	719	216	-	-
300573	MPRG Permanent Multi-Purpose Room	-	-	-	215	215	215	-	215
300605	Hastings Seniors Learning Hub	170	517	687	50	810	123	-	-
300687	PCT Peninsula Community Theatre Renewal	1	27	28	-	425	397	-	-
300775	HVAC Renewal Hastings Library	1	136	137	-	-	(137)	-	-
Buildings Total:		11,651	6,422	18,072	15,254	30,851	12,779	3,049	12,930
Plant, machinery and equipment									
300002	Aquatic & Recreation - Plant & Equipment	54	104	158	200	231	73	-	-
300012	Briars fleet management	3	-	3	-	11	7	-	-
300109	Community Halls - Equipment Renewal	53	-	53	50	53	0	-	-
300250	YAWA Pool Plant & Equipment Renewal	207	47	254	300	413	159	-	-
300296	Flinders Community Battery	-	-	-	-	-	-	43	43
300487	Energy Efficient Pelican Park	-	-	-	70	70	70	-	35
300552	140 Watt Rd - Electricity Isolation	-	-	-	35	-	-	-	-
Plant, machinery and equipment Total:		317	152	469	655	778	309	43	78
Fixtures, fittings and furniture									
300079	Replacement of library assets	2	-	2	65	67	65	-	-
300318	Dromana Modular Kindergarten Fit Out	8	-	8	-	65	57	-	-
300321	Replacement of MCH Assets	51	-	51	50	53	2	-	-
300565	Somerville Library Return Chute	25	-	25	16	24	(1)	-	-
300575	Library External Lockers	0	72	72	38	104	32	-	61
Fixtures, fittings and furniture Total:		85	72	157	169	313	156	-	61
Library Books									

Capital Works Listing

		Expenditure					Income		
		Year to date Actuals \$'000	Year to date Commitments \$'000	Actuals Plus Commitments \$'000	Annual Budget \$'000	Annual Forecast %	Remaining Forecast \$'000	Year to date Actuals \$'000	Annual Forecast \$'000
300050	Library Book Stock Non Print Materials	68	8	76	100	102	27	-	-
300051	Library Book Stock Print Materials	300	119	419	475	500	81	-	-
300052	Library eAudio and eBooks	439	32	471	500	500	29	-	-
300116	Premier's Reading Challenge	16	4	20	21	20	0	20	20
Library Books Total:		823	163	986	1,096	1,123	137	20	20
Roads									
300014	Capital Works Program Design	33	19	52	50	147	95	-	-
300015	Car Park Accessibility Works	40	-	40	20	40	(1)	-	-
300047	Kerb and Channel Renewal	523	214	737	400	738	1	-	-
300059	Minor Road Infrastructure Risk Reduction	124	7	132	150	172	40	8	4
300105	Special Charge Schemes Investigations	10	-	10	20	20	10	-	-
300300	Blackspot Road Safety Program	71	0	71	80	80	9	-	-
300302	Safer Speed Limits	8	52	60	60	77	17	-	-
300113	Guard Rail Renewal and Upgrade	-	-	-	296	156	156	-	-
300120	Road Corridors Contract Works	3,749	966	4,715	5,512	5,866	1,152	-	-
300128	Creswell Street East Crib Point - DCP	53	55	108	200	356	248	-	-
300135	Sorrento Ferry Terminal Road Works	26	88	114	-	92	(22)	20	644
300138	Black Spot Hodgins/Stumpy Gully Rd Intersection Upgrade	-	-	-	-	-	-	-	0
300141	Mount Martha Landslip	111	3,514	3,625	2,761	4,389	764	57	2,186
300144	Black Spot Mount Eliza Pedestrian Safety Improvement	41	-	41	-	-	(41)	-	-
300162	Canadian Bay Carpark & Surround	97	1,376	1,473	900	1,892	418	-	-
300164	Patterson Grove - Flinders Road/Vegetation Project	2	-	2	-	3	1	-	-
300303	Finance Project	-	-	-	-	839	839	-	-
300177	Black Spot Craigie Rd and Osborne Dve Mt Martha	20	4	24	-	263	239	(250)	-
300178	Black Spot Rye and Tootgarook Local Area	56	-	56	-	56	(0)	-	-
300297	Black Spot - Dunns Road Mt Martha	10	-	10	-	10	-	-	-
300298	Black Spot - Arthurs Seat Road	11	-	11	-	11	-	-	-
300299	Black Spot - Tucks Rd Shoreham	0	-	0	-	0	-	-	-
300315	Road Rehabilitation Projects	100	-	100	-	-	(100)	-	-
300317	Guard Rail End Terminal Upgrade Program	-	-	-	-	100	100	-	-
300320	Hastings Boat Ramp Car Park	21	3	24	-	42	18	-	-
300375	Somerville - Road Safety Improvements	894	222	1,116	-	1,132	16	984	1,229
300376	Rye - Road Safety Improvements	9	-	9	-	109	100	-	242
300378	Watt Rd & Bruce St int Improvements	190	4	194	-	234	40	164	284
300527	Motorcycle Road Safety	49	3	52	-	47	(5)	250	250
300549	R2R Arthurs Seat Road - Civil Works	177	-	177	-	178	1	-	265
300536	R2R Broadway, Capel Sound - Stage 2	741	134	875	50	890	15	326	476
300537	R2R Mt Eliza Way Road Rehabilitation	64	908	972	850	1,049	77	23	850
300541	R2R Eramosa Rd, Somerville - Road Rehab	69	2	71	1,575	1,587	1,516	-	1,675

Capital Works Listing

		Expenditure						Income	
		Year to date Actuals \$'000	Year to date Commitments \$'000	Actuals Plus Commitments \$'000	Annual Budget \$'000	Annual Forecast %	Remaining Forecast \$'000	Year to date Actuals \$'000	Annual Forecast \$'000
300596	R2R Bungower Rd, Somerville - Road Rehab	43	4	47	100	142	94	-	200
300584	Golf Parade Land Remediation - Stage 01	-	-	-	130	130	130	-	-
300450	Traffic VMS Sign - Wildlife & School Pgm	24	-	24	26	26	2	-	-
300619	Guard Rail Renewal and Upgrade (Contract)	51	243	294	-	296	2	-	-
300622	BSpot- Browns Road and Jetty Road	91	8	98	-	106	8	-	106
300623	BSpot- Mornington Area-Wide LATM	42	1	43	-	435	392	-	435
300624	BSpot- Tucks Road and Shands Road	48	25	73	-	80	7	-	80
300625	BSpot- Capel Sound Area-Wide LATM	50	17	67	-	110	43	-	110
300626	BSpot- Wilsons Road - Road Safety	34	23	57	-	50	(7)	-	50
300627	BSpot- Colchester Road-Road Safety	184	10	193	-	191	(2)	-	191
300628	BSpot- Forest Drive - Road Safety	175	78	253	-	240	(13)	-	240
300643	SLRSP - Woodlands Area Mount Eliza	6	-	6	-	-	(6)	-	-
300764	SLRSP - Marcia Avenue Rye	2	2	4	-	-	(4)	-	-
Roads Total:		8,050	7,981	16,032	13,181	22,379	6,347	1,582	9,518
Drainage									
300007	Bike Safe Pit Lids Replacement	42	5	47	50	84	37	-	-
300019	Civic Reserve, Mornington- Wetland and rain gardens	18	10	27	-	89	62	-	-
300024	Priority Development Engineering Minor Works	8	-	8	-	6	(2)	-	-
300027	Drainage design and investigation	62	-	62	200	229	167	-	-
300028	Drainage Soak Pit Renewal	301	80	381	150	462	81	3	3
300031	Emergency Drainage Works	654	54	708	1,100	705	(3)	19	3
300123	Briars Recycled Water Project	53	2,161	2,214	-	2,342	128	52	946
300192	WSUD Rectification Works	19	15	33	-	114	81	-	-
300242	Drainage Flood Mitigation	1	10	11	-	67	56	-	-
300255	Stormwater Outfall Upgrade Program	7	19	25	-	42	17	-	13
300256	Mt Arthur Road Drainage	-	-	-	-	26	26	-	-
300259	Tyabb Landfill Stormwater and Leachate Mgmt	36	149	185	-	2,049	1,865	-	-
300263	Mt Martha Public Golf Course - Mains Water Renewal	-	-	-	-	50	50	-	-
300268	Portsea Pier Stormwater Outfall Repair	40	-	40	-	370	331	-	-
300271	Dromana Bowls Subsidence Rectification	16	25	41	890	906	865	-	-
300272	Ferrero Reserve Irrigation System Replacement	158	11	169	170	170	1	-	170
300488	Second Avenue Drainage, Rosebud	24	0	24	80	80	56	-	-
300489	Shoreham Drainage, Marine Parade	5	17	23	40	40	17	-	-
300490	Warranilla Ave Drainage, Rosebud	13	-	13	45	45	32	-	-
300606	Beleura Cliff Drainage	-	-	-	33	33	33	-	-
300617	Emergency Drainage Works (Contract)	410	287	698	-	701	3	-	-
Drainage Total:		1,868	2,842	4,711	2,758	8,613	3,902	74	1,135

Capital Works Listing

		Expenditure					Income		
		Year to date Actuals \$'000	Year to date Commitments \$'000	Actuals Plus Commitments \$'000	Annual Budget \$'000	Annual Forecast %	Remaining Forecast \$'000	Year to date Actuals \$'000	Annual Forecast \$'000
Bridges									
300118	Road Bridges and Major Culvert Repairs	-	-	-	100	100	100	-	-
Bridges Total:		-	-	-	100	100	100	-	-
Footpaths and cycleways									
300008	Boardwalk Replacement Program	71	119	190	250	279	89	-	-
300091	Small missing pathlink projects	129	-	129	-	129	-	-	-
300094	Peninsula Trail - Somerville to Baxter	2,359	1,849	4,208	2,450	4,876	669	2,359	4,048
300112	Footpath Renewal for Risk Management	389	87	476	600	617	140	-	-
300155	Footpath Renewal Program	34	19	53	150	90	38	-	-
300165	Priority Footpath - Nepean Hwy Mornington to Mt Eliza	10	11	21	-	54	33	-	-
300180	Beleura Cliff Path Stability Assessment	-	-	-	-	25	25	-	-
300186	Safety Beach Access Upgrades	262	12	274	-	283	9	-	-
300205	Peninsula Trail - Masterplan and Designs	109	8	117	-	877	760	-	-
300282	Alma and Field Street Footpath - Stage 2	0	-	0	-	0	-	345	338
300284	Briars Boardwalk Replacement	2	93	95	-	185	90	-	-
300286	Dromana Shared Path along Boundary Road (connection to DSC)	0	-	0	-	50	50	-	-
300287	Mt Martha Village Parking & Watsons Road Footpath	91	21	112	-	112	(0)	-	-
300330	Sunnyside Beach Path	-	-	-	-	0	0	-	-
300603	South Beach Road Footpath Renewal	-	-	-	-	8	8	291	299
300435	Birdrock Beach Access Restoration Works	155	305	460	407	557	98	73	150
300545	Flinders Foreshore Pedestrian Safety	37	9	45	55	85	40	-	30
300585	Beleura Path Reinstatement	30	5	35	297	297	262	-	-
300618	Footpath Renewal for Risk Mgt (Contract)	169	51	221	-	223	2	-	-
Footpaths and cycleways Total:		3,846	2,589	6,435	4,209	8,748	2,313	3,068	4,864
Recreational, leisure and community facilities									
300021	Cricket Nets Renewal Program	401	41	442	215	720	279	243	485
300022	Dallas Brooks Reserve Upgrade	960	7,655	8,615	-	9,718	1,103	960	8,742
300063	Playspace Strategy Planning & Design	14	22	36	-	45	9	-	-
300115	Playspace Component Renewal Works	97	214	311	200	539	227	-	-
300121	Sorrento Netball Courts	753	564	1,317	1,287	1,498	181	752	1,287
300156	Dromana Recreation Reserve - New Netball Court	16	4	20	-	87	67	-	-
300172	RW Stone Recreational MTB & BMX Park	22	8	30	-	39	9	-	-
300199	Playground access improvements	5	9	14	-	20	7	-	-
300214	Tennis Court Lighting Main Ridge	-	-	-	-	-	-	-	9
300241	Tyabb Oval 2 Lighting Project	-	-	-	-	-	-	-	33
300252	Netball Court Resurfacing	246	5	251	-	329	78	-	-
300290	Rye Skate Park Renewal and Upgrade	23	657	681	1,000	992	311	22	1,000

Capital Works Listing

		Expenditure					Income		
		Year to date Actuals \$'000	Year to date Commitments \$'000	Actuals Plus Commitments \$'000	Annual Budget \$'000	Annual Forecast %	Remaining Forecast \$'000	Year to date Actuals \$'000	Annual Forecast \$'000
300295	Somerville Cricket Nets	-	-	-	-	-	-	-	25
300306	Mountain Bike & BMX Implementation	54	-	54	50	105	51	-	50
300319	Irrigation Renewal Program	-	161	161	165	169	8	-	-
300336	Tennis Court Lighting Renewal Program	607	-	607	190	875	267	590	580
300525	MMPGC Golf Simulators	24	-	24	-	24	-	-	-
300480	Rail Trail Directional Signage	1	-	1	-	294	293	22	46
300561	Repurposing Childcare Room at PPRC	250	-	250	250	250	0	-	-
300563	Repurposing Childcare Room at SRC	6	230	236	250	250	14	-	-
300629	Bunguyan Reserve Rabbit Proof Fencing	54	-	54	-	55	1	-	-
Recreational, leisure and community facilities Total:		3,534	9,570	13,104	3,607	16,010	2,906	2,589	12,257
Parks, open space and streetscapes									
300045	Hillview Reserve Pathway	348	339	687	-	1,238	551	296	564
300078	Regulatory and Directional Signage	33	3	36	30	32	(5)	-	-
300084	Rye Township Plan - Growing Suburbs	3,450	62	3,511	840	3,559	48	840	840
300088	Safety Beach Master Plan Implementation	6	-	6	-	6	-	-	-
300096	Sorrento Foreshore Master Plan Implementation	15	-	15	-	69	54	-	-
300100	Civil Structures Renewal Program	92	104	196	150	386	190	-	-
300102	Township Placemaking Implementation	6	6	11	-	266	255	-	-
300106	Urgent lighting requests	11	4	15	-	32	17	-	-
300111	Corporate Signage upgrade/renewal	-	-	-	-	22	22	-	-
300117	Resource Recovery Centre Renewal and Upgrades	-	-	-	-	32	32	-	-
300189	Foreshore Camping Fire Services Project	323	18	342	350	574	232	-	-
300197	Hastings Foreshore Masterplan Implementation	5	87	93	-	159	66	-	-
300208	Smoke Free Environments policy implementation	22	-	22	-	180	158	-	-
300215	Briars Sanctuary Expansion	248	1,042	1,290	-	1,772	482	288	1,380
300260	Car Parking Signage Renewal and Improvements	17	18	35	20	68	33	-	-
300285	Crib Point - Playground/Skate Park Upgrade	-	44	44	-	56	11	-	-
300332	Dogs in Public Places Policy Signage	0	-	0	-	184	184	-	-
300434	MRRC - Green Waste Disposal Area Upgrade	27	26	53	45	53	-	-	-
300502	Fawkner Ave, Blairgowrie Retaining Wall	-	-	-	250	250	250	-	-
300517	Trueman's Road Reserve Leash-Free Dog Park	3	141	143	75	154	11	-	-
300598	Non Standard Lightpoles	14	3	18	25	25	7	-	-
300765	Somerville Soccer Irrigation	-	5	5	-	120	116	-	-
Parks, open space and streetscapes Total:		4,621	1,903	6,523	1,785	9,236	2,713	1,424	2,784
Marine structures									
300054	Marine Structure Renewal	0	92	92	100	302	209	-	-
300188	Fishermans Beach Retaining Wall Replacement	-	-	-	-	178	178	-	-

Capital Works Listing

		Expenditure						Income	
		Year to date Actuals \$'000	Year to date Commitments \$'000	Actuals Plus Commitments \$'000	Annual Budget \$'000	Annual Forecast %	Remaining Forecast \$'000	Year to date Actuals \$'000	Annual Forecast \$'000
300216	Mothers Beach and Fishermans Beach Boat Ramps	55	109	165	-	112	(53)	-	-
300288	Pontoon Upgrade Hastings Boat Ramp	-	-	-	-	-	-	6	6
Marine structures Total:		56	201	257	100	591	334	6	6
Grand Total		36,529	32,082	68,611	50,734	109,162	40,550	11,856	50,154

Appendix B

Operating Projects Listing

Operating Projects Listing

		Expenditure					Income	
		Year to date Actuals \$'000	Year to date Commitments \$'000	Actuals Plus Commitments \$'000	Annual Budget \$'000	Annual Forecast %	Remaining Forecast \$'000	Year to date Actuals \$'000
								Annual Forecast \$'000
Community Spaces & Recreation								
510550	Community Facilities Strategy	129	8	137	150	226	89	-
510551	Sporting Assessment & Stadium Strategy	16	18	33	-	41	8	-
510599	Commercial Services Asset Mgmt Plans	2	21	23	-	52	29	-
510600	Community/Neighbourhood House Program Strategic Review	15	-	15	-	20	5	-
510603	Public Amenity Strategy 2023	8	17	25	-	26	0	-
510605	Rec & Aquatic New Mgmt & Operation Contract	0	-	0	-	10	10	-
510621	Dromana and Arthurs Seat Plan	-	-	-	-	91	91	-
Community Spaces & Recreation Total:		171	64	235	150	467	232	-
Economic & Cultural Development								
510539	Briars Masterplan Implementation	0	-	0	-	31	30	-
510598	Arts & Culture Strategy 2025-2028	26	3	29	-	31	2	-
511015	Western Port Futures Project	-	-	-	150	150	150	-
Economic & Cultural Development Total:		27	3	30	150	212	183	-
Infrastructure & Waste Services								
510543	Biodiversity Action Plan Implementation	16	-	16	-	-	(16)	-
510544	Tootgarook Wetland Management Plan	7	-	7	-	7	-	-
511020	Briars Macropod Management	-	-	-	-	190	190	-
Infrastructure & Waste Services Total:		23	-	23	-	197	174	-
Projects & Engineering Services								
510538	Visitor Paid Parking	6	-	6	-	6	-	-
510547	Performing Arts Centre/Precinct	22	-	22	-	878	856	-
511007	Future Workplace Tier 1 & 2	140	170	310	570	615	304	-
511008	Future Workplace Tier 3 Pilot	170	2	172	-	439	267	-
511017	Landslide Susceptibility Assessment - MPS	-	-	-	436	436	436	-
511019	Future Workplace Tier 3 Facilities	-	-	-	255	-	-	-
Projects & Engineering Services Total:		338	172	510	1,261	2,374	1,864	-
Strategic Planning, Transport & Environment								
510540	Integrated Water Management Strategic Plan	-	-	-	-	5	5	-
510541	Mornington Peninsula Coastal Strategy	61	235	296	-	327	31	24

Operating Projects Listing

		Expenditure						Income	
		Year to date Actuals \$'000	Year to date Commitments \$'000	Actuals Plus Commitments \$'000	Annual Budget \$'000	Annual Forecast %	Remaining Forecast \$'000	Year to date Actuals \$'000	Annual Forecast \$'000
510552	Heritage Review - Area 2	-	-	-	-	150	150	-	-
510553	Transport to 2050	28	1	29	-	62	33	-	-
510555	Boundary Road Quarry EES - Experts	67	13	80	-	134	54	-	-
510560	Sorrento Parking and Transport Plan	0	0	0	-	1	1	-	-
510606	Municipal Major Roads Streetlight Upgrade	12	24	36	-	65	29	1,046	1,243
511003	Review of Height Planning Controls	25	51	76	40	139	64	-	-
511009	Industrial Rezoning Implementation	47	-	47	-	195	148	-	-
511010	Towards Zero Road Safety Strategy	20	10	30	-	50	20	20	50
511011	Floor Level Survery Flooding Properties	-	-	-	80	80	80	-	-
511014	YAWA Energy Performance Optimisation	11	9	20	60	60	40	-	-
511016	Parking Management Policy	-	-	-	-	204	204	-	-
511018	Community Safety Project	216	264	479	500	500	21	-	-
Strategic Planning, Transport & Environment Total:		487	607	1,093	680	1,971	878	1,090	1,317
Regulatory Services									
511012	Emergency Relief Hub Energy Resilience Upgrade	-	-	-	25	25	25	-	-
Regulatory Services Total:		-	-	-	25	25	25	-	-
Strategic and Infrastructure Planning									
510556	Mornington Peninsula Open Space Strategy	22	0	22	-	133	111	-	-
510623	Somerville Soccer Club Facilities Investigation	26	-	26	-	26	0	-	-
511002	Somerville Recreation Reserve Masterplan	15	6	21	-	24	3	-	50
511013	Playspace & Outdoor Exercise Strategy	17	40	58	85	85	27	-	-
Strategic and Infrastructure Planning Total:		80	46	127	85	268	141	-	50
Chief of Staff									
511001	Council & Wellbeing Plan Financial & Asset Plans Development	64	-	64	-	64	0	-	-
511005	MPS Website Redevelopment (Stage 1)	-	-	-	-	107	107	-	-
Chief of Staff Total:		64	-	64	-	171	107	-	-
Community Safety, Health and Compliance									
511004	Municipal Disaster Resilience Strategy	3	9	11	20	37	26	-	-
Community Safety, Health and Compliance Total:		3	9	11	20	37	26	-	-
Grand Total		1,192	900	2,093	2,371	5,721	3,629	1,090	1,367

Appendix C

Contracts and Tenders

Contracts and Tenders

Contracts Awarded at Council

Contract Number and Name	Award Date	Contract Type	Supplier	Contract Term	Estimated Contract Value (EX GST)	Estimated Contract Value (inc GST)
003306 - Canadian Bay Carpark Upgrade	17/02/2026	Works	Future Civil Group	7 months	\$1,236,632.35	\$1,360,295.59
003308 - Schnapper Point Boat Ramp	17/02/2026	Works	Bridgewater Marine Pty Ltd	1 year	\$2,774,646.45	\$3,052,122.10

Contract Over Expenditure – Approved by Council

Contract Number and Name	Date Approved	Awarded Contract Value	Revised Contract Value (Previous Variations)	Variation	Revised Contract Value	% increase
Nil						

Contracts Awarded under Delegation

Contract Number and Name	Award Date	Contract Type	Supplier	Contract Term	Estimated Contract Value (ex GST)	Estimated Contract Value (inc GST)
003309 - Waste Auditor Panel	18/02/2026	Services	APC Waste Consultants Pty Ltd; EC Sustainable Pty Ltd	3 years	\$500,000.00	\$550,000.00

Contract Over Expenditure – Approved under Delegation

Contract Number and Name	Date Approved	Awarded Contract Value	Revised Contract Value (Previous Variations)	Variation	Revised Contract Value	% increase
003296 - Rye Skate Park	09/02/2026	\$646,017.00	\$0.00	\$67,000.00	\$713,017	\$0.10

Project *approved in 2026/27 Program	Location	Township	Proposed Treatment	Responsible Road Authority	Crash Period	Fatal Crashes	Serious Injury Crashes	Other Injury Crashes	Total Crashes
Collingwood & Lyons Street	Intersection of Collingwood & Lyons Street	Rye	Compact roundabout or raised signalised intersection & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	1	2	3
McCrae - Area Wide	The area bound by Point Nepean Road, Lonsdale Street, Mornington Peninsula Freeway and Foote Street	McCrae	Local area traffic management (LATM) treatment including area wide 40km/h speed limit reductions, linemarking, speed calming treatments (i.e. raised safety platforms, compact roundabout ,etc. & associated road safety improvements	Council	1/1/2020 - 31/12/2024	2	1	3	6
Somers - Area Wide	The area bound by Sandy Point Road, Lord Somers Road, Tower Hill Road and Parklands Avenue	Somers	Local area traffic management (LATM) treatment including area wide speed limit reductions, linemarking, speed calming treatments (i.e. Raised Safety Platforms, Compact Roundabout, etc.) & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	3	2	5
Boundary Road & Palmerston Ave	Intersection of Boundary Road & Caldwell Road, and intersection of Boundary Road & Palmerston Avenue	Dromana	Raised safety platforms, splitter islands and intersection realignment, linemarking & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	1	5	6
Arthurs Seat Road & Mornington-Flinders Road	Intersection of Arthurs Seat Road & Mornington-Flinders Road	Red Hill	Compact roundabout, speed calming treatments & associated road safety improvements	State Government	1/1/2020 - 31/12/2024	0	0	0	0
Arthurs Seat Road & White Hill Road	Intersection of Arthurs Seat Road & White Hill Road	Red Hill	Compact roundabout, speed calming treatments & associated road safety improvements	State Government	1/1/2020 - 31/12/2024	0	5	2	7
Frankston Flinders Road & Stanleys Road	Intersections of Frankston-Flinders Road & Stanleys Road and Frankston-Flinders Road & Warrawee Road	Balnarring	Intersection realignment & associated road safety improvements	State Government	1/1/2020 - 31/12/2024	0	1	1	2
High Street	Length from Frankston-Flinders Road to Salmon Street	Hastings	Local area traffic management (LATM) treatment, raised zebra crossings, linemarking, speed calming treatments (i.e. raised safety platforms, speed cushions etc.) & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	2	4	6
Marine Parade	Length from Skinner Street to Cool Store Road	Hastings	Raised zebra crossing, potential speed limit reduction, linemarking, speed calming treatments & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	2	1	3
Hendersons Road	Length from Hodgins Road to High Street Road	Hastings	Guardrail, speed limit reduction to 70km/h, audiotactile centreline linemarking & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	1	2	3
Graydens Road & Stumpy Gully Road	Intersection of Graydens Road & Stumpy Gully Road	Moorooduc	Roundabout, speed calming treatments & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	2	1	3
Bentons Road & Dunns Road	Intersection of Bentons Road & Dunns Road	Mornington	Upgrading existing zebra crossings at the intersection (to raised zebra crossings) & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	1	2	3
Watt Road & Racecourse Road	Intersection of Watt Road & Racecourse Road	Mornington	Raised signalised intersection with pedestrian-operated signals & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	1	0	1
Tanti Avenue	Length from Esplanade to Nepean Highway	Mornington	Raised safety platforms, raised zebra crossings, speed limit reduction to 50km/h, linemarking & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	4	3	7
Dromana Parade	Length from Nepean Highway to Victoria Street	Safety Beach	Raised safety platforms & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	2	3	5
Additional Locations									
Mount Arthur Road & Third Avenue	Intersection of Mount Arthur Road & Third Avenue	Rosebud	Compact roundabout, speed calming treatments & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	1	0	1
Mornington Peninsula Freeway & Frankston-Flinders Road interchange	Shared User Path at the Mornington Peninsula Freeway & Frankston-Flinders Road Interchange	Baxter	Road safety barrier treatment to protect users of the Share Use Path beneath the freeway interchange.	Council	1/1/2020 - 31/12/2024	1	4	2	7

Attachment 2. All Responses

Contribution ID:

Within Attachment 1, the contribution ID reflects the method in which the response was collected. If the contribution ID is just a number, this was received through the interactive map; The letter H indicates it was provided at the Hastings drop-in session, the letter M indicates the Mornington drop-in session, and the letter E indicates it was received via email or phone.

Q1 Do you agree that this location is high-risk or dangerous?								Q2 Do you support this location being included in our BlackSpot applications for road safety upgrades?				Council Response
Contribution ID	Date Submitted	Info Marker Title	Q1 Agree	Q1 Disagree	Q1 Unsure	Q1 Other		Q2 Yes	Q2 No	Q2 Unsure	Q2 Please tell us why	
19684	4-Mar	Arthurs Seat Road & Mornington-Flinders Road	1					1			The STOP sign should be back from Arthurs Seat Rd so you can see traffic approaching from left much easier	Sign positioning can be considered during the design phase to ensure adequate sight distances and advanced warning.
19667	4-Mar	Arthurs Seat Road & Mornington-Flinders Road	1					1			School pick up time is extremely dangerous with cars parked right on the corner inhibiting sight distance. Busy intersection especially during peak season and a lot of traffic does not do 60km/hour along Arthurs Seat RD	Parking proximity to the intersection can be considered during the design phase. A compact roundabout would support speed reduction and improve safety for all road users.
19662	4-Mar	Arthurs Seat Road & Mornington-Flinders Road	1					1			This location should have been prioritised ma	No response required.
19714	5-Mar	Arthurs Seat Road & Mornington-Flinders Road	1					1			Too much traffic at school drop off and pick up. People doing donuts on Friday and Saturday night.	High vehicle volumes during school pickup and drop-off peak periods is common at schools throughout the Shire. Hooning behaviours are best reported to the Hoon Hotline, the Shire can assist in providing their contact information.
19767	6-Mar	Arthurs Seat Road & Mornington-Flinders Road			1					1	At school pickup cars are cued around the intersection which could be a hazard. It would also help if the road line markings were more obvious.	Linemarking improvements and slip lanes to address traffic seeking to turn onto Mornington-Flinders Road can be considered during the design phase.
19833	9-Mar	Arthurs Seat Road & Mornington-Flinders Road		1					1		This area is not a blackspot. We live right at the intersection and have not been witness to anything of higher concern than other road areas. Permanently lowering the speed is unhelpful on a country road, there are already periods of 40kmh	The location is a known high crash risk intersection due to high vehicle speeds, vehicle congestion and lack of pedestrian crossing facilities. A compact roundabout is currently proposed, not a permanent speed limit reduction.
19850	10-Mar	Arthurs Seat Road & Mornington-Flinders Road		1					1		Great visibility- no change needed and would deteriorate the ambiance	Response noted.
19853	11-Mar	Arthurs Seat Road & Mornington-Flinders Road		1					1		Speed has already been reduced and visibility in all directions is clear for a great distance.	Council data supports that there is speeding and significant non-compliance to the 40km/h speed limit during school pickup and drop off periods when this limit is active.
19901	13-Mar	Arthurs Seat Road & Mornington-Flinders Road	1					1			It is such a dangerous spot right next to the school. The school only has one crossing. It is so unsafe for families to cross anywhere else, but they need to as there is no other parking spots available.	A compact roundabout would support speed reduction and improve safety for all road users including students. Crossing facilities could be considered during design phase.
19899	13-Mar	Arthurs Seat Road & Mornington-Flinders Road	1					1			There is signifiant road damage	Road resurfacing could be considered within the compact roundabout footprint and areas immediately adjacent to the improvements which are required to deliver the compact roundabout.
19898	13-Mar	Arthurs Seat Road & Mornington-Flinders Road	1					1				No response required.
19895	13-Mar	Arthurs Seat Road & Mornington-Flinders Road	1					1			This a school area that even with signs still has many people dangerously speeding through there, endangering young children and parents. In addition, traffic flow (especially at school times) frequent puddles and potholes, dirt edges make this dangerous	A compact roundabout would support speed reduction and improve safety for all road users including students. Increased traffic flow during peak periods is common at school locations throughout the Shire. General maintenance cannot be funded through the BlackSpot program but designs can take into consideration drainage to ensure water is managed appropriately.
19892	13-Mar	Arthurs Seat Road & Mornington-Flinders Road	1					1			It will slow drivers down through the school zone and help the flow of traffic before and after school.	No response required.
19890	13-Mar	Arthurs Seat Road & Mornington-Flinders Road	1					1			school and child safety	No response required.
19888	13-Mar	Arthurs Seat Road & Mornington-Flinders Road	1					1			This intersection is extremely dangerous for families and children. The traffic conditions at school pick up and drop off are very dangerous. This roundabout will help ease traffic and enable pedestrians to safely walk across the roads.	Crossing facilities can be considered during the design phase.
19887	13-Mar	Arthurs Seat Road & Mornington-Flinders Road	1					1			People ignore speed limit during school times. A separate lane for cars lining up for kiss and go would be helpful. Zebra crossings needed on M'ton Flinders and A' Seat road for children.	A compact roundabout would support speed reduction and improve safety for all road users including students. Slip lane and crossing facilities could be considered during design phase.
19883	13-Mar	Arthurs Seat Road & Mornington-Flinders Road	1					1			I have lived in red hill my whole life. Nan died at that intersection years ago because the sun was in her eyes and she turned right into oncoming traffic. It's so busy at peek times and people make poor choices when they have to wait too long to turn.	Thank you for providing this response. A compact roundabout would support speed reduction and improve safety for all road users. Raised treatments reduce the likelihood and severity of outcome of crashes, meaning that should crashes occur they are unlikely to result in serious injuries or fatalities.

19881	13-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	At school time both morning and afternoon, majority of people don't do the 40km/h speed limit	A compact roundabout would support speed reduction through raised treatments.
19879	13-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	High amounts of school traffic, children and parents crossing the road. Often visibility is blocked	Crossing facilities and sight line considerations can be considered during the design phase.
19905	14-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	Thousands of crossings by young children and families on a stretch of road heavily utilised by commercial trucks, trades and numerous tourists along with all other residents. There's no official crossing on Arthurs Seat Road and crossings are treacherous	A compact roundabout would support speed reduction and improve safety for all road users including students. Crossing facilities could be considered during design phase.
19903	14-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	High traffic area during school drop off and pick up times, with limited crossing opportunities for families, nowhere for cars to park or turn around, limited footpaths meaning people walk on the roadside verge	A compact roundabout would support speed reduction and improve safety for all road users including students. Crossing facilities could be considered during design phase. Parking facilities and footpaths cannot be funded through BlackSpot funding. Roundabout would permit u-turn movement.
19915	15-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	Protect the children not the cows. Not sure a roundabout is enough, need to really look at the entire system around the school and shops which is, in a word, weird. The design is horse and cart stuff - from weird road width and poor footpaths.	BlackSpot funding can only be used to treat the intersection and immediately surrounding areas by implementing safe system treatments to minimise crash severity and likelihood. Funding cannot be used toward road widening or footpaths. However, a compact roundabout would support speed reduction and improve safety for all road users.
19914	15-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	There are 400 kids and their parents using this intersection daily! It is just so dangerous between turning traffic, nowhere to park and the kids entering and exiting cars. It needs lots of help to become safe. Surely our kids are worth it!	A compact roundabout would support speed reduction and improve safety for all road users including students. Temporary peaks in traffic congestion are common at school locations and although they result in delays, due to low speed environments they are unlikely to result in serious injuries or fatalities. BlackSpot funding cannot be used toward parking facilities.
19948	16-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	This is an incredibly high traffic area during school pick up and drop off times. It is high risk not only that there are small children crossing roads and walking through car parks but that the car parks are under resourced and primitive with no walkways	A compact roundabout would support speed reduction and improve safety for all road users including students. The proposed improvements would not contribute toward concerns raised. Footpaths cannot be funded through the BlackSpot program
19942	16-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	School zone where traffic (frequently heavy vehicles) still travel at 60km/h+ during school times.	A compact roundabout would support speed reduction and improve safety for all road users including students.
19938	16-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	Serious safety concerns, especially around school pick up time. Round about and slip lane to school parking required to improve safety and traffic flow.	A compact roundabout would support speed reduction and improve safety for all road users including students. The proposed improvements would not contribute toward concerns raised. Parking facilities cannot be funded through the BlackSpot program. A slip lane could be considered during the design phase.
19936	16-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	A much better traffic management plan is required to address high vehicle flow and pedestrian usage. Additional streetscape parking, drainage and overflow need to be addressed - parents & children always running across road or parking in gutters	Traffic management, parking facilities and pedestrian footpaths cannot be funded through the BlackSpot program.
19935	16-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	Insufficient school parking, children crossing roads in high traffic area, dangerous parks	Additional parking facilities and pedestrian footpaths cannot be funded through the BlackSpot program, however crossing facilities could be considered during the design phase.
19925	16-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	A roundabout would be safer, better traffic control.	No response required.
19923	16-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	Extremely busy with school & shops - require safer conditions for pedestrians & car movements to mitigate high risk	A compact roundabout would support speed reduction and improve safety for all road users including students. Crossing facilities could be considered during design phase.
19922	16-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	Too many accidents & near misses here - extremely dangerous	A compact roundabout would support speed reduction and improve safety for all road users including students.
E10	16-Mar	Arthurs Seat Road & Mornington-Flinders Road			I am writing to raise serious concerns regarding road safety and parking at a local school crossing in our area, at the intersection of Arthur's Seat road and Mornington-Flinders road. In the past month alone, I have personally witnessed two separate incidents where drivers ignored the crossing supervisor (lollypop lady) and drove straight through the crossing while it was active. On both occasions the vehicles did not slow or stop despite the supervisor being present and clearly controlling the crossing. These incidents were extremely alarming. If a child had been walking across the road at that exact moment, the outcome could easily have been fatal. The fact that vehicles are able to pass through the crossing so easily suggests that the current safety measures may not be sufficient. I would like to formally request that the Shire review safety at this location, particularly in relation to: • Additional traffic calming measures (speed humps, raised crossings, or flashing warning lights) • Improved signage and visibility for the crossing • Better management of parking near the crossing to ensure clear sightlines for both drivers and pedestrians • Any other measures that may prevent drivers from ignoring the crossing supervisor This crossing is used by school children every day and it is extremely concerning to see drivers disregarding such an important safety control. I would appreciate if this location could be considered as part of the Road Safety BlackSpot funding applications or any other safety improvement programs. Thank you for your time and attention to this matter. I would welcome any updates regarding potential safety improvements.	A compact roundabout would support speed reduction and improve safety for all road users including students. Parking improvements cannot be funded through the BlackSpot program. These comments can be considered during the design phase.

19959	18-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	There needs to be more parking options for the School - both kiss and go and long term, a crossing on Arthurs Seat and a roundabout at this intersection to avoid cars doing u-turns after drop offs.	BlackSpot funding cannot be used toward parking facilities.
19978	19-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	Safer around the school for all	A compact roundabout would support speed reduction and improve safety for all road users including students.
19974	19-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	Very busy at school times and road is very poorly maintained around it, need significant work to improve road and intersection while also allowing for my space for cars to park during school times	Compact roundabouts can typically be constructed in smaller footprints, minimising impacts on surrounding parking facilities. Designs would take into consideration these parking facilities and minimise impacts.
19969	19-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	My children attend school here. There needs to be a review of parking, safety for crossing more than one road for parking access and a review of how we can improve the safety and efficiency of the roads around the school and shops.	A compact roundabout would support speed reduction and improve safety for all road users including students. The proposed improvements would not contribute toward concerns raised. Crossing facilities and additional road safety improvements could be considered during the design phase.
20009	22-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	There is a primary school that needs attention with traffic waiting on ARTHURS SEAT road and going round the corner into Mornington Flinders Road. Seems dangerous. A slip way may help this so not to disrupt the flow of traffic on ARTHURS SEAT ROAD.	A compact roundabout would support speed reduction and improve safety for all road users including students. Temporary peaks in traffic congestion are common at school locations and although they result in delays, due to low speed environments they are unlikely to result in serious injuries or fatalities.
M6	23-Mar	Arthurs Seat Road & Mornington-Flinders Road			Lives in elizabeth road and issue is that if we proceed with roundabout at the intersection - DTP will have to solve the drainage issue at the intersection - according to long term resident - drainage collects all the water and passes all the way down to Elizabeth Road - so he wants the water collected at the intersection and be redirected away from Elizabeth St - and he wants this considered during the design phase. Customer also does not like the congestion from the parking	Comments can be taken into consideration during the design phase, particularly the drainage concerns.
20020	24-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	This is a high-exposure environment with a clear and unacceptable risk of serious injury, particularly to school children.	A compact roundabout would support speed reduction and improve safety for all road users including students.
E13	24-Mar	Arthurs Seat Road & Mornington-Flinders Road			I am writing to raise ongoing concerns regarding the traffic congestion and inadequate parking arrangements during pick-up and drop-off times at Red Hill Consolidated School. The current situation presents significant safety risks for both children and parents. The limited parking capacity and insufficient “kiss and go” space result in congestion, unsafe stopping practices, and increased pedestrian hazards. Parents are often forced to park or stop in unsuitable locations, which compromises visibility and traffic flow. Of particular concern is the intersection of Mornington-Flinders Road and Arthurs Seat Road. This area becomes highly congested during school peak times, creating dangerous conditions for vehicles attempting to turn, merge, or stop safely. The pressure at this intersection could be partially alleviated by extending the existing “kiss and go” zone. Specifically, lifting what appear to be unnecessary parking restrictions along Arthurs Seat Road would provide additional short-term stopping capacity and improve traffic movement. In addition, consideration of public transport solutions could significantly reduce the number of vehicles accessing the school. Introducing a bus route that services Collins Road in Dromana, or alternatively adding a stop at the newly developed Hilltop Community Reserve, would provide families with viable alternatives to driving. This would help ease congestion and improve overall safety in the area. These issues are not merely inconvenient—they represent a genuine safety concern for our community. I urge the Council to assess the situation as a priority and explore practical measures to improve traffic management and reduce risk.	The proposed Black Spot treatment involves a compact roundabout, along with speed calming measures and associated safety improvements at the intersection. While this would address road safety risks, it would not resolve the parking congestion experienced during peak school periods. Please note that Black Spot funding is limited to Safe System aligned treatments that reduce the likelihood and severity of crashes, and cannot be used for parking-related upgrades. On-street parking along Arthurs Seat Road has been assessed and deemed unsuitable. This is due to several safety concerns, including the road’s proximity to the intersection, steep embankments requiring pedestrians to walk on the roadway, and reduced sight lines for vehicles, particularly school buses, accessing and egressing from the staff carpark. Arthurs Seat Road also carries significantly higher traffic volumes than Mornington-Flinders Road during peak periods and is managed by the Department of Transport (DTP). As such, introducing parking at this location is not supported, as it would increase safety risks at the location. Public Transport Victoria (PTV) is responsible for school bus routes, services, and stops.
20043	27-Mar	Arthurs Seat Road & Mornington-Flinders Road	1	1	Speed limit in this location has recently been reduced. Furthermore there is a significant issue for childcare & school children just down the road that has been ignored by Council & Vic Roads (no footpath in front of shops). Focus on the important issue!	A compact roundabout would support speed reduction and improve safety for all road users including students. The proposed improvements would not contribute toward concerns raised. Footpaths cannot be funded through the BlackSpot program
19687	4-Mar	Arthurs Seat Road & White Hill Road	1	1	It is impossible to agree with a proposal that doesn’t tell you what you are proposing to do? For example no one in the area once road barriers but roundabout would be fine. You haven’t explicitly said what the change will be so how can we agree to it?	A compact roundabout is proposed.
19686	4-Mar	Arthurs Seat Road & White Hill Road	1	1	It’s impossible to agree to a proposal that does not tell you what you’re proposing to do? For example around about is fine but I do not want any road barriers. Why not just explicitly say what you’re proposing to install?	A compact roundabout is proposed.
19666	4-Mar	Arthurs Seat Road & White Hill Road	1	1	Blind spot turning right from Whit Hill road into Arthurs Seat Road inhibits seeing traffic travelling towards Arthurs Seat. Carries a lot of traffic during the peak season.	Reconfiguration of the road geometry through a compact roundabout would ease sight lines and reduce the likelihood and severity of accidents at the location.
19663	4-Mar	Arthurs Seat Road & White Hill Road	1	1	What needs to be done to make the Council recognise this as an extremely dangerous location, both to human life as well as local wildlife. Please remove the Give Way sign and replace with a STOP sign	Reconfiguration of the road geometry through a compact roundabout would reduce the likelihood and severity of accidents at the location.
19835	9-Mar	Arthurs Seat Road & White Hill Road	1	1	Poor visibility when turning right from White Hill Road into Arthur’s Seat Road	Reconfiguration of the road geometry through a compact roundabout would ease sight lines and reduce the likelihood and severity of accidents at the location.
19849	10-Mar	Arthurs Seat Road & White Hill Road	1	1	Bad angles to view when entering from White Hill	Reconfiguration of the road geometry through a compact roundabout would ease sight lines and reduce the likelihood and severity of accidents at the location.

19871	11-Mar	Arthurs Seat Road & White Hill Road	1	1	bad visibility at intersection	Reconfiguration of the road geometry through a compact roundabout would ease sight lines and reduce the likelihood and severity of accidents at the location.
19854	11-Mar	Arthurs Seat Road & White Hill Road	1	1	Many vehicles do not indicate early enough. Visibility from Whitehill road, looking left, could be improved.	Reconfiguration of the road geometry through a compact roundabout would ease sight lines and reduce the likelihood and severity of accidents at the location.
19900	13-Mar	Arthurs Seat Road & White Hill Road	1	1	Signifiant road damage that is dangerous	A compact roundabout could include pavement improvements within the footprint of the intersection and in its close vicinity to ensure the longevity of the infrastructure but BlackSpot funding would not contribute toward general maintenance in the area.
19896	13-Mar	Arthurs Seat Road & White Hill Road	1	1	As a daily driver on this road, I have witnessed accidents and near misses. The merge right into Arthur's Seat Road requires looking backwards and right hand turns are also very dangerous	Reconfiguration of the road geometry through a compact roundabout would ease sight lines and reduce the likelihood and severity of accidents at the location.
19893	13-Mar	Arthurs Seat Road & White Hill Road	1	1		No response required.
19889	13-Mar	Arthurs Seat Road & White Hill Road	1	1	Have been involved in and witnessed numerous near misses, mainly caused by impatience.	A compact roundabout would improve safety by reducing the likelihood and severity of crashes at the intersection, despite their cause.
19886	13-Mar	Arthurs Seat Road & White Hill Road	1	1	Very difficult to see on coming traffic some get confused about were and how to indicate and give way when coming on to white hill road	Reconfiguration of the road geometry through a compact roundabout would ease sight lines and reduce the likelihood and severity of accidents at the location.
19885	13-Mar	Arthurs Seat Road & White Hill Road	1	1	Being near a school lacks parking already.	There is no parking here. Believe this comment may have been intended for Arthurs Seat Road & Mornington-Flinders Road.
19884	13-Mar	Arthurs Seat Road & White Hill Road	1	1	Traffic can get very banked up down White Hill Road and it's busy at school start and end times.	Traffic congestion is common at school locations throughout the peninsula during peak periods. Increased volumes may increase the risk of crashes occurring, but a compact roundabout would reduce the likelihood of crashes occurring and would minimise the severity of those crashes if they were still to occur.
19882	13-Mar	Arthurs Seat Road & White Hill Road	1	1	I have lived in red hill my whole life. Nan died at that intersection years ago because the sun was in her eyes and she turned right into oncoming traffic. It's so busy at peek times and people make poor choices when they have to wait too long to turn.	Thank you for providing this response. A compact roundabout would support speed reduction and improve safety for all road users. Raised treatments reduce the likelihood and severity of outcome of crashes, meaning that should crashes occur they are unlikely to result in serious injuries or fatalities.
19880	13-Mar	Arthurs Seat Road & White Hill Road	1	1	It needs to be a roundabout, people don't look and I have had many near misses from drivers pulling out in from of me travelling up from Dromana.	A compact roundabout is proposed.
19912	14-Mar	Arthurs Seat Road & White Hill Road	1	1		No response required.
19916	15-Mar	Arthurs Seat Road & White Hill Road	1	1	Terrible situation for kids. Risk to children versus the other spots is much higher due to the frequency of children in the area. Fix the footpaths too.	Footpaths cannot be funded through the BlackSpot program. Compact roundabouts support lower vehicle speeds, improving safety for all road users.
19943	16-Mar	Arthurs Seat Road & White Hill Road	1	1	Multiple accidents have occurred here previously, it has a poor layout and tourists seem to not understand how to proceed here. A large roundabout is my preferred method to improve it.	A compact roundabout is currently proposed. Compact roundabouts improve the same outcomes as larger roundabouts through the use of vertical deflection to reduce vehicle speeds rather than horizontal deflection which is common in larger roundabouts.
19926	16-Mar	Arthurs Seat Road & White Hill Road	1	1	A roundabout would be safer, better traffic control.	No response required.
19960	18-Mar	Arthurs Seat Road & White Hill Road	1	1	This could be a roundabout rather than multiple lanes to avoid congestion and confusion	A compact roundabout is currently proposed.
19979	19-Mar	Arthurs Seat Road & White Hill Road	1	1	Poor visibility and awkward junction	Visibility concerns would be addressed through reconfiguration of the intersection to a compact roundabout.
19967	19-Mar	Arthurs Seat Road & White Hill Road	1	1	Can be difficult to turn right onto Arthurs Seat Road from White Hill Road	Improved intersection geometry would ease the turning movement.
M5	23-Mar	Arthurs Seat Road & White Hill Road			Interested in proposal for roundabout - does not want a large vicroads style roundabout - because of the impacts to the amenity and visual impacts	A compact roundabout is proposed.
20025	24-Mar	Arthurs Seat Road & White Hill Road	1	1	This area becomes highly congested during school peak times, creating dangerous conditions for vehicles attempting to turn, merge, or stop safely. The pressure at this intersection could be partially alleviated by extending the existing "kiss and go" zone	There is no kiss and go zone here. Believe this comment may have been intended for Arthurs Seat Road & Mornington-Flinders Road.
20019	24-Mar	Arthurs Seat Road & White Hill Road	1	1	This is a known high-risk area	No response required.
20042	27-Mar	Arthurs Seat Road & White Hill Road	1	1	The speed limit in this location has recently been adjusted. This impact on traffic incidents should be assessed prior to creating greater traffic management impediments in the area.	Speed limit reductions are an important component of improving road safety, but traffic calming treatments such as compact roundabouts can assist drivers with complying with these reduced speed limits and reduce the likelihood and severity of collisions.
20049	28-Mar	Arthurs Seat Road & White Hill Road	1	1	Very dangerous for cars turning left towards the footy oval - you have to look behind you to see what's coming on your right. It carries a lot of traffic on weekends and holidays, confusing for newcomers.	Reconfiguration of the road geometry through a compact roundabout would ease sight lines and reduce the likelihood and severity of accidents at the location.
20048	28-Mar	Arthurs Seat Road & White Hill Road	1	1	It needs to be safer as it is beside the school and has a lot of traffic going in all directions.	A compact roundabout would improve safety by reducing vehicle speeds in proximity to the intersection through raised treatments.

19702	4-Mar	Bentons Road & Dunns road	1	1	Multiple incidents crossings to close to round about	Raised crossings reduce the likelihood and severity of crashes improving safety for all road users.
19700	4-Mar	Bentons Road & Dunns road	1	1	The crossings all 4 are too close to the roundabout. People just cross, kids getting to buses just cross. They don't wait for cars to stop and it causes accidents and injuries	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19698	4-Mar	Bentons Road & Dunns road	1	1	The pedestrian crossings are to close to the road intersection meaning cars are often overhanging the intersection. There is also a need for meaningful bollards to protect pedestrians and properties from damage from vehicles colliding at the roundabout.	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings. Other supporting safety measures can be considered during the design phase.
19696	4-Mar	Bentons Road & Dunns road	1	1	Dangerous	Raised crossings reduce the likelihood and severity of crashes improving safety for all road users.
19695	4-Mar	Bentons Road & Dunns road	1	1	Frequent accidents, poor compliance with pedestrian crossings, poor council lighting in area, frequent use by elderly and children	Raised crossings reduce the likelihood and severity of crashes improving safety for all road users. Lighting can be considered during the design phase.
19694	4-Mar	Bentons Road & Dunns road	1	1	Very dangerous with placement of pedestrian crossings versus roundabout entry. Too much for drivers to concentrate on. I was involved in a car accident here, where I was rear ended by someone watching the roundabout traffic on right not crossing	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19693	4-Mar	Bentons Road & Dunns road	1	1	Pedestrian crossings too close to round about.	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19692	4-Mar	Bentons Road & Dunns road	1	1	Crossings are within the roundabout. They need to be moved away to create a clear distinction between the roundabout and crossing	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19691	4-Mar	Bentons Road & Dunns road	1	1	My son has been hit by a car here and almost again last week. Ended in a car accident due to driver rear ending the person stopping suddenly at the pedestrian crossing. Cars go very fast around this area.	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. This means that if a crash is to occur the severity of the resulting incident is significantly reduced.
19677	4-Mar	Bentons Road & Dunns road	1	1	Near death experience. Car destroyed 2 homes.Needed therapy.on medication due to destruction from this roundabout caused. Neighbour homeless 1 year, 2.5 years to rebuild home. 50K+out of pocket expenses beyond insurance. You tell me we are safe? No way	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Supporting traffic calming measures such as protective bollards can be considered during the design phase. Council recognises this incident and the crash history at the intersection.
19676	4-Mar	Bentons Road & Dunns road	1	1	Near death experience. Car destroyed 2 homes. Needed therapy	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Supporting traffic calming measures such as protective bollards can be considered during the design phase. Council recognises this incident and the crash history at the intersection.
19674	4-Mar	Bentons Road & Dunns road	1	1	constant collisions and people often struck on crossings. Crossings Far to close to roundabout. Car came off road and destroyed both mine and neighbours house . We live everyday in fear of it happening again. Our lives daily in risk. Pedestrians at risk	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19746	5-Mar	Bentons Road & Dunns road	1	1	The crossings are too close to the roundabout and need to be moved. There are way too many accidents and near misses due to traffic congestion and drivers not being able to see pedestrians crossing until they turn the corner.	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19739	5-Mar	Bentons Road & Dunns road	1	1	Your proposed potential treatment will not fix the problem. The crossings need to be moved back from the intersection. You are blinded by the traffic and roundabout to get vision of persons crossing on the opposing road. Local MPSC resident	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19731	5-Mar	Bentons Road & Dunns road	1	1	A very busy intersection, cars have crashed into neighbouring houses and at high risk for hitting pedestrians. There are a lot of children and seniors in this area who are at risk with no safety measures.	Raised crossings reduce the likelihood and severity of crashes improving safety for all road users.
19713	5-Mar	Bentons Road & Dunns road	1	1	Many seniors and children in the area and the pedestrian crossing is too close to the intersection	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19775	6-Mar	Bentons Road & Dunns road	1	1	The crossings are far too close to the exit of the roundabout. The crossings don't just need to be raised, they more importantly need to be moved much further away from the exit of the roundabout.	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19770	6-Mar	Bentons Road & Dunns road	1	1	Crossings to close. Use existing bumps for crossing. Gives drivers chance to turn corner and see pedestrian straight on. Will reduce car accidents and people struck once visible. Guard rails around house. Don't need another car destroying it. PROTECT F	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings. Not enough room for compliant guard rails at the proposed locations but other protective measures can be considered.
19762	6-Mar	Bentons Road & Dunns road	1	1	I think that the zebra crossings need to be relocated away from the roundabout. There's a high risk of pedestrians getting hit at this crossing .	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19748	6-Mar	Bentons Road & Dunns road	1	1	This intersection is extremely busy with not just shop goers but people going to the preschool, childcare, waiting for buses to high schools. There are so many accidents with pedestrians vs vehicles or near misses.	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings.
19802	8-Mar	Bentons Road & Dunns road	1	1	Crossings too close to extremely busy round about	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19801	8-Mar	Bentons Road & Dunns road	1	1	there are already far too many raised speed bumps along Dunns road especially-the current pedestrian crossings are most definitely adequate and this would be a waste of money - just reseal the roads that would be a much better safety measure	Resealing roads cannot be funded through BlackSpot funding. To achieve the ideal impacts from traffic calming treatments, they should be placed at regular intervals along an alignment to support reduced vehicle speeds over a given length.
19800	8-Mar	Bentons Road & Dunns road	1	1	It is a busy intersection (school start and finish) but not a dangerous one. There is an existing round-a-bout, too many speed humps. Nothing can be done by drivers in attention or getting blinded by the sun at certain times of the morning and evening	To achieve the ideal impacts from traffic calming treatments, they should be placed at regular intervals along an alignment to support reduced vehicle speeds over a given length. Reduced vehicle speeds result in reduced likelihood and severity of crashes.

19828	9-Mar	Bentons Road & Dunns road	1	1	Bentons Square roundabout is a major hazard. An elderly lady was hit there in the first week of March, and spent 3 days in hospital. Also a car went into a house a few years ago. DANGEROUS roundabout as population grows.	Raising the crossings would improve safety for all road users.
19822	9-Mar	Bentons Road & Dunns road	1	1	The crossings in the Dunn's Rd and Benton's Rd precinct are poorly designed. The pedestrian crossing placement at the roundabout have created the real risk of "T-bone " accidents when cars stop suddenly for pedestrians who think they have the right of way	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19812	9-Mar	Bentons Road & Dunns road	1	1	Pedestrian Crossings are in a ridiculous and cause too many accidents. Not safe for drivers and vehicles, especially with people on bikes and e-scooters crossing the road at pace when your in the roundabout and have to stop suddenly	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19847	10-Mar	Bentons Road & Dunns road	1	1	it is a very busy area with many aged and rehab organisations	Raising the crossings would improve safety for all road users.
19860	11-Mar	Bentons Road & Dunns road	1	1		No response required.
19878	13-Mar	Bentons Road & Dunns road	1	1	Urella Drive intersection should be the focus - EXTREMELY DANGEROUS!! Why is this being avoided??	Locations were selected based on a review of crashes during a given 5 year window. Uralla Drive intersection with Nepean Highway is co-managed with DTP, this intersection is Council managed.
19931	16-Mar	Bentons Road & Dunns road	1	1	believes crossings to close to the roundabout	Designs will consider shifting the crossings in addition to raising the crossings.
20082	31-Mar	Bentons Road & Dunns road	1	1	My son was knocked off his bike at this intersection/round a bout last year. So dangerous having a crossing on a round about. His injuries were a broken back and permanent hearing loss. Relocate the crossing	Raised crossings reduce the likelihood and severity of crashes should they occur through supporting slower vehicle speeds in proximity to the intersection and visibility of crossings. Designs will consider shifting the crossings in addition to raising the crossings.
19495	26-Feb	Boundary Road & Palmerston Ave	1	1	This intersection is quite blind when approaching from East	Currently intersection realignment is proposed through linemarking and splitter island to improve approach angles and sight lines.
19524	28-Feb	Boundary Road & Palmerston Ave	1	1	This is the exit for visitors travelling to Arthurs Seat or the foreshore. Residents travelling towards Dromana along Boundary Rd are aware of the traffic from Palmerston Rd or the freeway exit. The intersection for visitors is confusing. Witnessed severa	Traffic calming devices are proposed to reduce conflicting vehicle speeds to reduce the likelihood and severity of an accident. Road realignment through linemarking and splitter islands is also proposed to improve intersection operation.
19675	4-Mar	Boundary Road & Palmerston Ave	1	1		No response required.
19670	4-Mar	Boundary Road & Palmerston Ave	1	1	High volume of traffic, often people unfamiliar with the area and roads, poor road design.	Traffic calming devices are proposed to reduce conflicting vehicle speeds to reduce the likelihood and severity of an accident. Road realignment through linemarking and splitter islands is also proposed to improve intersection operation.
19744	5-Mar	Boundary Road & Palmerston Ave	1	1		No response required.
19722	5-Mar	Boundary Road & Palmerston Ave	1	1	Difficult intersection to turn from. There needs to be a round about.	Currently intersection realignment is proposed through linemarking and splitter island to improve approach angles and sight lines. A roundabout is not proposed at this time.
19708	5-Mar	Boundary Road & Palmerston Ave	1	1	I have witnessed many accidents at this location and also adjacent corner of McCulloch Street	Traffic calming devices are proposed to reduce conflicting vehicle speeds to reduce the likelihood and severity of an accident.
19779	6-Mar	Boundary Road & Palmerston Ave	1	1	Dromana pde is very busy during peak season with a lot of foot traffic as well. It is a narrow road with cars parked on both sides. Accident risk is high, especially cnr Dromana pde/Nepean hwy where there is high traffic (during summer)	Believe this response was placed on the incorrect pin. Raised treatments proposed on Dromana Parade would reduce the likelihood and severity of collisions here. Changes to the intersection with Nepean Highway are not proposed as this is co-managed with the DTP.
19761	6-Mar	Boundary Road & Palmerston Ave	1	1	We live at 237 Palmerston Avenue, and on a daily basis have watched cars entering the off ramp to get on to the freeway. When questioned the driver admitted that they were following Google maps instructions. This was reported to VIC Road and this council	Thank you for reporting this to vicroads and Council. Additional signage can be considered during the design phase to address this concern.
19841	10-Mar	Boundary Road & Palmerston Ave	1	1	Avery difficult intersection high usage in a school zone . Consider lights .	The current proposal includes traffic calming devices, linemarking, splitter island and signage. Raised treatments physically lower vehicle speeds, improving outcomes in the event of a crash. Although traffic lights can reduce the likelihood of crashes, they do not reduce the severity of outcome of crashes if they are still to occur.
19909	14-Mar	Boundary Road & Palmerston Ave	1	1	So many near misses here. A lot of confusion over right of way	Traffic calming devices are proposed to reduce conflicting vehicle speeds to reduce the likelihood and severity of an accident.
19908	14-Mar	Boundary Road & Palmerston Ave	1	1		No response required.
19958	18-Mar	Boundary Road & Palmerston Ave	1	1	We us this intersection daily and there are so many different roads all coming into the same area that some people come through at slow speeds acting confused and others fly through hoping for the best. I'm always expecting an accident.	Traffic calming devices are proposed to reduce conflicting vehicle speeds to reduce the likelihood and severity of an accident.
19985	20-Mar	Boundary Road & Palmerston Ave	1	1	Traffic coming from freeway and Palmerston are not highly visible	Intersection realignment and reduced vehicle speeds would seek to improve sight lines and improve safety outcomes in the event of a crash.
20000	21-Mar	Boundary Road & Palmerston Ave	1	1	I've been driven of the road by an idiot coming straight thru from Boundary Road when I was exiting the freeway. I've seen near accidents on several occasions, but of course it only due the the drivers being stupid, competent drivers are not a problem	Council adopted road safety strategies promote a "towards zero" approach, where forgiving road networks are used to facilitate safe driving.
M4	23-Mar	Boundary Road & Palmerston Ave			Weird intersection gap in linemarking on Palmerston Drive & Boundary Road intersection. When turning left onto Boundary Road off Palmerston (heading south). Why is there a gap there? can it be fixed? can the Boundary road approach be straightened aswell	Comments can be taken into consideration during the design phase.
20030	25-Mar	Boundary Road & Palmerston Ave	1	1	Confusing signs and worn out road markings make area dangerous for both through and turning traffic.	The project would minimise risk and severity of crashes through a combination of raised treatments, linemarking, splitter islands, intersection realignment and supporting traffic treatments.

20040	26-Mar	Boundary Road & Palmerston Ave	1	1	Signage & layout inadequate-speed off freeway, merging traffic from Palmerston & Boundary dangerous to execute (looking back over shoulder), close proximity to Arthur Seat Rd and Caldwell Rd intersection (speed, ASPark signage, turn road markings unclear)	Traffic calming devices are proposed to reduce conflicting vehicle speeds to reduce the likelihood and severity of an accident. Areas managed by DTP are omitted which restricts placement of traffic calming devices however the exact layout of traffic calming devices, intersection realignment, splitter islands and signage can be determined during the design phase.
20039	26-Mar	Boundary Road & Palmerston Ave	1	1	Signage:	No response required.
20037	26-Mar	Boundary Road & Palmerston Ave	1	1	This is a very dangerous intersection, with traffic converging from five different directions. This intersection is also frequently used by school children, and tourists that are visiting the Eagle. These tourists often are confused by the intersection.	The project would minimise risk and severity of crashes through a combination of raised treatments, linemarking, splitter islands, intersection realignment and supporting traffic treatments.
19653	3-Mar	Collingwood & Lyons Street	1	1	The problem is the Grace St-Lyons Street intersection and mainly with cars coming from Collingwood to turn into grace. Drivers are never sure who has right of way	Response is noted and suggested location noted. Collingwood & Lyons had a greater crash number in the analysed 5 year period creating a higher BCR for the BlackSpot application meaning it is more likely to be successfully funded through the program.
19652	3-Mar	Collingwood & Lyons Street	1	1	The danger is Grace Street and Lyons and drivers being unsure of who has right of way with cars coming from Collingwood.	Response is noted and suggested location noted. Collingwood & Lyons had a greater crash number in the analysed 5 year period creating a higher BCR for the BlackSpot application meaning it is more likely to be successfully funded through the program.
19701	4-Mar	Collingwood & Lyons Street	1	1		No response required.
19732	5-Mar	Collingwood & Lyons Street	1	1	No one stops for the stop sign on Sullivan street, very dangerous as school crossing is adjacent	A raised intersection or compact roundabout would reduce the likelihood and severity of accidents through supporting lower vehicle speeds through the intersection, improving response times and improving safety outcomes. These treatments are more effective than signage alone.
19730	5-Mar	Collingwood & Lyons Street	1	1	I live on the corner of Lyons and Sullivan, have attended many accidents caused by the confusion this intersection creates in drivers.	A raised intersection or compact roundabout would reduce the likelihood and severity of accidents through supporting lower vehicle speeds through the intersection, improving response times and improving safety outcomes.
19766	6-Mar	Collingwood & Lyons Street	1	1	If this will stop the speeding and cutting the corner, but may cause traffic noise riding over the top as we see them do in the area	A raised intersection or compact roundabout would reduce the likelihood and severity of accidents through supporting lower vehicle speeds through the intersection, improving response times and improving safety outcomes. Even when vehicles travel over the mountable central island of a compact roundabout, this still reduces vehicle speeds acting as a form of vertical deflection.
19815	9-Mar	Collingwood & Lyons Street	1	1	Worked at Rye PS and saw numerous accidents and near misses. People driving Collingwood St to Sullivan St and visa versa are unsure about who goes first.	A raised intersection or compact roundabout would reduce the likelihood and severity of accidents through supporting lower vehicle speeds through the intersection, improving response times and improving safety outcomes.
20032	25-Mar	Collingwood & Lyons Street	1	1	We live at 575 Pt Nepean Rd & all residents on either side of us have to live with dangerous impatient drivers on this strip. The caravan park the boat ramp at Anthony's Nose contributes to this. 60kms is too fast especially over summer. Buses & trucks	Response is noted and suggested location noted. Point Nepean Road is managed by the DTP.
19689	4-Mar	Dromana Parade	1	1	Speeding, heavy traffic load, and danger to young families	Traffic calming raised treatments would support lower vehicle speeds, improving safety for all road users including pedestrians.
19688	4-Mar	Dromana Parade	1	1	Excessive speeding, heavy trucks, Danger to small children,	Traffic calming raised treatments would support lower vehicle speeds, improving safety for all road users including pedestrians.
19678	4-Mar	Dromana Parade	1	1	Dromana Parade already has a low speed limit	Traffic calming treatments including raised platforms support lower vehicle speed limits.
19664	4-Mar	Dromana Parade	1	1	It's all the parked cars on the road that cause people to get impatient. Putting in speed bumps or chicanes will make drivers more pissed off.	Traffic calming treatments are demonstrated to improve road safety which is in line with the Council's adopted road safety strategy.
19738	5-Mar	Dromana Parade	1	1	It's no busier in that spot than an other on marine parade. It's only busy on hot summer days	Traffic volumes do contribute to accident risk, but other factors also contribute to crash risk including vehicle speeds.
19726	5-Mar	Dromana Parade	1	1	High flow traffic. Especially once McDonald's is developed and Dromana Parade will have increased traffic flow. Congested over the Summer time already. Streets become very narrow. Plus nothing stopping speeding traffic.	The traffic calming treatments including the raised safety platforms proposed would reduce the likelihood and severity of crashes along the length, despite any changes to traffic volumes.
E1	5-Mar	Dromana Parade			At 3/71 Dromana Parade Safety Beach. To turn either left or right (particularly right) out of my complex is extremely dangerous and there have been many near miss collisions as cars park on Dromana Parade, which obstructs my view completely as I attempt to turn right onto Dromana Parade each morning. Could the area directly outside our complex please be a no standing zone for safety? Dromana Parade is also very long, and could do with a few roundabouts to slow speed.	No standing area at the requested location can be considered during the design phase.
19780	6-Mar	Dromana Parade	1	1	Dromana pde is very busy during peak season with a lot of foot traffic as well. It is a narrow road with cars parked on both sides. Accident risk is high, especially cnr Dromana pde/Nepean hwy where high traffic (during summer)	The intersection of Nepean Highway and Dromana Parade would not be included in this application as it is managed by the DTP.
19777	6-Mar	Dromana Parade	1	1	Dromana pde is very busy during peak season with a lot of foot traffic as well. It is a narrow road whwith cars parked on bothcident risk is high, especially cnr of Dromana pde/Nepean hwy where high traffic (during summer)	Footpaths cannot be funded through the BlackSpot program, however LATM traffic calming treatments will improve safety for all road users, including pedestrians. The intersection with Nepean Highway is co-managed with the DTP and is not part of this project proposal.
19754	6-Mar	Dromana Parade	1	1	Cars are travelling too fast	The traffic calming treatments including the raised safety platforms proposed would reduce the likelihood and severity of crashes along the length, my supporting lower vehicle speeds, hence improving safety for all road users.
E4	6-Mar	Dromana Parade			A roundabout at the end of Dromana Parade /Nepean Hwy would be highly beneficial. Again there have been many near misses there.	Nepean Highway is managed by the Department of Transport (DTP) and therefore we will be unable to undertake any improvements at the co-managed intersection as part of this proposed project on Dromana Parade. The safety improvements would be restricted to between Nepean Highway and Victoria Street.
19786	7-Mar	Dromana Parade	1	1	I am a resident of Dromana Parade and the traffic is bad now but when Mac Donalds is built and the traffic is going to be directed down Dromana Parade to boat ramp etc it will be extra dangerous , lights badly needed corner of Dromana Pde and Nepean Hwy.	The intersection of Nepean Highway and Dromana Parade would not be included in this application as it is managed by the DTP.

19834	9-Mar	Dromana Parade	1	1		No response required.
19824	9-Mar	Dromana Parade	1	1	however, I see the most danger in the fact that there is no footpath along this road, not the speed of the cars. I have not found that cars speed greatly along Dromana Parade, but having no footpath forces pedestrians to share the road with cars	Footpaths cannot be funded through the BlackSpot program, however LATM traffic calming treatments will improve safety for all road users, including pedestrians.
19862	11-Mar	Dromana Parade	1	1		No response required.
19873	12-Mar	Dromana Parade	1	1	heavy traffic. difficult to negotiate the T intersection most of the time.	It is not clear which intersection is being identified here.
19904	14-Mar	Dromana Parade	1	1	BP Development will create more traffic flow making an already dangerous road more dangerous	The traffic calming treatments including the raised safety platforms proposed would reduce the likelihood and severity of crashes along the length, despite any changes to traffic volumes.
19941	16-Mar	Dromana Parade	1	1	Busy intersection and drivers cut corners	It is not clear which intersection is being identified here.
19934	16-Mar	Dromana Parade	1	1	It needs a footpath with the amount of new townhouses going up and it's only 1 street back from the beach, I'm shocked it doesn't have one already children have to ride their bikes in the road to get to a path that's near by.	Footpaths cannot be funded through the BlackSpot program, however LATM traffic calming treatments will improve safety for all road users, including pedestrians.
19932	16-Mar	Dromana Parade	1	1	This is an incredibly busy street, particularly in summer. There is continually more development occurring and it is used by many to avoid the front beach road. It is a 50 kpm road and we frequently see cars exceeding this limit.	The traffic calming treatments including the raised safety platforms proposed would reduce the likelihood and severity of crashes along the length, my supporting lower vehicle speeds, hence improving safety for all road users.
19989	20-Mar	Dromana Parade	1	1	If speed limits are followed it is safe for an average licensed driver	The traffic calming treatments including the raised safety platforms proposed would reduce the likelihood and severity of crashes along the length, my supporting lower vehicle speeds, hence improving safety for all road users.
20013	23-Mar	Dromana Parade	1	1	The intersection of Dromana pde , link drive and pickings road is extremely dangerous for pedestrians, cyclists and cars	The traffic calming treatments including the raised safety platforms proposed would reduce the likelihood and severity of crashes along the length, improving safety for all road users including pedestrians. Particular improvements in proximity to this intersection can be considered during the design phase.
20029	25-Mar	Dromana Parade	1	1	Lots of foot traffic especially weekends in summer and congested roadside parking makes area potentially unsafe.	The traffic calming treatments including the raised safety platforms proposed would reduce the likelihood and severity of crashes along the length, improving safety for all road users.
19614	2-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Road asphalt is deteriorating, otherwise intersection lay out works well, needs some road markings for the give way on warrawee rd,	Asphalt improvements can only be funded through the BlackSpot program where they are required to deliver the road safety improvements proposed.
19547	2-Mar	Frankston- Flinders Road & Stanleys Road	1	1		No response required.
19544	2-Mar	Frankston- Flinders Road & Stanleys Road	1	1	My son was driving down stanleys road when a car failed to give way, he flipped the other car onto its roof, the tow truck driver said it was happening every month. He had had his license for a month	Thank you for providing this response. Intersection realignment and associated traffic calming measures would reduce the risk of collisions at the intersection by improving clarity for drivers and supporting safe driving. Treatments would aim to reduce the likelihood of collisions and the severity of crash outcomes.
19542	2-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Cars traveling on Warrawee Rd towards Flinders regularly drive straight through the intersection. My car was hit by another head on as I was driving on Frankston Flinders Rd towards Balnarring . The driver had not noticed the intersection.	Intersection realignment would address visibility concerns and perception of right of way. Additional treatments to improve driver awareness of right of way will be considered during the design phase.
19656	3-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Too easy to miss need to give way to Frankston Flinders Road	Intersection realignment and associated traffic calming measures would reduce the risk of collisions at the intersection by improving clarity for drivers and supporting safe driving.
19699	4-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Very difficult to see cars if coming from Stanley rd	Intersection realignment would address visibility concerns. Geometry would be determined during design phase.
19672	4-Mar	Frankston- Flinders Road & Stanleys Road	1	1	This crossroads has seen numerous accidents in recent years. It is particularly tricky for visitors to Balnarring who use this route to travel to Flinders as many are unaware that the right of way is not theirs as they approach from Warrawee road.	Intersection realignment would address visibility concerns and perception of right of way. Additional treatments to improve driver awareness of right of way will be considered during the design phase.
19668	4-Mar	Frankston- Flinders Road & Stanleys Road	1	1	So many near misses, particularly from drivers unfamiliar with the area, in addition to many actual accidents at this intersection. Many drivers also ignore the reduced speed limits here which contributes to dangerous blind corners especially for tourists	Intersection realignment and associated traffic calming measures would reduce the risk of collisions at the intersection by improving clarity for drivers and supporting safe driving.

E2	4-Mar	Frankston- Flinders Road & Stanleys Road			I have a good view of the lower end of Stanleys Road, where it meets Frankston Flinders Road, for traffic heading towards Balnarring shopping centre and beyond. I can also see traffic heading along that small Warrawee Road extension, after crossing Stanleys Road, also to Frankston Flinders; but this time, they are heading towards Merricks, Point Leo, etc. In recent months and years, there have been quite a few accidents at the Warrawee/Staneleys Road intersection, some more serious than others and usually a 90-degree collision, when cars on Warrawee collide with traffic on Stanleys, which have “right of way”. I believe that the risks have increased dramatically over the years with the increasing prevalence of “satnav” navigation. What I believe is happening is that motorists who are unfamiliar with the area, but wanting to visit our many, many attractions are firstly coming down from Melbourne on Peninsula Link (M11) and are being directed to take the Balnarring turnoff onto Old Moorooduc Road. They then turn on to Balnarring Road and on reaching Balnarring, they are then directed to turn right onto Warrawee Road. They reach the Stanleys Road intersection and this is where the confusion occurs. That narrow, short extension of Warrawee Road, south of Stanleys to Frankston Flinders IS THE MAJOR CAUSE OF CONFUSION. I see plenty of cars getting to the Warrawee/Staneleys intersection, seeing that little extension ahead, but not believing it to be where they need to go. So, they turn left onto Stanleys, towards Balnarring and then their satnav tells them to turn right onto Frankston Flinders. This is extremely dangerous and I have seen many near misses. Likewise, cars returning from Merricks and beyond reach that slight left turn onto that short, narrow Warrawee extension and don’t believe it is where they should turn. Very, very strangely, IT IS NOT EVEN SIGNPOSTED as the turnoff to the M11 and Melbourne! Again, their satnav tells them that they have missed the turn and many then attempt the more than 90-degree turn back on to Stanleys, often causing traffic behind them to brake severely to avoid running into the rear of the vehicle. Sometimes, when there is traffic exiting Stanleys towards Balnarring, the turning vehicle has to wait for them to exit before being able to turn. So, I believe that there are three things that need to occur. Firstly, and the costliest – but minimal in comparison with major works – the intersection of that Warrawee Road extension and Frankston Flinders Road, FOR VEHICLES HEADING SOUTH, needs to be changed to a 90-	Intersection realignment and associated traffic calming measures would reduce the risk of collisions at the intersection and improve sight lines. These comments can be considered during the design phase, should the project progress.
E14	4-Mar	Frankston- Flinders Road & Stanleys Road			(CRM2026-029637) Frankston-Flinders – Warrawee - Stanley’s Roads Intersection We wish to advise that we whole heartedly support your intention to submit a road safety funding submission to eliminate this extremely dangerous Balnarring intersection. The risks we perceive at this intersection are ongoing high-speed collisions with the potential for motor vehicle occupants’ fatalities and serious injuries. This hazardous intersection has been dangerous for many years. Despite the best intentions of the road and traffic authority to improve its safety, it continues to be the location of frequent accidents, particularly during long weekends and holiday periods when tourist motorists are unfamiliar with this intersection. From personal experience, of seventy (70+) years, my parents (Colin) owned a poultry farm in Stanley’s Road just half a kilometer from this intersection which we frequently used to travel along the Frankston – Flinders Road. As a Life Member of the Balnarring Fire Brigade, I am aware of the brigade regularly turning out to motor vehicle accidents (MVA’s) at this intersection. The structure of this intersection leaves a lot to be desired with respect to signage and the individually poorly designed intersections. The location of the give-way sign facing Warrawee Road south bound traffic is outside driver’s vision, therefore they do not give-way to Stanley’s Road traffic – in both directions. Both entries onto the Frankston – Flinders Road, i.e., – Stanley’s Road and Warrawee Road - are perilous due to poor visibility whether travelling towards Balnarring or Flinders. This is due to the curve and summit of the re-aligned Frankston – Flinders Road. We have personally been involved in one “near miss” incident at the Stanley Road and Warrawee Road intersection. When travelling east on Stanley Road through this intersection, a driver on Warrawee Road proceeding south failed to give way causing me to suddenly brake to avoid a collision.	Comments can be taken into consideration during the design phase.
19715	5-Mar	Frankston- Flinders Road & Stanleys Road	1	1	multiple junctions, difficult to see due to the curved road alignment	Intersection realignment would address visibility concerns. Geometry would be determined during design phase.
19773	6-Mar	Frankston- Flinders Road & Stanleys Road	1	1	difficult to see the traffic coming before it is upon you	Intersection realignment would address visibility concerns. Geometry would be determined during design phase.
19771	6-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Currently Warrawee Rd has priority right of way over Stanleys Rd. Should be the other way round. More through traffic on Stanleys Rd. Need rumble strips.	Stanleys road currently has right of way over Warrawee, which is give way controlled. Rumble strips can be considered during the design phase.
19769	6-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Lots of incidents here. Warraewee Rd and Frank-Flind Rd merge is dangerous. Need a traffic island, stop sign and a left-hand curve and rumble strips at southern end of Warrawee Rd. Also rumble strips on Stanleys Rd approaches to Warrawee Rd	Proposed treatments can be considered during the design phase.
19765	6-Mar	Frankston- Flinders Road & Stanleys Road	1	1	The intersection is poorly designed & dangerous. I have even seen vehicles doing an insane right hand turn from Fr/Flinders Rd into the narrow stretch of Warrawee Rd having missed the designated turnoff to Stanleys Rd further back.	Intersection realignment and associated traffic calming measures would reduce the risk of collisions at the intersection by improving clarity for drivers and supporting safe driving.
19763	6-Mar	Frankston- Flinders Road & Stanleys Road	1	1	The intersection is dangerous, because: 1/ cars entering from Stanleys into Frankston-Flinders Rd. have traffic coming from more than a 90 degree angle to the right fr Merricks. It is just after speed limit change, often people haven't slowed.	Repositioning of the speed reduction can be considered during the design phase. Intersection realignment would address visibility concerns. Geometry would be determined during design phase.

19752	6-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Lived here for ages and it is still scary	Intersection realignment and associated traffic calming measures would reduce the risk of collisions at the intersection.
19791	7-Mar	Frankston- Flinders Road & Stanleys Road	1	1		No response required.
19788	7-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Blind entry from Stanleys Rd, is hazardous	Intersection realignment would address visibility concerns. Geometry would be determined during design phase.
19805	8-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Poor visibility of oncoming traffic whether entering or leaving Stanley Road. Exit from Warrawee to Hastings Flinders Road is also dangerous.	Intersection realignment would address visibility concerns. Geometry would be determined during design phase.
19817	9-Mar	Frankston- Flinders Road & Stanleys Road	1	1	i have submitted a letter and map detailing my concerns.	Noted, response received.
E3	9-Mar	Frankston- Flinders Road & Stanleys Road			I have several concerns regarding the above intersections. The poor condition of the road where Warrawee Road intersects with Frankston- Flinders Road. This small section of Warrawee Road is really a road for one car at a time otherwise both cars heading in different directions need to move off the road and into the gravel area. This is the result of poor maintenance and the road not being wide enough. Many trucks and other large vehicles pull up and park alongside this small section of road which can add to unsafe traffic conditions. (see #1 on map) To assist drivers of large vehicles that need to pull off the road, a pull in area is needed. It is often difficult to park along Warrawee Road as there is very little level parking wide enough on the side of the road suitable for bigger vehicles e.g. trucks and caravans. Because of the angle of the roads at the intersection of Warrawee Road and Frankston- Flinders Road, it is very difficult to check LEFT for traffic coming from the Balnarring direction. (see #2 on map) Because of the angle of the roads at the intersection of Stanleys Road and Frankston-Flinders Road, it is difficult to check for traffic on the RIGHT coming from the Flinders direction. (see#3 on map) There has been an increase in traffic along Warrawee Road as many drivers seem to be using this road to turn towards Merricks Beach, Shoreham, Flinders etc. rather than going down the Balnarring Road and then joining the Frankston- Flinders Road. Many cars are also travelling above the advised speed limit. It would be beneficial to slow this traffic down along Warrawee Road before arriving at the other intersections e.g. install some speed humps along Warrawee Road.	Intersection realignment and associated traffic calming measures would reduce the risk of collisions at the intersection and improve sight lines. These comments can be considered during the design phase, should the project progress.
19897	13-Mar	Frankston- Flinders Road & Stanleys Road	1	1	very dangerous intersection. There near misses on a regular basis. FF road speed limit should be reduced to 40kmh. Balnarring is a town, not a traffic Island. The truck watering point should be removed to take trucks off our streets.	Localised speed limit reduction can be considered during the design phase. Any speed limit reduction would need to be appropriate for the length and supported by DTP. Consideration for the truck waterpoint point can also be undertaken during the design phase.
19911	14-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Very dangerous	Intersection realignment and associated traffic calming measures would reduce the risk of collisions at the intersection.
19906	14-Mar	Frankston- Flinders Road & Stanleys Road	1	1		No response required.
19946	16-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Sight lines are a bit tricky for the unfamiliar	Intersection realignment would address visibility concerns. Geometry would be determined during design phase.
19944	16-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Merging with the Frankston Hastings road is difficult when entering from Stanley Road. You need to look back about 160° and use the side mirrors that are not set up for this. A number of near misses.	Intersection realignment would address visibility concerns. Geometry would be determined during design phase.
19928	16-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Two friends have accidents here by out of towners not understanding this difficult intersection. My daughter also was collected by a Ute pulling out of warrawee which sent her to hospital. It is clearly a strange intersection needing upgrading.	Intersection realignment and associated traffic calming measures would reduce the risk of collisions at the intersection.
19973	19-Mar	Frankston- Flinders Road & Stanleys Road	1	1	High frequency of accidenta and near misses at the Stanleys Road and Warrawee Road intersection as witnessed by a resident 30 metres from the intersection	Intersection realignment and associated traffic calming measures would reduce the risk of collisions at the intersection.
19972	19-Mar	Frankston- Flinders Road & Stanleys Road	1	1	I was personally involved in a serious road accident at this intersection	Intersection realignment and associated traffic calming measures would reduce the risk of collisions at the intersection.

19971	19-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Several near misses where cars fail to stop, confusing intersection	Intersection realignment and associated traffic calming measures would reduce the risk of collisions at the intersection.
20005	22-Mar	Frankston- Flinders Road & Stanleys Road	1	1		No response required.
20023	24-Mar	Frankston- Flinders Road & Stanleys Road	1	1	High risk intersection at present	Intersection realignment and associated traffic calming measures would reduce the risk of collisions at the intersection.
20047	28-Mar	Frankston- Flinders Road & Stanleys Road	1	1	This intersection is complicated for anyone using it for the first time -and extremely dangerous. It is only a matter of time before a catastrophic accident happens here. I use it almost daily and I can't believe what a poorly designed intersection it is.	Intersection realignment would address visibility concerns. Geometry would be determined during design phase.
20068	30-Mar	Frankston- Flinders Road & Stanleys Road	1	1	Limited visibility combined with the speed of traffic. Confusion of drivers wanting to turn right from Stanleys Rd into Balnarring Rd	Intersection realignment would address visibility concerns. Geometry would be determined during design phase.
20066	30-Mar	Frankston- Flinders Road & Stanleys Road	1	1	It is a dangerous intersection. Traffic coming along Stanley's Road towards Hastings totally reliant on mirrors to see traffic travelling in the same direction along Frankston Flinders Road. This is made worse by cars wanting to turn into Stanley's Road.	Intersection realignment would address visibility concerns. Geometry would be determined during design phase.
H4	30-Mar	Frankston- Flinders Road & Stanleys Road			Frankston Flinders Road and Graydens Road - is a high risk intersection and would be supportive of that project.	No response required.
H5	30-Mar	Frankston- Flinders Road & Stanleys Road			We have resided opposite this intersection for 25 years. 1. Warrawee Road and Frankston Flinders Road. - This is an acute angle intersection where accidents and numerous near misses - Drivers exiting Warrawee have difficulty sighting cars going south on the bend. This intersection needs to be realigned. - The 80-60km speed sign approaching Balnarring from Flinders needs to be further back south to allow motorists time to slow before reaching the sweeping bend and Stanleys Road intersection - A sign indicating Red Hill would be helpful for drivers heading from Flinders to Balnarring - they sometimes miss the left turn at Warrawee Road and then do a U-turn where Stanleys Road intersects with Frankston-Flinders Road 2. Warrawee Road and Stanleys Road - There have been a number of crashes at this intersection. The intersection is angled slightly which restricts the view of drivers travelling north. A factor is also the speed of traffic approaching East into the intersection along Stanleys Road - It would be useful to have a new direction sign on Stanley's Road prior to reaching this intersection indicating the right hand turn to Flinders. A number of drivers miss this turn and are then forced to turn right at the acute angle junction of Stanleys Road and Frankston Flinders Road - the sign could also ban the use of exhaust brakes in slowing down 3. Stanleys Road and Frankston Flinders Road - This is another acute intersection that drivers have to contend with when exiting stanleys road to balnarring, with traffic approaching from Flinders on their right and also traffic from Balnarring turning right in front of them - Speeding cars/trucks exiting Stanleys Roas sometimes fail to give way and some speed reduction feature may be useful - whilst long overdue road repairs were recently made to Stanley's road intersection, the road still appears to be too narrow - the barrel drain at this intersection under Frankston Flinders Road is usually blocked by debris on the grill. This results in a flood of water across the intersection during heavy rainfall	Intersection realignment is proposed which would address many of these concerns. Comments can be considered during the design phase.
E15	31-Mar	Frankston- Flinders Road & Stanleys Road			At Stanleys, Warrawee and Frankston Flinders Road intersections. Attached is an outline plan of one option for your consideration. This option eliminates the intersection of Stanleys Road with Frankston Flinders Road. This intersection is particularly dangerous because of the acute angle of the intersection at the commencement of a significant bend and rise in Frankston Flinders Road. In our view, elimination of this intersection is key to making these intersections safe. Additionally, a roundabout at the intersection of Warrawee and Frankston Flinders Road will make this intersection much safer by forcing a reduction in approach speed. This is necessary due to limited sight distance for drivers in Warrawee Road at the intersection to observe southbound traffic in Frankston-Flinders Road. We have also proposed a second roundabout at the intersection of Stanleys and Warrawee. Whilst desirable this is not essential as blocking Stanley's at Frankston Flinders Road will force east bound traffic to slow down in order to navigate the RH turn into Warrawee to access Frankston Flinders Road.	Comments can be taken into consideration during the design phase. Reconfiguration of the intersection is proposed.

19618	2-Mar	Graydens Road & Stumpy Gully Road		Bad intersection and hard to cross Graydens Rd as traffic on Graydens Rd is fast. But I'd hate to see another over designed round about.	1	Don't want another huge round about.	The roundabout proposed would be a rural compact roundabout. Sight line improvements can be considered during the design phase.
19716	5-Mar	Graydens Road & Stumpy Gully Road	1		1	cross roads on country roads are very hazardous	Installation of a roundabout would reduce the risk of cross intersection crashes, resulting in a lower severity of crash type occurring at the intersection.
19839	10-Mar	Graydens Road & Stumpy Gully Road	1		1	Difficult junction to pull out of (Stumpy Gully), vision isn't great and cars come barrelling down Graydens.	Sight line improvements can be considered during the design phase.
19858	11-Mar	Graydens Road & Stumpy Gully Road	1		1		No response required.
19913	14-Mar	Graydens Road & Stumpy Gully Road	1		1		No response required.
19998	21-Mar	Graydens Road & Stumpy Gully Road	1		1	This section of road has only been a problem since you closed Coolart road for the Myers Road roundabout.	Cross intersections have inherent risks, as stop controls do not reduce the severity of outcome of crashes at the intersections.
20034	25-Mar	Graydens Road & Stumpy Gully Road	1		1		No response required.
19616	2-Mar	Hendersons Road	1		1	Too narrow, big ditch on the side.	Road widening cannot be facilitated through BlackSpot funding. Roadside hazards can be considered for treatment during the design phase.
19997	21-Mar	Hendersons Road	1		1	You, as in the council have made this small stretch of road an important throughfare for residents of Hastings, Bittern and Crib Point and even more so with the recent closure of Coolart Rd for the Myers road roundabout. It is now used by school buses.	Traffic volumes and bus use can be considered during the design phase.
19619	2-Mar	High Street		1	1	Can't see anything wrong with it, already got zebra crossings, perhaps lanemarking for cars to pull in and out of the angle carparks?	Zebra crossings are currently concentrated to the eastern portion of the length. Queen St currently has non-priority crossing, there are no priority crossing facilities in proximity to Frankston-Flinders Road.
19658	3-Mar	High Street	1		1	Very difficult to back out at busy times	Traffic calming treatments support reduced vehicle speeds, easing access and egress from parking areas.
19683	4-Mar	High Street		1	1	It is already very safe, no action needed	Not supported by crash history and local concerns reported.
19717	5-Mar	High Street		1	1	40km/h limits already applied	Traffic calming treatments support reduced vehicle speeds.
19778	6-Mar	High Street	1		1	Dromana pde is very busy during peak season with a lot of foot traffic as well. It is a narrow road with cars parked on both sides of the road Accident risk is high, especially cnr of Dromana pde/Nepean hwy where there is high traffic (during summer)	Believe this should be on the Dromana Parade pin. Identical response has been answered there.
19774	6-Mar	High Street	1		1	So difficult to get out of Plymouth street into Main Street, nobody seems to drive 40 from Frankston flinders to railway	Traffic calming treatments can be considered between Plymouth and Frankston Flinders Road during the design phase.
19846	10-Mar	High Street		1	1	it is a very busy area	Traffic volumes contribute to increased crash risks, which traffic calming measures can help to mitigate.
19842	10-Mar	High Street		1	1	I have worked on main st for 26 years and never seen an accident, we already have a speed limit of 40 ks and multiple crossings I don't see how spending money on line marking will change anything as we already have line marking	Not supported by crash history and local concerns reported.
19996	21-Mar	High Street	1		1	It is only a problem now after you, the council made street parking smaller in that you now have to reverse into oncoming traffic to get out of car parks.	Traffic calming treatments support reduced vehicle speeds, easing access and egress from parking areas.
H1	30-Mar	High Street				Do not submit the application for High Street in Hastings - raised concerns regarding safety at Gaydens & Frankston Flinders road and Marine Parade. Particular marine parade and graydens road. Not supportive of the Marine Parade. Want Council to acknowledge the impacts to local businesses.	Traffic calming between Elizabeth Street and Frankston Flinders Road is not as concentrated as over the remaining length. These construction impacts are unlikely to significantly impact local businesses.
19707	5-Mar	Marine Parade		1	1	Put the speed limit back	This location is not appropriate for higher vehicle speeds due to the place value of the location and its proximity to the primary school, aged care and park facilities, creating high pedestrian volumes.
19981	20-Mar	Marine Parade	1		1	Primary school and aged care home directly adjacent. Both groups are vulnerable when crossing the road and foreshore reserve is a natural amenity that these groups require safer access to.	Raised priority crossing is currently proposed and can be finalised during design phase.
20035	25-Mar	Marine Parade		1	1	People are already going or should be going 40km/hr for the school or to 50km/hr for the change. maybe just change the speed to 40km/hr at all times instead of having 40/50/40	Speed limit reduction can be considered during the design phase. Traffic calming measures can support lower vehicle speed limits.
19392	21-Feb	McCrae -Area Wide	1		1	volume of traffic and no bike lane around Anthony's Nose.	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freeway and Foote Street.
19494	26-Feb	McCrae -Area Wide		1	1	The village area is quite safe.	Transport Victoria's Speed Zoning Guidelines suggest 40km/h areas are suitable for areas with high pedestrian volumes in built up residential areas which is applicable to the area of McCrae. Each road would be analysed individually against the speed zoning guidelines to determine if a 40km/h speed limit was appropriate. BlackSpot applications can be either risk based or crash based.
19650	3-Mar	McCrae -Area Wide	1		1	Intersection of Lonsdale St and South Road should be a roundabout. Too many missed accidents and collisions experienced especially crossing straight ahead on south rd. Very busy with cars coming off the freeway too. Local crossing very busy	Lonsdale Street is managed by DTP. This intersection is co-managed with DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freeway and Foote Street.
19682	4-Mar	McCrae -Area Wide		1	1		No response required.
19679	4-Mar	McCrae -Area Wide	1		1	Vehicles speed and cut corners in side streets and there are many vulnerable pedestrians especially in holiday periods	No specific side streets identified in comment. Traffic calming and speed limit reductions will improve safety for all road users including pedestrians during holiday periods.

19673	4-Mar	McCrae -Area Wide	1	1	There are no footpaths and with the overgrown vegetation it is often necessary to walk on the street with the cars that drive too fast. There are more cars than usual because they use local streets as a rat run to avoid traffic lights	Footpaths cannot be funded through the BlackSpot program. Traffic calming and speed limit reductions will reduce vehicle speeds and improve safety for all road users, including pedestrians.
19671	4-Mar	McCrae -Area Wide		1	Low traffic volume	Transport Victorias Speed Zoning Guidelines suggest 40km/h areas are suitable for areas with high pedestrian volumes in built up residential areas which is applicable to the area of McCrae. Each road would be analysed individually against the speed zoning guidelines to determine if a 40km/h speed limit was appropriate. BlackSpot applications can be either risk based or crash based.
19747	5-Mar	McCrae -Area Wide	1	1	Intersection Lonsdale St / South Rd is regularly misused due to drivers unaware of road rules and which vehicle is to give way. Perhaps a compact roundabout could help. Point Nepean road Southbound at Anthony's Nose has no designated bicycle lane	Lonsdale Street and Point Nepean Road are managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19745	5-Mar	McCrae -Area Wide	1	1		No response required.
19743	5-Mar	McCrae -Area Wide	1	1	There is no issue with speeding cars in these streets. The one place you should consider which missed last year as well is putting a roundabout at the intersection of South Rd and Lonsdale St. it's hard to turn right into Lonsdale st.	Lonsdale Street is managed by DTP and its intersection with South Road is co-managed by DTP and hence excluded from this application. Transport Victorias Speed Zoning Guidelines suggest 40km/h areas are suitable for areas with high pedestrian volumes in built up residential areas which is applicable to the area of McCrae. Each road would be analysed individually against the speed zoning guidelines to determine if a 40km/h speed limit was appropriate. Traffic calming treatments will help to support these changes, improving safety for all road users.
19740	5-Mar	McCrae -Area Wide	1	1	If it ain't broken don't fix it	Transport Victorias Speed Zoning Guidelines suggest 40km/h areas are suitable for areas with high pedestrian volumes in built up residential areas which is applicable to the area of McCrae. Each road would be analysed individually against the speed zoning guidelines to determine if a 40km/h speed limit was appropriate. Traffic calming treatments will help to support these changes, improving safety for all road users.
19737	5-Mar	McCrae -Area Wide	1	1	High traffic congestion area with beach parking. Needs to be slip lanes near McCrae lighthouse and shops	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19735	5-Mar	McCrae -Area Wide	1	1	Blindspot at the intersection of Coburn Ave and Burrell Street McCrae	Traffic calming and speed limit reductions in proximity to the intersection of Coburn Ave and Burrell Street in McCrae can be considered in the design phase.
19733	5-Mar	McCrae -Area Wide	1	1	traffic from the eastern part of McCrae use Burrell Street, Catherine Street and South Road, making these roads extremely dangerous to walkers as there are no footpaths and cars speed. I have photos of cars banked up along South Road to avoid main rds	Speed limit reductions and traffic calming measures through the LATM treatment will improve safety for all road users including pedestrians. Treatments along Burrell Street, Catherine Street and South Road can be considered during the design phase.
19723	5-Mar	McCrae -Area Wide	1	1	60 kms speed limit is not sensible between 50 kms zones.Should be 50kmh from Dromana to Capel Sound.	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19721	5-Mar	McCrae -Area Wide	1	1	Catherine Street as it is a short cut for cars to come off Lonsdale st via South Rd to cut through Catherine st to the other roads instead of using Nepean hwy. A lady was hit/killed by a speeding car in Catherine St by a non local driver.	Treatments and speed limit reductions along Catherine Street can be considered during the design phase.
19720	5-Mar	McCrae -Area Wide	1	1	In particular Catherine Street as it is a short for many cars to come off Lonsdale street via South Rd to cut through Catherine st to Burrel and other roads instead of using Nepean hwy.	Treatments and speed limit reductions along South Road and Catherine Street can be considered during the design phase.
19711	5-Mar	McCrae -Area Wide	1	1	The South rd/ Lonsdale rd intersection is impossible to safely turn right at this junction and is a know fatality area i	Lonsdale Street is managed by DTP. This intersection is co-managed with DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19709	5-Mar	McCrae -Area Wide	1	1	I live on the avenue in McCrae. My street is being used as a shortcut to avoid the traffic lights on the intersection of Lonsdale and Nepean. As a result drivers are accelerating quickly and are travelling at higher speeds with pedestrians due to the ab	Treatments and speed limit reductions along The Avenue can be considered during the design phase.
19705	5-Mar	McCrae -Area Wide	1	1	It's fine leave it	Transport Victorias Speed Zoning Guidelines suggest 40km/h areas are suitable for areas with high pedestrian volumes in built up residential areas which is applicable to the area of McCrae. Each road would be analysed individually against the speed zoning guidelines to determine if a 40km/h speed limit was appropriate. BlackSpot applications can be either risk based or crash based.
19772	6-Mar	McCrae -Area Wide	1	1	This area requires more traffic islands to allow residents and individuals to safely cross Point Nepean Road. Between The Avenue and Coburn Avenue, there is 1 set of pedestrian lights. The speed limit however does not need to be reduced.	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19760	6-Mar	McCrae -Area Wide	1	1	A 40km speed limit for literally half of McCrae is not the answer.. If the statistics show this isn't warranted then do no proceed with intrusive speed humps and road barriers that will make traffic unberable.	Transport Victorias Speed Zoning Guidelines suggest 40km/h areas are suitable for areas with high pedestrian volumes in built up residential areas which is applicable to the area of McCrae. Each road would be analysed individually against the speed zoning guidelines to determine if a 40km/h speed limit was appropriate. Traffic calming treatments will help to support these changes, improving safety for all road users.
19749	6-Mar	McCrae -Area Wide	1	1	The Nepean Highway is already 50 km/h and I have not found the rest of the area dangerous as a walker or driver.	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street. Transport Victorias Speed Zoning Guidelines suggest 40km/h areas are suitable for areas with high pedestrian volumes in built up residential areas which is applicable to the area of McCrae. Each road would be analysed individually against the speed zoning guidelines to determine if a 40km/h speed limit was appropriate.
19790	7-Mar	McCrae -Area Wide	1	1	Dangerous turning into pt. Nepean rd. At Foote st. Needs traffic lights or a roundabout	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19784	7-Mar	McCrae -Area Wide	1	1	Desperate to have a roundabout at the intersection of Lonsdale st and south Rd. Traffic speed around the corner and indicate they are turning left. No regard for south Rd traffic trying to enter or turn. Traffic trying to go over Lonsdale st can't.	Lonsdale Street is managed by DTP. This intersection is co-managed with DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19810	8-Mar	McCrae -Area Wide	1	1	Needs a pedestrian crossing at the eastern limit, in line with Foote Street.	Lonsdale Street and Point Nepean Road are managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.

19807	8-Mar	McCrae -Area Wide	1	1	There have been no problems in our area for traffic and this plan gives no indication of where anything will be placed. We do not wish to have 40k speed limit outside our home and do not wish to have speed humps or a roundabout either on Point Nepean Rd.	Point Nepean Road is managed is DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street. Positioning of LATM treatments will be determined during the design phase. They will be placed where appropriate to support speed limit reductions which are deemed appropriate by Transport Victoria's Speed Zoning Guidelines.	
19804	8-Mar	McCrae -Area Wide		Point Nepean Rd at Anthony's Nose is dangerous.	1	Bike track on Point Nepean Rd around Anthony's nose just stops midway around corner and bikes have nowhere to go except into the middle of the road.	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19799	8-Mar	McCrae -Area Wide	1		1	Many people stay in accomodation away from the beach and have to cross point nepean road fully loaded with kids and beach equipment. More pedestrian crossings or bridges would be welcome	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19795	8-Mar	McCrae -Area Wide	1			area wide 40 km not needed as many roads are considered main roads not just local	Transport Victorias Speed Zoning Guidelines suggest 40km/h areas are suitable for areas with high pedestrian volumes in built up residential areas which is applicable to the area of McCrae. Each road would be analysed individually against the speed zoning guidelines to determine if a 40km/h speed limit was appropriate.
19836	9-Mar	McCrae -Area Wide	1		1	Motorists tend to pick up speed at intersections of Foote Street / Latrobe Pd /Point Nepean Rd intersections. Given there are steps through reserve to beach, directly opposite this intersection, this is where most pedestrians struggle to cross.	Lonsdale Street and Point Nepean Road are managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19832	9-Mar	McCrae -Area Wide	1		1	We live right on the intersection at 360 Arthurs Seat rd, and this is not necessary at all. Traffic flows well now. 40KMP at school times is in place already and works well. It is a country road and area after all. I have no data on accidents and the like	Believe this comment is in relation to a different project being Arthurs Seat Road and Mornington-Flinders Road. Council data supports 40km/h is not being complied with, comment contradicts regular reports of safety concerns.
19827	9-Mar	McCrae -Area Wide	1		1	in built up areas around shops/cafes, we would support the notion of reduced speed or roundabouts as pedestrians crossing at these busy places can be quite dangerous at times	All treatments will take into consideration the nature of the surrounding area and their respective movement and place function, during design phase.
19825	9-Mar	McCrae -Area Wide	1		1	potential changes could cause even more congestion on the roads	LATM treatments are designed to improve safety in line with the Council Adopted Towards Zero Road Safety Strategy, not to alleviate congestion.
19814	9-Mar	McCrae -Area Wide	1		1	The proposal is a piece meal approach. A 30 or 40 kph speed limit in all urban areas excluding arterial roads across the whole state must be a priority. Designating one area as a 40 kph limit is a poor use of funds and will serve to confuse the public.	Through the BlackSpot program, the Shire has managed to align large sections of the Peninsula to the speed zoning guidelines by Transport Victoria. Areas throughout the peninsula treated include Rosebud, Hastings, Rye, Somerville and currently Mornington and Capel Sound are underway. The BlackSpot program allows enough funding to deliver these changes accross the Peninsula through a staged approach.
19838	10-Mar	McCrae -Area Wide	1		1	Excessive speed on Clarendon street in particular the unsealed section between park lane and foot street . Narrow road no footpaths and high usage both by pedestrians and cars . Also acts as a short cut to the freeway on ramp passing a school zone . 30ks	Traffic calming and speed limit reductions on Clarendon Street in proximity to Park Lane and Foot Street can be considered during the design phase.
19870	11-Mar	McCrae -Area Wide		Completely Disagree	1	I have never felt unsafe driving in this area.	Transport Victorias Speed Zoning Guidelines suggest 40km/h areas are suitable for areas with high pedestrian volumes in built up residential areas which is applicable to the area of McCrae. Each road would be analysed individually against the speed zoning guidelines to determine if a 40km/h speed limit was appropriate.
19863	11-Mar	McCrae -Area Wide	1		1	South road and Lonsdale street T intersection has seen so many crashes over the 25 years that I have lived here - that's its a surprise no one has been killed yet. It needs a roundabout installed asap	Lonsdale Street is managed by DTP. This intersection is co-managed with DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19855	11-Mar	McCrae -Area Wide	1		1	Vehicular risks (including electric bikes and scooters) far more significant over the last 5 years. Higher volumes of bigger, heavier vehicles in area with very little footpaths which require people to walk on roads/streets.	Traffic calming and speed limit reductions will reduce crash likelihood and severity of outcome.
E7	11-Mar	McCrae -Area Wide				The intersection of LonsdaleSt and South Rd requires a roundbout immediatly (CRM2026-026134)	Lonsdale Street is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19872	12-Mar	McCrae -Area Wide	1		1	In summer, the volume of traffice and pedestrians accessing the beach is dangerous	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19894	13-Mar	McCrae -Area Wide	1		1	Location is South road & Lonsdale st intersection. Is extremely fraught with traffik congestion. There is enough land to and road way to get the additional lanes required for people to turn. Thank you	Lonsdale Street is managed by DTP. This intersection is co-managed with DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19891	13-Mar	McCrae -Area Wide	1		1	Please include the intersection of Lonsdale St and South Rd as especially dangerous, needs a roundabout.	Lonsdale Street is managed by DTP. This intersection is co-managed with DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19910	14-Mar	McCrae -Area Wide	1		1	In favour of speed limit reduction but not speed bumps along Pi	Speed limit reductions are usually most effective when supported by traffic calming measures.
19907	14-Mar	McCrae -Area Wide	1		1	This is not a dangerous section on road	Transport Victorias Speed Zoning Guidelines suggest 40km/h areas are suitable for areas with high pedestrian volumes in built up residential areas which is applicable to the area of McCrae. Each road would be analysed individually against the speed zoning guidelines to determine if a 40km/h speed limit was appropriate. BlackSpot applications can be either risk based or crash based.
19921	15-Mar	McCrae -Area Wide	1		1	Traffic speeding on South Road between Lonsdale street and the Avenue McCrae. and avoiding traffic light on Lonsdale street and Pt Nepean Rd.	Placement of raised treatments along South Road can be considered during the design phase to prevent shortcutting.
19920	15-Mar	McCrae -Area Wide	1		1	we live in South Road and cars a speeding along south roud between lonsdale street and the Avenue McCrae	Placement of raised treatments along South Road can be considered during the design phase to prevent shortcutting.
19919	15-Mar	McCrae -Area Wide	1		1	Should have a 50km speed limit as the average age in McCrae is >60 years + the sped limit in Dromana & Rosebud on Pt Nepean Rd is 50kms/hr	Transport Victorias Speed Zoning Guidelines suggest 40km/h areas are suitable for areas with high pedestrian volumes in built up residential areas which is applicable to the area of McCrae. Each road would be analysed individually against the speed zoning guidelines to determine if a 40km/h speed limit was appropriate.
19918	15-Mar	McCrae -Area Wide	1		1	Add a roundabout at Lonsdale and South rd as it's very unsafe	Lonsdale Street is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
19947	16-Mar	McCrae -Area Wide		This area has high traffic in summer, but needs no modification for winter		Not in the current form. That is the main road from Rosebud to Dromana, permanently making the beach road or Lonsdale 40kmh zones is an over reaction. Better footpaths might keep pedestrians off the roads, especially near Heronswood.	Lonsdale Street and Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.
E8	16-Mar	McCrae -Area Wide				This is a very dangerous intersection Lonsdale and South Road the community have talked about it for years (CRM2026-027642)	Lonsdale Street is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.

19957	17-Mar	McCrae -Area Wide	1	1	Needs more refuges in middle of road for safer crossings	Unclear what road this is in relation to.	
19956	17-Mar	McCrae -Area Wide	1	1	Need more zebra crossings and less potholes qns better quality road	Unclear what road this is in relation to.	
19954	17-Mar	McCrae -Area Wide		1	Arthurs Nose is a dangerous pedestrian bottleneck - narrow and rough terrain on a cliff face, close to road traffic.close to road traffic	As above. Plus wheelchairs and prams have narrow rough terrain. There have been falls and injuries recorded by VicRoads and Shire. Pedestrian traffic has no other practical alternative route between northern and southern sections of the the Peninsula.	Unfortunately footpaths cannot be constructed through BlackSpot funding.
19953	17-Mar	McCrae -Area Wide		1	The Arthurs Nose area is dangerous for road and pedestrian traffic. Pedestrians only have a goat track. Bicyclists have little buffer against a cliff. Southbound cars have an obscured visibility curve. Northbound drivers are distracted by open seaside view.	As above. Plus wheelchairs and prams have narrow rough terrain. There have been falls and injuries recorded by VicRoads and Shire. Pedestrian traffic has no other practical alternative route between northern and southern sections of the the Peninsula.	Unfortunately footpaths cannot be constructed through BlackSpot funding.
19964	18-Mar	McCrae -Area Wide			how	No response required.	
19963	18-Mar	McCrae -Area Wide	1	1	Concern re cars travelling west, frustrated by no passing around Anthony's Nose , overtake at speed once the double line ends putting in danger cars coming out of foreshore car parks.	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.	
19968	19-Mar	McCrae -Area Wide	1	1	Despite Pt Nepean rd is 60 km/hr there are still continual speeding vehicles.	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.	
19966	19-Mar	McCrae -Area Wide	1	1	General condition of road unsuitable for heavy tourist traffic. Also road around Anthony's Nose needs widening.	Road improvements can only be undertaken where they are required to implement road safety improvements. Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.	
19992	20-Mar	McCrae -Area Wide	1	1	Foote Street/Nepean Highway intersection is very dangerous. Require safer right hand turn and safe pedestrian crossing (middle crossover).	Lonsdale Street & Foot St is co-managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.	
20001	21-Mar	McCrae -Area Wide	1	1	I walk in this area regularly, there is not much traffic and it Is not dangerous .. no need to spend money in this area	Contradicts local feedback and available Council data. Speed changes and traffic calming measures would only be implemented where appropriate.	
19999	21-Mar	McCrae -Area Wide	1	1	Lacking pedestrian crossing access, especially at the Foote Street/Latrobe Parade/Nepean Highway intersection. Very dangerous 3x way intersection with low visibility.	Lonsdale Street & Foot St is co-managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.	
20006	22-Mar	McCrae -Area Wide	1	1	Foote street needs a right hand turn lane as well as a pedestrian refuge island. Point Nepean hwy is very congested when vehicles are turning right into Foote street, the vehicles behind try to go around, but are unable to when cars are parked beach side	Lonsdale Street & Foot St is co-managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.	
20018	23-Mar	McCrae -Area Wide			Rat running - within the The Avenue, South Rd to avoid the lights at Lonsdale St and congestion. Road dip near 719 Pt Nepean Rd creates a dangerous situation with cars and trailers losing their load.	Placement of raised treatments along South Road can be considered during the design phase to prevent shortcutting.	
20014	23-Mar	McCrae -Area Wide	1	1	Heavy traffic use,dips snd pot holes spped too fast lots pedestrians crossing to the beach several incidents due to large dip in road not being repaired need a board walk around anthonys nose ascpath too narrow bikes and pedestrians too near cars	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.	
M2	23-Mar	McCrae -Area Wide			Catherine Street (Pt Nepean Rd - Lonsdale Street) is used as a Cut through. Speed is an issue. Driver Behaviour is another issue, as drivers try & cut corners. along the T- Junctions.	Catherine street can be considered for traffic calming and speed reduction during the design phase.	
M3	23-Mar	McCrae -Area Wide			Speeding and shortcutting on South road between Lonsdale St and the Avenue to avoid the traffic lights on Point Nepean Road. Safety concerns regarding intersection of Lonsdale Street and South Road. Request for traffic calming devices on South Road north of Lonsdale St to reduce crash risk. Or raised intersection treatments at the intersections along South Road.	South Road and treatments north and south of the intersection with Lonsdale Street can be considered for traffic calming and speed reduction during the design phase.	
20031	25-Mar	McCrae -Area Wide	1	1	Bike lane disappears going around Anthony's Nose section. Reduced speed limit for traffic and perhaps a flashing speed sign like on school crossings would alert drivers to the limited space for cyclists.lk	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.	
20044	27-Mar	McCrae -Area Wide	1	1	The bike line leading around Anthony's nose from Dromana to McCrae is really dangerous for bike riders and car drivers. The lane needs to be made wider, bushes and trees cut right back from the road and some way to limit the rock falling from the cliff.	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.	
20050	28-Mar	McCrae -Area Wide	1	1	Busy non-stop traffic, drivers pull out in risky situations from side streets, also a lot of pedestrians crossing roads in this area.	Location not specified. Generally an LATM treatment would universally lower risk at all intersections within the reduced speed area through reducing the likelihood and severity of crashes.	
20052	29-Mar	McCrae -Area Wide				No response required.	
20051	29-Mar	McCrae -Area Wide	1	1	Very Dangerous for pedestrians to cross Point Nepean Road between Foote Street Dromana and Penny Lane McCrae	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.	
H2	30-Mar	McCrae -Area Wide			Speeding and shortcutting on South road between Lonsdale St and the Avenue to avoid the traffic lights on Point Nepean Road. Safety concerns regarding intersection of Lonsdale Street and South Road. Request for traffic calming devices on South Road north	Traffic calming and speed reduction on South Road can be considered during the design phase.	
20083	31-Mar	McCrae -Area Wide		1	It is only high risk for 5 weeks over Christmas period. Think 40 km speed limit would be rediculous for the rest of the year	Very few accidents along the McCrae strip.	Transport Victorias Speed Zoning Guidelines suggest 40km/h areas are suitable for areas with high pedestrian volumes in built up residential areas which is applicable to the area of McCrae. Each road would be analysed individually against the speed zoning guidelines to determine if a 40km/h speed limit was appropriate. BlackSpot applications can be either risk based or crash based.
20092	1-Apr	McCrae -Area Wide	1	1	Pedestrian refuges/traffic islands would be great along Point Nepean Road. Lowering sppeds along major roads only encourages drivers to seek alternative routes, i.e local streets	Point Nepean Road is managed by DTP. The project would be limited to Council managed streets between Lonsdale St, Pt Nepean Rd, Mornington Peninsula Freewat and Foote Street.	

19613	2-Mar	Somers - Area Wide	1	1	Is hate to see over design, more signage and roadwideni ng, it would not suit the village character. Very carefully improvements might be possible?	Road widening cannot be funded through the BlackSpot program. Signage will be installed where required to deliver speed limit reductions and support traffic calming treatments to improve safety. Further consultation will be undertaken at a later stage.
19580	2-Mar	Somers - Area Wide	1	1	The unsealed roads do not need lower speed limits.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken accross the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19577	2-Mar	Somers - Area Wide	1	1	Definitely not safe on parklands ave for pedestrians. A footpath joining the path from Coolart to Alexandra ave along parklands ave would make walking safer.	Footpaths cannot be funded through the BlackSpot program however traffic calming and speed reductions can improve road safety for all users including pedestrians.
19552	2-Mar	Somers - Area Wide	1	1	Sandy Point Road needs to be widened. The edges of the road broke away and caused the road to be too narrow.	Road widening cannot be funded through the BlackSpot program, and road maintenance can only be undertaken if required for installation of traffic calming treatments.
19551	2-Mar	Somers - Area Wide	1	1	People speed especially tradies coming and going from the area	Traffic calming treatments can help to support speed limit reductions.
19550	2-Mar	Somers - Area Wide	1	1	Speeding cars in 40 zone past school and on dirt roads dangerous for many pedestrians and wildlife. All residential roads should be marked at 40kmh. No footpaths so people and animals have to walk on the roads	Traffic calming can be considered for installation on dirt roads during the design phase. Footpaths cannot be funded through the BlackSpot program but traffic calming and speed reductions can help to improve road user safety including pedestrians and wildlife.
19549	2-Mar	Somers - Area Wide	1	1		No response required.
19546	2-Mar	Somers - Area Wide	1	1	We desperately need a path on Tasman road and parklands avenue this road is very busy in summer and there is nowhere to walk except the road	Footpaths cannot be funded through the BlackSpot program however traffic calming and speed reductions can improve road safety for all users including pedestrians.
19543	2-Mar	Somers - Area Wide	1	1	The made roads in Somers are generally safe but the dirt roads should have a 35kph speed limit .We rarely have any car accidents in Somers however speed on dirt roads and road kill is a problem on Sandy point road in Crib Point	Traffic calming and speed limit reductions can be considered for installation on dirt roads during the design phase, in particular on Sandy Point Road.
19657	3-Mar	Somers - Area Wide	1	1	I have never had or seen issues in this spot	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken accross the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19681	4-Mar	Somers - Area Wide	1	1		No response required.
19680	4-Mar	Somers - Area Wide	1	1	Please leave Somers alone. We do not need any changes to our roads including round abouts and speed humps nor any signage (visual pollution). Just focus on rubbish removal, maintenance of existing roads and graffiti when it pops up. Thank you	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken accross the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines. BlackSpot funding cannot be used toward maintenance or rubbish removal.
19669	4-Mar	Somers - Area Wide		1	The primary dangerous areas are on the boundary roads, and Camp Hill Rd, from the roundabouts/house block fringe. These roads are often driven at speed above the 50km limit. Particularly the bus. And narrowed by parked cars. We are not in favour of a made footpath along Parklands rather would like to see an area wide 40km speed limit said in place in Balnarring Beach.	Traffic calming and speed limit reductions can be considered for installation on and in proximiy to the Lord Somers Rd, Camp Hill Road roundabout, and on South Beach road during the design phase.
19742	5-Mar	Somers - Area Wide	1	1		No response required.
19734	5-Mar	Somers - Area Wide	1	1	This is an area frequented often by children going to the general store, school, the beach etc. While most drivers are well behaved and drive sensibly, all we need is one driver who pushes the limits and the result could be disastrous.	Traffic calming and speed limit reductions will improve road safety for all users.
19725	5-Mar	Somers - Area Wide	1	1		No response required.
19724	5-Mar	Somers - Area Wide	1	1	Alexandra Ave is used as a through road and motorists and many trades speed along this road. Pedestrians use the road, people walk their dogs and children ride their bikes so it needs to be seed limited to 40kmph or even better would be 30kmph	Traffic calming and speed limit reductions on Alexandra Avenue can be considered during the design phase.
19719	5-Mar	Somers - Area Wide	1	1	The lack of footpath/shared paths along Parklands and Lord Somers road south present a danger to pedestrians. The roads are narrow and are a bus route. The Lord Somers south section has two school camps and entrance to Coolart with increased traffic.	Footpaths and road widening cannot be funded through the BlackSpot program however traffic calming and speed reductions can improve road safety for all users including pedestrians.
19718	5-Mar	Somers - Area Wide	1	1	40 & 50 km/h limits already in place	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken accross the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.

19710	5-Mar	Somers - Area Wide	1	1	Unnecessary use of funds, as someone who has lived in Somers for 30 years it's not applicable due to the lack of traffic and population.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19706	5-Mar	Somers - Area Wide	1	1	Already safe	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19704	5-Mar	Somers - Area Wide	1	1	Terrible speeding in the 40km zone in camp hill road outside school and caravan park. Desperately needs traffic calming as people do 60-80km through this long straight stretch. Many kids on bikes and scooters at risk. A couple of speed humps would help.	Traffic calming and speed limit reductions can be considered on Camp Hill road outside the school and caravan park during the design phase.
19768	6-Mar	Somers - Area Wide	1	1	Parklands Avenue is incredibly dangerous. Most people ignore the no parking signs, park on blind corners, and people speed along here (including residents). It is incredibly dangerous. Lord Somers Road is also dangerous, especially around the two camps	Traffic calming, road safety improvements and speed reductions can be considered at Parklands during the design phase.
19757	6-Mar	Somers - Area Wide	1	1		No response required.
19751	6-Mar	Somers - Area Wide	1	1	It is perfectly safe and adequately marked especially going into a 40zone. Plenty of other areas on peninsula requiring upgrades not here.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19793	7-Mar	Somers - Area Wide	1	1	tourists drive too fast and ignore parking restrictions along Parklands Ave	Traffic calming, road safety improvements and speed reductions can be considered at Parklands Ave during the design phase.
19789	7-Mar	Somers - Area Wide	1	1	There is already a 50 km speed limit throughout Somers which is pretty well adhered to. Ther is also a calming hump around the only major bend at the Somers Store.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19787	7-Mar	Somers - Area Wide	1	1	Not a high risk as denoted by the pin placement. Funds could be better used elsewhere	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19785	7-Mar	Somers - Area Wide	1	1		No response required.
19783	7-Mar	Somers - Area Wide	1	1	Speed limits around summer as are low enough, there is a need to enforce people parking on the yellow line along parklands but that is about it,	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19781	7-Mar	Somers - Area Wide	1	1	Unneccessary	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.

E5	7-Mar	Somers - Area Wide			BlackSpot 2027-28: Somers I am responding to your request for views concerning the BlackSpot 2027-28 funding applications. My wife and I are residents of Somers. We are both in our seventies, and frequently walk (for pleasure) on the unsealed roads in the Palm Beach Estate area. We meet rather few vehicles. The overwhelming majority of those that we do come across drive considerably, and we don't feel at all unsafe. Around Christmas and New Year, there are the occasional youths on e-scooters, who have little idea of sense or safety, but this is a very minor consideration. In our opinion, there is no point in making any substantial changes to the status quo. A blanket 30 kmh limit on the unsealed roads might be a good idea; otherwise, leave things as they are. Even on the sealed roads, which are mostly well provided with pavements (except for Parklands Avenue), traffic is light, and mostly not fast; however, a 40 kmh limit might be a good idea, given that the village is not on any thoroughfare, and is devoted largely to recreation and leisure. One place where some (minor) intervention would be welcome concerns the 'Foreshore Trail' (formerly the She-Oak path), which is a delightful walk, running parallel to the Boulevard, through the foreshore vegetation. The path is narrow, and only adequate for foot traffic. However, from time to time, one meets cyclists -- and, of course, youths on e-scooters -- whose speed is not suitable for allowing the elderly to find a place of refuge. It would be good to have some clear signage at each end of the trail, making clear that it is a walking trail only, and that wheeled vehicles are not allowed. This may not make much difference to what actually happens, but it would lend weight to any complaints that we might feel like making afterwards!	The Foreshore Trail signage sits outside the project boundary and cannot be included in the scope of the BlackSpot Project. BlackSpot funding can only be used toward dangerous road locations where crashes are occurring or are at risk of occurring. Other feedback regarding unsealed roads and traffic calming can be taken into consideration during the design phase.
19811	8-Mar	Somers - Area Wide			Mostly calm and considerate driving: residents and holiday makers considerate of each other. No through traffic other than skilled bus drivers likewise considerate.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
			1	1		
19809	8-Mar	Somers - Area Wide	1	1	There is limited foot paths in Somers and children are often having to use the road to move around. There is also koalas moving around. In addition there are many gravel roads where people drive too fast and destroy the roads.	Footpaths cannot be funded through the BlackSpot program. Traffic calming and speed limit reductions can be considered during the design phase which will improve road safety for all users and wildlife.
19808	8-Mar	Somers - Area Wide			As a resident I've seen no issues requiring attention with people driving fast or unsafely and so does not warrant any black spot interventions.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
			1	1		
19806	8-Mar	Somers - Area Wide	1	1	Growth of families moving into the area necessitates more initiatives to keep pedestrians and children safe near roads. Footpaths, reduced speed limits, speed reduction measures -especially on bus routes, where there is no footpath and near blind corners.	Footpaths cannot be funded through the BlackSpot program. Traffic calming and speed limit reductions can be considered during the design phase which will improve road safety for all users.
19798	8-Mar	Somers - Area Wide			Its a waste of resources & affects the existings full time home owners	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
			1	1		
19794	8-Mar	Somers - Area Wide	1	1	My only concern with the area is the use of Sturt, Burke and Eyre road as a cut through, single lane dirt road that many people utilise as a daily shortcut, some at speed, pedestrians must stand in spoon drain while cars pass, an elderly woman fell in.	Traffic calming, road safety improvements and speed reductions can be considered at Sturt, Burke and Eyre during the design phase.
19830	9-Mar	Somers - Area Wide			Existing regulations are sufficient but not enforced. There is no need further speed limit reductions or improvements.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
			1	1		
19823	9-Mar	Somers - Area Wide	1	1	Cars travel much too fast on Tasman Road. No footpaths means it is also used by pedestrians, scooter and bike riders of all ages. Drop speed limits to 30 for all roads in Somers, but especially dirt roads. And speed humps on Tasman Road please.	Traffic calming measures can be considered on Tasman Road during the design phase.
19820	9-Mar	Somers - Area Wide	1	1	Heavy traffic use increased on gravel roads accessing beach,yacht club and building projects	Comment noted and can be considered during design phase.
19819	9-Mar	Somers - Area Wide	1	1	What is the data on accidents in Somers- the only intersections in this area above 60km/h are where Camp Hill rd and Lord Somers rd intersect with Sandy Point rd	This would be a risk based application rather than a crash based application.
19818	9-Mar	Somers - Area Wide	1	1	All of it's already on reduced speed limits, the only intersection that's potentially unsafe is Sandy Point x Lord Somers Rd	Traffic calming and speed limit reductions at Sandy Point Road X Lord Somers Road can be considered during the design phase.
19851	10-Mar	Somers - Area Wide	1	1	There are 2 intersections into Somers that need islands to reduce turning traffic cutting into the oncoming lane traffic, and provide pedestrian havens. The roads are poorly kept. Busses through the village cut into oncoming traffic lanes.	Traffic calming measures, including traffic islands, can be considered on the 2 intersections leading into Somers during the design phase. Blackspot funding cannot be used roward road maintenance.
19848	10-Mar	Somers - Area Wide	1	1	Blackspot Issues 8 Parklands Ave and Yacht club entrance / exit I live at 8 Parklands Avenue, Somers, on the Nth side of the thoroughfare, opposite the Promenade. I have been in a prime position to observe the traffic and pedestrian choke points opposite	Traffic calming and speed limit reductions at Parklands Ave and the Yacht club entrance can be considered during the design phase

19845	10-Mar	Somers - Area Wide	1	1	it is an ageing population with older people moving around slowly and sometimes unsteadily	Traffic calming and speed limit reductions improve safety for all road users.
19844	10-Mar	Somers - Area Wide	1	1	No footpaths, high traffic including buses and trucks driving at speed. Young children and an aging population increasing risk of fatalities.	Footpaths cannot be funded through the BlackSpot program. Traffic calming and speed limit reductions and pedestrian crossing improvements can be considered during the design phase.
19843	10-Mar	Somers - Area Wide	1	1	I need more information about the scope of the works planned. How do I get this information?	More informaiton will be provided to all residents in the impacted area as the project progresses. More information is not available at this time.
19840	10-Mar	Somers - Area Wide	1	1		No response required.
E6	10-Mar	Somers - Area Wide			Blackspot Issues 8 Parklands Ave and Yacht club entrance / exit I live on Parklands Avenue, Somers. I have been in a prime position to observe the traffic and pedestrian choke points opposite my home and at the entrance to the yacht club. The parking outside 8 Parklands offers the shortest route to the beach for families with children, boogie boards and other beach paraphernalia. This is also the preferred parking place for “Icebergers” who swim early in the morning or “tradies” after 3.00pm. High traffic volume mainly occurs on weekends, during holiday periods and on major public holidays. Pedestrian traffic is also particularly busy during this time as the route to the busiest part of the beach is accessed via the Eastern section of the Promenade opposite 8 Parklands Avenue and the Promenade. 1. Pedestrian traffic is further increased by beachgoers who have parked in the yacht club car park and who then walk four houses down along Parklands Ave, to the Promenade, and then follow the Promenade to the beach access point. Pedestrians also come down the Northern carriageway but are often forced to cross close to the corner because a clear pathway along the nature strip is blocked by parked cars. (see attached pictures) I have attached a range of photos taken on Monday the 9th of March to try and illustrate the black spot problems. Although council has recognised there is a problem (no parking on Sth carriageway) the actions to date are not sufficient to address the various traffic issues, including a regular large bus. 2. Parklands Avenue carriageway is narrow. It is often restricted to one lane only. 3. Although parking is not allowed on the Sth side this is not always observed. (see attached pictures) 4. There is no path from the yacht club along Parklands to the Promenade, so most beachgoers walk in the middle of the Southern Parklands side of the Avenue with small children and beach paraphernalia. (see attached pictures) 5. Some pedestrians try to cross from the yacht club car park across the Parklands Avenue / Boulevard dog leg. This is dangerous because it is a right-angle corner with limited vision for cars in both directions or for cars leaving or entering the yacht club car park. On busy days the Northern side of Parklands has cars parked fully or partially on the nature strip forcing pedestrians to cross the road a second time. (see attached pictures)	BlackSpot funding can only be used toward dangerous road locations where crashes are occurring or are at risk of occurring. We cannot deliver pedestrian improvements and parking improvements through the BlackSpot program.
19869	11-Mar	Somers - Area Wide	1	1	There are many areas within this area that require upgrades/treatments to slow traffic or increase safety of pedestrians	No particular areas identified in comment. Residents will have further opportunity to provide feedback if the project progresses.
19868	11-Mar	Somers - Area Wide			The majority of Somers roads are residential with 50kmh limit.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19867	11-Mar	Somers - Area Wide			Somers roads are not high risk or dangerous.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19866	11-Mar	Somers - Area Wide			Already a 40kmh zone	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19865	11-Mar	Somers - Area Wide	1	1	Camphill rd has various speed limits that people do not adhere to. This is of particular concern within the school zone that has a 40kph limit at all times. school traffic parks along either side of camphill rd obscuring vision when exiting from side road	Traffic calming and speed limit reductions on Camp Hill Road in proximity to the school can be considered during the design phase.
19864	11-Mar	Somers - Area Wide	1	1	There must be more urgent areas for black spot attention. From my observations traffic generally travels at an acceptable speeds with the existing speed limits and treatments.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19861	11-Mar	Somers - Area Wide	1	1		No response required.
19857	11-Mar	Somers - Area Wide	1	1	In 18 years as a resident and active CFA member I can only recall 2 road accidents that required emergency response from the local brigade within the shaded area. We already have speed limit of 50kph (40 at the school). Spend the money elsewhere.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.

19856	11-Mar	Somers - Area Wide	1	1	Speeds in Somers need to be lowered to at least 40 town wide especially on dirt roads	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken accross the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19874	12-Mar	Somers - Area Wide	1	1	There is zero issues with this location.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken accross the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
E9	12-Mar	Somers - Area Wide			(CRM2026-023607) Traffic in Somers is needing urgent attention - particularly on Parklands Avenue, at the Yacht Club corner, and up at the shop precinct. In summer and on public holidays it is all a 'black spot' route as cars, trucks and the bus vie with bikes, scooters, motorcycles, pedestrians.and joggers. The 50 k limit is too fast and it is only a matter of time before there is an horrendous accident. Already I have seen a dog hit & injured near the junction of Reserve Rd and Parklands Ave. Cyclists are dangerously impacted by speeding vehicles and the bus. Parking is at a premium. Parklands Avenue is narrow and has narrow verges. Car doors are opened onto the road, dangerously exposing the drivers and passengers, as vehicles weave in and out, stop and start, or the bus comes rushing along. Cyclists are at risk all of the time. Beachgoers unload and/or trundle their gear along the road, further adding to risks. Dogs & walkers also face dangers on a daily basis. At the Yacht Club corner it is chaotic as some vehicles turn sharp left to park, some use the 'exit' to the carpark as an entry point, & others vie with oncoming traffic to turn into the 'entry' from the blind corner. At the shop it is mayhem as cars enter the crowded carpark, right at the pedestrian crossing and exit from the same point. Speed humps or calming methods would be costly, and awkward for vehicles, particularly the bus. One solution could be: Introduce a speed limit 40 on the main 'drag' - from the Lord Somers Rd roundabout at Beach Hill Road to the turn off at the end of Tasman Road and up South Beach Road to the roundabout at the south end of Sandy Point Road. In fact the whole of Somers could be a 40 zone as most of the secondary roads are unsealed, narrow and frequented by foot traffic. Another possibility would be a bypass road via Beach Hill Avenue, across the north end of the Koala Park and thence to Camp Hill Road. This would lessen traffic on the busy coastal frontage route.	Speed limit reduction and traffic calming measures can be considered here during the design phase.
19902	13-Mar	Somers - Area Wide	1	1		No response required.
19877	13-Mar	Somers - Area Wide	1	1	While it looks like an ordinary roundabout the western entry from the sports ground is much less frequently used, causing complacency. Travelling north to south through the roundabout can be done without slowing down (in smaller vehicles).	Traffic calming, intersection improvements and speed reductions can be considered at the roundabout on Camp Hill Road to the sports facilities during the design phase.
19917	15-Mar	Somers - Area Wide	1	1	Both Sandy Point Road and Camp Hill Road see drivers regularly exceeding the speed limits.	Traffic calming and speed limit reductions on Camp Hill Road and Sandy Point Road can be considered during the design phase.
19945	16-Mar	Somers - Area Wide	1	1	Please repaint the zebra crossing at the Somers General Store.	Case raised for maintenance request 2026-034882.
19940	16-Mar	Somers - Area Wide	1	1	Camp Hill Rd Somers has high usage as is the entry point into Somers. It is a long straight stretch of road where vehicles continually speed. Multiple wildlife and pets have been struck and killed on this road. The new footpath/bike path is located extrem	Traffic calming and speed limit reductions on Camp Hill Road can be considered during the design phase.
19937	16-Mar	Somers - Area Wide	1	1	I cannot identify specific location from the information provided	This is an area wide LATM.
19933	16-Mar	Somers - Area Wide	1	1	Speeding drivers, few designated walking paths, family oriented areas. High aging population.	Appropriate speed limits and traffic calming devices will serve to improve the safety of these facilities.
19930	16-Mar	Somers - Area Wide	1	1	increasing speed and volume of traffic on Tasman Road	Traffic calming and speed limit reductions on Tasman Road can be considered during the design phase.
19929	16-Mar	Somers - Area Wide	1	1	Too dangerous	Appropriate speed limits and traffic calming devices will serve to improve the safety of these facilities.
19927	16-Mar	Somers - Area Wide	1	1	I drive into the reserve everyday to walk my dogs. The current roundabout is effective and easy and keeps traffic slow already. With the school close by the 40km restrictions are already in place including the lolly pop lady. The \$ could be better spent	Comment appears to indicate only the roundabout is proposed for improvement, believe the map pin was misinterpreted.
19955	17-Mar	Somers - Area Wide	1	1	Both Camp Hill Road and Sandypoint Road have drivers using excessive speed. Camp Hill Road has a large number of parents using their cars for delivery and pickup at the Primary School. A number of students use the footpath both ways and it is very close t	Traffic calming and speed limit reductions on Camp Hill Road and Sandypoint Road can be considered during the design phase.
19951	17-Mar	Somers - Area Wide			need more specific information on each project	No response required.
19950	17-Mar	Somers - Area Wide			Description is too broad	The proposal is broad at this stage. Further consultation will be undertaken on specific designs if the project progresses.
19949	17-Mar	Somers - Area Wide	1	1		No response required.
19965	18-Mar	Somers - Area Wide	1	1	Having lived in Somers for 30 years I've never seen or heard of this existing roundabout causing any traffic difficulties. I did however several months ago send a detailed submission the council about dangers at the west end of Parklands Ave. to no avail	Traffic calming and speed limit reductions on the western end of Parklands Ave can be considered during the design phase.
19980	19-Mar	Somers - Area Wide	1	1	Tasman rd from south beach has become very busy and their are plenty of speeders probably due to its long, straight design. No paths and plenty of kids and walkers. We have pursued traffic calmers in the past but no response. It's a very dangerous road.	Footpaths cannot be funded through the BlackSpot program. Traffic calming and speed limit reductions and pedestrian crossing improvements can be considered during the design phase on Tasman Road.

19977	19-Mar	Somers - Area Wide	1	1	Tasman Rd needs better speed-limit signage (especially the part between South Beach Road and Gregory Ave - which has no foot path). Locals and holiday makers use the road to walk to the store	Traffic calming, signage and speed limit reductions on Tasman Road between South Beach Road and Gregory Avenue can be considered during the design phase.
19976	19-Mar	Somers - Area Wide	1	1	Only that it is a place where people walk a lot and cars often go too fast (and small trucks)	Appropriate speed limits and traffic calming devices will serve to improve road safety for all users.
19975	19-Mar	Somers - Area Wide	1	1	The increase in faster traffic on Tasman Road Somers needs addressing.	Traffic calming and speed limit reductions on Tasman Road can be considered during the design phase.
19970	19-Mar	Somers - Area Wide	1	1	Local primary school and main road in Somers.	Appropriate speed limits and traffic calming devices will serve to improve the safety of these facilities.
19991	20-Mar	Somers - Area Wide	1	1	Not needed. There are no black spots in Somers	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken accross the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
19988	20-Mar	Somers - Area Wide	1	1	people drive very slowly in Somers already. its a peaceful location and still feels rural. The only improvement might be to lower speeds to 30kph on dirt roads.	A speed limit reduction on unsealed roads can be considered during the design phase.
19987	20-Mar	Somers - Area Wide	1	1	The downhill descent on South Beach Road from Belvedere road to Tasman Road bend should have speed humps to slow vehichles as they come down the road Road	Traffic calming and speed limit reductions on South Beach Road from Belvedere Road to Tasman Road's bend can be considered during the design phase.
19986	20-Mar	Somers - Area Wide	1	1	Tasman Road Somers increasingly has traffic travelling at speeds greater than 50km/hour and could do with some speed bumps to slow it down. The road is used by walkers, bicycles and car and keeping the speed down would make it safer.	Traffic calming and speed limit reductions on Tasman Road can be considered during the design phase.
19984	20-Mar	Somers - Area Wide	1	1	Please prioritise Cnr of Tasman and Wayside Road. This is such a dangerous intersection.	Traffic calming and speed limit reductions in proximity to the corner of Tasman Road and Wayside Drive can be considered during the design phase
19983	20-Mar	Somers - Area Wide	1	1	Tasman Road has high speed and lots of traffic	Traffic calming and speed limit reductions on Tasman Road can be considered during the design phase.
19982	20-Mar	Somers - Area Wide	1	1	Tasman Road near South Beach Road particularly unsafe and cars, trucks, utes etc speed around the corner.	Traffic calming and speed limit reductions on Tasman Road in proximity to South Beach Road can be considered during the design phase.
19994	21-Mar	Somers - Area Wide	1	1	Motorists entering residential areas	Traffic calming and speed limit reductions will improve safety for motorists and pedestrians.
19993	21-Mar	Somers - Area Wide	1	1	I have lived in Somers for 25 years. The streets are small, the speed limit is already 50 and 40 around the school precinct. The major intersections have good visibility and just require sensible driving and sticking to the road rules.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken accross the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
E11	21-Mar	Somers - Area Wide			Just in regards to this application I firmly believe that the roads in the Somers area haven't changed a great deal except for speed reductions. This doesn't help residents that aren't retired to navigate the Peninsula in a timely manner considering current time poorness that is placed on younger families in the area. Lord Somers road for years has been patch job after patch job and by the skin of your teeth fit a bus an a car on it let alone trying to navigate the water that constantly covers some parts of the road. Even Sandy Point road isn't wide enough to watch a Fire truck from the local bridges navigating down there to attend it an incident is scary. I have lived in the area for over 20yrs and have been flabbergasted that these roads haven't been ear marked for widening at all considering the increase in full time residents compared to when I first came to the area.	BlackSpot funding can only be used toward safe system aligned road safety improvements at high-risk road locations where crashes are occurring or are at risk of occurring, this does not include road widening or maintenance. Travel times are not known to significantly increase when speed limits are reduced from 50 to 40km/h in built-up local streets. These comments can be considered during the design phase.
20010	22-Mar	Somers - Area Wide	1	1	Speed limits should never have been lowered from 100 to 80 back in 2019.	This is in contradiction with Transport Victoria's Speed Zoning Guidelines and in contradiction with the Council Adopted Road Safety Strategy.
20008	22-Mar	Somers - Area Wide	1	1	I live on the east end of Tasman Rd on the downhill section. With our increasing population this has become a regular thoroughface with speeding vehicle down hill. sandy pt rd shound have a great focus with speed calming on Taman Rd	Traffic calming and speed limit reductions on Sandy Point Road and Tasman Road can be considered during the design phase.
20007	22-Mar	Somers - Area Wide	1	1	Ilive on the Eastern end of Tasman Rd on the downhill section.	Traffic calming and speed limit reductions on Tasman Road can be considered during the design phase.
20004	22-Mar	Somers - Area Wide	1	1	Traffic speeds are already appropriate or in some places not supported by facts.	This is in contradiction with Transport Victoria's Speed Zoning Guidelines, each road will be individually reviewed to ensure the appropriate speed limit is selected.
20003	22-Mar	Somers - Area Wide	1	1	tasman road has high volume and is unsafe due to volume and speeding	Traffic calming and speed limit reductions on Tasman Road can be considered during the design phase.
20002	22-Mar	Somers - Area Wide	1	1	tasman road has high volume and is unsafe due to volume and speeding	Traffic calming and speed limit reductions on Tasman Road can be considered during the design phase.

E12	23-Mar	Somers - Area Wide				I am writing to express my strong concern and disappointment regarding the proposal to reduce speed limits on our local country roads. While safety should always be a priority, lowering speed limits to 40 km/h and 60 km/h in non-residential, rural areas does not address the underlying issues that residents experience daily. These roads are not suburban streets—they are country roads relied upon by working families to travel efficiently for work, school, and essential activities. The real concern is the condition of the roads themselves. Many are narrow, uneven, and poorly maintained, with patchwork repairs that do not provide a safe or consistent driving surface. Reducing speed limits feels like a superficial solution that shifts responsibility onto drivers, rather than addressing the infrastructure problems that create risk in the first place. For families who already manage long travel distances, these reduced limits will significantly increase travel times and impact daily life. It raises the question of whether the needs of working families are being adequately considered. There is a growing perception that decisions like this are made without fully understanding or valuing the realities faced by those who rely on these roads the most. I urge the Council to prioritise proper road upgrades—widening where necessary, improving surfaces, and ensuring safe conditions—rather than implementing blanket speed reductions that do not resolve the root causes of safety concerns.	Reducing speed limits is known to reduce the likelihood and severity of crashes, subsequently improving road safety. The function and volumes of each road would be taken into consideration before determining what speed limit was appropriate on each road length. BlackSpot funding can only be used toward safe system aligned road safety improvements at high-risk road locations where crashes are occurring or are at risk of occurring. This does not include road widening or maintenance. Reducing vehicle speeds in local built-up streets is not known to significantly contribute to travel times.
20024	24-Mar	Somers - Area Wide	1		1	Currently speeding along this road- high risk	No particular road identified in comment.
20036	25-Mar	Somers - Area Wide		Some parts - this is a very diverse area in the highlight	1	I don't want to see any removal of vital habitat such as trees to improve "safety"	All attempts will be made to restrict improvements to the existing road footprint and avoid impacts to vegetation during the design phase.
20027	25-Mar	Somers - Area Wide	1		1	This is a spot has non-somers' residents frequenting to the tennis club, football club, bike jumps, horse facility and the General Store. It is a point of acceleration from 40km to 70km. There are often people crossing this road on their bicycles.	Traffic calming and speed limit reductions in proximity to the tennis club, football club, bike and horse facilities and general store can be considered during the design phase.
20041	26-Mar	Somers - Area Wide	1		1	Especially summer traffic and appalling parking by visitors. Pedestrians are poorly catered for and the poor parking and visitor traffic exacerbate the situation	Parking improvements cannot be delivered through the BlackSpot program, but traffic calming and speed limit reductions will universally improve safety across the area.
20046	27-Mar	Somers - Area Wide				Somers is a very small town with minimal traffic most of the year. It is the main roads that are dangerous not the side streets in Somers. It would be a waste of precious resources to focus on this quiet town.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
20045	27-Mar	Somers - Area Wide				What is the statistical rationale ? Has there been an increase in accident numbers or increase in severity of accidents ? Traffic in the general Somers area appears to be reasonable.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.
20059	30-Mar	Somers - Area Wide	1		1	Speed Humps will not last long, as it is gravel road. His suggestion is Chicanes. Camp Hill Road is not used by trucks , as it has school zone & roundabouts. Instead, trucks use Alexandra Ave	Traffic calming treatments along Camp Hill Road and Alexandra avenue can be considered during the design phase.
20055	30-Mar	Somers - Area Wide	1		1	Consider traffic measures along Camp Hill Road near school to slow traffic.	Traffic calming treatments and speed limit reductions can be considered along Camp Hill Road during the design phase.
20053	30-Mar	Somers - Area Wide			1	Somers is a low risk area for incidents. Low level risk for traffic accidents as already a low speed area with minimal visitors as mainly just local traffic. Greatest risk is Coolart road which requires upgrades.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. Acknowledge alternate location of concern raised.
H3	30-Mar	Somers - Area Wide				Speed Humps will not last long, as it is gravel road. His suggestion is Chicanes. Camp Hill Road is not used by trucks , as it has school zone & roundabouts. Instead, trucks use Alexandra Ave	Various traffic calming devices can be implemented through an LATM. The device types and locations
H6	30-Mar	Somers - Area Wide				People extending their gardens over the footpath which makes it difficult for pedestrians to get off the road when a car is coming - South Beach Rd is the main speed/pedestrian issue	Footpath facilities cannot be delivered through the BlackSpot Program. Traffic calming and speed limit reductions on South Beach Road can be considered during the design phase to improve road user safety.
H7	30-Mar	Somers - Area Wide				Lord Somers Road - a lot of somers was reduced to 40 or 50 but the bus timetable did not change. so the bus cannot enter and exit somerville at the time stipulated by the timetable, hence we have speeding buses to meet their timetable. this includes school buses - accessing lord somers camp using over-bout - so these buses are driving over the mountable central island. Neighboured by 2 school camps so it makes no sense for the road to be 60km/h, other school have 40km/h. Speed mitigation should be installed both south and north of roundabout. People cross just north of the roundabout and use it to cross onto Lord Somers Road. People aren't crossing at the roundabout they're crossing north of the roundabout with beach hill road. Speed sign needs to be relocated further north from the roundabout to ensure vehicles aren't speeding up when they see the signage. Prefer to be emailed when and if the project progresses. Suggest speed mitigation measures before the end of the kerb because that is where the pedestrians cross on the northern and southern sides of the roundabout. Because they are crossing to get into the homestead to the south. So suggestion is for raised treatments at the roundabout and raised treatments in advance to the roundabout itself.	Comments can be considered during the design phase, including traffic calming, speed limit reductions and crossing facilities as well as improvements to the roundabout at Lord Somers Road and Beach Hill Road.
H8	30-Mar	Somers - Area Wide				Thinks there are other areas of higher concern - the lollipop lady at the school said people are generally compliant with the 40km/h, thinks you'd struggle to do 50km/h in the area. Would like to raise Disney St & Stony Point Rd intersection (state-managed) lots of pedestrian concerns and dog legs and slip lane.	The project will seek to align the Somers area with Transport Victoria's speed zoning guidelines, creating a safe road environment for all users including pedestrians. This is consistent with the approach taken across the peninsula in the areas of Hastings, Rosebud, Rye, Somerville, and currently underway reductions in Mornington and Capel Sound. This is part of a staged approach to align the peninsula with the safe speeds determined for each road environment in the speed zoning guidelines.

20080	31-Mar	Somers - Area Wide	1	1	Alexandra Ave is signed 30km limit but being a straight, through road, vehicles, particularly tradies regularly travel at estimated speeds of 60-80kmph. As this is a narrow ,unmade road, perhaps speed humps would be effective to slow traffic.	Traffic calming placement along Alexandra avenue can be considered during the design phase.
19665	4-Mar	Tanti Avenue	1	1	Generally works ok without further local Government interference.	Speed limit reduction is in line with the Transport Victoria's Speed Zoning Guideliens and the Shire's adopted road safety strategy. Traffic calming will help to support the speed limit reduction.
19741	5-Mar	Tanti Avenue	1	1		No response required.
19736	5-Mar	Tanti Avenue	1	1	Proximity of aged care facilities, primary school in a route along Tanti Avenue now being used as direct access to Main Street shopping precinct. I think the roundabout at crn of Barkly and Tanti certainly needs addressing as cars exiting Mornington dont	Road safety improvements at the intersection of Tanti and Barkly can be considered during the design phase.
19727	5-Mar	Tanti Avenue	1	1	Cars and trucks have been observed to be travelling well above the speed limit between Barkley and Tanti Roundabout from the Esplanade. This zone needs to be reduced and even consider 40 km zone instead of 50 km. Dangerous crossing the street	Speed limits will be determined during the design phase.
19764	6-Mar	Tanti Avenue	1	1		No response required.
19756	6-Mar	Tanti Avenue	1	1	The roundabout at Barkly St/Tanti Ave is dangerous. Raised zebra crossings will help dramatically	Raised priority crossings can be considered at Barkly St and Tanti Ave during the design phase.
19755	6-Mar	Tanti Avenue	1	1	Traffic on Tanti too fast. Definitely reduce to 50.	Speed limit reduction and traffic calming measures are proposed.
19753	6-Mar	Tanti Avenue	1	1	last few years traffic has been increasing due to more residents, businesses tend to use Tanti as location to park, lienmarking bays may be useful to help clearance and speed is too high currently, lower speeds would be great, rubbish collection days	Parking improvements cannot typically be funded through the BlackSpot program. Linemarking can be considered during the design phase. Lower speeds and traffic calming is proposed.
19782	7-Mar	Tanti Avenue	1	1	The main issue us parking and speed. providing bays with resticted parking would improve visibility for residents at the Nep.Hwy end to see better when coming out of driveways..	Other measures such as traffic calming or speed limit reductions can be implemented to improve safety without encroaching on parking which is of high demand in this area. Reduced vehicle speeds will improve safety when accessing and egressing from properties. Improvements in proximity to the Nepean Highway intersection can be considered during the design phase.
19826	9-Mar	Tanti Avenue	1	1	lots of pedestrian traffic with the shops and eateries	Traffic calming treatments and speed limit reductions will improve safety for all road users.
19821	9-Mar	Tanti Avenue	1	1	The proposed changes are warranted but there are more pressing areas that need works prioritised	Location was determined through crash analysis over a given 5 year period and road safety improvements are warranted.
19816	9-Mar	Tanti Avenue	1	1	In the street we have many businesses that have young children attend them. We have a primary school and kindergarten as well as aged care facilities and a retirement village. The street is a major thoroughfare for people with boats, jet skis which when	Traffic calming treatments and speed limit reductions will improve safety for all road users.
19852	10-Mar	Tanti Avenue	1	1		No response required.
19837	10-Mar	Tanti Avenue	1	1	Barkly St to esplanade many speeding cars -suggets 40k/hr speed limit and regular speed cameras	Traffic calming and speed limit reduction can be considered here during the design phase. Speed cameras cannot be funded through the BlackSpot program.
19876	12-Mar	Tanti Avenue	1	1	Tanti to the esplanade is dangerous, traffic travelling south come over the hill @ 60kph the exit from tanti is blind and highly dangerous. Traffic travelling north are at 40kph it should be 40kph from the Tanti creek ,	Traffic calming on the Explanade is outside the original project area, but can be considered during the design phase.Traffic calming on Tanti Avenue on approach to the Esplanade will also to improve safety at this intersection.
19875	12-Mar	Tanti Avenue	1	1	Cars going too fast at school times speed limit needs to be reduced. No parking sign is hidden behind trees. Yellow line should be extended out to 90 Tanti avenue. Police need to be more proactive on people parking yellow line	Traffic calming will help to reduce vehicle speeds. Parking changes are not delivered through the BlackSpot program.
19962	18-Mar	Tanti Avenue	1	1	Turning left from Tanti onto the Esplanade. It's IMPOSSIBLE to see traffic coming up the hill AND there's a plantation on the left when you've turned onto the Esplanade - nowhere to swing off safely in a hurry.	Sight line improvements at the intersection including vegetation clearing can be considered during the design phase. Traffic calming on the Explanade is outside the original project area, but can be considered during the design phase.
19961	18-Mar	Tanti Avenue	1	1		No response required.
19990	20-Mar	Tanti Avenue	1	1	The present speed limit does not take into account the increased usage of the road	Speed limit reductions and traffic calming devices are proposed.
19995	21-Mar	Tanti Avenue	1	1	Drivers often don't slow slow for school crossing. More signage needed as such a short section going 60-40-60km/hr	Speed limit reductions and traffic calming devices are proposed which would reduce vehicle speeds along Tanti Ave and ease the transition to 40km/h.
20015	23-Mar	Tanti Avenue	1	1	Pedestrian crossing are getting increasingly difficult to cross with more vehicles. Crossings would help with pedestrians safely crossing the road. At the roundabout with the centre median islands it is not an issue but in areas with no median islands.	Raised priority crossing can be considered for inclusion during the design phase.
M1	23-Mar	Tanti Avenue			Request for raised platforms on all four approaches to the roundabout on Barkly Street. Would be supportive of 50km/h along Tanti Ave. Concerns regarding vehicle speeds approaching from the north on the Esplanade when exiting Tanti onto the Esplanade. A lot of people are breaching the traffic light and not giving way when entering/exiting Tanti onto Nepean Highway. Concerns also with exiting Shandon onto Nepean Highway have a traffic jam regularly - poor intersection capacity and design with the northern intersecting road. Raised zebra crossings on all approaches to the Barkly Street and Tanti Avenue roundabout. Vegetation on the footpaths on Barkly St from Tanti Ave to the Eastern ring road - and there's overhanging vegetation on Tanti Avenue as well. Numbers of concern on Tanti Avenue area 52, 92A & 92B.	Proposals can be considered during the design phase. Case raised regarding vegetation overhang at 2026-035016.
20022	24-Mar	Tanti Avenue	1	1	Roadside parking makes visibility difficult for cars exiting drives and car parks. Tanti Avenue needs restricted parking, more yellow lines, speed bumps & speed control by fast & heavy traffic. When we came In 2010, this was a quiet & safe road	Other measures such as traffic calming or speed limit reductions can be implemented to improve safety without encroaching on parking which is of high demand in this area. Traffic calming devices are proposed.
20028	25-Mar	Tanti Avenue	1	1	As a resident at 88 Tanti Ave I would propose the introduction of speed humps close to the school to STOP vehicles continually speeding up and down the Ave.	Raised platforms can be considered in proximity to the school during the design phase.
20026	25-Mar	Tanti Avenue	1	1	We live at 88 Tanti Ave and it is a continual nightmare trying to exit the property by car or motorcycle as you are required to be halfway out onto the road before you can decide whether or not to make the manoeuvre. Cars continue to speed on the Ave.	Traffic calming treatments and speed limit reductions will ease access and egress from properties.
20058	30-Mar	Tanti Avenue	1	1	The section of road between the esplanade and Berkeley street has too many cars parked on both sides of the road. The road is not straight and this makes it difficult to navigate safely. I would like to see car park i g limited to only one side or dedixa	Other measures such as traffic calming or speed limit reductions can be implemented to improve safety without encroaching on parking which is of high demand in this area.
20056	30-Mar	Tanti Avenue	1	1	From Barkley st round about to the esplanades Tanti Ave does not have a straight line of passage for cars to stay on their side of the road when cars are parked along this section on both sides. Removing parking or at least limit it to one side only.	Other measures such as traffic calming or speed limit reductions can be implemented to improve safety without encroaching on parking which is of high demand in this area.

19703	4-Mar	Watt Road and Racecourse	1	1		No response required.
19697	4-Mar	Watt Road and Racecourse	1	1	Besides events it is not used much. Events should have to pay for own traffic control	Raised signalised intersection will improve safety through reducing vehicle speeds and alleviate congestion through light phasing.
19776	6-Mar	Watt Road and Racecourse	1	1	Watt Rd is unusually narrow yet very busy due to many essential services and service providers located here. Those + the industrial area attract many trucks and vehicles with trailers. Also I personally use it to get to the Indi	Raised signalised intersection will improve safety through reducing vehicle speeds and alleviate congestion through light phasing.
19803	8-Mar	Watt Road and Racecourse	1	1	Can be very difficult to turn as so much traffic is in this road	Raised signalised intersection will improve safety through reducing vehicle speeds and alleviate congestion through light phasing.
19813	9-Mar	Watt Road and Racecourse	1	1	Very hard to turn out of Watts Road safely during the day.	Raised signalised intersection will improve safety through reducing vehicle speeds and alleviate congestion through light phasing
19859	11-Mar	Watt Road and Racecourse	1	1		No response required.
19924	16-Mar	Watt Road and Racecourse	1	1	Children and general public must be able to cross safely	Raised intersection will improve safety through reducing vehicle speeds and POS will allow pedestrians to cross with right of way.
19952	17-Mar	Watt Road and Racecourse	1	1	Lots of traffic, no secure way for children to cross the road safely	Raised intersection will improve safety through reducing vehicle speeds and POS will allow pedestrians to cross with right of way.
20011	22-Mar	Watt Road and Racecourse	1	1	- Schoolchildren are at risk daily trying to cross this intersection on the bike/footpath.	Raised intersection will improve safety through reducing vehicle speeds and POS will allow pedestrians to cross with right of way.
20033	25-Mar	Watt Road and Racecourse	1	1	So much traffic around that area and people wanting to turn, often realizing at last minute.	Raised intersection will improve safety through reducing vehicle speeds and POS will allow pedestrians to cross with right of way, and signalised intersection will alleviate congestion through light phasing.

Attachment 3. Interactive Map Survey Response Summary

				Q1 Do you agree that this location is high-risk or dangerous?			Q2 Do you support this location being included in our BlackSpot applications for road safety upgrades?		
Project	Location	Township	Treatment	% Disagree	% Agree or Unsure	Total Number of Responses to Q1	% No	% Yes or Unsure	Total Number of Responses to Q2
Arthurs Seat Road & Mornington-Flinders Road	Intersection of Arthurs Seat Road & Mornington-Flinders Road	Red Hill	Compact roundabout, speed calming treatments & associated road safety improvements	11%	89%	38	11%	89.47%	38
Arthurs Seat Road & White Hill Road	Intersection of Arthurs Seat Road & White Hill Road	Red Hill	Compact roundabout, speed calming treatments & associated road safety improvements	7%	93%	29	10%	89.66%	29
Bentons Road & Dunns road	Intersection of Bentons Road & Dunns Road	Mornington	Upgrading existing zebra crossings at the intersection (to raised zebra crossings) & associated road safety improvements	10%	90%	31	10%	90.32%	31
Boundary Road & Palmerston Ave	Intersection of Boundary Road & Caldwell Road, and intersection of Boundary Road & Palmerston Avenue	Dromana	Raised safety platforms, splitter islands and intersection realignment, linemarking & associated road safety improvements	0%	100%	19	0%	100.00%	19
Collingwood & Lyons Street	Intersection of Collingwood & Lyons Street	Rye	Compact roundabout or raised signalised intersection & associated road safety improvements	25%	75%	8	25%	75.00%	8
Dromana Parade	Length from Nepean Highway to Victoria Street	Safety Beach	Raised safety platforms & associated road safety improvements	24%	76%	21	29%	71.43%	21
Frankston-Flinders Road & Stanleys Road	Intersections of Frankston-Flinders Road & Stanleys Road and Frankston-Flinders Road & Warrawee Road	Balnarring	Intersection realignment & associated road safety improvements	0%	100%	33	0%	100.00%	33
Graydens Road & Stumpy Gully Road	Intersection of Graydens Road & Stumpy Gully Road	Moorooduc	Roundabout, speed calming treatments & associated road safety improvements	17%	83%	6	14%	85.71%	7
Hendersons Road	Length from Hodgins Road to High Street Road	Hastings	Guardrail, speed limit reduction to 70km/h, audiotactile centreline linemarking & associated road safety improvements	0%	100%	2	0%	100.00%	2
High Street	Length from Frankston-Flinders Road to Salmon Street	Hastings	Local area traffic management (LATM) treatment, raised zebra crossings, linemarking, speed calming treatments (i.e. raised safety platforms, speed cushions etc.) & associated road safety improvements	33%	67%	9	44%	55.56%	9
Marine Parade	Length from Skinner Street to Cool Store Road	Hastings	Raised zebra crossing, potential speed limit reduction, linemarking, speed calming treatments & associated road safety improvements	33%	67%	3	67%	33.33%	3
McCrae - Area Wide	The area bound by Point Nepean Road, Lonsdale Street, Mornington Peninsula Freeway and Foote Street	McCrae	Local area traffic management (LATM) treatment including area wide 40km/h speed limit reductions, linemarking, speed calming treatments (i.e. raised safety platforms, compact roundabout ,etc. & associated road safety improvements	27%	73%	60	26%	73.85%	65
Somers - Area Wide	The area bound by Sandy Point Road, Lord Somers Road, Tower Hill Road and Parklands Avenue	Somers	Local area traffic management (LATM) treatment including area wide speed limit reductions, linemarking, speed calming treatments (i.e. Raised Safety Platforms, Compact Roundabout, etc.) & associated road safety improvements	43%	57%	99	40%	60.40%	101

Tanti Avenue	Length from Esplanade to Nepean Highway	Mornington	Raised safety platforms, raised zebra crossings, speed limit reduction to 50km/h, linemarking & associated road safety improvements	12%	88%	26	12%	88.46%	26
Watt Road and Racecourse	Intersection of Watt Road & Racecourse Road	Mornington	Raised signalised intersection with pedestrian-operated signals & associated road safety improvements	10%	90%	10	10%	90.00%	10

Project	Location	Township	Proposed Treatment	Responsible Road Authority	Crash Period	Fatal Crashes	Serious Injury Crashes	Other Injury Crashes	Total Crashes
Collingwood & Lyons Street	Intersection of Collingwood & Lyons Street	Rye	Compact roundabout or raised signalised intersection & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	1	2	3
McCrae - Area Wide	The area bound by Point Nepean Road, Lonsdale Street, Mornington Peninsula Freeway and Foote Street	McCrae	Local area traffic management (LATM) treatment including area wide 40km/h speed limit reductions, linemarking, speed calming treatments (i.e. raised safety platforms, compact roundabout ,etc. & associated road safety improvements	Council	1/1/2020 - 31/12/2024	2	1	3	6
Somers - Area Wide	The area bound by Sandy Point Road, Lord Somers Road, Tower Hill Road and Parklands Avenue	Somers	Local area traffic management (LATM) treatment including area wide speed limit reductions, linemarking, speed calming treatments (i.e. Raised Safety Platforms, Compact Roundabout, etc.) & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	3	2	5
Boundary Road & Palmerston Ave	Intersection of Boundary Road & Caldwell Road, and intersection of Boundary Road & Palmerston Avenue	Dromana	Raised safety platforms, splitter islands and intersection realignment, linemarking & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	1	5	6
Arthurs Seat Road & Mornington-Flinders Road	Intersection of Arthurs Seat Road & Mornington-Flinders Road	Red Hill	Compact roundabout, speed calming treatments & associated road safety improvements	State Government	1/1/2020 - 31/12/2024	0	0	0	0
Arthurs Seat Road & White Hill Road	Intersection of Arthurs Seat Road & White Hill Road	Red Hill	Compact roundabout, speed calming treatments & associated road safety improvements	State Government	1/1/2020 - 31/12/2024	0	5	2	7
Frankston Flinders Road & Stanleys Road	Intersections of Frankston-Flinders Road & Stanleys Road and Frankston-Flinders Road & Warrawee Road	Balnarring	Intersection realignment & associated road safety improvements	State Government	1/1/2020 - 31/12/2024	0	1	1	2
Marine Parade	Length from Skinner Street to Cool Store Road	Hastings	Raised zebra crossing, potential speed limit reduction, linemarking, speed calming treatments & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	2	1	3
Hendersons Road	Length from Hodgins Road to High Street Road	Hastings	Guardrail, speed limit reduction to 70km/h, audiotactile centreline linemarking & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	1	2	3
Graydens Road & Stumpy Gully Road	Intersection of Graydens Road & Stumpy Gully Road	Moorooduc	Roundabout, speed calming treatments & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	2	1	3
Bentons Road & Dunns Road	Intersection of Bentons Road & Dunns Road	Mornington	Upgrading existing zebra crossings at the intersection (to raised zebra crossings) & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	1	2	3
Watt Road & Racecourse Road	Intersection of Watt Road & Racecourse Road	Mornington	Raised signalised intersection with pedestrian-operated signals & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	1	0	1
Additional Locations									
Mount Arthur Road & Third Avenue	Intersection of Mount Arthur Road & Third Avenue	Rosebud	Compact roundabout, speed calming treatments & associated road safety improvements	Council	1/1/2020 - 31/12/2024	0	1	0	1
Mornington Peninsula Freeway & Frankston-Flinders Road interchange	Shared User Path at the Mornington Peninsula Freeway & Frankston-Flinders Road Interchange	Baxter	Road safety barrier treatment to protect users of the Share Use Path beneath the freeway interchange.	Council	1/1/2020 - 31/12/2024	1	4	2	7

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Introduction

Mornington Peninsula Shire (Shire) and its community recognise the threat of climate change and share ambition for strong climate action.

Council has track record of strong climate change action and policy such as:

- Adoption of its Carbon Neutral Policy in 2016 and subsequent certification as Carbon Neutral for 2019/20 and 2020/21; and,
- Declaration of a Climate Emergency in August 2019 and adoption of its Climate Emergency Plan in August 2020.

In 2021, a new Community Vision for the Peninsula to 2040 based on feedback from over 3,000 people where *Addressing Climate Change* was established as the first Principle of seven.

Through the adoption of the Climate Emergency Plan, Council committed to establish appropriate community representation "for example a deliberative panel, an expert reference group or any model suitable for genuine collaboration" and provide advice and recommendations to Council and the Executive Team on community climate change issues and climate emergency priorities guided by the best scientific advice available.

Council committed to expand the scope of this community representation through adoption of a motion on 11 July 2023 to co-design solutions to achieve carbon neutrality both in corporate activity of the Shire by 2025, and the broader Mornington Peninsula community by 2030 and seek to establish a skills-based membership to the Reference Group.

The community reference group is being established for the Shire to consult with and involve community representatives in the ongoing planning and delivery of its Climate Emergency Plan.

1.0 Purpose

The Mornington Peninsula Shire Council is committed to establishing a skills-based and diverse Community Reference Group to advise Council and Council Officers on the delivery of its Climate Emergency Plan. The reference group will provide input on targets and actions, climate change related issues being experienced in the community and priority tasks and programs. The group will consider and be guided by the best climate science available.

2.0 Functions

2.1 The Climate Emergency Community Reference Group has an advisory role only. The functions of the reference group are:

- to provide input on and evaluate whether solutions are available and feasible to achieve carbon neutrality in corporate activity of the Shire by 2025
- to provide input on and evaluate whether solutions are available and feasible to achieve carbon neutrality for broader Mornington Peninsula community by 2030, 10 years ahead of the adopted target of 2040
- to participate in the review of the Climate Emergency Plan including the review of targets and actions
- to provide advice on the priority Climate Emergency Plan actions
- to advise on climate change issues being experienced by the Mornington Peninsula community and engagement of community response

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- to provide recommendations to Council and the Executive Team annually.

2.2 The following is not a function of the Reference Group:

- The Reference Group is not responsible for involvement in the day-to-day operational issues related to the service provision of Council. Members of the Reference Group have the same right to all community members to raise issues of concern through the appropriate Council system.
- The Reference Group is not a decision-making Committee and has no responsibility for Council Budget.

3.0 Membership

3.1 The Reference Group shall comprise of:

- Two Councillors appointed annually by Council as primary and secondary representatives
- Up to nine (9) community representatives; and
- Two (2) Shire officers.

3.2 Community representatives must:

- a) have skills and experience relating to climate change mitigation or adaptation; or
- b) represent a key sector or demographic of the community, such as First Nations people, industry, health, agriculture, transport, education, tourism, conservation and town planning; or
- c) be an elected official from an incorporated community volunteer organisation.

3.3 One community representative will be from community energy group, Repower, which Council has an existing partnership with, if nominated.

3.4 There will be only one appointed representative from any community organisation but with the ability to provide an alternative as necessary.

3.5 Community representatives will be appointed for a two-year term.

4.0 Terms of Appointment

4.1 Reference Group members will be appointed to join the Reference Group by the Shire through a written invitation via email/phone calls following an annual expression of interest process. Participation is voluntary.

4.3 All representatives will be appointed for a period of one (1) year. Representatives will be eligible for subsequent terms.

4.4 A member shall be deemed to have resigned if that member fails to attend three (3) consecutive meetings of the Reference Group.

4.5 Resignations shall be submitted in writing to the Chairperson.

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- 4.6 Officers, as necessary will arrange member reappointments and new member appointments. Officers will advise Council of changes to membership within each Term, including new appointments, as required.

5.0 Roles

- 5.1 All Reference Group members will:
- a) support the Purpose and Functions of the Group and participate in meeting in a positive and constructive manner
 - b) conduct themselves and their activities in accordance with the Shire's values of Integrity, Courage, Openness, Respect and Excellence. Further information can be found on the Shire's website.
- 5.2 Reference Group members must fill the positions of Chairperson, Deputy Chairperson and Speaker annually.
- 5.3 The Chairperson will:
- a) be elected by the Reference Group and supported by Council Officers as required
 - b) chair all meetings of the Reference Group ensuring meetings stay on track and on time and all meetings are conducted with fairness and equality to allow everyone to speak.
- 5.4 The Deputy Chairperson shall fulfil the role of Chairperson when the Chairperson is absent.
- 5.5 Shire Officers on the Reference Group will:
- a) prepare meeting agendas in consultation with the Chairperson
 - b) support the Chairperson to fulfil their duties
 - c) along with invited guest Shire Officers, provide the Reference Group with information requested by the chairperson and/or required to run the meetings within reasonable limits and where resources are available.
- 5.6 Nominated primary and secondary representatives of Council may:
- a) attend and participate in Reference Group meetings
 - b) report back to Council at Council Meetings.
- 5.7 The Speaker will be a community representative and report to Council at a Council Briefing or Meeting annually.
- 5.8 A Secretariat will be an additional Shire Officer and will record minutes at each formal meeting of the Reference Group, issue agendas and manage publication of meeting minutes and summaries.
- 5.9 Other Shire officers can be invited to attend as subject matter experts, as required by the business being considered.

6.0 Meeting agendas

- 6.1 Meeting agendas will be determined jointly by the chairperson and Shire officers.
- 6.2 Meeting agendas will have a standing agenda item of *Council Business*, that align with the Shire's Climate Emergency Plan review process and Expert Panel and Climate Oversight Group agendas.
- 6.3 Meeting agendas will be distributed at least one week prior to a meeting.

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7.0 Meeting frequency

- 7.1 There will be four Reference Group meetings per year.
- 7.2 The Reference Group can request extraordinary meetings for urgent items. Additional meeting requests will be subject to approval by the Shire.

8.0 Decision making

- 8.1 The Reference Group has no delegated decision-making power from Council.
- 8.2 The remit for Reference group falls within the 'consult' and 'involve' categories of the IAP2 community engagement spectrum (dependent on intent of activity and project scope). IAP2 public participation categories are designed to explain the role of participation and extent of influence in any community participation program. In this case, the Reference Group participation category sits between 'consult' (to inform, listen and acknowledge ideas and concerns) and 'involve' (to ensure ideas and concerns are reflected in agreed tasks/actions when possible) - dependent on activity/task.

9.0 Meeting minutes and reporting

- 9.1 Minutes will be shared within two weeks of a meeting.
- 9.2 A summary of the minutes will be published quarterly in alignment with the quarterly community report.
- 9.3 Councillor representatives can report back to Council at Council Meetings during the 'Councillors and Delegates' section of the Council Agenda.

10.0 Media and communications

- 10.1 Community Members must not make any public comment or statement that would lead anyone to believe that they are representing Council or expressing its views or policies.

11.0 Conduct and core values

- 11.1 Members are required to behave in a manner that respects the interests and viewpoints of the other members, Councillors and Council officers. All members will abide by Council's Code of Conduct and Core Values (Excellence, Courage, Integrity, Openness and Respect) or the most relevant/up to date version of this document. A copy of the Code of Conduct will be made available to each member.
- 11.2 Members will respect and consider the interests and views of others.
- 11.3 Members will aim to provide advice to Council which is representative of the broader community.
- 11.4 Members will respond to all communications relevant to the organisation of meetings and agreed actions in a timely manner.

Terms of Reference

Climate Emergency Community Reference Group

December 2023



12.0 Confidentiality

- 12.1 Ensure that any sensitive or confidential information and documentation remains within the membership of the Committee.

13.0 Conflict of interest

- 13.1 Members will declare any perceived, potential or actual conflicts of interest in relation to agenda items at the commencement of each meeting.
- 13.2 If a conflict of interest is declared, the Reference Group member may be asked not to participate in activity or provide feedback.
- 13.3 Any declared conflicts of interest and Reference Group member exclusions of participation will be recorded in the Minutes.

14.0 Review period

- 14.1 The reference group, including purpose, structure and membership, and the Terms of Reference will be reviewed in the second year of operation.
- 14.2 The Terms of Reference will be reviewed a minimum of every three years thereafter.

Climate Resilience Plan Advisory Committee Terms of Reference



Mornington
Peninsula Shire

11 May 2026

1. Purpose

The Climate Resilience Plan Advisory Committee (Advisory Committee) is a skills-based and diverse committee established to advise Council on the development of the Climate Resilience Plan.

2. Objectives

The Climate Resilience Plan Advisory Committee has an advisory role only. The functions of the Advisory Committee are:

- to engage in the development of Council's Climate Resilience Plan,
- to provide advice on Climate Resilience Plan actions, and
- to advise on climate change issues being experienced by the Mornington Peninsula community.

3. Context

The Council adopted a motion to produce a Climate Resilience Framework by the 2 December 2025. This framework guides the development of the Climate Resilience Plan.

Council is seeking engagement with community representatives for advice and recommendations on community climate change issues and climate resilience project priorities, guided by the best scientific advice available.

The Advisory Committee with a skills-based membership is being established for the Shire to consult with and involve skilled community representatives in the development of its Climate Resilience Plan.

4. Roles, Responsibilities and Expectations

4.1 Membership and Appointment

4.1.1 Councillors – A Councillor will be appointed to Advisory Committees at the establishment of the committee and thereafter for a term of 12 months.

4.1.2 Community Members – up to 9 Community representatives from the previous Climate Emergency Community Reference Group will be appointed to the Advisory Committee:

- If vacancies arise during development of the Climate Resilience Plan, Officers may fill the role via public Expression of Interest and direct appointment noting the time criticality for development of the Climate Resilience Plan.
- Appointment to the Advisory Committee will be for a maximum term of two years or will cease upon Council adoption of the Climate Resilience Plan.

4.2 Roles and Responsibilities

4.2.1 Committee Member – Community members must bring their own personal views to Committee discussions and not be answerable to any other organisation.

4.2.2 Councillors – Councillors serve as a vital link between the community and the formal council decision-making process, ensuring that local voices are heard and considered. In fulfilling their duties, councillors are

expected to uphold confidentiality in accordance with their official responsibilities. If they choose, councillors may also present delegate reports during council meetings to share insights or updates from their involvement in advisory committees.

4.2.3 Shire Officers – A designated shire officer is responsible for:

- Set the Agenda making sure that each meeting is planned effectively.
- Leading the meeting and ensuring the meeting stays on track and on time
- Ensuring fairness and equality to allow everyone to speak
- Approval of the meeting minutes; and
- Be the primary contact for all Committee Members in relation to the business of the committee.

4.3 Resignation or Termination

- A member of an Advisory Committee can resign at any time. A notice of resignation must be provided in writing to the officer responsible for managing the Advisory Committee.
- If a Committee Member misses three consecutive meetings without prior notice to the responsible Shire Officer, they will be considered to have resigned.
- If a Committee Members fails to comply with the Code of Conduct outlined in the Committee Management Policy, the responsible Shire Officer may request the CEO declare the position vacant.

5. Grievance Procedure:

5.1 Informal Resolution

- Committee members are encouraged to raise issues directly with the person involved in a respectful manner.
- If uncomfortable doing so, the member may approach the Supporting Officer to seek assistance in resolving the matter informally.

5.2 Formal Grievance

If the matter cannot be resolved informally:

- The grievance should be submitted in writing to the Supporting Officer.
- The written grievance should include a description of the issue, relevant dates, and any attempts at informal resolution.

5.3 Initial Review

- Supporting Officer will review the grievance within 10 business days.
- They may meet with the parties individually to clarify the issue and explore resolution options.

5.4 Determination and Action

- Outcomes may include mediation, changes to committee processes, or where appropriate, a recommendation to Council or the CEO for further action.
- Where a breach of the Code of Conduct is substantiated, the CEO may recommend removal of a member, in line with the Committee Management Policy.

5.5 Appeal

- If the member is not satisfied with the outcome, they may request a review by the Manager Governance and Risk.
- The Manager Governance and Risk's decision is final.

6. Code of Conduct:

All members shall conduct Committee meetings in accordance with the Code of Conduct and the following guidelines:

- Act in the best interests of the Committee and not allow personal interests to override these interests.
- Avoid and / or disclose any real or perceived conflicts of interest.
- Treat all people equally and fairly.
- Refrain from using any circumstance or information connected to committee business for personal profit or gain.
- Protect and promote the integrity of all.
- Respect diversity.
- Treat others with courtesy, consideration, and sensitivity
- Any disagreements, where possible, to be resolved at time of meeting.
- Develop skills and competencies in accordance with responsibilities and help others to do so.
- Communication best practice will be used by members in both terminology and email etiquette ("Netiquette")

7. Decision Making

The Advisory Committee operates in an advisory capacity and do not have delegated authority to make decisions. Their primary role is to provide informed advice and recommendations to Council and Shire officers, contributing to the broader decision-making process. While these recommendations may inform policy and operational decisions, they are not binding and must be considered and endorsed by Council or officers with the appropriate delegation and authority.

Shire officers may implement recommendations if they fall within their delegated powers and align with the Committee's advice. However, Advisory Committees must operate within the boundaries of their agreed scope, as defined in this Terms of Reference. They are not permitted to make recommendations on matters beyond this scope, ensuring that their input remains focused and relevant to their designated areas of responsibility.

8. Committee Meetings

8.1 Schedule of Meetings

- The Committee will meet a minimum of three times during development of the Climate Resilience Plan with meeting set by the responsible Shire Officer.
- The Committee can request extraordinary meetings for urgent items. Additional meeting requests will be subject to approval by the Shire.

8.2 Quorum and Voting

- A quorum for a meeting is constituted by a majority of Committee Members, being half of the total number of members plus one.
- A Meeting cannot commence, resume or continue without a quorum.

9. Agendas and Minutes

9.1 Agendas

- Agendas will be provided to all Committee Members five business days before the meeting. This will include any relevant documentation to be discussed.
- Agendas will be set by the responsible Shire Officer in consultation with the committee.

9.2 Minutes

- Minutes will be recorded on the Shire's corporate template and circulated within two weeks of the meeting and be listed on the agenda for the next committee meeting for endorsement.
- The Supporting Officer is responsible for the follow-up and timely completion of any actions arising from the meeting and provide an update on the status of any outstanding actions at the next meeting.

10. Reporting

Annual Report – Advisory Committees are required to prepare a formal report on an annual basis in line with their objectives set out above. The report must be approved by the committee then provided to officers who will include it in the next available Ordinary Council Meeting for noting.

Delegates Report – Councillors may provide a delegates report or update to Council at any Ordinary Council meeting

11. Transparency

The Terms of Reference, Names of all members, adopted minutes and annual reports will be made available on the Mornington Peninsula Shire's website.

12. Confidential Information

Committee members must not disclose information that they know or should reasonably have known is confidential information.

13. Conflict of Interest

If a committee member has a general or material conflict of interest within the meaning of section 127 and 128 of the Local Government Act 2020 in an item to be considered or discussed by the Committee while they are in attendance, the Committee Member must disclose the interest to the committee before the matter is considered or discussed at the meeting. The committee member must:

- Advise of the conflict of interest
- Explain the nature of the conflict of interest.
- Provide any additional relevant details, if possible.

Where the Chair is of the opinion that the circumstances of the conflict warrant it, the Committee Member may be asked to leave the meeting while the matter is discussed.

All conflicts of interest will be recorded in the Committee Meeting minutes.

14. Expenses

Committee members may be reimbursed for reasonable out-of-pocket expenses incurred in the course of their committee duties, with prior approval from the Supporting Officer. Reimbursements will be made in accordance with Council's policy and within the allocated budget

15. Dissolution

This advisory committee will cease to exist two years following adoption of this Terms of Reference or upon Council adoption of the Climate Resilience Plan, whichever comes first.

Formal dissolution of the committee requires a resolution of Council.

16. Review

The Climate Resilience Plan Advisory Committee Terms of Reference will be reviewed every two years or more often as required.

It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made administratively. However, any change or update which materially alters the document must be by resolution of Council.

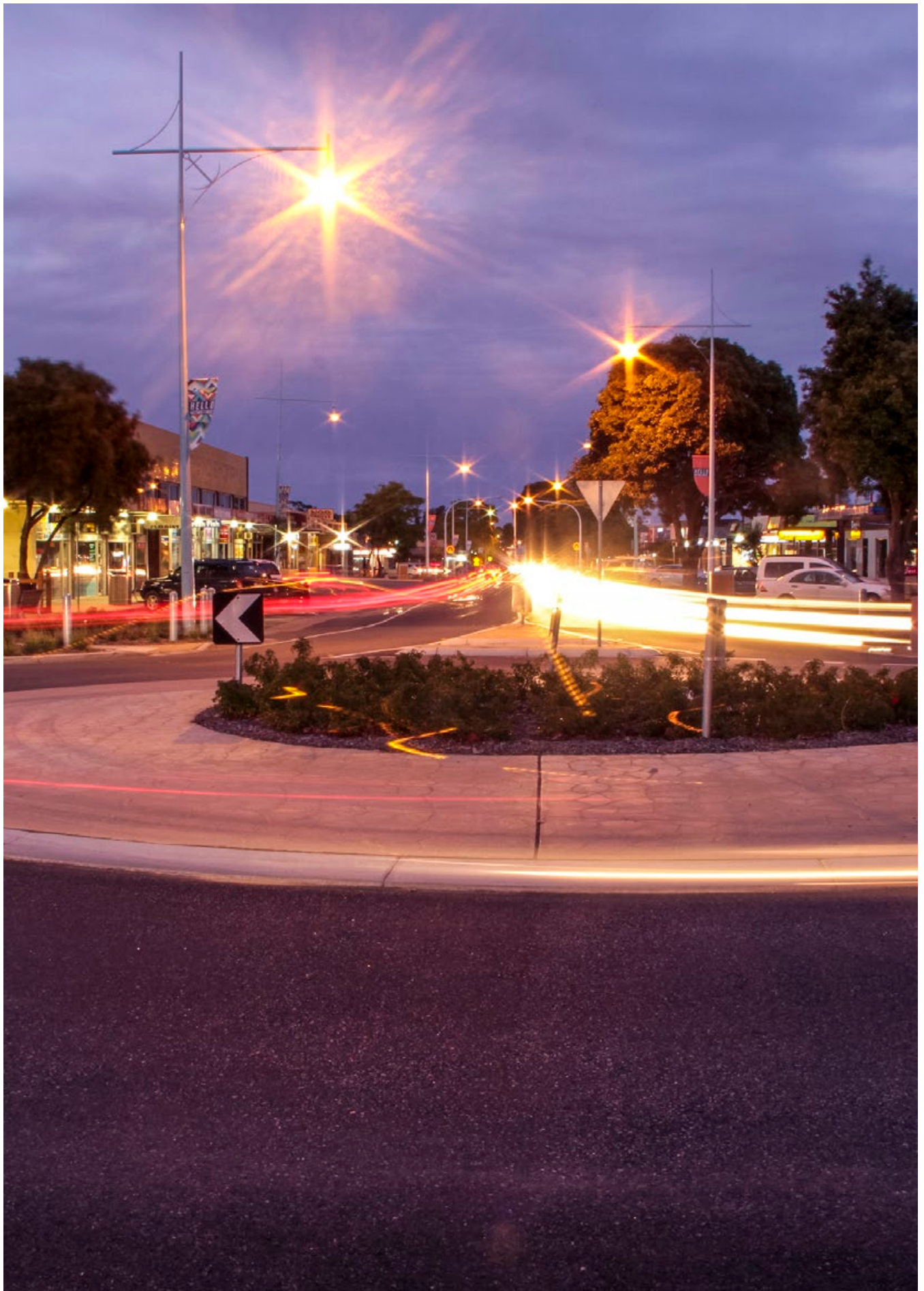


Mornington
Peninsula Shire



Transport to 2040 **Integrated Transport Strategy**

mornpen.vic.gov.au





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1. Introduction



1.1 Purpose

The Integrated Transport Strategy (ITS) “Transport to 2040” sets a vision for delivering a connected, safe, and equitable transport network across the Mornington Peninsula. As our communities evolve, this strategy provides a roadmap for planning, investment, advocacy, and collaboration that will meet the region’s growing mobility demands while supporting environmental, social, and economic resilience.

The Integrated Transport Strategy directly supports strategic objectives from the *Council Plan 2025–2029*.



Strategic objective 1.2

Connected towns with integrated and accessible transport and well-maintained infrastructure



Strategic objective 2.1

A safe, accessible, inclusive and healthy community



Strategic objective 3.1

A vibrant, innovative and thriving local economy

Transport plays a central role in shaping how we live, move, and thrive. The Mornington Peninsula’s unique blend of coastal towns, rural hinterlands, tourism hotspots, and local industry presents both opportunities and challenges for transport planning. The ITS responds with a whole-of-network approach, prioritising integration, future-readiness and equity in transport choices.

1.2 The role of transport in the Mornington Peninsula

Unlike metropolitan Melbourne, the Mornington Peninsula is characterised by a distinctive settlement pattern consisting of more than 40 separate settlements. Around 70 per cent of the Shire is rural land within the green wedge. Over 80 per cent of all trips are made by private vehicles, highlighting the region’s car dependency. Yet with limited public transport coverage, infrastructure gaps, rising population and tourism pressures, the need for a more sustainable, accessible, and balanced transport system has never been greater.

This strategy seeks to address these issues by:

- creating better links between people, places, employment and recreation
- promoting healthier, lower-impact ways to move
- making transport safer and more inclusive
- future-proofing the Peninsula’s transport network.

1.3 Key objectives

ITS – Transport to 2040 is structured around four core objectives:

1. Enhanced connectivity

Creating better links between people, places, and opportunities by:

- improving connections between towns and employment hubs
- advocating for strategic road infrastructure upgrades
- reducing traffic congestion and travel times
- Southern Peninsula network planning and preferred corridor decision making.

2. Active and public transport

Promoting healthier, lower-impact ways to move through:

- expanding cycling and pedestrian networks
- advocating for increased bus and rail frequency, coverage and integration
- designing inclusive, accessible active transport infrastructure for all ages and abilities
- developing low impact, multimodal transport systems.

3. Safety and accessibility

Making transport safer and more inclusive by:

- ensuring all road users and traffic modes are actively considered in the planning, design and delivery of road safety projects
- continuing to address accident hotspots with targeted upgrades through the *Road Safety Strategy*
- adopting parking strategies that reflect town needs and user equity
- educating, engaging and collaborating with the community on school time congestion.

4. Resilience and future readiness

Future-proofing the Peninsula's transport network through:

- planning freight corridors to support regional and port-related growth in the Western Port Region
- aligning land use planning with long-term transport capacity
- preparing for emerging technologies (micro-mobility, congestion monitoring, etc.)
- supporting the uptake of electric and low-emission vehicles.

1.4 How this Strategy was developed

Based on the 23-24 Annual Community Satisfaction Survey, 10 per cent of all contact the Shire receives is in relation to roads. Through these day-to-day interactions we see trends and cumulative issues that underpin the strategic objectives for our transport networks.

This strategy has been developed through a comprehensive, evidence-based, and community-led process.

A consultation period specifically for the Integrated Transport Strategy was run between November and December 2024:

- over 800 pieces of public feedback collected
- 386 community surveys completed
- 294 interactive map pins identifying transport challenges
- four in-person pop-ups, with over 380 face-to-face conversations.

Key themes raised by the community included:

- limited public transport frequency and town connections
- poor footpath and cycling infrastructure
- safety concerns, especially at crossings and intersections
- congestion during holiday periods and school times
- lack of accessible, inclusive transport options.

The strategy is also shaped by census demographics analysis, alignment with state and federal planning frameworks, and collaboration with local stakeholders and transport advocacy groups.

1.5 What this Strategy covers

This Strategy is structured into the following:



Section 2 Strategic context

A snapshot of the Peninsula's transport challenges, land use patterns, and emerging trends.



Section 3 Objectives and priority projects

A breakdown of the four strategic objectives and aligned project pipeline.



Section 4 Implementation and monitoring

Funding streams, KPIs and action plans.

2. Strategic context



2.1 The Shire's role

The Mornington Peninsula is a region defined by its geographic diversity and lifestyle appeal. A mosaic of thriving towns, rural hinterlands, coastal tourism centers, and ecologically sensitive landscapes. However, this diversity also presents considerable transport challenges. Unlike metropolitan Melbourne, the Peninsula lacks a consolidated public transport backbone and remains heavily car dependent. Though there are significant opportunities to increase the rail and buses offered, few are currently planned.

Council is primarily funded through rates revenue and is responsible for the planning, delivery, and maintenance of transport infrastructure within areas under its control, such as local roads, parks, and reserves. This includes around 85 per cent of the Mornington Peninsula's road network, as well as the majority of bicycle and pedestrian paths. To successfully plan, design, and deliver an effective active transport network, Council must collaborate with other tiers of government.

State and Federal Government hold substantial legislative and financial authority over most aspects of transport policy, funding and infrastructure delivery. Relevant departments and agencies at these levels are responsible for granting approvals for any infrastructure located on assets they control, such as arterial roads, public transport, railway corridors, managed parks and reserves, and certain waterways.

Related strategies

Federal Government:

- *National Charter of Integrated Transport and Land Use Planning 2003*
- *National Cycling Strategy*
- *National Land Freight Strategy*
- *National Road Safety Strategy 2021–2030*
- *Black Spot Program*
- *Roads to Recovery*
- *Infrastructure Australia Audits and Project Assessment (2021 Australian Infrastructure Plan)*
- *Disability Standards for Accessible Transport 2002*

State Government:

- *Road Management Act 2004*
- *Local Government Act 2020*
- *Transport Integration Act 2010*
- *Movement and Place in Victoria 2019*
- *Plan for Victoria*
- *Navigating our Port Future – The Victorian Commercial Ports Strategy*
- *Mornington Peninsula Localised Planning Statement*

Regional:

- *Southern Metro Land Use Framework Plan*
- *Port of Hastings Port Development Strategy 2018*

Mornington Peninsula Shire:

- *Council Plan 2025–2029*
- *Towards Zero Road Safety Strategy 2020–2025*
- *Peninsula Trail Masterplan 2025*
- *Our Urban Forest Strategy 2024–2034*
- *Housing and Settlement Strategy 2020–2036*
- *Tootgarook Wetland Management Plan*

2.2 The Peninsula's distinct planning role

The Mornington Peninsula is **not a designated growth corridor**, a distinction that defines much of its planning and development framework. As established in the *Mornington Peninsula Localised Planning Statement 2014*, the Shire is recognised as an area of special character and importance to the State of Victoria, with a role that is “clearly distinct from and complementary to metropolitan Melbourne and designated growth areas”.

This distinct status underpins a commitment to:

- maintaining current settlement patterns and preventing metropolitan expansion onto the Peninsula
- protecting environmental, recreational and agricultural values
- supporting towns with localised service needs rather than high-growth development
- balancing tourism, conservation and economic contributions through integrated and carefully managed land use
- retaining the urban growth boundary and green wedge rural areas, with no intention to accommodate major population growth.

From a transport planning perspective, this means future infrastructure and service improvements must enhance connectivity, sustainability, and liveability within and between existing settlements. This reinforces the need for investment in active transport modes, integrated public transport and context-sensitive road improvements, aligned with the Peninsula's long-term strategic direction.

Table 1. Existing and Forecast Population

	2021	2036
Households	70,251	77,661
Average household size	2.4	2.3
Household type		
Family household	70.1%	68.3%
Lone person households	27.6%	28.2%

	2021	2036
Age group		
0–14	16.6%	14.5%
15–29	14.3%	15.5%
30–44	15.3%	14.6%
45–59	20.1%	17.8%
60–74	21.1%	20.2%
75 and over	12.7%	17.3%

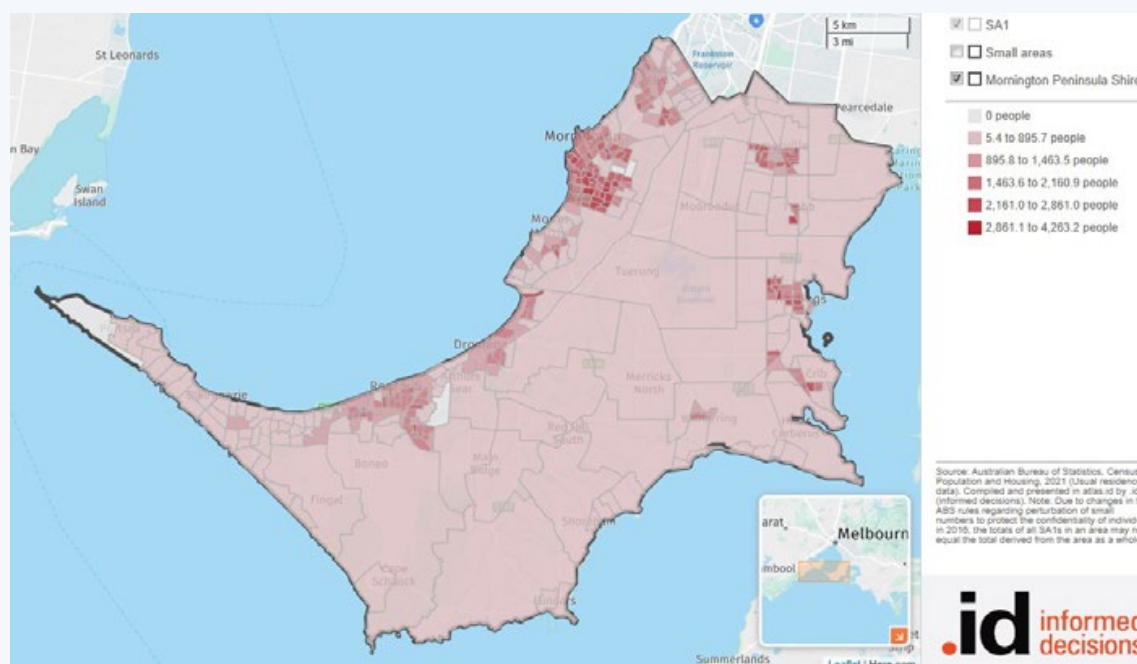
2.3 Demographic, economic and mobility drivers

Population growth and town dispersion

The Mornington Peninsula is projected to grow from 168,000 residents (2021) to 185,395 by 2036, to achieve this growth, the State Government have set new housing targets across the state to be achieved by 2051.

Mornington Peninsula Shire's target is 24,000. This growth is concentrated in major activity centres like Mornington, Rosebud and Hastings. Unlike high-density growth areas, the Peninsula's mix of linear, dispersed and peri-urban development patterns increases the spatial and financial complexity of providing efficient, accessible transport.

Figure 1. Geographical representation of population density



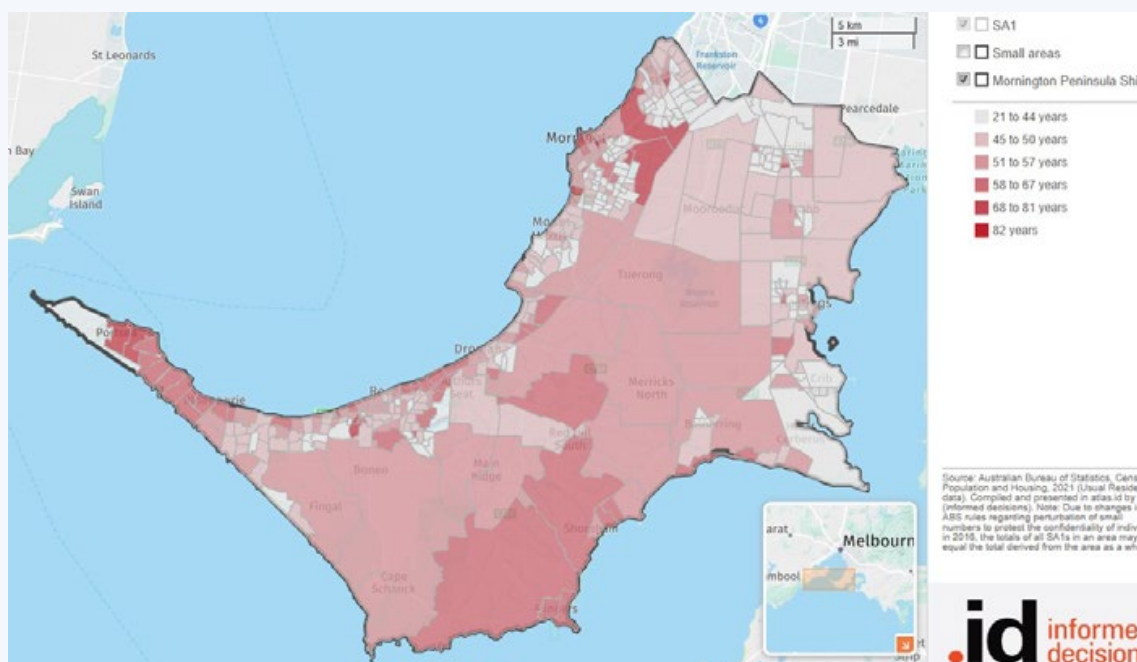
Ageing population and accessibility needs

The Peninsula has one of the highest proportions of residents aged 60+ in Victoria, nearly 30 per cent of the population, additionally according to 2021 Census data, 21.4 per cent of the Peninsula's population also live with disability.

These demographic trends create increasing demand for:

- barrier-free pedestrian infrastructure and accessible bus stops
- safe, walkable town centres and low speed environments
- community transport and mobility aid-friendly services.

Figure 2. Geographical representation of age profile



Tourism, commuting and freight

The local economy is driven by retail, hospitality, health care, agriculture and tourism. The Peninsula attracts over 7.9 million visitors annually, intensifying transport pressures, especially in summer and on weekends.

- 38 per cent of residents commute outside the Shire for work mainly to Frankston, Dandenong and Melbourne.
- 1 in 3 freight trips are made along arterial corridors not built to handle growing volumes.
- Seasonal tourist traffic increases peak period road usage by up to 60 per cent in some locations.

Figure 3. Mapping of municipality transport assets, railways, freeways, State roads, Shire roads, ferry routes



2.4 Strategic opportunities

1. Enhanced connectivity

Strategic opportunity: improve connections between towns, employment hubs and freight routes by upgrading critical transport corridors and delivering high-impact road projects that reduce congestion and support economic growth.

2. Active and public transport

Strategic opportunity: expand access to low-impact, healthy, and accessible transport alternatives across the Peninsula to reduce car dependency and support health and wellbeing goals.

3. Safety and accessibility

Strategic opportunity: create a safer, more inclusive transport network that reduces road trauma, removes access barriers for vulnerable users, and supports equitable and efficient use of public space.

4. Resilience and future readiness

Strategic opportunity: strengthen the Peninsula's transport network to be resilient, technologically adaptable, and capable of supporting projected population growth and industrial developments, particularly around the Port of Hastings.

2.5 Road safety and the Towards Zero Strategy

Road safety is a foundational pillar of the Mornington Peninsula Shire's transport planning. Between 2010 and 2020, 75 lives were lost and more than 1,500 people were seriously injured on local roads. In response, the *Mornington Peninsula Towards Zero 2020–2025 Road Safety Strategy* was developed to guide action toward eliminating deaths and serious injuries on our transport network.

The Integrated Transport Strategy acknowledges and reinforces the objectives of Towards Zero by embedding safety principles across infrastructure planning and mobility services. Due to the critical nature of road trauma prevention, the **Towards Zero Strategy will remain a standalone document**, supported by its own dedicated action plan, performance monitoring and community education program.

Key intersections between the Integrated Transport Strategy and the Towards Zero Strategy include:

- prioritisation of blackspot upgrades and safe system infrastructure
- safe travel for vulnerable users (pedestrians, cyclists, mobility aid users)
- reduced speed environments in town centres and residential areas
- integration of safety outcomes into all active and public transport investments.

This Strategy commits to aligning all transport investments with the vision of zero lives lost. Future road, cycling, and pedestrian projects will be assessed not just for efficiency or connectivity, but also for their safety impact on the community.

3. Objectives and priority projects



16

3.1 Enhanced connectivity

Objective

Improve connections between towns, activity centres, employment hubs and freight destinations by upgrading critical transport corridors and delivering high-impact road projects that reduce congestion and support economic growth.

Importance

Connectivity is a foundational challenge for the Mornington Peninsula. A dispersed town structure, limited public transport options, seasonal congestion, and a heavy reliance on cars present significant barriers to efficient movement. More than 80 per cent of all weekday trips are made by private vehicle, and 38 per cent of residents commute outside the Shire, primarily to Frankston, Dandenong and the greater Melbourne area.

The Peninsula's growing freight volumes, combined with visitor pressure and residential growth, further strains the network. Congestion on Shire roads such as Bungower Road and Jetty Road, and State Government roads such as Mornington-Tyabb Road, Frankston-Flinders Road and Point Nepean Road is increasingly common, while east-west connectivity remains weak for both private and public transport.

The Integrated Transport Strategy responds by identifying key road transport investments that are deliverable and impactful and policy thresholds for intervention.

Challenges

1. Dispersed settlement and car dependency

- Towns are spatially separated, with minimal internal public transport connectivity.
- 41.2 per cent of households own two or more cars and 31 per cent of vehicle trips are under 3km, highlighting the latent opportunity for active and public transport alternatives.

2. Congested strategic corridors

- Mornington-Tyabb Road, Bungower Road, Frankston-Flinders Road and Jetty Road carry increasing volumes of private vehicles and freight traffic, creating safety and congestion issues.

3. Southern Peninsula congestion

- Tourist-driven peak period traffic contributes to seasonal congestion on Point Nepean Road and within town centres such as Rye, Rosebud and Sorrento.

4. Community wellbeing

- An efficient and future-ready transport network improves accessibility, reduces congestion and enhances the overall quality of life for residents.

Key supporting evidence

- 83 per cent of weekday trips and over 90 per cent of visitor trips are made by car.
- Road traffic volumes on Mornington-Tyabb Road have increased by more than 25 per cent since 2015.
- Summer tourism periods generate traffic increases of 60 per cent on Point Nepean Road.
- Over 83 per cent of residents surveyed in 2024 cited lack of direct town-to-town public transport as a major issue.
- Freight volumes on arterial routes are projected to increase by 20–30 per cent by 2036.

Priority initiatives

1. Mornington-Tyabb Road upgrade (State Government advocacy)

Mornington-Tyabb Road is the key east-west state arterial on the Mornington Peninsula and is the responsibility of the State Government, it is the entrance to Mornington from Somerville, Hastings and broader metropolitan Melbourne. Key intersections along this arterial corridor are failing with the existing traffic volumes and need capacity upgrades.

This upgrade should include at a minimum:

- signalisation of the Mornington-Tyabb Road and Racecourse Road intersection with additional lanes
- additional lanes at the existing signalised intersection of Mornington-Tyabb Road and Nepean Highway
- limited duplication of Mornington-Tyabb Road on approaches and departures to these intersections allowing for increased flow of traffic.

Aligned with: *Road Improvement Strategy 2018*; *State Advocacy Plan 2022*

2. Jetty Road overpass and freeway duplication to Boneo Road (State Government advocacy)

Jetty Road and Boneo Road are key distributors from the Mornington Peninsula Freeway into the southern Peninsula, the intersections of the Mornington Peninsula Freeway with Jetty Road and Boneo Road are the responsibility of the State Government, this upgrade aims to reduce bottlenecks, improve traffic flow, and ensure safer access to residential and foreshore areas.

This upgrade should include at a minimum:

- a freeway overpass at Jetty Road
- upgraded intersection with Boneo Road
- add additional lanes between Jetty Road and Boneo Road
- mitigate noise between Rosebud and Dromana.

Further detail below regarding broader southern Peninsula network planning and analysis.

3. Bungower Road, Mornington corridor study (Shire-led delivery)

Bungower Road is an east-west local arterial on the Mornington Peninsula and is the responsibility of the Shire. It is an entrance to Mornington from Somerville, Hastings and broader metropolitan Melbourne. Key intersections along this arterial corridor are failing with the existing traffic volumes and need capacity upgrades.

The Shire will undertake a corridor study for Bungower Road as a key east west connector under the Shire's responsibility from the Nepean Highway to Peninsula Link, identifying key sources of traffic congestion and infrastructure priorities to reduce congestion and enable better flow of traffic.

Aligned with: *Road Improvement Strategy 2018*

4. Southern Peninsula network planning and preferred corridor decision-making (State Government advocacy)

The southern Peninsula lacks a direct inland route which results in conflicts between traffic movements and town activity along Point Nepean Road, which are exacerbated during the summer peak period. Infrastructure improvements are required to address connecting the Mornington Peninsula Freeway and southern Peninsula towns such as Rye, Sorrento and Portsea.

Planning for the southern Peninsula transport network, including the development of a business case and the final determination of any preferred future transport corridor, is the responsibility of the **Department of Transport and Planning (DTP)**.

The Shire is advocating that the **Department of Transport and Planning (DTP)** undertake the following actions as part of progressing the southern Peninsula transport network planning:

- Conduct a detailed triple bottom line assessment of all feasible corridor options, including economic, social and environmental impacts.
- Assess potential impacts on sensitive environmental areas, with particular attention to the Tootgarook Wetlands, ensuring ecological, hydrological and cultural values are protected.
- Consider community feedback collected through the Integrated Transport Strategy consultation process in its evaluation of corridor options.

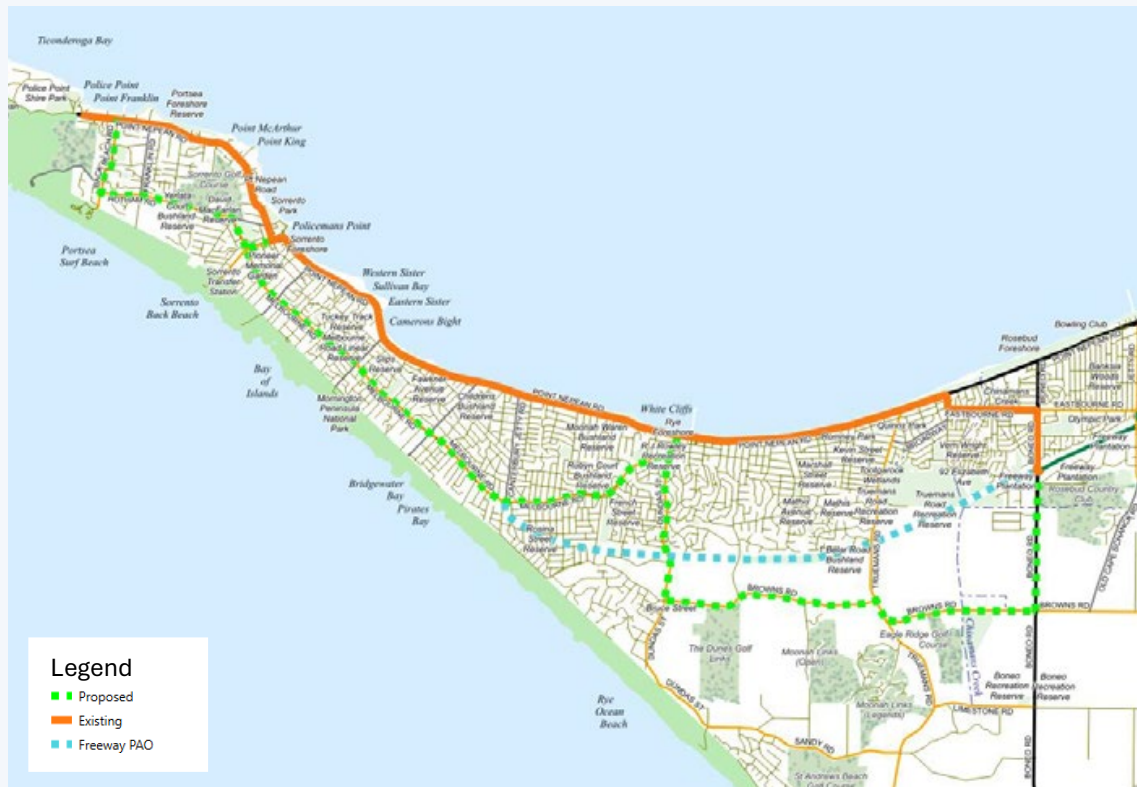
- Identify a preferred future transport corridor based on rigorous analysis and alignment with state-level transport planning objectives.
- Allow community access to their land that is reserved for the freeway in the interim whilst a decision is made on the freeway path.
- Ensure transparency and stakeholder engagement throughout the corridor selection and business case development process.

These actions will ensure that any future transport corridor for the Southern Peninsula is planned in a manner that balances community needs, environmental protection, and strategic transport outcomes.

To help inform the above State-led planning, a range of feasible high-level corridor options have been identified (Figure 4). This work is intended to support strategic discussion and does not constitute a detailed technical, economic or environmental evaluation.

The Shire will continue to collaborate with DTP; however, the Shire will not recommend a preferred alignment. The level of technical analysis, statutory assessment and specialist expertise required to undertake a full triple bottom line assessment, particularly in relation to state-significant environmental assets, is beyond the scope of the Shire's role and is appropriately led by the State.

Figure 4. Southern Peninsula road corridors: Point Nepean Road (north corridor), proposed freeway extension and Browns Road (southern corridor)



To analyse and prioritise future infrastructure needs, the Shire investigated total travel time in the summer and winter peak for each existing route and congestion hot spots.

Table 2 shows the east and westbound total travel time along the two existing corridors from the Mornington Peninsula Freeway to Ocean Beach Road, Sorrento.

Table 2. Total corridor travel times – summer and winter peaks

Route	Season	Eastbound	Westbound
Point Nepean Road	Summer	33 mins 18 secs	35 mins 10 secs
Browns Road	Summer	26 mins 20 secs	26 mins 46 secs
Point Nepean Road	Winter	27 mins 16 secs	23 mins 24 secs
Browns Road	Winter	23 mins 35 secs	19 mins 54 secs

It is clear that the Browns Road route offers a shorter total travel time in both directions and during both the winter and summer seasons. Most notably during the summer peak the Browns Road route offers a 26 per cent quicker travel time to the east and a 31 per cent quicker travel time to the west.

Point Nepean Road has two contrasting functions being the key movement corridor through to the southern Peninsula's towns and the key place that these towns with their shops, restaurants, pedestrians and beach goers reside inhibiting its function as a transport corridor. Point Nepean Road's function as a place of interest along with its towns and beaches, is only going to grow, emphasising the need for infrastructure investment along either the Browns Road corridor as an alternate route to alleviate pressure on Point Nepean Road or extension of the freeway along the existing corridor.

Corridor assessment

Freeway corridor

Varying iterations of proposals to construct an extension to the Mornington Peninsula Freeway have been considered over the years and was the recommended solution to alleviate traffic congestion in the *2007 Mornington Peninsula Access and Mobility Study* and the *2013 VicRoads Point Nepean Road Study*. At a basic level, the proposed extension continues east from Boneo Road, through the Tootgarook wetlands and connecting back to the road network at or near Canterbury Jetty Road, with additional interchanges proposed at Dundas Street and Truemans Road (Figure 4). It is estimated that if the freeway were constructed with an operational speed of 90km/h and had a signalised intersection at the end of the freeway, the total travel time could be around 7.5 minutes between Boneo Road and Canterbury Jetty Road.

This would offer a travel time saving of approximately 7.5 minutes westbound compared to utilising Browns Road during the summer peak to travel between the same locations. Studies have suggested that the cost of the freeway could be between \$500 million for a full at-grade solution to between \$3 billion and \$5 billion depending on if an elevated or tunneled solution was provided through the wetland areas to mitigate environmental impact.

As the demand and congestion is seasonal, with almost negligible benefit to the travel time improvements in the off-peak season, the cost to benefit ratio of the freeway option needs to be further considered. If similar or reduced funding was available, higher benefit to cost ratios could potentially be achieved through a strategic plan of intersection and mid-block upgrades to the existing road corridors which could have the added benefit of improving road safety year-round whilst greatly reducing the impact on the Tootgarook Wetlands.

Northern corridor

The northern corridor, comprising a combination of Boneo Road, Eastbourne Road and Point Nepean Road, has been the primary corridor for tourist travel to the Peninsula for decades. The analysis of the existing traffic volumes and travel times indicates that although the northern corridor adds an approximately 8.5 minutes onto the travel time compared to the southern corridor, the northern corridor appears to be preferred by tourists as the primary access to the Peninsula.

The northern corridor is the primary access to the Peninsula but it also has the highest density of designated places. The northern corridor also has the greatest number of crashes, clustered largely around activity centres.

While there are road safety initiatives that could and should be considered to reduce the risk of crashes along Point Nepean Road, reducing the intensity of traffic along the northern corridor should, to some extent, contribute to a reduction in crashes. An appropriate function of the northern corridor could be to balance the traffic movement of residents and visitors that have arrived and are residing on the Peninsula with people travelling to places further south on the Peninsula to be encouraged to use an alternative corridor.

Southern corridor

The southern corridor, comprising the section of Boneo Road, south of the freeway, Browns Road, Dundas Street and Melbourne Road, has been provided as a secondary option for a number of years. Although traffic volumes have increased along the southern corridor, the traffic volumes equate to approximately a third or less of the volumes travelling along the northern corridor. There are also very few designated places along the corridor reinforcing the suitability of its primarily movement function for motor traffic.

The southern corridor has few crashes. Of the crashes that have occurred, 2–3 crashes over a 5-year period are clustered around the primary intersections and are too few to suggest a crash trend. An appropriate function of the southern corridor could be to balance the traffic movement heading down the Peninsula, reducing the through traffic load on Point Nepean Road and the associated congestion.

5. Speed and volume thresholds for emerging congestion issues (policy position)

To ensure a consistent approach to emerging congestion issues, should a road of any given classification exceed the nominated traffic volumes for a 3-month time period, the Shire will undertake a corridor study to understand the source of the additional traffic and options to address this congestion to ensure appropriate road function.

Table 3. Speed and volume thresholds

Road class	Traffic volumes	Expected 85th %ile speed
Local arterial	<10,000	60km/h and above
Collector	<7,000	50km/h – 60km/h
Access	<3,000	<40km/h
Limited access	<300	<20km/h

**These volumes and speeds are for generalised road classes and are intended to set a general expectation, they may not fit every road given the diverse function of roads across the Shire.*

Why this matters

- ✓ **Productivity**
Improved east-west connections reduce commuter travel times and support access to jobs, schools, and services.
- ✓ **Network consistency**
Having clear speed and volume expectations for the nominated road classifications allows for a consistent Shire-wide approach toward emerging congestion issues.
- ✓ **Visitor economy**
The southern Peninsula network planning upgrades help manage seasonal visitor congestion and maintain tourism appeals.

Actions summary: enhanced connectivity

- Advocate to State Government for the delivery of the Mornington-Tyabb Road upgrade.
- Advocate to the State Government for the delivery of the Jetty Road overpass and freeway duplication to Boneo Road.
- Undertake a corridor study of Bungower Road, Mornington to identify key sources of traffic congestion and infrastructure priorities to reduce congestion.
- Advocate to State Government to progress the southern Peninsula transport network planning and identify a preferred future transport corridor that considers economic, social and environmental impacts, with particular attention to the Tootgarook Wetlands, ensuring ecological, hydrological and cultural values are protected.
- Advocate to the State Government that they allow community access to the existing State Government land that is reserved for the freeway in the interim whilst a decision is made on the preferred future transport corridor.
- Use the speed and volume thresholds to determine when emerging congestion issues require a corridor study to understand the source of the additional traffic and identify options to address this congestion.

3.2 Active and public transport

Objective

Expand access to low impact, healthy and accessible transport alternatives across the Peninsula to reduce car dependency and support health and wellbeing goals.

Importance

The Mornington Peninsula is one of Victoria's most car dependent municipalities, with **over 80 per cent of weekday trips made by private vehicle**, and **only 3 per cent** by public transport. This imbalance leads to congestion, emissions, and transport inequity particularly for residents without access to a car.

The ITS responds to this challenge with a program of infrastructure projects and policy direction that promote walking, cycling and public transport, and improve accessibility for people of all abilities.

Multimodal transport is not only an environmental imperative, it is a community health, equity and economic resilience issue.

Challenges

1. Limited public transport coverage and frequency

- Bus services lack east-west connections and frequent schedules.
- The Stony Point rail line remains infrequent, limiting its utility and integration with the broader metropolitan network.

2. Incomplete cycling and pedestrian infrastructure

- The Principal Pedestrian Network (PPN) identifies over 100 missing footpath links.
- The Principal Bicycle Network (PBN) and Strategic Cycling Corridors remain incomplete, deterring safe commuter cycling.
- The Peninsula Trails Masterplan and Peninsula Trail remain incomplete.

3. Barriers to mode shift

- Gaps in accessible infrastructure, end-of-trip facilities and multimodal integration (e.g. bike to bus) hinder uptake.
- Electric charging and micro-mobility infrastructure are limited across most towns.

Key supporting evidence

- 3 in 10 car trips on the Peninsula are under 3km, showing latent potential for active transport.
- Cycling participation is low despite strong latent demand (48 per cent of survey respondents want to ride more).
- Community engagement found 69 per cent of residents cite safety as a key barrier to walking and cycling.
- Bus services operate at low frequency, with poor weekend and evening coverage.
- Cross-Peninsula connections are minimal, with no direct east-west bus routes.
- Youth, seniors, and people without access to a car are disproportionately impacted.

Priority initiatives

1. Peninsula Trails – stage 1 delivery (Shire-led advocacy and delivery)

Peninsula Trails involves the creation of 170kms of continuous off-road trail network linking the Mornington Peninsula and beyond. The Mornington Peninsula currently has an extensive existing trail network with sections of walking, cycling, shared use, horse riding and mountain biking.

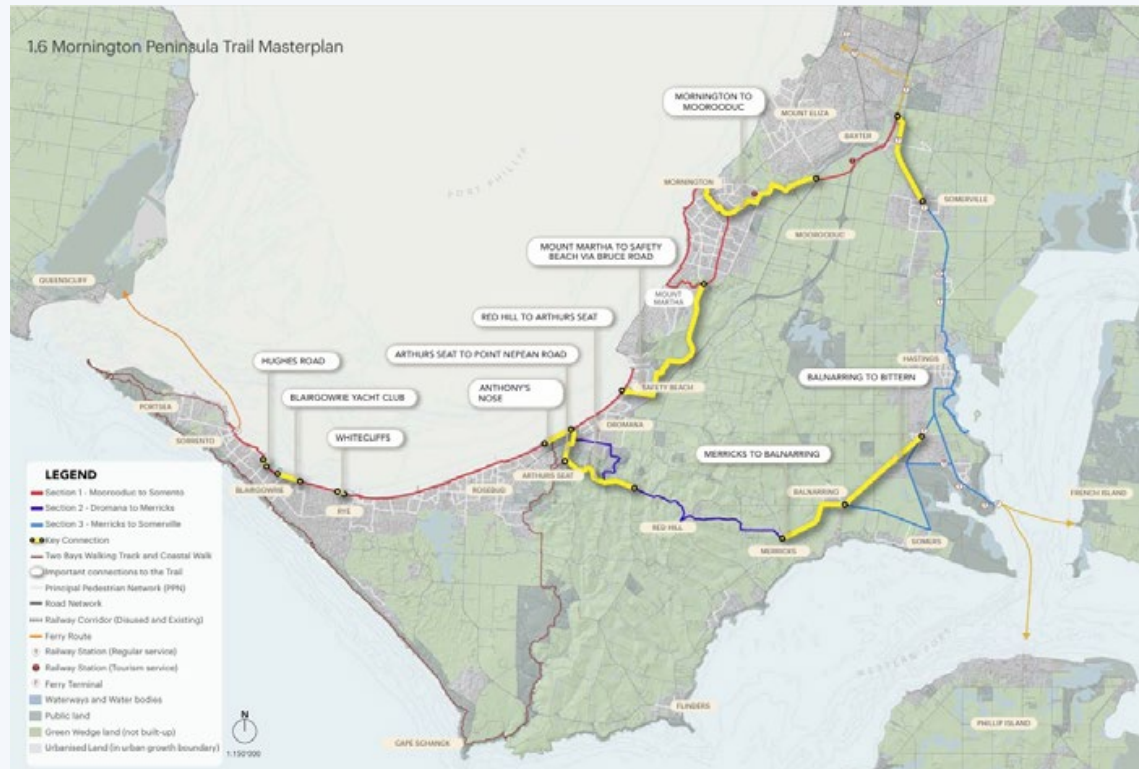
The Peninsula Trails alignment has 11 missing links (key connectors) identified that would create a completed trail experience (figure 5). The 11 key connectors are split into four priority sections: Somerville to Baxter (funded and in progress), Mornington to Moorooduc, Hinterland, and Southern Peninsula (including Anthony's Nose). The trail network offers residents and visitors a unique experience, with a variety of uses and provides access to diverse picturesque coastal and hinterland environments, connecting local towns and attractions. It is anticipated the trails will be used by the community for walking, recreation and active transport, and by visitors to the region, seeking natural beauty, cultural and tourism experience opportunities.

The Peninsula Trails will connect to other significant trails in the region including the Western Port Bay Trail and Peninsula Link Trail. It will connect to Melbourne's Bay Trail to enable cyclists to travel off road from the centre of Melbourne to the tip of Mornington Peninsula at Portsea, with another branch running along Western Port to Balnarring and the hinterland.

The Peninsula Trails Masterplan sits as a separate document to the Integrated Transport Strategy and is the key strategy for off-road shared user path connections in and around the Mornington Peninsula with the aim of connecting one continuous off-road network.

The Integrated Transport Strategy supports the Peninsula Trails Masterplan as a key transport initiative to support all forms of active transport on the Peninsula.

Figure 5. Peninsula Trails Shire-wide Map (*Peninsula Trails Masterplan 2025*)



2. Principal Pedestrian Network and pedestrian access (Shire-led delivery)

Through delivery of the Principal Pedestrian Network, a safe, accessible and connected pedestrian network will be created that encourages and facilitates walking to key day-to-day destinations. Improved connectivity and safety of the footpath network throughout the Shire will not only increase accessibility for those with disabilities, but will also promote active transport including walking, cycling and other nonvehicular modes of movement.

The Principal Pedestrian Network (PPN) is a strategic network of pedestrian routes to key destinations to promote walking for transport.

The Shire's PPN outlines the main active transport routes and connections across the Mornington Peninsula and will be used to inform decision making on capital works expenditure for footpaths and pedestrian projects.

Delivery of the PPN aims to:

- improve the safety and accessibility of the footpath network
- create a connected and integrated town network for pedestrians
- enhance the user experience to facilitate and encourage safe pedestrian movement
- promote participation in active transport for key daily tasks and activities.

How was the Principal Pedestrian Network developed and prioritised?

The Shire has developed a PPN for the 26 urban towns of the Peninsula as defined by the urban growth boundary, using the Victorian Government guidelines for developing Principal Pedestrian Networks.

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

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

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

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

Given the PPN is a Shire-wide network, it is best to view it on the Shire's website where you can zoom in to an area of interest:

shape.mornpen.vic.gov.au/pedestrian-access-strategy

The methodology used to prioritise delivery of the PPN is available in appendix 1, whilst the prioritised list of footpaths is available in appendix 2.

Figure 6. The Principal Pedestrian Network and urban growth boundary



Footpath funding sources

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

Special charge scheme

For footpaths that are not on the PPN or are at a lower priority, a special charge scheme may be used to fund the construction of footpaths. For these footpaths a community initiated special

charge scheme would be required. Under this scheme the majority of affected parties need to agree to the scheme and the footpath is fully funded by the affected parties. For high priority footpaths, the Shire may also initiate a special charge scheme in which the affected parties part contribute to the cost of the footpath and the Shire part contributes to the cost. Further guidance is provided in the Shire's current *Infrastructure Works Special Charge Scheme Policy*. Special charge scheme projects that were or are initiated prior to the adoption of this pedestrian access strategy are not subject to the considerations of this strategy.

Development contributions

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

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

Footpath design considerations

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

- compliance with the *Disability Discrimination Act*
- compliance with Australian Standards
- consistency with the prevailing neighbourhood character
- community expectations
- all weather resistant surfaces and easily maintainable
- avoiding the removal of vegetation where possible
- avoiding and minimising impacts to biodiversity, particularly threatened species, large trees and landscape connectivity
- avoiding the disturbance of cultural heritage
- enhancing the pedestrian experience through complimentary infrastructure and wayfinding, where possible
- how the footpath is prioritised as per the evaluation methodology.

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

Footpath widths and shared use paths

To meet the Shire's obligations under the *Disability Discrimination Act*, all footpaths must provide a safe, accessible and inclusive environment for all users. The minimum effective clear width for any footpath remains 1.8m to allow two wheelchairs to pass comfortably. Any surface scoring, guidance strips, tactile treatments, street furniture, signage or other elements that may impede pedestrian movement must be located outside this minimum clear width.

All Principal Pedestrian Network (PPN) footpaths are to be constructed, where feasible, as shared user paths with a minimum width of 2.5m. A shared user path (SUP) is a path that is designed and designated for use by more than one type of user, most commonly pedestrians and cyclists. Shared user paths provide safe, convenient off-road connections and play an important role in improving local accessibility and network connectivity.

SUPs are identified through signage, line marking, surface treatments and path alignment. The 2.5m width allows pedestrians and cyclists to pass safely and comfortably, including people using mobility aids, parents with prams and recreational users. Whilst a SUP may be used by both pedestrians and cyclists, pedestrians always retain priority unless otherwise signed, and cyclists are expected to travel at safe and appropriate speeds, particularly in areas with higher pedestrian activity.

Constructing all Priority PPN footpaths as shared user paths improves pedestrian comfort, enables cyclists to use these routes as an off-road alternative where appropriate, and improves overall network connectivity with only minor additional widening.

In high activity areas such as commercial centres, shopping hubs and key destinations, footpath widths may need to exceed 2.5m to safely accommodate higher pedestrian volumes, cycling activity and place based functions.

Surface treatment

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

Loose surface material (gravel, soil, sand, etc.) should be avoided on PPN routes especially in urban areas as some users may find them difficult to travel on. However, gravel pathways may be an acceptable alternative to formal pathways in less trafficked areas and where local character and environment are important to consider.

Sustainability

All footpaths and associated works will be planned and designed in accordance with the ESD policy for Shire buildings and civil works, particularly through consideration of the following objectives:

- use of low carbon materials, recycled content
- integration of water sensitive urban design elements to retain water onsite and mitigate stormwater pollution and downstream flooding events
- protection of biodiversity, prioritising retention of remnant vegetation and high biodiversity value trees
- planting and supporting trees to reduce urban heating and provide shaded and cool footpaths
- design for future climate conditions and extreme weather events.

Continued delivery of missing footpaths as prioritised in is needed to improve footpath connectivity around the Peninsula's towns.

Aligned with: *Pedestrian Access Strategy 2024–2034; PPN Footpath List 2024–2026*

3. Principal Bicycle Network (Shire-led advocacy)

Bicycles are a convenient and cost-effective way of exploring the Peninsula and commuting. Bicycles are a more space efficient form of transport in comparison to cars. They allow people to travel longer distances than they can walk and integrate much more effectively with public transport trips than driving and parking cars.

Increasing the number of cyclist trips on the Peninsula will benefit both residents and visitors. An increase in cycling will facilitate a more integrated and connected transport system where all the modes complement each other. Cycling will allow more people to move freely on our transport network, resulting in reduced delays and congestion on our roads by reducing the number and proportion of car trips.

Cycling also brings a range of broader benefits to the community. These benefits range from improved health of cyclists to reduced environmental impacts.

There are many different types of cyclists with differing levels of skills and confidence, who cycle for various reasons.

The differing skills and abilities of various groups can require different infrastructure. The two main infrastructure types that satisfy all cyclist categories are off-road pathways and on-road cycle lanes.

Strategic Principal Bicycle Network changes

The Principal Bicycle Network is a network of existing and proposed cycle routes (shown in Figure 7) developed by the State Government to facilitate cycling to major destinations around metropolitan Melbourne.

The network consists of on-road bicycle lanes, off-road paths and improvement projects.

Under the *Road Management Act 2004*, State Government is generally responsible for the management of on-road bicycle lanes on arterial roads and off-road paths within freeway reservations. Likewise, the Shire is responsible for the management of on-road bicycle lanes on local roads and off-road paths on local road reserves.

Figure 7. Current Principal Bicycle Network – VicRoads (2012)



The Shire will continue to advocate to the State Government for the delivery of the Principal Bicycle Network. In addition, to improve end of ride facilities, where no bicycle storage facilities exist within 200 metres of an activity centre or

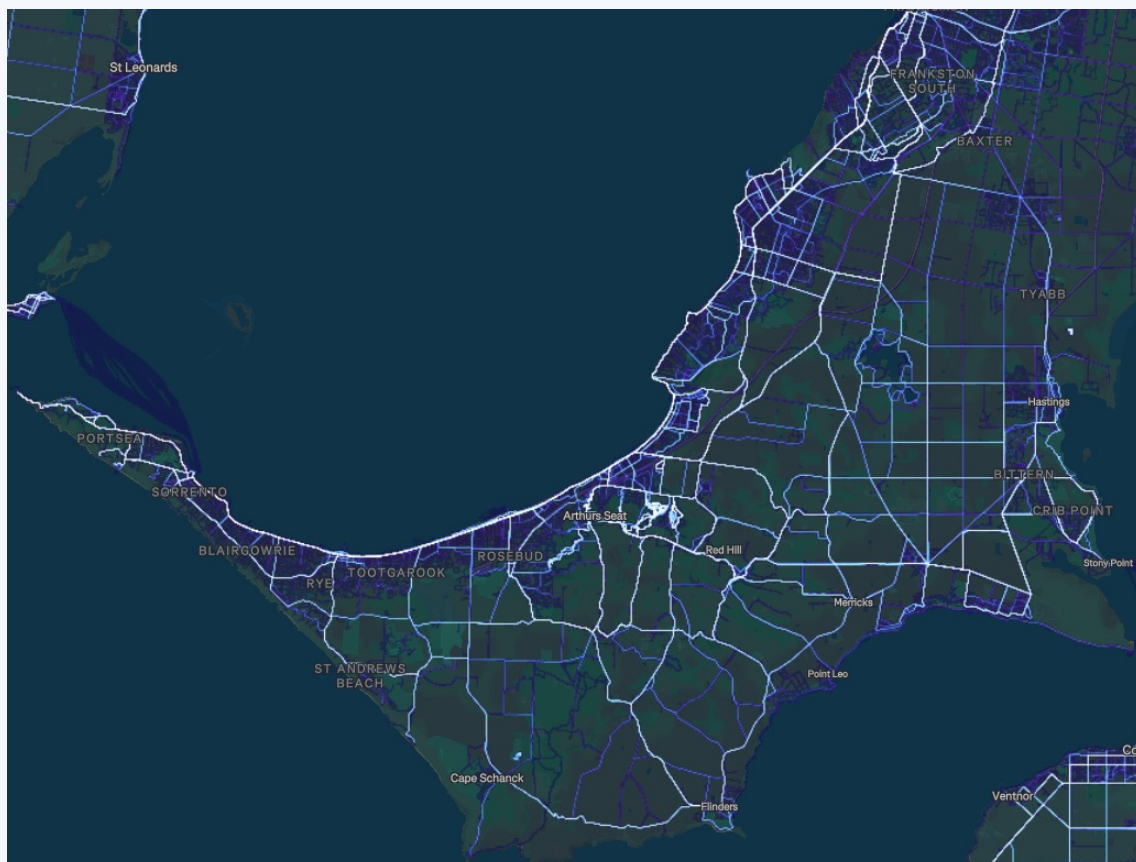
train station, the Shire will consider installation of appropriate solutions to improve public transport accessibility.

There are, however, some key cycling corridors on the Peninsula which have been missed.

Figure 8 is a Strava heatmap which shows the routes travelled by cyclists across the Peninsula that have been logged on the Strava application.

Due to its user base, Strava predominantly captures sport and recreational rides and gives an indication of the frequency of use of the roads and trails on the Peninsula.

Figure 8. Strava heatmap for cycling on the Mornington Peninsula



Based on the Strava heatmap, two clear links are missing from the Peninsula Principal Bicycle Network:

1. Point Nepean Road to Nepean Highway via Arthurs Seat (Figure 9)
2. Nepean Highway to Frankston-Flinders Road via Merricks North (Figure 10)

The Shire will advocate to DTP for these routes to be included in the Principal Bicycle Network.

Figure 9. Point Nepean Road to Nepean Highway via Arthurs Seat

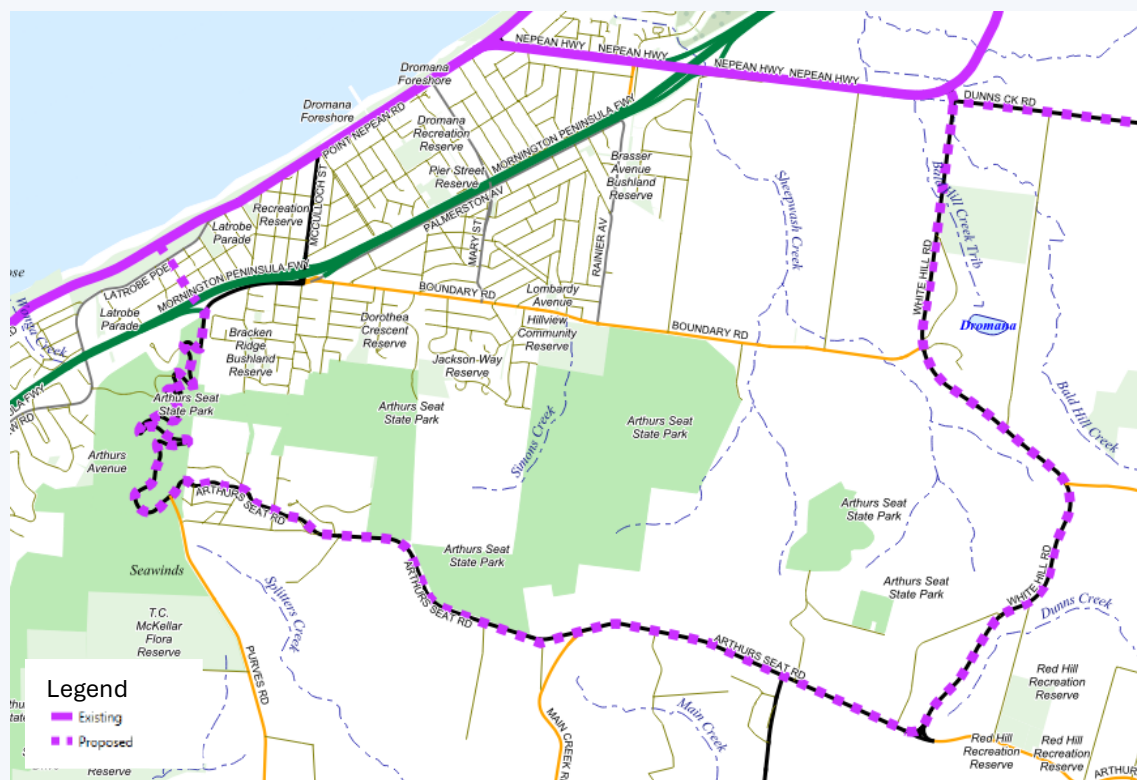


Figure 10. Nepean Hwy to Frankston-Flinders Rd via Merricks North (Bittern-Dromana Rd)

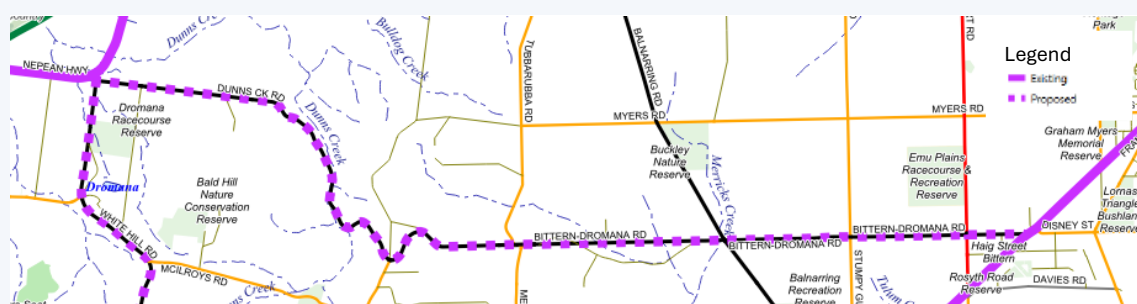


Figure 11. Proposed Principal Bicycle Network



In addition, there are several critical missing links in the Principal Bicycle Network where existing cycling lanes are fragmented or terminate abruptly. These discontinuities undermine safety outcomes, reduce rider confidence and limit the effectiveness of the broader Principal Bicycle Network.

Mornington Peninsula Shire will advocate to the Department of Transport for the connection and upgrade of the following existing, disjointed cycling lanes along the Principal Bicycle Network. Completing these links will significantly improve network legibility, reduce cyclist exposure to high speed traffic and support safe system improved outcomes on roads with operating speeds exceeding 50km/h.

1. Nepean Highway, Mornington

Bentons Road to Bungower Road – both sides

This corridor functions as a key north-south connector with high traffic volumes and operating speeds. Existing cycling provisions are intermittent, forcing cyclists to merge with fast moving vehicles. Continuous, protected cycling facilities on both sides of the highway would provide a safe and direct connection between residential areas, activity centres and public transport.

Figure 12. Bentons Road to Bungower Road – Nepean Hwy: missing cycling lanes

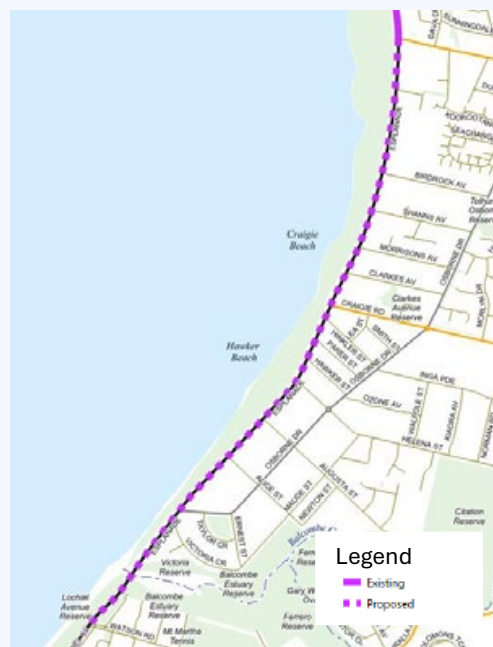


2. The Esplanade, Mount Martha

Bentons Road to Mount Martha Village – both sides

The Esplanade is a strategic coastal route serving commuter, recreational and tourist cycling. Gaps in cycling infrastructure create conflict points and discourage less confident riders. A continuous and coherent cycling treatment would improve safety, support local access to the village and strengthen coastal network connectivity.

Figure 13. Bentons Road to Mount Martha Village – The Esplanade: missing cycling lanes

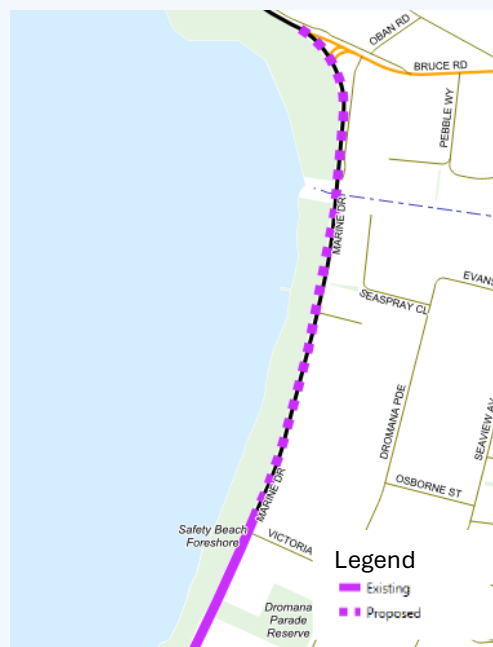


3. Marine Parade, Safety Beach

Tunnel exit to pedestrian crossing

This short but critical section represents a significant safety pinch point where cyclists are required to navigate constrained road space and complex traffic movements. Completing a safe cycling connection through this segment would remove a key barrier in the coastal route and improve safety outcomes for all users.

Figure 14. Tunnel exit to pedestrian crossing – Marine Parade: missing cycling lanes



4. High risk on-road cycling treatment priority list

Between **2015 and 2024**, there have been **6 cyclist fatalities** and **144 cyclist serious injuries** recorded on the Mornington Peninsula road network. These figures highlight the region's continued vulnerability for cyclists and reinforce the need for safe system aligned infrastructure and policy responses.

The safe system approach recognises that humans make mistakes and have limited tolerance to crash forces. Cyclists are one of the most exposed road user groups, their survivability in a collision is directly linked to impact speed. Research from Austroads and TAC indicates that collision fatality risk for cyclists increases sharply with vehicle speed.

The ultimate goal is for the State Government to deliver the protected bicycle lanes along the whole Principal Bicycle Network. However, it is recognised that there is limited State funding available and that there are also other cycling corridors that, while not on the Principal Bicycle Network, have high cyclist usage and unforgiving road environments.

Therefore, to achieve a reduction in cyclist trauma across the Mornington Peninsula, a prioritised list of locations has been developed for on-road cycling treatments on high speed roads with high levels of cycling activity. These corridors present the most significant exposure and crash risk, therefore they offer the largest potential safety gains per intervention.

Applying safe system principles, the initial focus will be on roads operating at 70km/h and above where cyclist volumes are high, delivering sealed shoulders, speed management, and separation where feasible. By addressing these high risk environments first, the greatest overall reduction in serious injury and fatal crashes will be achieved while progressively expanding safer on-road cycling conditions.

Table 4. Motorist speed and cyclist fatality risk

Impact speed (km/h)	Estimated fatality risk for cyclists
30km/h	~10%
40km/h	~30%
50km/h	~70%
≥ 60km/h	>90%

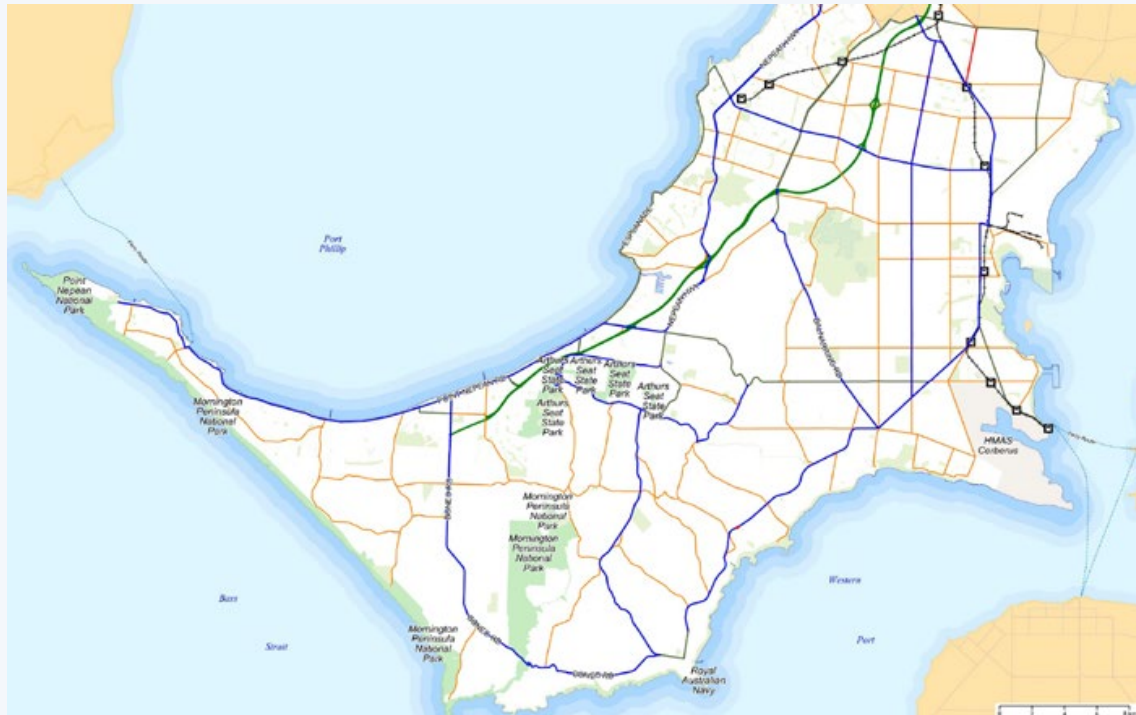
Funding and delivery

Implementation of the proposed on-road cycling treatments will be subject to available Council capital works funding for projects located on Shire managed roads. For corridors managed by the Department of Transport and Planning (DTP), the Shire will continue to advocate for investment and support external funding opportunities, including state and federal active transport grants and partnership programs. Where appropriate, the Shire will seek to leverage regional road safety initiatives and co-funding arrangements to accelerate delivery of priority cycling infrastructure.

Table 5. High risk on-road cycling treatment priority list

Priority rank	Road/corridor	Typical speed limit	Cyclist activity (Strava/observed)	Primary justification/safe system rationale	Road authority
1	Frankston-Flinders Road Frankston → Balnarring → Flinders	80-100km/h	Very high <i>Strava loop rides, training groups</i>	Entire corridor now 80km/h following successful Shire advocacy. Still one of the Peninsula's busiest cycling routes; sealed shoulders and delineation will substantially improve safety under a safe system 80km/h operating environment.	DTP
2	Boneo Road/Mornington-Flinders Road Arthurs Seat corridor	80-100km/h	High <i>Strava heat and group training routes</i>	Entire corridor now 80km/h following successful Shire advocacy. Sealed shoulders and delineation will substantially improve safety under a safe system 80km/h operating environment.	DTP
3	Point Nepean Road/Nepean Highway Mornington → Dromana → Sorrento	60-80km/h	Very high <i>Commuter and recreational coastal traffic</i>	Coastal spine of the Peninsula; highest daily cyclist counts; improvements benefit commuter and tourism cycling. Sealed shoulders and delineation will substantially improve safety under a safe system 80km/h operating environment.	DTP (PBN route)
4	Balnarring Road/Merricks North connectors Balnarring → Merricks → Red Hill	70-90km/h	Moderate-high <i>Strava and touring routes</i>	Key hinterland link for touring cyclists; moderate traffic volumes with high speeds and limited shoulder; treatment yields high safety benefit.	DTP
5	Mornington-Tyabb Road/Boundary Road	60-80km/h	Medium-high <i>Access routes to Mornington and industrial precincts</i>	Urban-rural transition roads with growing commuter cycling volumes; improved lane continuity and markings reduce door zone and side impact crashes.	DTP/Shire
6	Coolart Road Somerville – Balnarring corridor	70-80km/h	Moderate <i>Strava and local network connector</i>	Strategic north-south connector linking Western Port Trail; higher speed and truck mix warrants early treatment.	DTP
7	Red Hill Road/Arthurs Seat Tourist loop roads	60-80km/h	High <i>Tourist and recreational climb routes</i>	Frequent cycling activity on steep grades with tight curves; improved shoulder width and surface conditions mitigate run-off and collision risk.	Shire
8	Dromana – Red Hill Link/Arthurs Seat Road	60km/h	Moderate <i>Local commuter and training link</i>	Connects major recreational and tourist nodes; modest speed and moderate demand justify cost-effective lane marking and intersection improvements.	DTP/Shire

Figure 15. Map of Priority On-Road Cycling Route



5. School age footpath riding (State Government advocacy)

Another solution to engage less confident cyclists is allowing footpath riding for at least school age cyclists. There is no age limit for footpath riding in TAS, QLD, WA, SA, ACT and NT. Research in Queensland indicates the footpath was used by cyclists in locations where the urban road was considered unsafe or inconvenient. Providing the opportunity to ride on the footpaths may encourage new cyclists due to a lower level of perceived danger.

In NSW, children aged up to 16 are legally able to ride on the footpath. This policy is based on studies which indicate that adequate road sense is not developed until the age of 16. In Victoria, the maximum legal age of cycling on footpaths was increased from 12 to 13 years of age in 2019.

Based on this, the Shire will advocate to increase the maximum legal age of footpath cycling in Victoria to 16 allowing less confident school age cyclists the opportunity to ride on the footpath.

6. East-west bus corridor implementation and operation (State Government advocacy)

An east-west bus corridor connecting the Western Port region to Mornington has long been an advocacy priority for the Shire. Funding for the construction of necessary bus infrastructure was funded in the 25/26 Victorian State Budget.

The route is critical because it provides the first direct public transport link between the Peninsula's east and west coasts, eliminating a detour through Frankston that can turn a 20-minute drive into a two-hour commute.

The Shire continues to advocate for the implementation of the now funded east-west bus link between Mornington and Hastings. This includes interchange upgrades, accessible infrastructure, and improved travel times to connect major towns.

Aligned with: *ITS Community Engagement 2024; Bus Network Review 2024*

7. Western Port public transport network reform

As demonstrated in the *Baxter Electrification Preliminary Business Case* from 2019, the Western Port region would be the most positively impacted area by improving public transport connectivity.

Western Port bus reform

Council will advocate for reform of the Western Port bus networks to be more direct, frequent and aligned with Stony Point line services to make public transport a more viable means of transport in Western Port.

Stony Point uplift and electrification of the Stony Point line (State Government advocacy)

The Shire will advocate for the Stony Point uplift (20 minutes), enabling more frequent metropolitan access to Baxter, Tyabb, Somerville and Hastings. Uplift of the Stony Point line in effect would be the construction of passing loops at nominated stations so that trains running in opposite directions can pass, increasing capacity for more frequent trains running at the same time. This would be a medium term improvement with the long term goal being electrification of the Stony Point line through to Hastings.

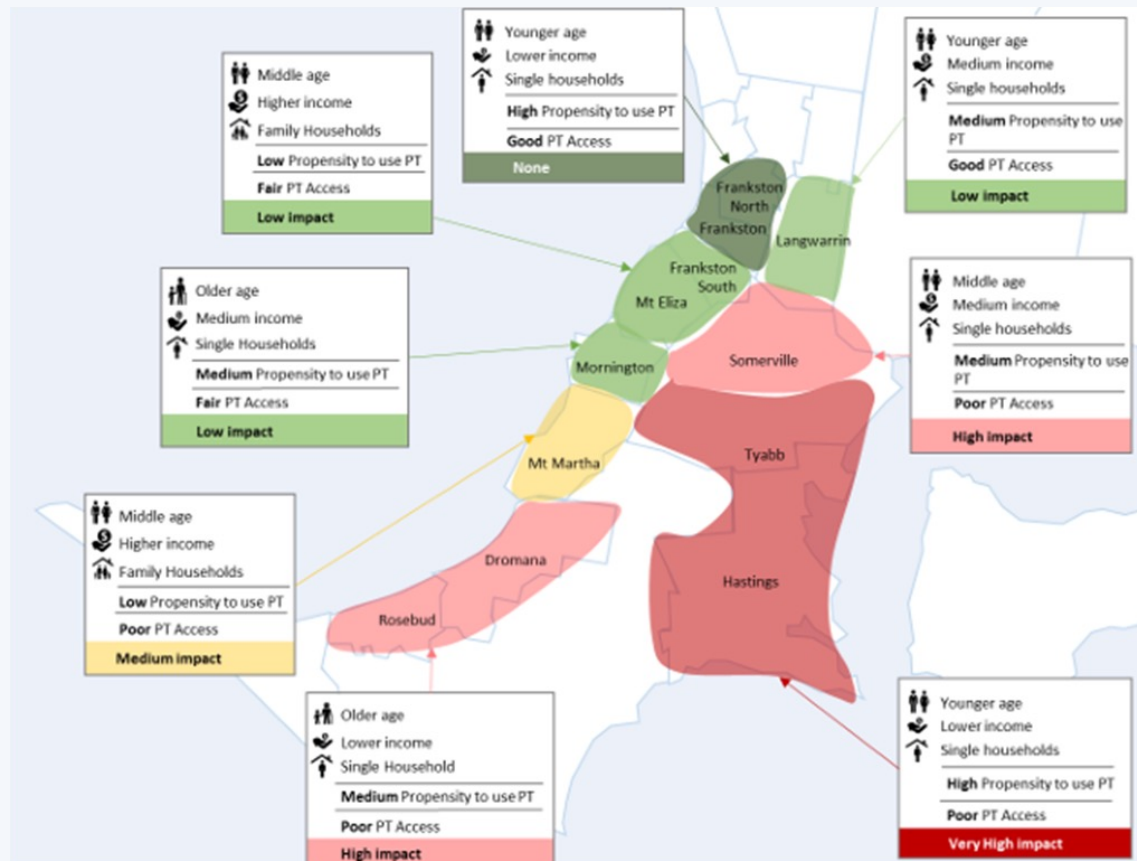
Aligned with: *State Advocacy Plan; Infrastructure Victoria Long-Term Strategy; Frankston to Baxter Preliminary Business Case*

8. Southern Peninsula bus reform

The southern Peninsula lacks efficient direct public transport services. The Shire will continue to advocate for improvements to the southern Peninsula's bus network to improve its access and connectivity:

- increase span and frequency of services in Rosebud and Dromana
- expand express operations for the southern Peninsula such as on route 887
- increase the service span on route 787 (beyond 15:00 and 7 days).

Figure 16. Map from *Baxter Electrification Preliminary Business Case* July 2019



Why this matters

- ✓ **Access equity**
Improved footpaths and public transport make the Peninsula more accessible for residents who cannot or choose not to drive.
- ✓ **Health and wellbeing**
Active travel helps tackle rising sedentary health risks, especially for young and older populations.

- ✓ **Climate action**
Transport is responsible for 26 per cent of local emissions.
- ✓ **Economic efficiency**
Reducing car dependency lowers household transport costs and supports local activity centre vibrancy.
- ✓ **Community alignment**
80 per cent of residents in recent engagement prioritised better walking and cycling connections.

Actions summary: active and public transport

- Continue to advocate and seek external funding for the design and construction of the Peninsula Trail missing links.
- Continue to deliver the Principal Pedestrian Network, where feasible as shared user paths.
- Where no bicycle storage facilities exist within 200 metres of an activity centre or train station, the Shire will consider installation of appropriate solutions to improve public transport accessibility.
- Advocate to the State Government for the inclusion of the following cycling routes on the Principal Bicycle Network:
 - Point Nepean Road to the Nepean Highway via Arthurs Seat
 - Nepean Highway to Frankston-Flinders Road via Merricks North.
- Advocate to the State Government for delivery of the Principal Bicycle Network, with particular focus on these missing links:
 - **Nepean Highway, Mornington**
Bentons Road to Bungower Road
 - **The Esplanade, Mount Martha**
Bentons Road to Mount Martha Village – both sides
 - **Marine Parade, Safety Beach**
Tunnel exit to pedestrian crossing.
- Advocate to the State Government for the delivery of interim safety improvements on the following sections of high speed roads on the PBN:
 - **Frankston-Flinders Road**
Frankston → Balnarring → Flinders
 - **Point Nepean Road/Nepean Highway**
Mornington → Dromana → Sorrento.
- Advocate to the State Government, and deliver (when on Shire roads) interim safety improvements on these high speed roads that are not on the PBN but are popular with cyclists:
 - **Boneo Road/Mornington-Flinders Road**
Arthurs Seat corridor
 - **Balnarring Road/Merricks North connectors**
Balnarring → Merricks → Red Hill
 - **Mornington-Tyabb Road/Boundary Road**
 - **Coolart Road**
Somerville – Balnarring corridor
 - **Red Hill Road/Arthurs Seat**
Tourist loop roads
 - **Dromana – Red Hill Link/Arthurs Seat Road.**
- Advocate to the State Government to increase the maximum legal age of footpath cycling in Victoria to 16 allowing less confident school age cyclists the opportunity to ride on the footpath.
- Advocate to the State Government to implement the east-west bus link between Mornington and Hastings.
- Advocate to State Government for reform the Western Port bus networks to be more direct, frequent and aligned with Stony Point line services to make public transport a more viable means of transport in Western Port.
- Advocate to State Government for the Stony Point uplift (20 minutes) in the short term and electrification of the Stony Point line in the long term, enabling more frequent metropolitan train access to Baxter, Tyabb, Somerville and Hastings.

3.3 Safety and accessibility

Objective

Create a safer, more inclusive transport network that reduces road trauma, removes access barriers for vulnerable users, and supports equitable and efficient use of public space.

Importance

The Mornington Peninsula continues to face critical transport safety and accessibility challenges. Over the last decade, more than 1,500 people have been seriously injured, and 75 lives have been lost on local roads. In 2019 alone, the Peninsula recorded 14 road fatalities, the highest of any Victorian municipality that year.

The ITS integrates safety and accessibility into the core of all transport planning but recognises that road trauma requires a dedicated and specialised response. For this reason, the *Mornington Peninsula Towards Zero 2020–2025 Road Safety Strategy* will remain a standalone but strongly aligned strategy, focused on eliminating deaths and serious injuries from the Shire's roads.

The ITS supports this strategy by identifying and prioritising high impact, deliverable infrastructure projects, policy improvements, and advocacy efforts that enhance safety and remove access barriers for people of all ages and abilities.

In line with best practice road safety principles, the ITS also supports the implementation

of lower-speed zones in town centres. Lowering speed limits in mixed-use areas is internationally recognised as one of the most effective ways to reduce fatal and serious injuries, particularly for vulnerable road users such as pedestrians and cyclists. A recent Safe Active Streets trial in Western Australia found that reducing speeds to 30km/h not only lowered crash risk but also increased the number of people walking and riding, and improved perceptions of neighbourhood safety and amenity.

Challenges and inequities

1. High risk intersections and road segments

- Rural roads and suburban arterials with outdated designs and high speed limits are overrepresented in serious crash data.
- Intersections such as Uralla Road/Nepean Highway and Myers Road/Coolart Road are known crash hotspots.

2. Town centre pressures and parking inefficiencies

- Seasonal visitor surges, lack of wayfinding and parking congestion reduce safety and access in major commercial areas.
- Parking infrastructure does not always support equitable, efficient or inclusive transport behaviour.

Key supporting evidence

- According to 2021 Census data, 21.4 per cent of Mornington Peninsula residents live with disability.
- Over 30 per cent of trauma cases on Shire roads involve vulnerable users.
- More than 40 per cent of ITS survey respondents raised pedestrian safety or access as a key issue.
- Peak visitor periods bring a 30–40 per cent increase in traffic and activity in town centres.
- 150+ serious injury crashes annually on Peninsula roads.
- 14 Lives lost in 2019 alone, the highest of any municipality in Victoria that year.

Priority initiatives

1. Implement integrated road safety infrastructure

Ensure all road users and traffic modes are actively considered in the planning, design and delivery of road safety projects. While continuing to achieve strong safety outcomes for motorists, the Shire must adopt a more holistic approach that equally prioritises the needs of cyclists, pedestrians and other vulnerable road users. This includes integrating safe, accessible and connected infrastructure that supports shared road use and reduces risk across the entire transport network.

Aligned with: *Towards Zero Road Safety Strategy 2020–2025*

2. Continued delivery of the *Towards Zero Road Safety Strategy* (Shire-led delivery)

In consultation with the community, expand traffic calming, blackspot upgrades and safer crossings in alignment with the Shire's road trauma reduction targets.

Aligned with: *Towards Zero Road Safety Strategy 2020–2025*

3. Parking on the peninsula – develop a Shire-wide parking management policy (Shire-led delivery)

The Mornington Peninsula faces several strategic parking challenges driven by changing land use patterns, visitation trends and car dependent travel behaviour. Parking is not only an issue of supply, but a key lever within the transport system that influences accessibility, safety, travel behaviour and place outcomes.

Seasonal tourism places significant pressure on parking in coastal towns, resulting in congestion, increased vehicle circulation and reduced amenity during peak periods. At the same time, ongoing infill development is increasing demand in areas where onsite parking provision is limited.

There is a clear need for a comprehensive parking management policy that establishes a strong strategic framework while providing practical, operational guidance for managing parking across towns and precincts. Such a policy will enable a consistent and proactive approach that treats parking as a shared, finite public resource and balances turnover, access, safety, local economic activity and place outcomes.

The policy should articulate a staged parking intervention hierarchy, ensuring that monitoring and demand management measures such as time limits, prioritisation, permits, wayfinding and targeted enforcement are exhausted before higher order interventions or consideration of new parking supply. New parking supply should not be treated as a default response to parking pressure.

The policy should define clear performance benchmarks to guide decision making, including target peak parking occupancy levels of approximately 85 per cent, recognising that these benchmarks inform judgement rather than operate as automatic triggers for intervention. Exceedance of benchmarks should be assessed in conjunction with local context, safety considerations, seasonal variation and land use characteristics. A clear policy position on paid parking should also be articulated, noting that paid parking is not currently endorsed and may only be considered in future with Shire approval, further analysis and community engagement.

Place based parking management should sit at the centre of the policy, recognising that parking issues vary significantly between activity centres, residential areas, foreshore precincts, schools, industrial areas and highly seasonal visitor destinations. In larger centres, parking management should be delivered through precinct based plans supported by the Shire-wide policy framework. Collectively, these measures will support more efficient use of existing parking resources, improved safety and accessibility, and better alignment between parking, transport and land use objectives across the Peninsula.

Informed by: *Parking Precinct Plans (2021); Community Engagement 2024*

4. Educating, engaging and collaborating with the community on school time safety concerns (Shire-led and State Government advocacy)

The Shire will continue to work closely with schools and communities to manage traffic and safety concerns around schools and submit specific projects on Shire roads for Council's consideration through the budget process or grant process. Officers will continue to advocate to State and Federal Government for safety improvements on State managed roads.

5. Sorrento summer traffic congestion

Traffic congestion in Sorrento during summer has been an ongoing community concern with high tourist demand, ferry connections and only two key arterial connections. Traffic counts and parking occupancy surveys were undertaken during the 23/24 Christmas period in Sorrento to understand the key causes of traffic congestion in Sorrento. Traffic modelling was then undertaken to assess the functional capacity of the two key intersections, Ocean Beach Road/Melbourne Road and Ocean Beach Road/Point Nepean Road intersections, during the summer traffic peak. This was to ascertain whether the intersections are failing due to the traffic volumes or for other reasons.

The modelling outputs indicate that the existing intersections at Ocean Beach/Melbourne Road and Ocean Beach Road/Point Nepean Road are capable of coping with the traffic volumes during the Christmas peak. The results suggest that the queueing along Point Nepean Road and Melbourne Road is a result of motorists waiting to park in Ocean Beach Road, and not the intersections' capacity.

To help reduce congestion along the Point Nepean Road corridor, the Shire is developing a parking wayfinding signage package for the Point Nepean Road and Melbourne Road approaches to Sorrento as well as options to increase parking in Morce Avenue.

In addition, a trial of a temporary closure of the mouth of Ocean Beach Road at its intersection with Point Nepean Road during the peak summer period will be investigated, in consultation with the chamber of commerce, local emergency services and the community. The intent of this trial would be to improve traffic flow and reduce congestion as a result of motorists waiting for a park queuing back along Point Nepean Road.

Why this matters



Quality of life, health and safety

Improving safety and accessibility is not just a technical priority it's about quality of life, health and safety:

- reduces the risk of death or injury on local roads
- enables vulnerable road users to move independently and safely
- creates more welcoming, accessible town centres for residents and visitors
- improves the use of public space and reduces traffic conflicts.

Actions summary: safety and accessibility

- Implement integrated road safety infrastructure by ensuring all road users and traffic modes are actively considered in the planning, design and delivery of road safety projects.
- Continue delivery of the *Towards Zero Road Safety Strategy* by expanding traffic calming, blackspot upgrades and safer crossings in alignment with the Shire's road trauma reduction targets and in consultation with the community.
- Develop a Shire-wide parking management policy.
- Continue to work closely with schools and communities to manage traffic and safety concerns around schools and continue to advocate to State and Federal Government for safety improvements on State managed roads.
- Continue to develop and implement parking wayfinding and options to increase parking in Sorrento, including investigating a trial of a temporary closure of Ocean Beach Road at its intersection with Point Nepean Road during the peak summer period.

3.4 Resilience and future readiness

Objective

Strengthen the Mornington Peninsula's transport network to be climate resilient, technologically adaptable, and capable of supporting projected population growth and industrial developments, particularly around the Port of Hastings.

Building a future-ready transport network

The Mornington Peninsula is at a transport futures juncture, facing challenges from climate change, technological evolution and industrial expansion. Transport contributes significantly to these challenges, accounting for **26 per cent of the region's total emissions**.

Additionally, the anticipated growth in freight activity due to developments at the Port of Hastings necessitates proactive infrastructure planning to accommodate increased demand.

The ITS is committed to enhancing the resilience and adaptability of the transport network through strategic investments in sustainable infrastructure, integration of emerging technologies, and alignment with State-led industrial growth.

Challenges

1. High transport emissions

- Transport is the second largest source of emissions in the Shire, contributing 26 per cent of total emissions.
- High private vehicle usage exacerbates carbon output, with 41.2 per cent of households owning two motor vehicles and 20.6 per cent owning three or more, compared to the Victorian averages of 36.9 per cent and 18.4 per cent, respectively.

2. Freight and industrial expansion

- Victoria's freight volumes are projected to more than double over the next three decades, with significant implications for the Port of Hastings and the surrounding industrial land:
 - existing transport infrastructure may be inadequate to support the anticipated increase in freight movement, necessitating targeted upgrades.

3. Technological advancements and infrastructure readiness

- The demand for EV charges is growing across the region.
- The absence of smart transport technologies, such as real-time traffic management systems, limits the efficiency and responsiveness of the current network.

Key supporting evidence

- **26 per cent of total emissions** in the Shire are from transport, underscoring the need for sustainable transport solutions.
- **41.2 per cent of households** own two motor vehicles, and **20.6 per cent own three or more**, indicating high car dependency compared to state averages.
- **Freight volumes** in Victoria are expected to more than double in the next 30 years, impacting infrastructure demands around the Port of Hastings.
- **Public EV charging demand** is increasing on the Peninsula, highlighting the need for infrastructure expansion. This expansion will be privately led and the Shire will enable EV charging infrastructure in Shire owned carparks.

Priority initiatives

1. Western Port freight corridor planning (Shire and State Government collaboration)

Freight movement and demand is increasing not only across Victoria, but notably also throughout the Peninsula given the regional importance of the Port in the Peninsula's east. Many of the existing freight corridors are either in need of significant infrastructure upgrades or are currently underutilised.

The primary north-south freight corridors on the Peninsula are the Western Port Highway, Mornington Peninsula Freeway and Frankston-Flinders Road (which is not acknowledged as a freight corridor on the Principal Freight Network). East-west corridors such as Mornington-Tyabb Road, Bungower Road, Eramosa Road and Graydens Road perform a secondary corridor function getting freight to these primary corridors.

Assessment of freight corridors within the Western Port Region demonstrate that Frankston-Flinders Road is currently the most utilised freight corridor. Frankston-Flinders Road carries substantially higher volumes than other key routes, including Bungower Road, Western Port Highway, Tyabb-Tooradin Road, Eramosa Road West, Mornington-Tyabb Road and Peninsula Link.

Frankston-Flinders Road as the most utilised north-south freight corridor route is problematic since the route bisects Somerville and Tyabb towns. The Shire has been receiving complaints from residents regarding the volumes of heavy vehicles that travel through these towns, including safety and noise concerns and the associated deterioration of the road due to the higher vehicle mass demands.

It is evident that continued use of Frankston-Flinders Road as the primary north-south freight route between the Port and Peninsula Link is not sustainable.

Most (if not all) of the freight planning literature recommend that Western Port Highway becomes the principal freight route between the Port and the metropolitan areas further north and northwest.

Council's preferred Western Port freight network is shown in Figure 18.

Figure 17. Existing Principal Freight Network in the Western Port region

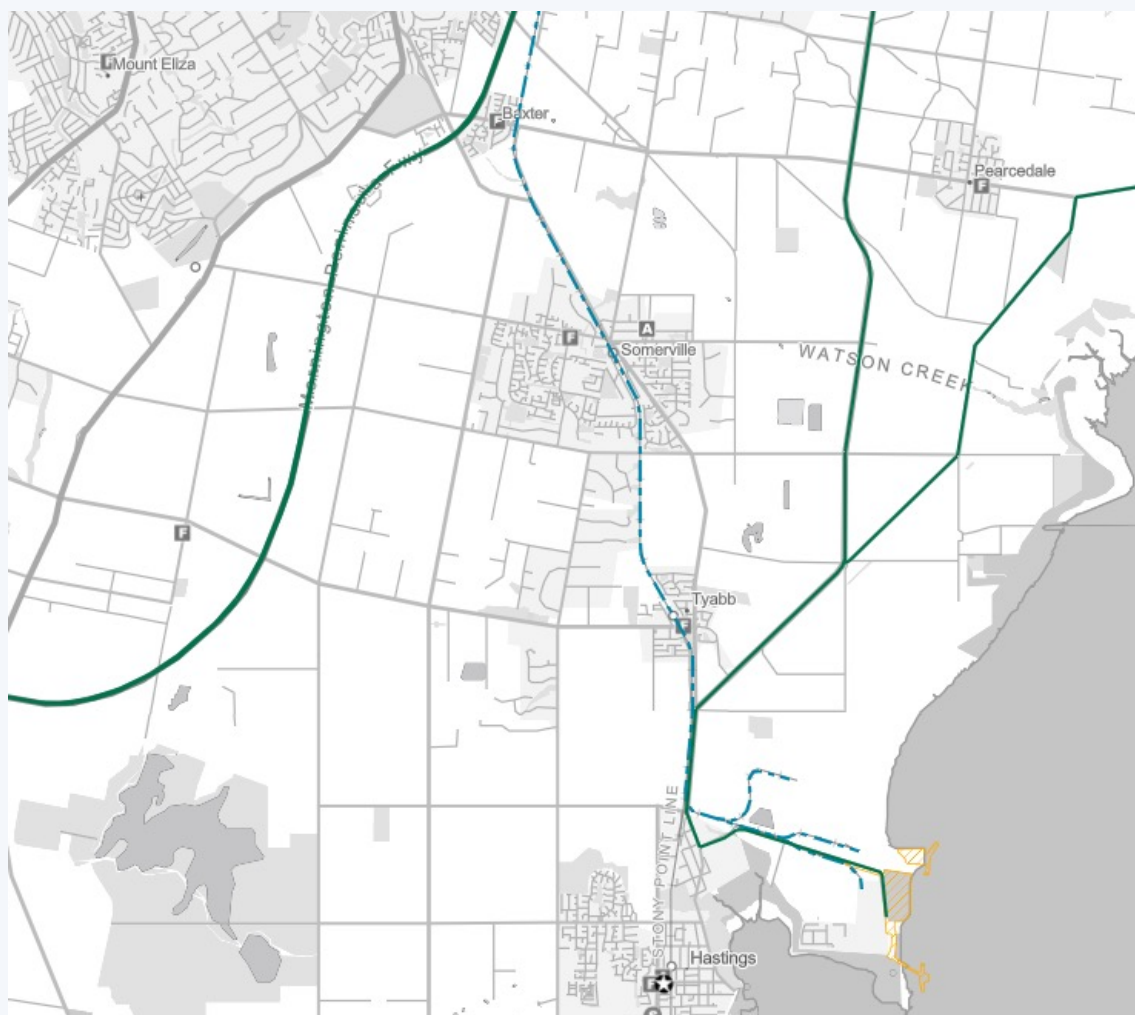
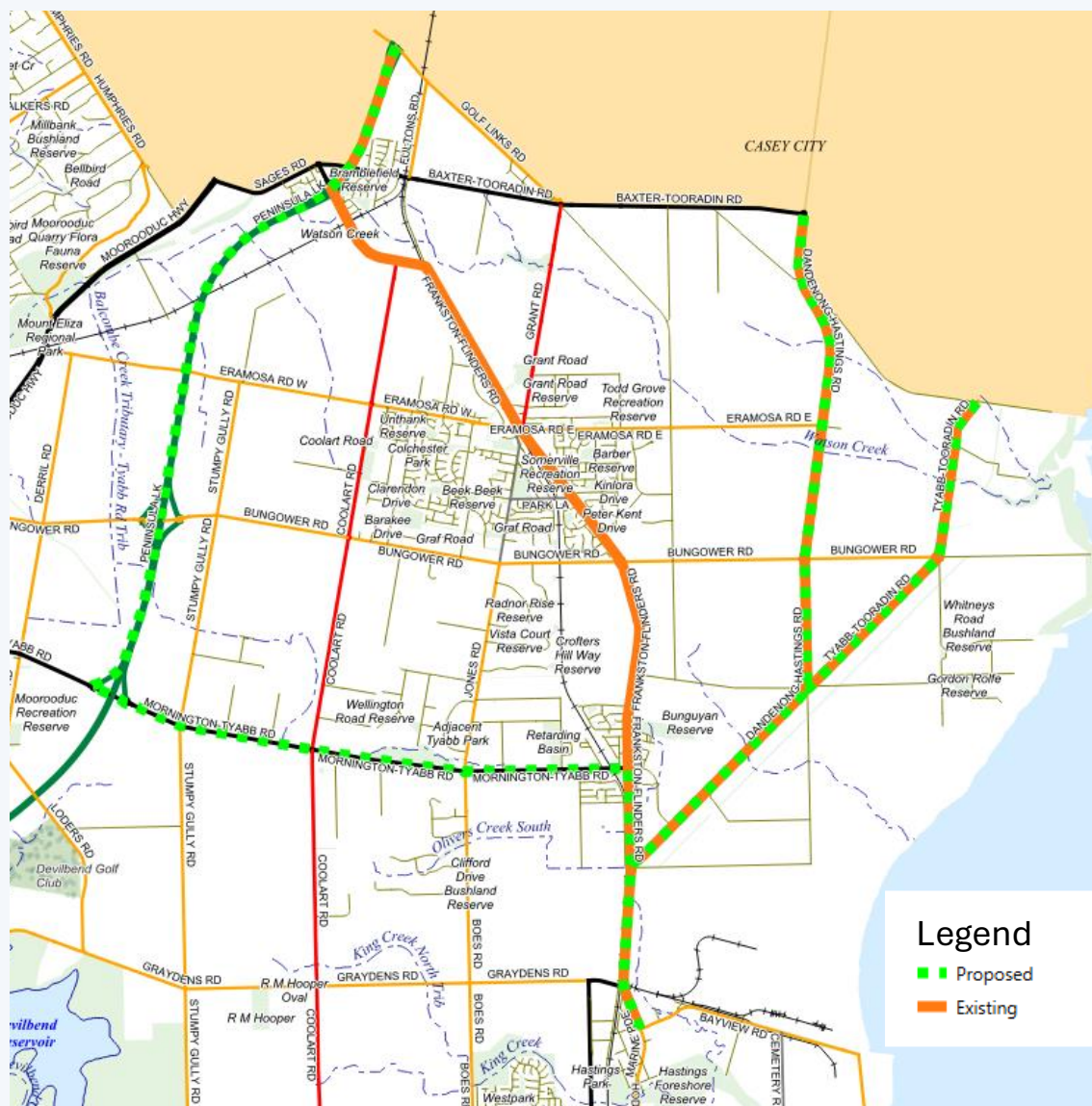


Figure 18. Recommended Western Port freight routes



The Shire will advocate to State Government for the delivery of this freight network, including:

- Upgrading of Western Port Highway to a freeway and increasing mass limits on bridges along this route.
- Establishing Mornington-Tyabb Road as the key east-west freight route by upgrading Mornington-Tyabb Road to a high standard arterial, including careful management of the interface with Tyabb and consideration of upgrading the current half diamond interchange with Peninsula Link to a full diamond.
- Reclassification of Marine Parade, Barclay Crescent, Bayview Road and Long Island Drive given these roads link the port to the principal access routes, namely Frankston-Flinders Road and Western Port Highway.
- Implementation of truck deterrent measures on Frankston-Flinders Road through Somerville and Tyabb (for example, 40km/h speed limits, raised safety platforms, freight curfews, mass limits) to deter trucks from using this route given it is not on Victoria's Principal Freight Network.
- A review of the Principal Freight Network classifications and B-double network to align with the preferred Western Port freight routes.

Another east-west and north-south connector is Coolart Road – Graydens Road, however, Graydens Road is a Shire Road (not a State road). It could fulfil the purpose of a secondary north-south freight route connecting into Peninsula Link. However, this would likely require road improvements and an upgrade of the Graydens Road/Frankston-Flinders Road intersection.

Another east-west connector is Bungower Road which sits north of Mornington-Tyabb Road. However, this is a Shire road (not a State road). It also does not have a public acquisition overlay along it (unlike Mornington-Tyabb Road), making widening of this road beyond the existing road reserve very difficult.

If, in the future, freight demands require a secondary east-west freight route, Bungower Road and or Graydens Road could be considered for this purpose. However, this would be subject to the roads being declared a State arterial and any upgrades being within the existing road construction footprint and funded by the State Government.

Aligned with: *Navigating our Port Futures Strategy (2022)*; *Infrastructure Strategy (2018)*; *Port Development Strategy (2018)*

2. Freight volume thresholds for emerging freight concerns (policy position)

To ensure future transport planning and infrastructure investment respond effectively to emerging industrial pressures and land use changes, the following thresholds and policy directions will guide Council's decisions.

Freight and logistics

- **Freight volume threshold**

The Shire to investigate source and causes when freight traffic exceeds 20 per cent of total vehicle volume on a given corridor for a 3-month time period that isn't part of Council's nominated Principal Freight Network and consider reasonable traffic management solutions (from VicRoads SCATS or tube count data).

- **Local road freight risk**

The Shire to investigate source and causes when local/collector roads carry >10 per cent heavy vehicle traffic for a 3-month time period and consider reasonable traffic management solutions.

3. Transport Asset Management Plan and renewal program (Shire-led delivery)

The *Transport Asset Management Plan* establishes a comprehensive framework for managing the Shire's \$1.53 Billion transport network over a ten-year period. It defines how the Shire will maintain, renew and invest in its roads, pathways, bridges, carparks and related infrastructure to deliver safe, reliable and accessible transport services for the community. The Shire also has its *Road Corridors Contract* and a *Road Management Plan* which are the mechanisms that deliver and set reasonable requirements for maintenance activities across Shire owned roads.

The *Transport Asset Management Plan* prioritises investment and renewal activities using a data-driven approach that focuses on asset condition, service performance through traffic count data and community risk through road crash data. Assets are assessed and ranked based on their criticality, functional performance and lifecycle cost to ensure that limited funding delivers the greatest overall network benefit.

Renewal and improvement funding prioritisation will largely be guided by asset condition, with traffic count data and road crash data forming key supporting inputs to ensure any renewal and improvement initiatives allow for the future needs of the Mornington Peninsula road network. As part of any road renewal, opportunities to improve road safety for vehicles, pedestrians and cyclists will also be explored, subject to available budgets. The Shire will publish on its website an annual program of road renewal projects.

Aligned with: *Asset Plan (2025/26 – 2035/36)*;
Asset Management Strategy (2025 – 2035)

4. Electric vehicle charging infrastructure expansion (privately-led delivery)

To support the roll out of electric vehicles, the Shire will facilitate expansion of electric vehicle charging infrastructure network on the Peninsula through tenancy of Council land where appropriate. Explore revenue raising opportunities as part of this. Where appropriate, the Shire may identify strategic sites such as Mornington, Hastings, Flinders and Rosebud and facilitate delivery through a competitive process e.g. expression of interest. This may include entering into licence agreements with the private operators to enable installation and ongoing management of the charging infrastructure. This initiative aims to support the transition to low emission vehicles.

5. Investigation of emerging smart transport technologies (Shire-led delivery)

The Shire will pilot smart transport solutions, including real-time traffic monitoring, adaptive signal control, and intelligent parking systems where appropriate. These technologies may enhance traffic flow, reduce congestion, and improve user experience. Expand existing real travel time sign network to assist manage congestion.

6. Continued rollout of electric bus fleet (State Government advocacy)

The continued rollout of an electric bus fleet by Public Transport Victoria is a key step toward a more sustainable and efficient transport network. Electric buses will reduce emissions, be more resilient and provide quieter, more comfortable journeys for passengers. Ongoing investment and support from State and Federal Government will be important to ensure the necessary infrastructure and services keep pace with this transition.

7. Unmade road and carpark construction (policy position)

Mornington Peninsula Shire manages approximately 1,400 kilometres of sealed roads and 370 kilometres of unsealed roads. Each year, the Shire receives numerous requests for sealing, dust suppression and maintenance of unsealed roads and carparks. Due to resource constraints and the need to prioritise the maintenance and renewal of existing sealed road assets, Council is unable to commit to sealing all remaining unsealed roads and carparks.

In considering requests for the sealing of unsealed roads and carparks, Council is guided by principles that align with the *Asset Plan 2025-2036* and support sustainable investment decisions. Priority is given to maintaining and renewing existing infrastructure ahead of new or upgraded works, unless specific circumstances justify further investigation. Capital investment decisions are informed by:

- current and future community needs
- improved social, environmental and economic outcomes
- sound business, investment and risk assessment principles.

The Shire will only investigate and progress the sealing of unsealed roads or carparks where one or more of the following circumstances apply:

- **Community-led special charge schemes**, where a group of property owners support construction through a special charge scheme in accordance with the *Infrastructure Works Special Charge Schemes Policy* under the *Local Government Act 1989*, with costs recovered from those receiving special benefit.
- **Significant land use changes**, where a proposed development or change in land use results in increased demand or impact on an unsealed road, and contributions are sought from the developer or proponent.
- **Unsustainable environmental risks**, where standard maintenance cannot adequately mitigate risks such as uncontrolled water flow causing potential land slip, or high levels of sediment runoff into surrounding waterways. In these cases, sealing may be considered as a risk mitigation measure, including through a special charge scheme.
- **Unacceptable road safety risks**, where a verified safety risk cannot be reasonably addressed through standard treatments. This may include roads in high-speed environments requiring traffic improvements, roads with high use by vulnerable road users or location with ongoing reported crash data or near-miss incidents linked to surface conditions. Detailed traffic investigations are required before any works proceed.

If a road is unmade, it will remain unmade in most cases unless one of the above criteria is met. Requests for sealing are assessed against these principles and circumstance, and are subject to funding availability, technical feasibility and Shire priorities.

Why this matters



Environmental sustainability

Reducing transport emissions is crucial for achieving Victoria and Australia's emissions targets and improving air quality.



Economic growth

Upgrading freight corridors supports industrial expansion and ensures the Peninsula remains competitive in logistics and trade.



Technological adaptation

Embracing emerging transport technologies enhances network efficiency and prepares the Shire for future mobility trends.



Western Port freight access infrastructure

Western Port's role as a state-significant freight and industrial precinct is growing, but arterial roads are not equipped to accommodate this increase in heavy vehicle movements.

Actions summary: resilience and future readiness

- Advocate to the State Government for the delivery of the preferred Western Port freight network, including:
 - upgrading of Western Port Highway to a freeway and increasing mass limits on bridges along this route
 - establishing Mornington-Tyabb Road as the key east-west freight route by upgrading Mornington-Tyabb Road to a high standard arterial, including careful management of the interface with Tyabb and consideration of upgrading the current half diamond interchange with Peninsula Link to a full diamond
 - reclassification of Marine Parade, Barclay Crescent, Bayview Road and Long Island Drive given these roads link the Port to the principal access routes, namely Frankston-Flinders Road and Western Port Highway
 - implementation of truck deterrent measures on Frankston-Flinders Road through Somerville and Tyabb (for example, 40km/h speed limits, raised safety platforms, freight curfews, mass limits) to deter trucks from using this route given it is not on Victoria's Principal Freight Network
 - a review of the Principal Freight Network classifications and B-double network to align with the preferred Western Port freight routes.
- Use the freight volume threshold and local road freight risk to determine when action is needed to address emerging freight concerns.
- Use asset condition data to prioritise renewal and improvement funding, with traffic count data and road crash data forming key supporting inputs to ensure any renewal and improvement initiatives allow for the future needs of the Mornington Peninsula road network.
- Publish the annual program of road renewal projects on the Shire's website.
- Support the development of EV charging infrastructure on Shire owned or managed land where there is a demonstrated market need.
- Pilot smart transport solutions, including real-time traffic monitoring, adaptive signal control, and intelligent parking systems where appropriate.
- Advocate to State Government for the continued rollout of an electric bus fleet by Public Transport Victoria.
- Only investigate and progress the sealing of unsealed roads or carparks where one or more of the following circumstances apply:
 - community-led special charge schemes, where a group of property owners support construction through a special charge scheme in accordance with the *Infrastructure Works Special Charge Schemes Policy* under the *Local Government Act 1989*, with costs recovered from those receiving special benefit
 - significant land use changes, where a proposed development or change in land use results in increased demand or impact on an unsealed road, and contributions are sought from the developer or proponent

- unsustainable environmental risks, where standard maintenance cannot adequately mitigate risks such as uncontrolled water flow causing potential land slip, or high levels of sediment runoff into surrounding waterways; in these cases, sealing may be considered as a risk mitigation measure, including through a special charge scheme
- unacceptable road safety risks, where a verified safety risk cannot be reasonably addressed through standard treatments. This may include roads in high speed environments requiring traffic improvements, roads with high use by vulnerable road users or location with ongoing reported crash data or near-miss incidents linked to surface conditions. Detailed traffic investigations are required before any works proceed.



4. Implementation and monitoring



4.1 Delivering the *Integrated Transport Strategy*

The Mornington Peninsula Shire's *Integrated Transport Strategy – Transport to 2040*, outlines a strategic vision for a more connected and equitable transport network. To ensure successful delivery, implementation must be well structured, continuously monitored and adaptable to future needs, funding opportunities and community expectations.

The ITS implementation and priority projects will be driven through:

- **Shire-led capital works**
(e.g. footpaths and local road upgrades)
- **State government partnerships and advocacy**
(e.g. public transport expansion, freeway extensions, arterial road upgrades, rail projects)
- **community and stakeholder alignment**
(e.g. local business, schools, service providers)
- **transparent monitoring and reporting**
Using evidence based performance indicators.

4.2 State Government collaboration

The ITS cannot succeed without strong coordination with the Victorian Government, whose leadership is essential in delivering large scale infrastructure and policy shifts.

Key areas of collaboration include:

- **Stony Point line uplift (20 minutes) and bus service improvements** aligned with the *Transport Integration Act* and Victoria's *Zero Emissions Vehicle Roadmap*
- **strategic road upgrades** including Mornington-Tyabb Road, Western Port freight corridors, southern Peninsula network planning and analysis, and cycling corridor upgrades
- **port and industrial growth planning** in coordination with the *Navigating our Port Futures Strategy* and Infrastructure Victoria's freight frameworks
- **smart mobility pilots** such as traffic signal upgrades, data collection platforms and shared mobility integration.

This partnership approach ensures alignment with state funding streams, land use planning policies, and long-term regional priorities.

4.3 Strategic reviews and action plans

A set of action for monitoring and evaluation will underpin the delivery of the *Integrated Transport Strategy*. This will include:

- **annual progress reporting** to Council and the public
- **four-yearly strategic reviews**, adapting the strategy based on data, funding and community needs.

4.4 Transport to 2040 – actions

S: 12 months **M:** 2-5 years **L:** 5-10+ years **O:** ongoing

Action	Timeframe	Lead
Integrated Transport Strategy – Transport to 2040		
Conduct a review and update relevant sections of the <i>Integrated Transport Strategy</i> on a 4 yearly schedule or within 12 months of the start of each new council term.	M	Shire
Advocate for transport infrastructure at all State and Federal elections.	O	Shire
Enhanced connectivity		
Advocate to State Government for the delivery of the Mornington-Tyabb Road upgrade.	O	Shire
Advocate to the State Government for the delivery of the Jetty Road overpass and freeway duplication to Boneo Road.	O	Shire
Undertake a corridor study of Bungower Road, Mornington to identify key sources of traffic congestion and infrastructure priorities to reduce congestion.	S	Shire
Advocate to State Government to progress the southern Peninsula transport network planning and identify a preferred future transport corridor that considers economic, social and environmental impacts, with particular attention to the Tootgarook Wetlands, ensuring ecological, hydrological and cultural values are protected.	S	Shire
Advocate to the State Government that they allow community access to the existing State Government land that is reserved for the freeway in the interim whilst a decision is made on the preferred future transport corridor.	S	Shire
Use the speed and volume thresholds to determine when emerging congestion issues require a corridor study to understand the source of the additional traffic and identify options to address this congestion.	S	Shire

Action	Timeframe	Lead
Active and public transport		
Advocate and seek external funding for the design and construction of the Peninsula Trails missing links.	O	Shire
Continue to deliver the Principal Pedestrian Network, where feasible as shared user paths.	O	Shire
Where no bicycle storage facilities exist within 200 metres of an activity centre or train station, consider installation of appropriate solutions to improve public transport accessibility.	S	Shire
Advocate to the State Government for the inclusion of the following cycling routes on the Principal Bicycle Network: - Point Nepean Road to the Nepean Highway via Arthurs Seat - Nepean Highway to Frankston-Flinders Road via Merricks North.	O	Shire
Advocate to the State Government for delivery of the Principal Bicycle Network, with a particular focus on these missing links: Nepean Highway, Mornington Bentons Road to Bungower Road – both sides The Esplanade, Mount Martha Bentons Road to Mount Martha Village – both sides Marine Parade, Safety Beach Tunnel exit to pedestrian crossing.	O	Shire
Advocate to the State Government, and deliver (when on Shire roads) interim safety improvements on these high speed roads that are not on the PBN but are popular with cyclists: Boneo Road/Mornington-Flinders Road Arthurs Seat corridor Balnarring Road/Merricks North connectors Balnarring → Merricks → Red Hill Mornington-Tyabb Road/Boundary Road Coolart Road Somerville – Balnarring corridor Red Hill Road/Arthurs Seat Tourist loop roads Dromana – Red Hill Link/Arthurs Seat Road.	O	Shire

Action	Timeframe	Lead
Advocate to the State Government for the delivery of interim safety improvements on the following sections of high speed roads on the PBN: • Frankston-Flinders Road Frankston → Balnarring → Flinders • Point Nepean Road/Nepean Highway Mornington → Dromana → Sorrento.	O	Shire
Advocate to the State Government to increase the maximum legal age of footpath cycling in Victoria to 16 allowing less confident school age cyclists the opportunity to ride on the footpath	O	Shire
Advocate to the State Government to implement the east-west bus link between Mornington and Hastings.	S	Shire
Advocate to State Government for reform the Western Port bus networks to be more direct, frequent and aligned with Stony Point line services to make public transport a more viable means of transport in Western Port.	O	Shire
Advocate to State Government for the Stony Point uplift (20 minutes) in the short term and electrification of the Stony Point line in the long term, enabling more frequent metropolitan train access to Baxter, Tyabb, Somerville and Hastings.	O	Shire
Safety and accessibility		
Implement integrated road safety infrastructure by ensuring all road users and traffic modes are actively considered in the planning, design and delivery of road safety projects.	O	Shire
Continue delivery of the <i>Towards Zero Road Safety Strategy</i> by expanding traffic calming, blackspot upgrades and safer crossings in alignment with the Shire's road trauma reduction targets and in consultation with the community.	O	Shire
Develop a Shire-wide parking management policy.	S	Shire
Continue to work closely with schools and communities to manage traffic and safety concerns around schools and continue to advocate to State and Federal Government for safety improvements on State managed roads.	O	Shire
Continue to develop and implement parking wayfinding and options to increase parking in Sorrento, including investigating a trial of a temporary closure of Ocean Beach Road at its intersection with Point Nepean Road during the peak summer period.	S	Shire

Action	Timeframe	Lead
Resilience and Future Readiness		
Advocate to the State Government for the delivery of the preferred Western Port freight network, including: • upgrading of Western Port Highway to a freeway and increasing mass limits on bridges along this route • establishing Mornington-Tyabb Road as the key east-west freight route by upgrading Mornington-Tyabb Road to high-standard arterial, including careful management of the interface with Tyabb and consideration of upgrading the current half diamond interchange with Peninsula Link to a full diamond • reclassification of Marine Parade, Barclay Crescent, Bayview Road and Long Island Drive given these roads link the port to the principal access routes, namely Frankston-Flinders Road and Western Port Highway • implementation of truck deterrent measures on Frankston-Flinders Road through Somerville and Tyabb (for example, 40km/h speed limits, raised safety platforms, freight curfews, mass limits) to deter trucks from using this route given it is not on Victoria's Principal Freight Network • A review of the Principal Freight Network classifications and B-double network to align with the preferred Western Port freight routes.	S	Shire
Use the freight volume threshold and local road freight risk to determine when action is needed to address emerging freight concerns.	O	Shire
Use asset condition data to prioritise renewal and improvement funding, with traffic count data and road crash data forming key supporting inputs to ensure any renewal and improvement initiatives allow for the future needs of the Mornington Peninsula road network.	O	Shire
Publish the annual program of road renewal projects on the Shire's website.	S	Shire
Support the development of EV charging infrastructure on Shire owned or managed land where there is a demonstrated market need.	O	Privately led
Pilot smart transport solutions, including real-time traffic monitoring, adaptive signal control, and intelligent parking systems where appropriate.	N	Shire
Advocate to State Government for the continued rollout of the electric bus fleet by Public Transport Victoria.	O	Shire
Only investigate and progress the sealing of unsealed roads or carparks where one or more of the circumstances outlined in the <i>Integrated Transport Strategy</i> apply.	O	Shire

Appendix A

PPN Prioritisation Methodology

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

4.4 (Cont.)

Attachment 1

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

Appendix B

Updated Priority Footpath Construction List

The top 20 priority PPN footpaths are shown below. The broader list of 118 footpaths is available on the Shire website.

#	Ranking		Proposed footpath	Town	Total score
1	1	 	Nepean Highway*	Dromana	87.5
2	2	 	Boundary Road*	Dromana	76.5
3	3		Bruce Road	Mount Martha	75.5
4	4		Pickings Road	Safety Beach	73.5
5	5	 	Nepean Highway*	Mornington	71
6	5		Capel Avenue	Capel Sound	71
7	7		Tallis Drive	Mornington	69.5
8	8		Austin Road	Somerville	69
9	9		Esplanade	Mornington	68.5
10	9		Somerset Drive	Mount Martha	68.5
11	10		Bungower Road	Somerville	68
12	11		Governors Road	Crib Point	67
13	11		Balaka Street	Capel Sound	67
14	11		Elizabeth Avenue	Capel Sound	67
15	12		Barkly Street	Mornington	65.5
16	13		Country Club Drive	Safety Beach	63
17	13		Bath Street	Mornington	63
18	13		Koetong Parade	Mt Eliza	63
19	14		Wood Street	Flinders	62.5
20	14		Nepean Hwy (east side)	Mount Eliza	62.5



Biodiversity and/or cultural heritage impacts



Constructability issues



Footpath is in design or construction stage

Appendix C

Integrated and supporting strategies

C.1 Strategic consolidation through the *Integrated Transport Strategy*

The *Integrated Transport Strategy* provides a unified framework that consolidates the Mornington Peninsula Shire's transport related planning into a single, forward focused strategy. Through this integration, several existing Council strategies have been superseded. Their insights, actions and recommendations are now embedded directly into the objectives and action plans of this Strategy.

This approach enhances clarity, reduces duplication, and ensures a streamlined basis for decision making, investment, and implementation across the Peninsula's transport network.

C.2 Superseded and integrated Council strategies

The following Council strategies and supporting documents have been fully incorporated into the development of the ITS.

Superseded by the ITS:

- **Pedestrian Access Strategy 2024–2034**
The Principal Pedestrian Network (PPN) methodology and strategic direction are now embedded in the ITS footpath planning framework throughout section 3.2.
- **Ridesafe Cycling Strategy 2014**
The intent to provide opportunities for residents and visitors to use bicycles as a means of transport to undertake exercise and participate in recreational activities has been covered throughout section 3.2 of the ITS.
- **Unmade Roads Construction Strategy 2006**
Previously used to guide capital delivery of road sealing. Policy position change to only consider sealing a road in the circumstances outlined in section 3.4
- **Unmade Carpark Construction Strategy 2015**
Previously used to guide capital delivery of carpark sealing. Policy position change to only consider sealing a carpark in the circumstances outlined in section 3.4.
- **Sustainable Transport Strategy 2016**
Replaced by updated policies, project priorities, under objectives 2 and 4.
- **Road Improvement Strategy 2018**
Strategic corridor upgrades and project references now appear under objectives 1 and 4.

C.3 Ongoing Council strategies and supporting frameworks

The following strategies continue to operate in parallel with the ITS as live, Council endorsed documents:

- **Towards Zero Road Safety Strategy 2020–2025**

This remains an active and independent strategy with its own monitoring, funding, and delivery framework. The ITS reinforces its objectives through the integration of safety principles and targeted infrastructure projects aligned with the safe system approach.

- **Peninsula Trail Masterplan 2025**

The Peninsula Trail network continues to be delivered through this masterplan. The ITS draws from and supports its implementation, particularly in advancing high priority links that promote regional active transport connectivity.

- **Our Urban Forest Strategy 2024–2034**

Our Urban Forest Strategy is an active and independent strategy with its own monitoring, funding and delivery framework. The ITS is supported by its implementation, particularly in relation to the target to increase canopy cover of Principal Pedestrian Network routes to 60 per cent and promote active transport.





Mornington
Peninsula Shire