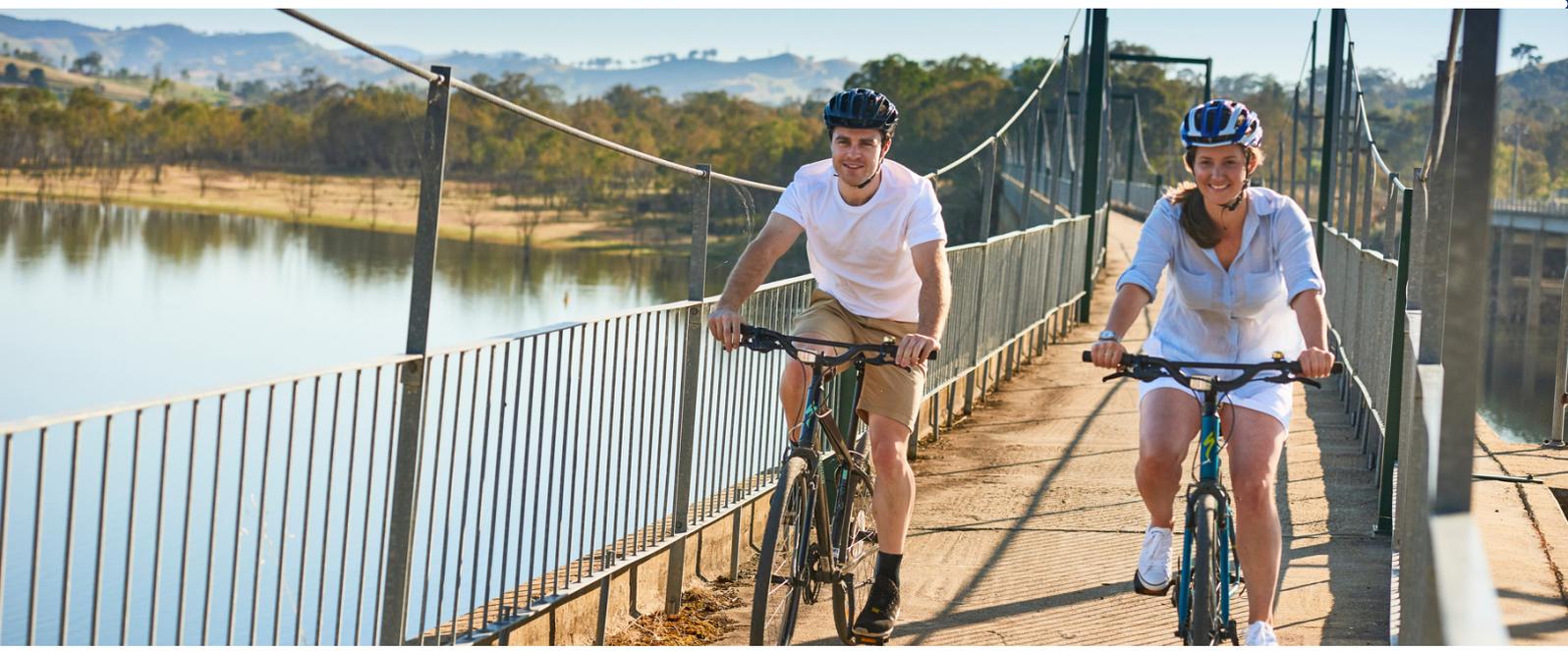




Mansfield Shire

Mansfield Shire Council
**Footpath and Shared
Path Strategy**



AUGUST 2022

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Schedule of Changes & Amendment

| Version | Date | Changes/Amendment |
|----------------|-------------|---|
| V1.00 | 26/04/2016 | Draft by Engineering & Works |
| V1.1 | 09/05/2016 | Amendments following internal consultation |
| V1.1.1 | 31/05/2016 | Minor edits |
| V1.2.1 | 10/06/2016 | Addition of list of Mansfield projects in Appendix A |
| V2.00 | 19/01/2017 | Amendments after public comment |
| V2.01 | 04/04/2017 | Addition of small-town project, revision of project ranking table |
| V2.11 | 19/04/2021 | Updating information to most current versions in the related documents and maps |
| V3.00 | 30/04/2021 | Comprehensive review in preparation for community consultation |
| V4.00 | 01/05/2022 | Comprehensive update post community consultation |
| V5.00 | 11/08/2022 | Minor edits for adoption |

1. Executive Summary

Mansfield Shire is an attractive and vibrant region of Victoria, and its appeal has driven continuous and steady growth, increasing in recent years to 3.4%. Residential growth has increased the demands on infrastructure within the Shire, particularly the footpath and shared path network.

This Strategy provides a plan to improve the path network to provide better accessibility and connectivity for the Mansfield Shire community. The Strategy includes separate and prioritised footpath and shared path improvement projects. These priorities are based upon community feedback, location, usage, safety, and gaps in the existing path network.

Through thorough consultation with the community, a great deal of feedback has been incorporated into the strategy. The strategy has identified and prioritised the pathway network for each major township. This comprehensive review will act as a guide for future planning and budget processes. In addition, several pathways have been included for further investigation.

Along with identifying pathway projects, the strategy also plans for improvements to the Great Victorian Rail Trail, potential pedestrian refuge islands, and recreational projects. There is also an emphasis on ensuring footpath connectivity during subdivision development planning and construction.

2. Introduction

The Mansfield Shire Footpath & Shared Path Strategy clearly documents Council and community aspirations for paths within the shire. The strategy includes path connectivity improvements within the town of Mansfield and in outlying townships, improvements to existing paths, and proposed expansions and new connections.

Public spaces are usually imagined as large open areas like parks, and footpaths and shared paths are often overlooked. Their role in social and physical connectivity, and their importance for exercise and safety makes pathways a fundamental part of any town or city.

Paths are the foundation of our public spaces, especially used by vulnerable users in the community – including seniors, families, those on mobility scooters and the disabled. They are not only thoroughfares or transport routes – they allow for stopping, talking, playing, living and learning.

Walking is an alternative mode of transport. It is popular, free, and a readily attainable form of physical activity, with more than one million Victorians actively walking for exercise. About one-quarter of the population walks as part of their exercise regime – more than people going to the gym (about 17%) and cycling (about 8%).

Walking is even more critical for senior Victorians to live healthy, independent lives. For those aged 75 and over, walking makes up 77% of their total physical activity. And as seniors get older, their walking is more about everyday needs, with walking for shopping or personal business increasing from 53% of trips for 60-69 year old's to 81% of trips for those aged over 80.

To fulfil these roles, it is important that people are safe and feel safe when walking on footpaths. Hence footpaths must be well lit, designed and maintained and ensure the separation of vehicles and pedestrians. In this way footpaths also improve community safety through the reduction of accidents.

3. Approach

The approach followed in this Strategy document is:

- ▶ Detail the existing network
- ▶ Identify areas for improvement
- ▶ Design and plan improvements to establish the ideal pathway network

The key drivers for identifying areas for improvement in the Shire include:

- ▶ Issues raised by Mansfield Shire residents, ratepayers and businesses.
- ▶ Initiatives and discussion from the former Parks & Precincts Committee.
- ▶ Transport Integration Act 2010.
- ▶ Victorian Cycling Strategy 2018-28.
- ▶ Safety issues at critical locations with high pedestrian activities (e.g. school routes) and limited footpaths.
- ▶ Technical experience and observations from Council's Engineering and Planning Officers.
- ▶ The Council Plan.

3.1 Vision and Aspirations

The main objective of the pathway strategy is to provide a formalised document to clarify the vision for pathways within the shire, to identify gaps and weaknesses compared to the desired standards, and to capture the list of priorities to improve the pathway network for Mansfield over the next 20 years and beyond.

The Strategy supports three pillars in the Mansfield Shire Community Vision 2040; community and people, health and wellbeing and infrastructure and services. Improving the pathway network helps move Mansfield Shire towards the community's vision for the future of the municipality.

3.2 Existing Pathway Networks

The substantial existing pathway networks in Mansfield, Jamieson, Goughs Bay and Bonnie Doon are per below:

1. Within Mansfield Township, the path network lengths are:

- ▶ High (Primary) Network **Total Length = 8,975 m**
- ▶ Low (Secondary) Network **Total Length = 21,514 m**
- ▶ Recreation Network **Total Length = 15,280 m**
- ▶ Great Victorian Rail Trail **Total Length = 40,427 m**

(From Mansfield Station to Merton)

2. Jamieson Township, the path network lengths are

- ▶ High (Primary) Network **Total Length = 350 m**
- ▶ Recreation Network **Total Length = 1,800 m**

3. Bonnie Doon Township, the path network lengths are

- ▶ High (Primary) Network **Total Length = 180 m**
- ▶ Low (Secondary) Network **Total Length = 710 m**

4. Goughs Bay Township, the path network lengths are

- ▶ Recreation Network **Total Length = 1,900 m**

Note: The length detailed above is the total length of pathway – not the road that it runs along.

3.3 Issues Identified in Existing Network

The existing network has limitations and deficiencies which result in lower utilisation from vulnerable users. The following is a list of issues identified within the existing network:

Discontinuities

- ▶ Missing pathway segments which limit, discourage or reduce the utilisation of the network
- ▶ Lacking footpaths on both sides of the road (where required by IDM Table 2)
- ▶ Pedestrians are forced to walk on roads, which creates safety issues.

Street Lighting

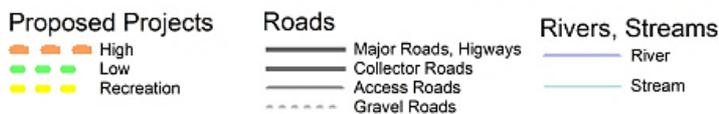
- ▶ Areas where street lighting does not meet AS 1158 Lighting for Roads & Public Spaces
- ▶ Adequately lit pathways provide safer use at night.

Seating, Street Furniture and Wayfinding

- ▶ Parts of the existing network need additional seating to address increased demands from tourism, and to provide rest points improving all ability access
- ▶ There is a need to provide seating near specific gathering points (e.g. bus stops, shops, parks).
- ▶ Lack of directional signage poles or markings on footpaths and reflectors to guide pedestrians

All-Ability Access needs

- ▶ Most of the older network lack tactile surface indicators, which assists the visually impaired
- ▶ Access between parking areas and the pathway must be provided;
- ▶ Lack of “pram crossings” creates discontinuity in the pathway network for some users (e.g. mobility scooters, wheel chairs, prams).
- ▶ There is a lack of parking for mobility scooters. Access along High St is restricted.
- ▶ Lacking refuge crossing especially needed for the surrounding school areas



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3.4 The Ideal Pathway Network

The pathway network hierarchy and pathway classification shown below in Table 1 is defined in the Mansfield Shire Council Road Management Plan and based upon Australian Standards, plans and codes of best practice.

The standards for ‘High’ and ‘Low’ pathways are not intended to support horse traffic, but pathways will not be designed to exclude it.

Recreational pathways are intended to be shared between foot traffic, cycle traffic and horse traffic in a rural environment and include rest areas, bicycle and horse facilities where appropriate.

‘Low’ and ‘Recreation’ paths have been given a similar priority in ranking of the paths for consideration for funding. They do not have competing priorities in construction urgency, as they are prioritised by surrounding context such as safety, volume and community importance. Where possible ‘High’ priority paths will be built first.

Table 1: Pathway Hierarchy Definitions and Functional Standards

| Hierarchy Level | Description | Example | Functional Standards |
|-----------------|---|--|---|
| High | <ul style="list-style-type: none"> ▶ Paths located within the CBD ▶ High activity area footpaths (within one street block of shopping precincts, aged care centres, senior citizen centres, schools, hospitals, libraries, main community facilities and transport hubs) ▶ Required on at least one side of the street | Footpath on High St – Mansfield | <ul style="list-style-type: none"> ▶ Sufficient width for mobility scooters and pedestrians. (1.5-2.5m) ▶ Sufficient width for families cycling with children ▶ Rest places, including benches/seats at strategic locations ▶ Safe Mobility Scooter parking locations at strategic locations ▶ Tactile features for people with vision impairments ▶ Clear signage ▶ Regular “Pram Crossings” ▶ Both sides of road ▶ Built of concrete, asphalt/spray seal/bituminous and gravel |
| Low | <ul style="list-style-type: none"> ▶ All paths within residential areas, that are not included in the high use category. ▶ Paths in arterial, link and collector road reserves. ▶ Bike paths and rail trail ▶ Paths in parkland. | Footpath on Hunter St - Mansfield | <ul style="list-style-type: none"> ▶ Sufficient width for pedestrians or mobility scooters (1.5m) ▶ Suitable surface and clearance for individuals cycling with children ▶ “Pram Crossings” at intersections ▶ Safe crossing points over main roads. ▶ Both sides of road ▶ Built of concrete, asphalt/spray seal/bituminous and gravel |
| Recreation | <ul style="list-style-type: none"> ▶ Facilitate recreation activities and typically can accommodate both pedestrians, cyclists and horse riders | Shared Path between Kareen Hills Estate & Botanic Park | <ul style="list-style-type: none"> ▶ Sufficient width for cycles, pedestrians, scooters to pass (2.5m) ▶ Suitable for use by horse riders ▶ Connection to other parts of recreation network by cycle-friendly and horse-friendly routes (i.e. not Primary or Secondary paths and Roads) ▶ Clear of ground vegetation ▶ One side of road ▶ Safe crossing points over main roads. ▶ Built of gravel or asphalt |

3.5 Existing & Future Land Use Forecast

In 2001, Mansfield Shire had a population of 8,224. The State Government population projections stated that the population of the Shire was expected to further increase to almost 11,359 residents by 2040. Recent population growth figures have shown that for Mansfield Shire, between 2016 and 2021, the Average Annual Growth Rate for Mansfield Shire is actually 3.5%. The current population of Mansfield Shire based on the recent census data is 10,178.

The Mansfield Planning Strategy has estimated that under the current population growth scenario, Mansfield will continue to have an Annual Average Growth Rate (AAGR) of 3.3% until 2025, then a 2.5% AAGR till 2031, with a 2.0% AAGR till 2040. This is estimating a population of 16,062 by 2040, 4,703 more than the State Government estimates.

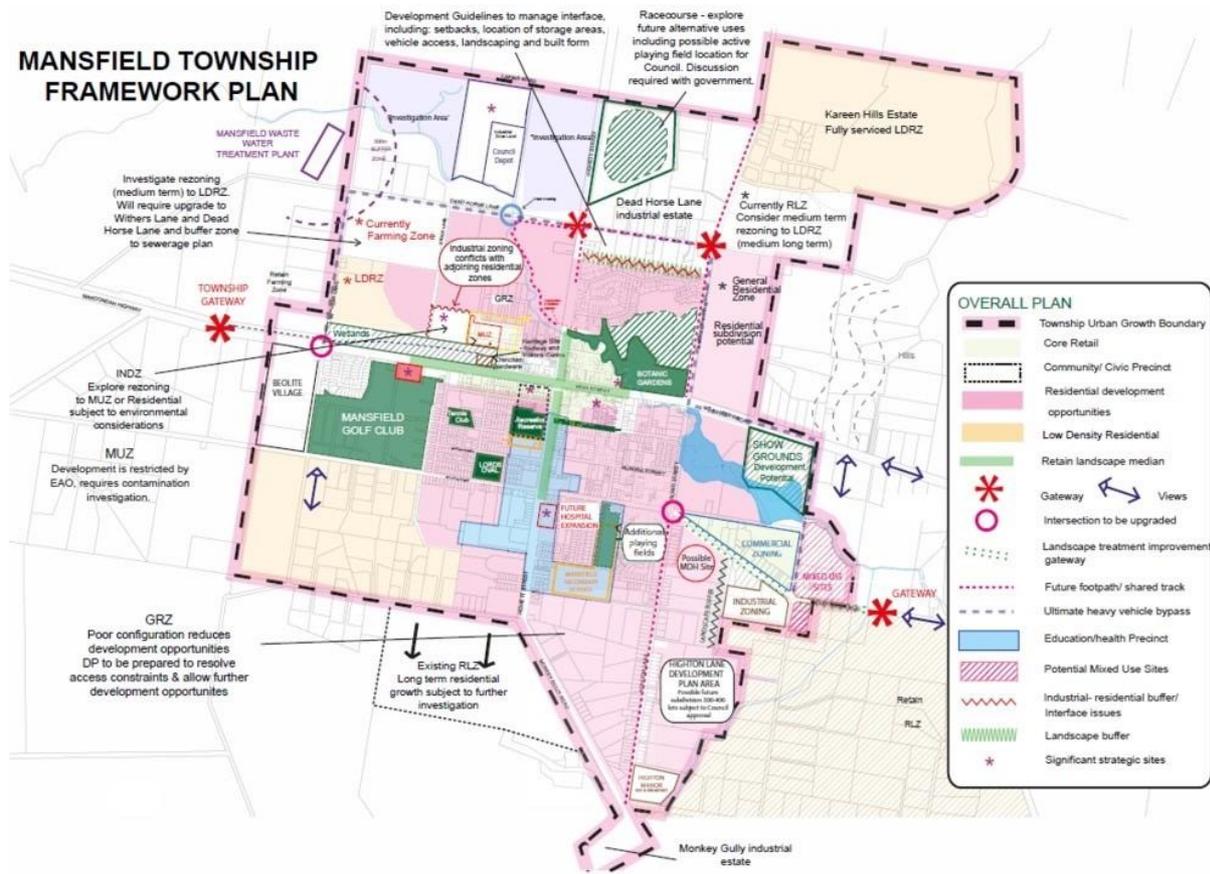
A summary of the existing and projected population growth for Mansfield Shire is listed in Table 2.

Table 2: Existing and future population projections – Mansfield Planning Strategy 2022

| Mansfield Shire | 2016 | 2021 | 2025 | 2031 | 2036 | 2040 |
|-----------------------------------|-------|--------|--------|--------|--------|--------|
| Population | 8,674 | 10,178 | 11,589 | 13,440 | 14,839 | 16,062 |
| Average Annual Growth Rate (AAGR) | 3.3% | 3.5% | 3.3% | 2.5% | 2.0% | 2.0% |

The population growth in Mansfield is higher than other municipalities in Regional Victoria. The existing and future potential land use development within Mansfield Township is depicted in Figure 1.

Figure 1: Existing and Future Land use Development – Mansfield Township



The land use map shows the availability of land within Mansfield Township for future development. Additional land has been identified for rezoning for residential purposes as part of the *Mansfield Planning Strategy 2022*.

3.6 Proposed Improvements and Future Network

The strategy for the future network is developed to address the following elements:

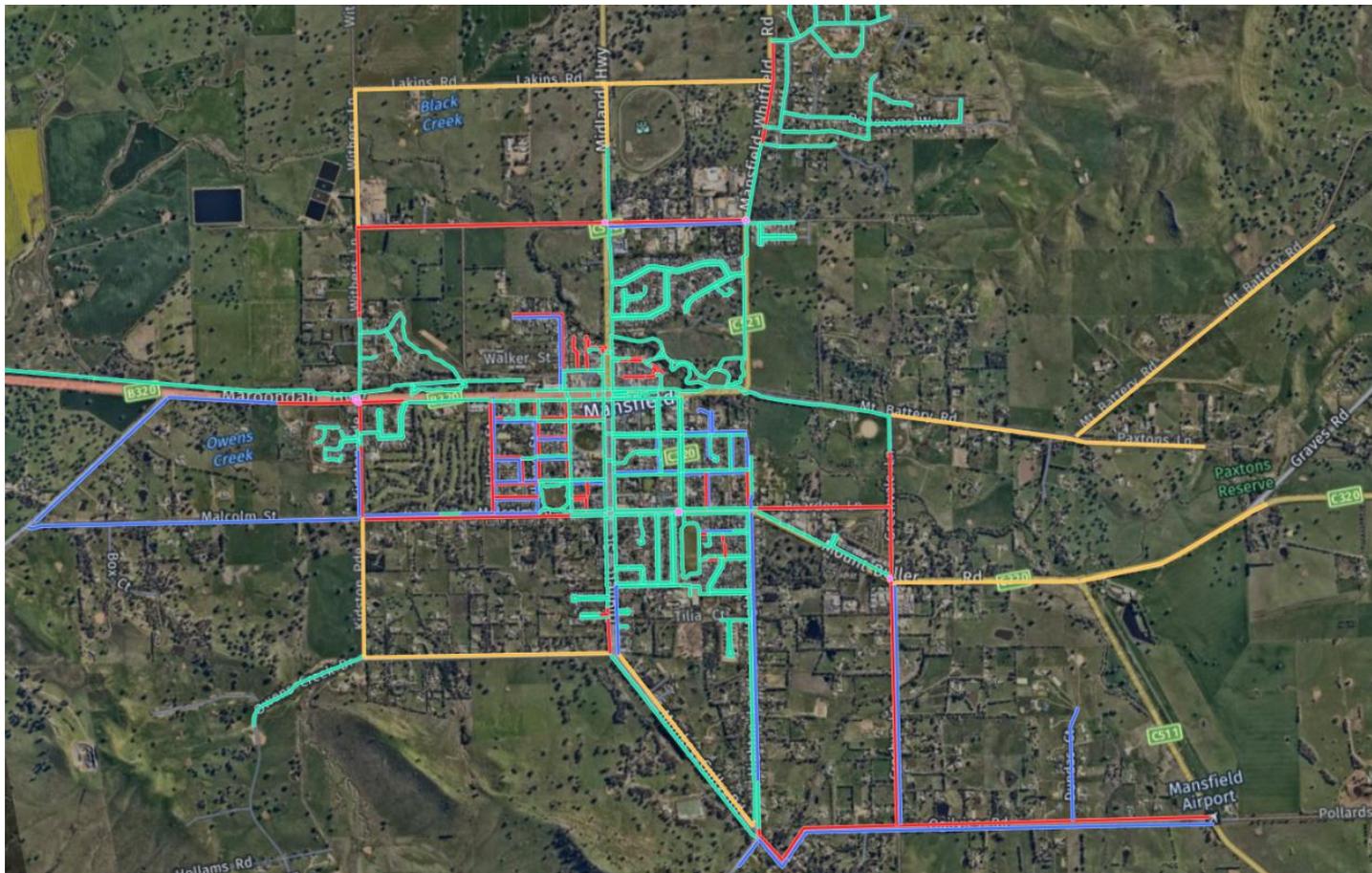
- ▶ Identify improvement projects that will enhance the entire footpath network for each township.
- ▶ Prioritised project order for each township.
- ▶ Complete missing links.
- ▶ Improve safety.
- ▶ Provide direction for new subdivision applications.
- ▶ Provide recreational shared paths to encourage physical exercise.

Proposed improvements to the current network are shown below for each township.

Organising improvement projects in a prioritised hierarchy allows Council to plan and budget for those projects over time. Due to the nature, variation in length, and site conditions, the costs for each pathway will vary. Council will utilise the hierarchy set out in this strategy in preparation of its budget annually.

4. Current and Future Networks

4.1 Current and Future Network – Mansfield



Existing Path



High Priority



Low Priority



Future Recreational Path



Pedestrian Crossing



4.2 Current and Future Network Mansfield North West Corner



Existing Path



High Priority



Low Priority



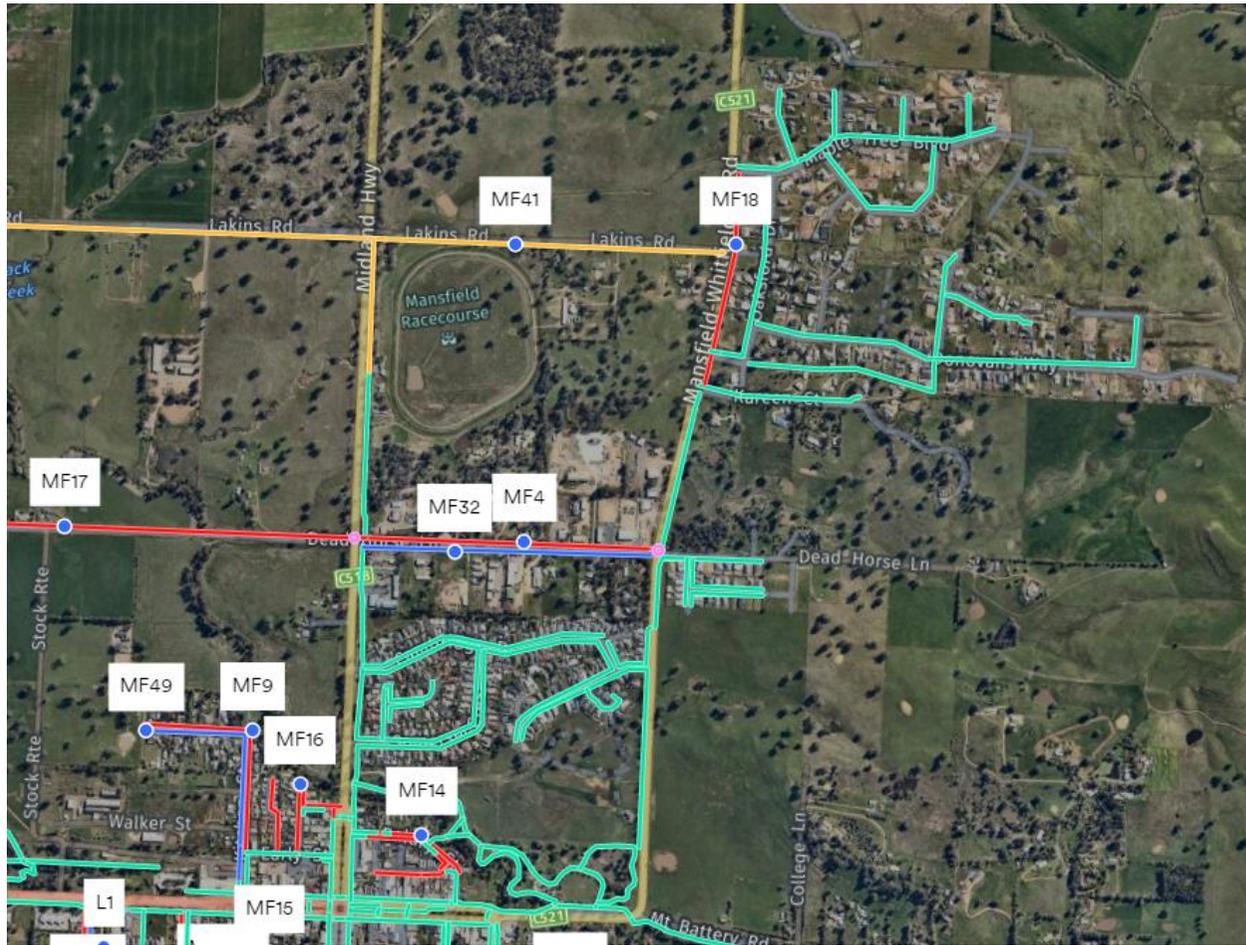
Future Recreational Path



Pedestrian Crossing



4.3 Current and Future Network Mansfield North East Corner



Existing Path



High Priority



Low Priority



Future Recreational Path



Pedestrian Crossing



4.5 Current and Future Network Mansfield South East Corner

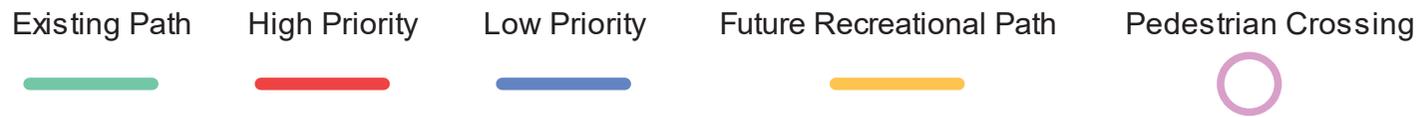
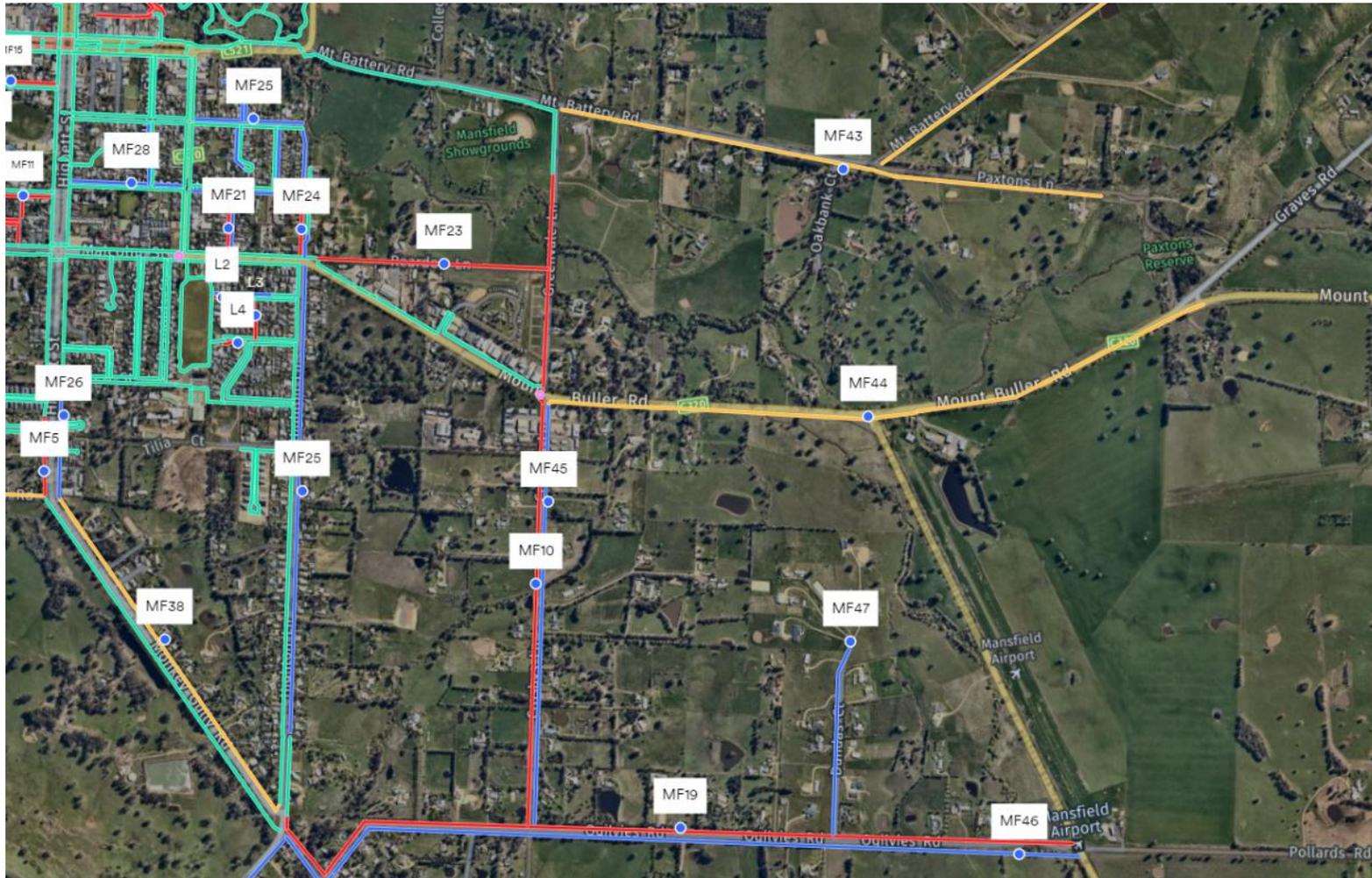


Table 3: Future Mansfield pathways listed in priority order

| Hierarchy | ID | Street Name | Start | End | Length(m) | Width (m) | Type | Rationale for Priority Rating |
|-----------|------|-------------------------------|----------------|-----------------|-----------|-----------|-----------------|--|
| High | MF1 | Malcolm St (South Side) | Kidston Pde | Apollo St | 1,250 | 2.5 | Asphalt 130 mm | Residential area. Missing link. Retirement home. Golf course. Shared path. |
| High | MF2 | Kidston Pde (Eastern Side) | Maroondah Hwy | Malcolm St | 680 | 2.5 | Asphalt 130 mm | Residential area. Missing link. Retirement home. Sporting precinct. Shared path. Cycle Loop. |
| High | MF3 | Elvins St (Western Side) | Malcolm St | High St | 670 | 1.5 | Concrete 125 mm | Residential area. Missing link. No paths on either side. |
| High | MF4 | Dead Horse Ln (Northern Side) | Midland Hwy | Whitfield Rd | 820 | 2.5 | Gravel 100 mm | Industrial Area. Missing Link. No paths on either side. Cycle Loop. Heavy Vehicle Route. |
| High | MF5 | Highbett St (Western Side) | Steiner School | Monkey Gully Rd | 320 | 1.5 | Concrete 125 mm | Residential area. School route. Missing link. |
| High | MF6 | Ultimo St (Western Side) | Victoria St | Curia St | 350 | 1.5 | Concrete 125 mm | Residential area. Sporting Ground. No paths on either side. |
| High | MF7 | Victoria St (Northern Side) | Ultimo St | Elvins St | 250 | 1.5 | Concrete 125 mm | Residential area. Sporting Ground. No paths on either side. |
| High | MF8 | Maroondah Hwy (Southern Side) | Link St | The Farmhouse | 700 | 2.5 | Asphalt 130 mm | Residential area. Missing link. Promote recreational activities. Child care area |
| High | MF9 | Kitchen St (Eastern Side) | High St | Logan St | 600 | 1.5 | Concrete 125 mm | Residential area. Missing link. No paths on either side. |
| High | MF10 | Crosbys Ln (Western Side) | Ogilvies Rd | Mt Battery Rd | 2100 | 2.5 | Gravel 100 mm | Residential area. Missing link. No paths on either side. |

Mansfield Shire Council Footpath & Shared Path Strategy 2022

| Hierarchy | ID | Street Name | Start | End | Length(m) | Width (m) | Type | Rationale for Priority Rating |
|-----------|------|---|-----------------|--------------------------|-----------|-----------|-----------------|---|
| High | MF11 | Loch St/Ryan St | Victoria St | Malcolm St | 550 | 1.5 | Concrete 125 mm | Residential area. Missing link. Hospital Area. No paths on either side. |
| High | MF12 | Cricket St (Northern Side) | Elvins St | Ultimo St | 250 | 1.5 | Concrete 125 mm | Residential area. Sporting Ground. No paths on either side. |
| High | MF13 | Minerva St (Northern Side) | Victoria St | Elvins St | 300 | 1.5 | Concrete 125 mm | Residential area. Missing link. No paths on either side. |
| High | MF14 | Baldry St/Nolan St | Highett St | High St | 490 | 1.5 | Concrete 125 mm | Residential area. Missing link. Botanic Park Access |
| High | MF15 | Curia St (Northern Side) | Station St | Highett St | 400 | 1.5 | Concrete 125 mm | Residential area. Missing link. |
| High | MF16 | Sweeney Ct/McDonald St | Early St | Highett St | 550 | 1.5 | Concrete 125 mm | Residential area. Missing link. |
| High | MF17 | Withers Ln/Dead Horse Ln | Maroondah Hwy | Midland Hwy | 2000 | 2.5 | Gravel 100 mm | Residential area. Heavy Vehicle Route. Commercial Area. |
| High | MF18 | Mansfield Whitefield Rd (Eastern Side) | Kareen Ct | Maple tree Blvd | 580 | 1.5 | Concrete 125 mm | Residential area. Missing link. |
| High | MF19 | Ogilvies Rd (Northern Side) | Monkey Gully Rd | Mansfield-Woods Point Rd | 2900 | 2.5 | Gravel 100 mm | Residential area. Missing link. Commercial Area. No paths on either side. |
| High | MF20 | Olympic St (Northern Side) | Ultimo St | Apollo St | 170 | 1.5 | Concrete 125 mm | Residential area. Missing link. No paths on either side. |
| High | MF21 | The Parade (Western Side) | Malcolm St | Hunter St | 200 | 1.5 | Concrete 125 mm | Residential area. Missing link. No paths on either side. |

Mansfield Shire Council Footpath & Shared Path Strategy 2022

| Hierarchy | ID | Street Name | Start | End | Length(m) | Width (m) | Type | Rationale for Priority Rating |
|-----------|------|----------------------------|--------------|-----------------|-----------|-----------|-----------------|--|
| High | MF22 | Apollo St (Western Side) | High St | Victoria St | 480 | 1.5 | Concrete 125 mm | Residential area. Sporting Ground. School Area |
| High | MF23 | Reardon Ln (Northern Side) | Mt Buller Rd | Greenvale Ln | 780 | 1.5 | Concrete 125 mm | Missing link. No paths on either side. |
| High | MF24 | Rowe St (Western Side) | Malcolm St | Hunter St | 200 | 1.5 | Concrete 125 mm | Residential area. Missing link. |
| High | L1 | Curia St | Elvins St | Curia St | 70 | 1.5 | Concrete 125 mm | Residential area. Discontinuity |
| High | L2 | Bellview Ct | College Park | Sarah Ct | 45 | 1.5 | Concrete 125 mm | Residential area. Discontinuity |
| High | L3 | Amy Ct | Bellview Ct | Mitchell Ct | 100 | 1.5 | Concrete 125 mm | Residential area. Discontinuity |
| High | L4 | Mitchell Ct | College Park | Mitchell Ct | 100 | 1.5 | Concrete 125 mm | Residential area. Discontinuity |
| Low | MF25 | Ailsa St/New St | Chenery St | Rowe St | 680 | 1.5 | Concrete 125 mm | Residential area. |
| Low | MF26 | Highett St (Eastern Side) | View St | Monkey Gully Rd | 400 | 1.5 | Concrete 125 mm | Residential area. School route. Missing link. |
| Low | MF27 | Kidston Pde (Western Side) | Malcolm St | Goulburn Dr | 380 | 1.5 | Concrete 125 mm | Residential area. Missing Link. Retirement home. Golf Course |
| Low | MF28 | Hunter St (Both Sides) | Highett St | Rowe St | 930 | 1.5 | Concrete 125 mm | Residential area. Missing Link |

Mansfield Shire Council Footpath & Shared Path Strategy 2022

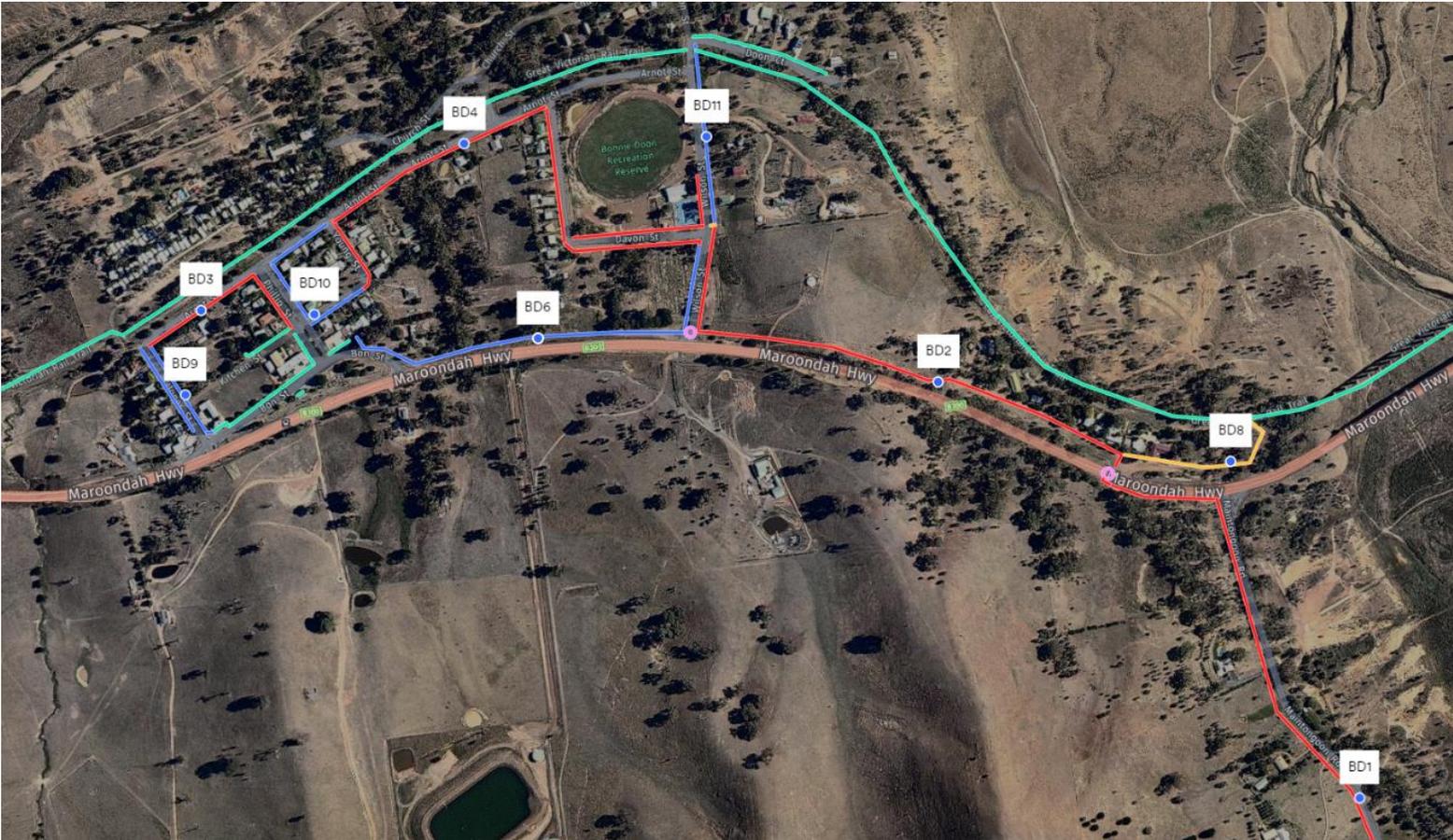
| Hierarchy | ID | Street Name | Start | End | Length(m) | Width (m) | Type | Rationale for Priority Rating |
|------------|------|-----------------------------------|----------------|---------------|-----------|-----------|-----------------|---|
| Rec | MF29 | Kidston Pde (Eastern Side) | Malcolm St | Stoneleigh Rd | 800 | 2.5 | Gravel 100 mm | Residential area. Missing Link |
| Rec | MF30 | Stoneleigh Rd (Northern Side) | Kidston Pde | Highett St | 1450 | 2.5 | Gravel 100 mm | Residential area. Missing Link |
| Low | MF31 | Malcolm St (Northern Side) | Kidston Pde | Ultimo St | 900 | 1.5 | Concrete 125 mm | Residential area. Missing Link |
| Low | MF32 | Dead Horse Ln (Southern Side) | Midland Hwy | Whitfield Rd | 800 | 2.5 | Gravel 100 mm | Commercial area. Missing Link. Heavy Vehicle Route. |
| Low | MF33 | Ultimo St/Curia St (Western Side) | Curia St | Malcolm St | 800 | 1.5 | Concrete 125 mm | Residential area. Missing Link. Sporting Ground |
| Low | MF34 | Elvins St (Eastern Side) | High St | Malcolm St | 680 | 1.5 | Concrete 125 mm | Residential area. Missing Link. Sporting Ground |
| Low | MF35 | Cricket St (Southern Side) | Elvins St | Ultimo St | 250 | 1.5 | Concrete 125 mm | Residential area. Missing Link. Sporting Ground |
| Low | MF36 | Victoria St/Minerva St | Elvins St | Ultimo St | 675 | 1.5 | Concrete 125 mm | Residential area. Missing Link. Sporting Ground |
| Low | MF37 | Olympic St (Southern Side) | Ultimo St | Apollo St | 170 | 1.5 | Concrete 125 mm | Residential area. Missing Link. Sporting Ground |
| Low | MF38 | Monkey Gully Rd (Northern Side) | Highett St | Highton Ln | 1300 | 2.5 | Gravel 100 mm | Residential area. Missing Link |
| Low | MF39 | Malcolm St (Southern Side) | Howes Creek Rd | Kidston Pde | 2000 | 2.5 | Gravel 100 mm | Residential area. Missing Link |

Mansfield Shire Council Footpath & Shared Path Strategy 2022

| Hierarchy | ID | Street Name | Start | End | Length(m) | Width (m) | Type | Rationale for Priority Rating |
|------------|------|-----------------------------------|-----------------|--------------------------|-----------|-----------|-----------------|--------------------------------|
| Low | MF40 | Howes Creek Rd (Southern Side) | Malcolm St | Maroondah Hwy | 1700 | 2.5 | Gravel 100 mm | Residential area. Missing Link |
| Rec | MF41 | Lakins Rd/Midland Hwy | Whitfield Rd | Midland Hwy | 1350 | 2.5 | Gravel 100 mm | Commercial area. Missing Link |
| Rec | MF42 | Lakins Rd/Withers Ln | Midland Hwy | Dead Horse Ln | 2250 | 2.5 | Gravel 100 mm | Commercial area. Missing Link |
| Rec | MF43 | Mt Battery Rd (Southern Side) | Greenvale Ln | Mt Battery Rd | 3800 | 2.5 | Gravel 100 mm | Residential area. Missing Link |
| Rec | MF44 | Mt Buller Rd (Southern Side) | Greenvale Ln | Graves Rd | 2240 | 2.5 | Gravel 100 mm | Residential area. Missing Link |
| Low | MF45 | Crosbys Ln (Eastern Side) | Mt Buller Rd | Ogilvies Rd | 1400 | 2.5 | Gravel 100 mm | Residential area. Missing Link |
| Low | MF46 | Ogilvies Rd (Southern Side) | Monkey Gully Rd | Mansfield-Woods Point Rd | 3050 | 2.5 | Gravel 100 mm | Residential area. Missing Link |
| Low | MF47 | Dundas Ct | Ogilvies Rd | Dundas Ct | 650 | 2.5 | Gravel 100 mm | Residential area. Missing Link |
| Low | MF48 | Kitchen St | High St | Logan St | 600 | 1.5 | Concrete 125 mm | Residential area. Missing Link |

4.6 Current and Future Network - Bonnie Doon

4.6.1 Current and Future Network – Bonnie Doon Township 1



Existing Path



High Priority



Low Priority



Future Recreational Path



Pedestrian Crossing



4.6.2 Current and Future Network – Bonnie Doon Township 2



Existing Path



High Priority



Low Priority



Future Recreational Path



Pedestrian Crossing



Table 4: Future Bonnie Doon pathways listed in priority order

| Hierarchy | ID | Street Name | Start | End | Length(m) | Width (m) | Type | Rationale for Priority Rating |
|-----------|------|---------------------------|---------------|----------------------------|-----------|-----------|-----------------|--|
| High | BD1 | Maintongoon Rd | Dawn Cres | Dawn Cres | 1500 | 2.5 | Gravel 100mm | Commercial Area. Missing link. Recreational Pathway. High Volume Tourist Route |
| High | BD2 | Maroondah Hwy | Davon St | Maroondah Hwy | 800 | 2.5 | Gravel 100mm | Residential area. Missing link. Cemetery. Recreation Reserve. Highway Road |
| High | BD3 | Arnot St | Kitchen St | Jones St | 270 | 2.5 | Gravel 100mm | Residential area. Missing link. Community Centre |
| High | BD4 | Arnot St | Young St | Davon St | 1200 | 1.5 | Gravel 100mm | Residential area. Missing link. Recreation Reserve |
| Rec | BD5 | Maintongoon Rd | Maroondah Hwy | Peppin Point | 8000 | 2.5 | Gravel 100mm | Residential area. Missing link. Recreational Pathway. High Volume Tourist Route. |
| Low | BD6 | Maroondah Hwy | Bon St | Davon St | 680 | 2.5 | Gravel 100mm | Residential area. Missing link. Commercial Area Cemetery. Recreation Reserve. Highway Road |
| Low | BD7 | Hutchinsons Rd | Chanro Ct | James St | 2700 | 2.5 | Gravel 100mm | Residential area. Missing link. Commercial Area. |
| Rec | BD8 | Maroondah Hwy | Maroondah Hwy | Great Victorian Rail Trail | 250 | 2.5 | Gravel 100mm | Residential area. Missing link. Access to GVRT |
| Low | BD9 | Jones Street (Both Sides) | Bon St | Arnot St | 270 | 1.5 | Concrete 125 mm | Residential area. Missing link. Commercial Area |
| Low | BD10 | Phillip St/Arnot St | Kitchen St | Arnot St | 300 | 1.5 | Concrete 125 mm | Residential area. Missing link. |
| Low | BD11 | Wilson St | Davon St | Arnot St | 250 | 2.5 | Gravel 100mm | Residential area. Missing link. Access to Rail Trail. Recreation Reserve |

4.7 Current and Future Network – Merton



Existing Path



High Priority



Low Priority



Future Recreational Path



Pedestrian Crossing



Table 5: Future Merton pathways listed in priority order

| Hierarchy | ID | Street Name | Start | End | Length(m) | Width (m) | Type | Rationale for Priority Rating |
|-----------|-----|-----------------------|---------------|-----------------------|-----------|-----------|--------------|--|
| High | MT1 | Merton-Strathbogie Rd | Maroondah Hwy | 30 Old Strathbogie Rd | 2300 | 2.5 | Gravel 100mm | Link to GVRT. Residential Area. The footpath will encourage recreational activities. |
| High | MT2 | Shaws Rd | Caltex Merton | Kippings Ln | 800 | 1.5 | Gravel 100mm | Residential area. Missing link. Commercial Area. Link to the Recreational Reserve. |
| Rec | MT3 | Merton Euroa Rd | Maroondah Hwy | Merton Racecourse | 600 | 2.5 | Gravel 100mm | Link to the Recreational Reserve. Promote recreational activities. |

4.8 Current and Future Network - Goughs Bay

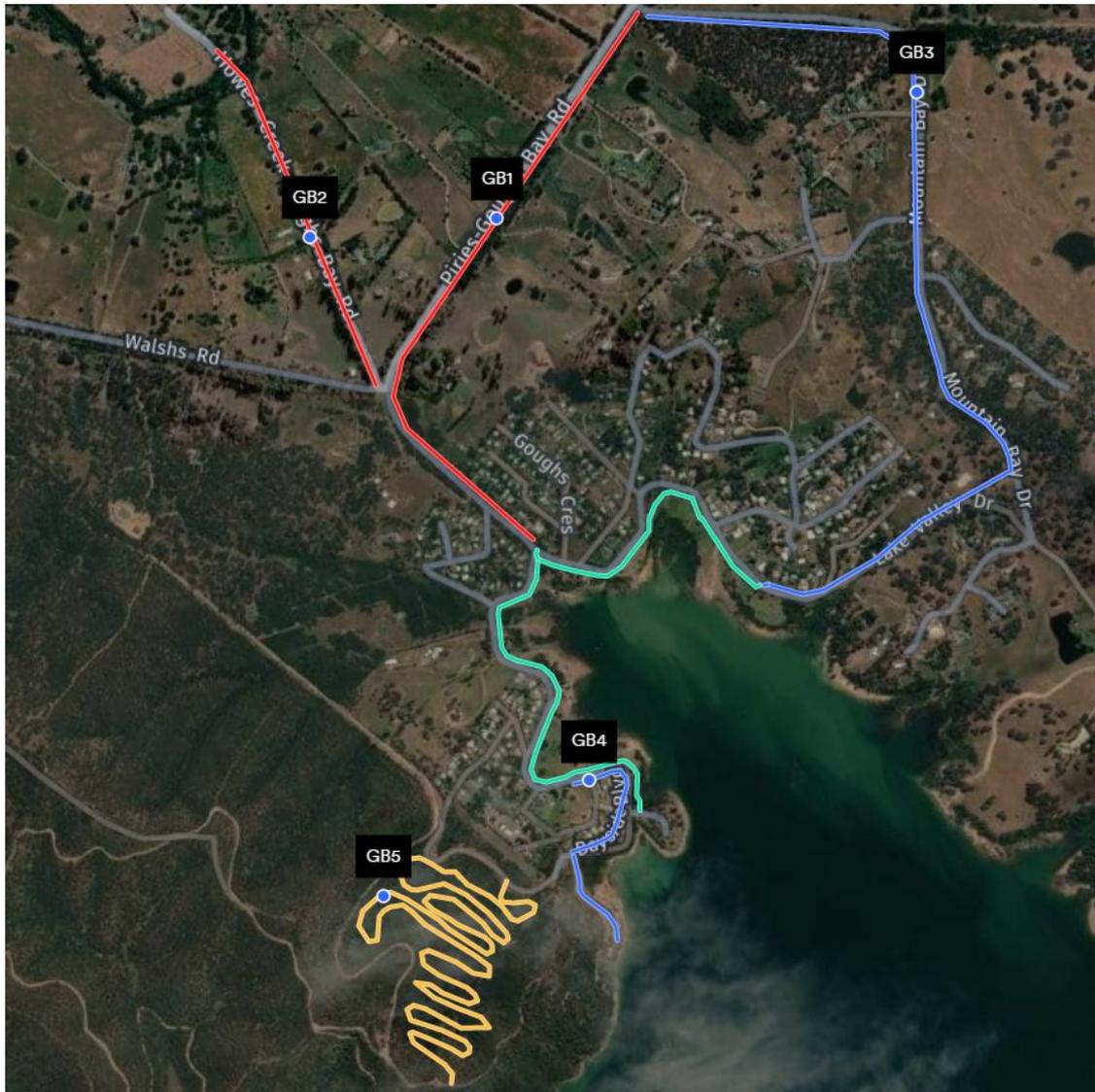


Table 6: Future Goughs Bay pathways listed in priority order

| Hierarchy | ID | Street Name | Start | End | Length(m) | Width (m) | Type | Rationale for Priority Rating |
|-----------|-----|---------------------------|----------------------|----------------------|-----------|-----------|--------------|--|
| High | GB1 | Piries Goughs Bay Rd | General Store | Mountain Bay Dr | 1700 | 2.5 | Gravel 100mm | Residential area. Missing link. Recreational Loop High Volume Tourist Route |
| High | GB2 | Howes Creek Goughs Bay Rd | Walshs Rd | Bracks Bridge | 1000 | 2.5 | Gravel 100mm | Missing link. Access to Recreational Spot. High Volume Tourist Route |
| Low | GB3 | Mountain Bay Dr | Piries Goughs Bay Rd | Lake Valley Dr | 2600 | 2.5 | Gravel 100mm | Residential area. Missing link. Recreational Loop |
| Low | GB4 | Bayside Blvd | Picnic Point | Goughs Bay Boat Club | 270 | 1.5 | Gravel 100mm | Residential area. Missing link. Access to commercial area |
| Rec | GB5 | Frys Bay Rd | Frys Bay Rd | Frys Bay Rd | 4000 | 2.5 | Gravel 100mm | Mountain Bike trail |

4.9 Current and Future Network - Jamieson

4.9.1 Current and Future Network - Jamieson 1



Existing Path



High Priority



Low Priority



Future Recreational Path



Pedestrian Crossing



4.9.2 Current and Future Network - Jamieson 2

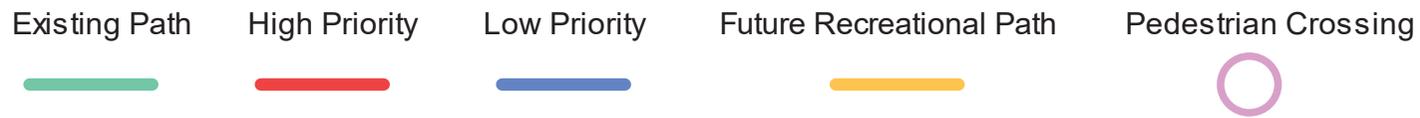


Table 7: Future Jamieson pathways listed in priority order

| Hierarchy | ID | Street Name | Start | End | Length(m) | Width (m) | Type | Rationale for Priority Rating |
|-----------|-----|---|-------------------------------|-----------------------|-----------|-----------|-----------------|---|
| High | JS1 | Mansfield-Woods Point Rd (Western Side) | 3570 Mansfield-Woods Point Rd | Jamieson Brewery | 1,600 | 2.5 | Gravel 100mm | Encourage recreational activities. Residential Area. Increases connectivity. High use path area. Missing Link |
| High | JS2 | Chenery St | Mansfield Woods Point Rd | Jamieson Licola Rd | 700 | 1.5 | Concrete 125 mm | Missing Link. Residential Area. School Route |
| High | JS3 | Grey St | Jamieson Caravan Park | Perkins St | 350 | 1.5 | Concrete 125 mm | Residential Area. Connection to River Reserve and Caravan Park |
| High | JS4 | Perkins St | Bridge St | Jamieson CFA Shed | 370 | 1.5 | Concrete 125 mm | Missing Link. Residential Area. Commercial Area |
| Low | JS5 | Nash St | Perkins St | Jamieson Caravan Park | 400 | 1.5 | Concrete 125 mm | Residential Area. Connection to River Reserve |
| Low | JS6 | Perkins St | Brown St | Perkins St | 120 | 1.5 | Concrete 125 mm | Residential Area. Connection to River Reserve |
| Rec | JS7 | Mansfield-Woods Point Rd (Western Side) | Eldon Jamieson Rd | Duncans Road | 900 | 2.5 | Gravel 100mm | Encourage recreational activities. Residential Area. Increases connectivity. High use path area. Missing Link |
| Rec | JS8 | Jamieson-Licola Rd | Jamieson Recreation Reserve | Jamieson Cemetery | 800 | 2.5 | Gravel 100mm | Missing Link Residential Area. Cemetery |

4.10 Current and Future Network – Sawmill Settlement

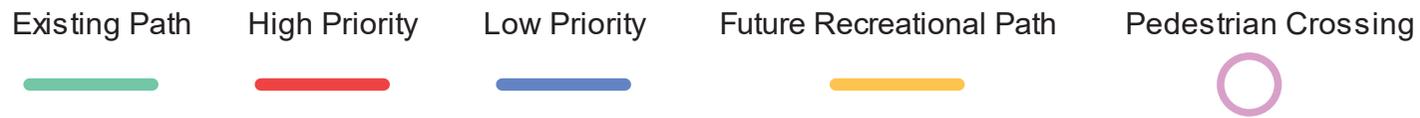


Table 8: Future Sawmill Settlement pathways listed in priority order

| Hierarchy | ID | Street Name | Start | End | Length(m) | Width (m) | Type | Rationale for Priority Rating |
|-----------|-----|-----------------|--------------|---------------|-----------|-----------|----------------|--------------------------------------|
| High | SS1 | Alpine Ridge Dr | Mt Buller Rd | Lightwood Crt | 900 | 1.5 | Concrete 125mm | Residential Area. Commercial Area |
| Low | SS2 | Warrambat Rd | Mt Buller Rd | Overflow Rd | 1000 | 1.5 | Concrete 125mm | Residential Area. |
| Low | SS3 | Changue Rd | Mt Buller Rd | Stirling St | 490 | 1.5 | Concrete 125mm | Residential Area. |

4.11 Current and Future Network – Woods Point



Table 9: Future Woods Point pathways listed in priority order

| Hierarchy | ID | Street Name | Start | End | Length(m) | Width (m) | Type | Rationale for Priority Rating |
|-----------|-----|-------------|--------------|------------------------------|-----------|-----------|----------------|-----------------------------------|
| High | WP1 | Woods Point | Tennis Court | Woods Point Commercial Hotel | 500 | 1.5 | Concrete 125mm | Residential Area. Commercial Area |

5. Other Potential Projects

5.1 Proposed for Investigation

As part of the 2021 community consultation completed through Engage Mansfield a number of additional pathway projects have been earmarked for further investigation. These projects are of a larger nature and will require more work to establish feasibility. These projects will require further consultation with other government departments such as Department of Transport (DoT). They are not readily implementable but should be included in Council's long-term planning.

The list of further investigation projects can be found in Table 10 below and maps can be found in appendix A.

Table 10. Pathways for Further Investigation

| Hierarchy Level | Street Name | Start | End | Length (m) |
|-----------------|--|---------------------|----------------------------|------------|
| Rec | Fords Creek (Northern Side) | Greenvale Ln | Botanic Park | 1,850 |
| Rec | Fords Creek (Northern Side) | Midland Hwy | Dead Horse Ln | 1,000 |
| Rec | Closed Recreation Loop at the Station Precinct | Station Precinct | Station Precinct | 1,000 |
| Low | Redgum Drive | Redgum Drive | Botanic Park | 400 |
| Rec | Mansfield Woods Point Rd | Duncans Rd | Howqua Valley Caravan Park | 12,300 |
| Rec | Mansfield Woods Point Rd | Cobham St | Kevington Hotel | 10,000 |
| Rec | Mt Buller Rd | Mansfield | Mirimbah | 30,000 |
| Rec | Pedestrian bridge and pathway linking "The Island" to Bank St. | Jamieson The Island | Bank St | 100 |
| Rec | Pathway around Changue Rd reserve. | Changue Rd reserve | Changue Rd reserve | 300 |
| Rec | Pathway along parts of Delatite River | TBD | TBD | TBD |
| Lighting | Lighting evaluation in each township | TBD | TBD | NA |

6. Proposed Pedestrian Refuge Island Locations

As the footpath network grows and expands around the Shire it is even more important for users to be able to cross safely from one footpath section to another when there is high traffic flow. Pedestrian refuge islands are generally installed on busy or wide roads to help pedestrians cross in two stages. They are visible and control drivers to reduce speed when approaching one. The suitable locations identified are listed in table 11 below. Pedestrian refuge islands will only be installed where two or more new or existing footpaths connect. These proposed locations can be found in appendix B.

Table 11: Proposed Pedestrian Refuge Island Locations

| ID | Street Name | Intersecting Roads | Rational |
|------|----------------------------|--|--|
| PRI1 | 44 Malcolm Street | Malcolm St/Chenery St | School Route, Wide Road, Speed Limit 50km/hr |
| PRI2 | 3540 Maroondah Highway | Maroondah Highway/Withers Lane | School Route, Highway, Access to GVRT, Speed Limit 80km/hr |
| PRI3 | 1 Kidston Pde | Maroondah Highway/Kidston Pde | School Route, Highway, Access to GVRT, Speed Limit 50km/hr |
| PRI4 | 6165 Midland Highway | Midland Highway/Dead Horse Ln | Heavy Vehicle Route, Cycling Loop, Speed Limit 80km/hr |
| PRI5 | 201 Mansfield Whitfield Rd | 201 Mansfield Whitfield Rd/Head Horse Ln | Heavy Vehicle Route, Cycling Loop, Speed Limit 80km/hr |
| PRI6 | Mt Buller Rd | Mt Buller Rd/Greenvale Ln | Heavy Vehicle Route, Wide Road, Speed Limit 80km/hr |



Figure 2: Standard Pedestrian Refuge Island

7. Improvements to the Cycle and Shared Pathway Network

7.1 Cycling Loop around Mansfield

As part of the proposed improvements from section 7 in Mansfield, a loop around the outskirts of the township has been identified as part of the projects listed in Table 3. The loop can be an alternative cycling/exercise trail to the Great Victorian Rail Trail and will promote recreation activities.

Construction of the following loop pathways is required:

- ▶ Dead Horse Lane (ID:4 & ID:17)
- ▶ Withers Lane (ID:17)
- ▶ Kidston Parade (ID:2)
- ▶ Stoneleigh Road (ID:29)
- ▶ Monkey Gully Road (ID:38)
- ▶ Highton Lane (ID:25)
- ▶ Reardon Lane (ID:23)
- ▶ Greenvale Lane (ID: 10)

The proposed loop is approximately 13km and will be built from a combination of concrete, asphalt and gravel paths. The proposed loop is shown in Figure 3 and will consist of 8 individual projects. It will be designed to the applicable cycling/shared path standards, incorporating features such as signage, wayfinding, and line marking, ensuring safety at intersection points and adequate widths.



Figure 3: Proposed Cycling Loop around Mansfield

7.2 Closed Recreational Loop at the Station Precinct

A recreational loop has been identified in the Great Victoria Rail Trail and Station Precinct area. Adding 1km of recreational pathway will create a 2.5km closed loop allowing recreational activities to be held without the risk of pedestrians having to cross roads or driveways. The proposed loop can be found in [Table 10 as a further investigation pathway](#) and mapped in Appendix A.

Consultation will be held with Taungurung Land & Waters Council to determine the viability and path alignment with reference to the Station Precinct Masterplan.

7.3 Other Recreational Pathways

Bonnie Doon, Goughs Bay and Jamieson all have major high priority recreational style pathways that lie outside of the main residential area. However, they are heavily used by locals and visitors as they connect to smaller residential developments or commercial businesses. These pathways have been highly ranked in response to community feedback and safety considerations in sections where pedestrians are forced to walk on the road.

- ▶ Bonnie Doon – Maintongoon Rd to Peppin Point Caravan Park.
- ▶ Goughs Bay – Goughs Bay Loop along Howes Creek Rd/Piries-Goughs Bay Rd/Mountain Bay Drive.
- ▶ Jamieson – Extension of Matthews Reserve Pathway to the Jamieson Brewery.

7.4 Great Victorian Rail Trail Improvements

The Great Victoria Rail Trail is a historically significant asset to Mansfield. It is the second longest rail trail in Australia and stretches for 134 km. Track counters have shown steady and continuous usage of the trail.

Due to COVID-19 there was a significant increase in users. This suggests the importance of recreational activities to residents and the need to maintain such a high volume recreation trail. Figures are shown in the table below:

Table 11: Track Counters for various locations and user volume

| | Total Rail Trail User Counts for the first six months of each year | | | | | | |
|--------------------|--|---------------|---------------|---------------|---------------|---------------|---------------|
| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| Mansfield | 19,355 | 18,219 | 21,902 | 20,244 | 19,664 | 24,591 | 35,528 |
| Bonnie Doon | 8,535 | 8,957 | 7,740 | 7,663 | 7,422 | 6,115 | 12,121 |
| Merton | 2,146 | 2,382 | 1,637 | 1,725 | 1,741 | 583 | 4,826 |
| Total | 30,036 | 29,558 | 31,279 | 29,632 | 28,827 | 31,289 | 52,475 |
| % Change | - | -2% | 6% | -6% | -3% | 8% | 40% |

Identified Improvements to the Rail Trail are as followed:

- ▶ Improved visibility between Station Precinct and Withers Lane
- ▶ Maintenance of trail from Station Precinct to Withers Lane
- ▶ Widening of existing trail between Station Precinct to Withers Lane
- ▶ Additional locations for drinking fountains
- ▶ Appropriate signage where needed
- ▶ Vegetation and overgrowth control
- ▶ Greater consistency in cross over terminals

8. New Subdivisions

The intent of the Mansfield Footpaths & Shared Paths Strategy is for foot and cycle traffic to be encouraged by creating connections that link new subdivisions back to the shared path network. This will allow unbroken cycle and walking routes back to schools, recreational areas, and commercial districts. Along streets within those new subdivisions, it is required that the standards of the Infrastructure Design Manual are met, which calls for footpaths on both sides of the street at a minimum.

Ongoing community engagement will substantiate the community support for each of these proposals and may also identify additional path projects. Once confirmed, these projects will be added to the projects listed in this strategy.

9. Strategy Summary & Conclusions

This document has identified a number of network improvement projects at a strategic level and listed those projects in priority order for each township. This list has been refined incorporating community feedback and has followed the methodology under the approach section.

In addition to the new pathway hierarchy listed for each township there have been several new sections added to the strategy. A further investigation section where several large-scale recreational style pathways is included, identification of pedestrian refuge islands to be built as the footpath network expands, cycling loop around Mansfield, improvements to the Great Victorian Rail Trail and justification of recreational pathways in outlying towns.

The outcomes from this strategy will be used to inform the annual budget over the coming years as Council continues to renew and improve its assets across the shire.

Appendix A – Further Investigation Paths

Fords Creek Recreation Walk

The proposed walk along Fords Creek links Greenvale Lane and Dead Horse Ln.

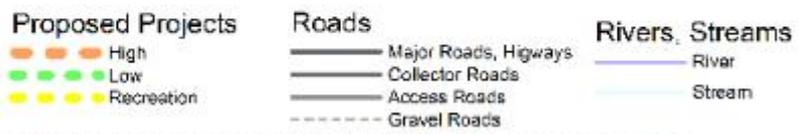
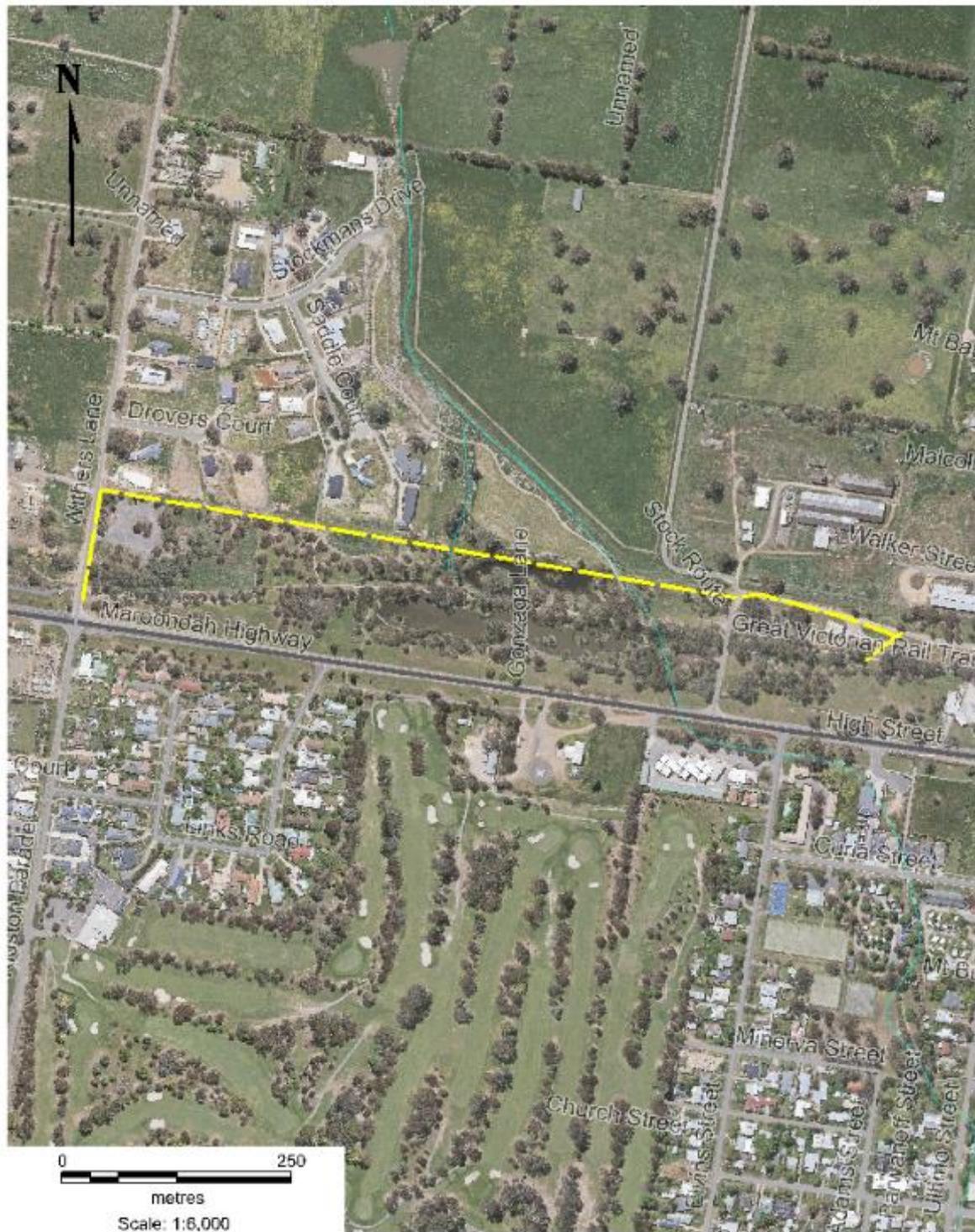
The project would be contingent upon:

- ▶ Consultation with Goulbourn Broken Catchment Management Authority (GBCMA);
- ▶ Cultural Heritage Management Plan;
- ▶ Planning Permit for Native Vegetation Removal;
- ▶ Permission/agreement/support of Landowners, as significant project length is on private land;

Crossing points over Fords Creek should be suitable for pedestrians, cyclists and horse riders.

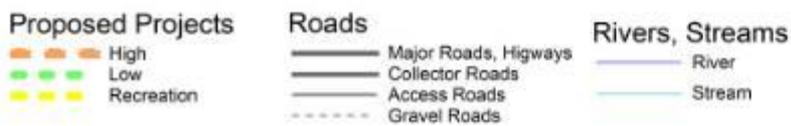
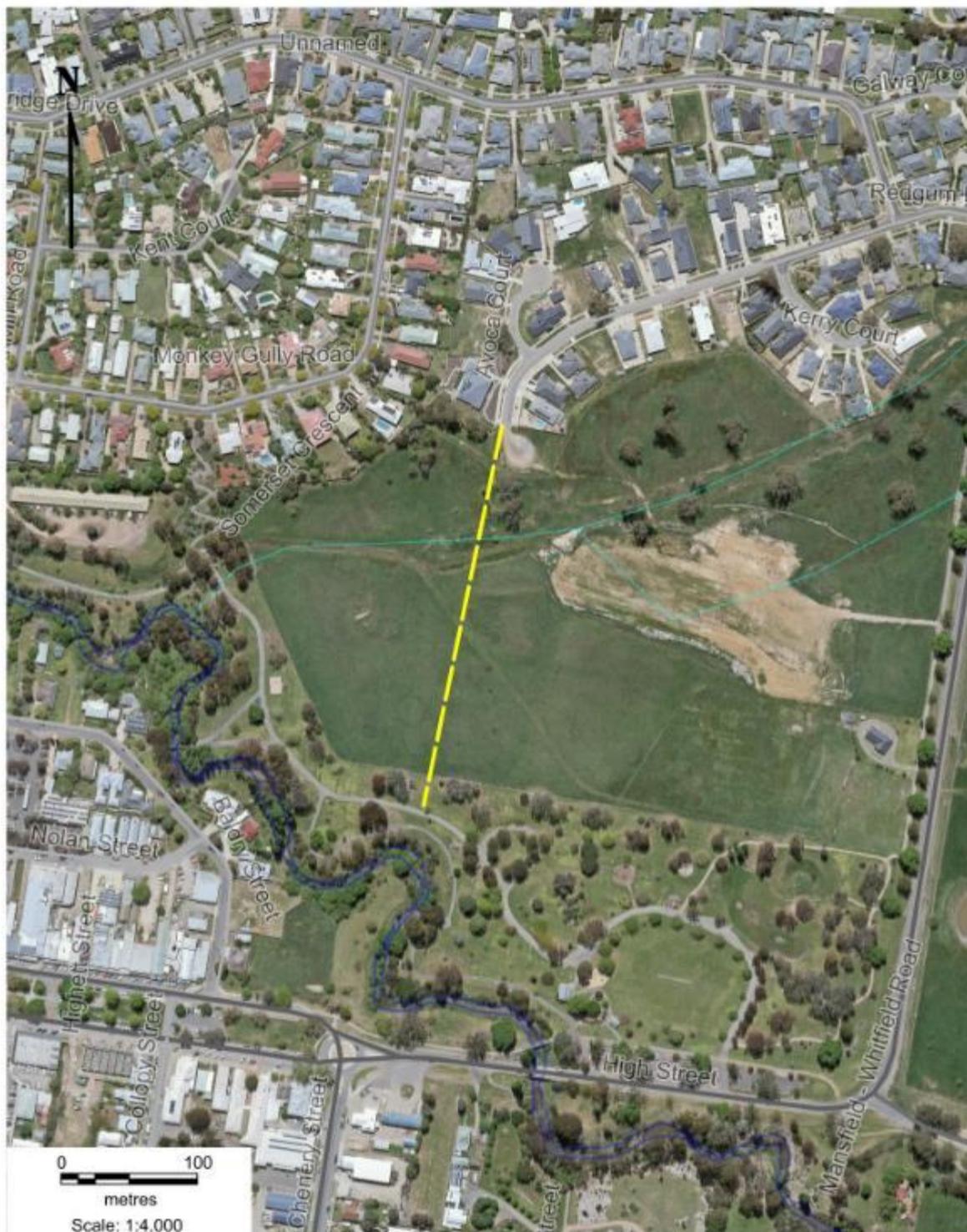


Closed Recreation Loop at the Station Precinct



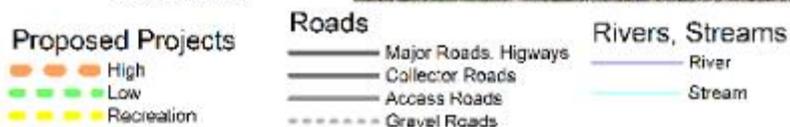
© Mansfield Shire Council, State Government of Victoria and others 2021

Redgum Drive



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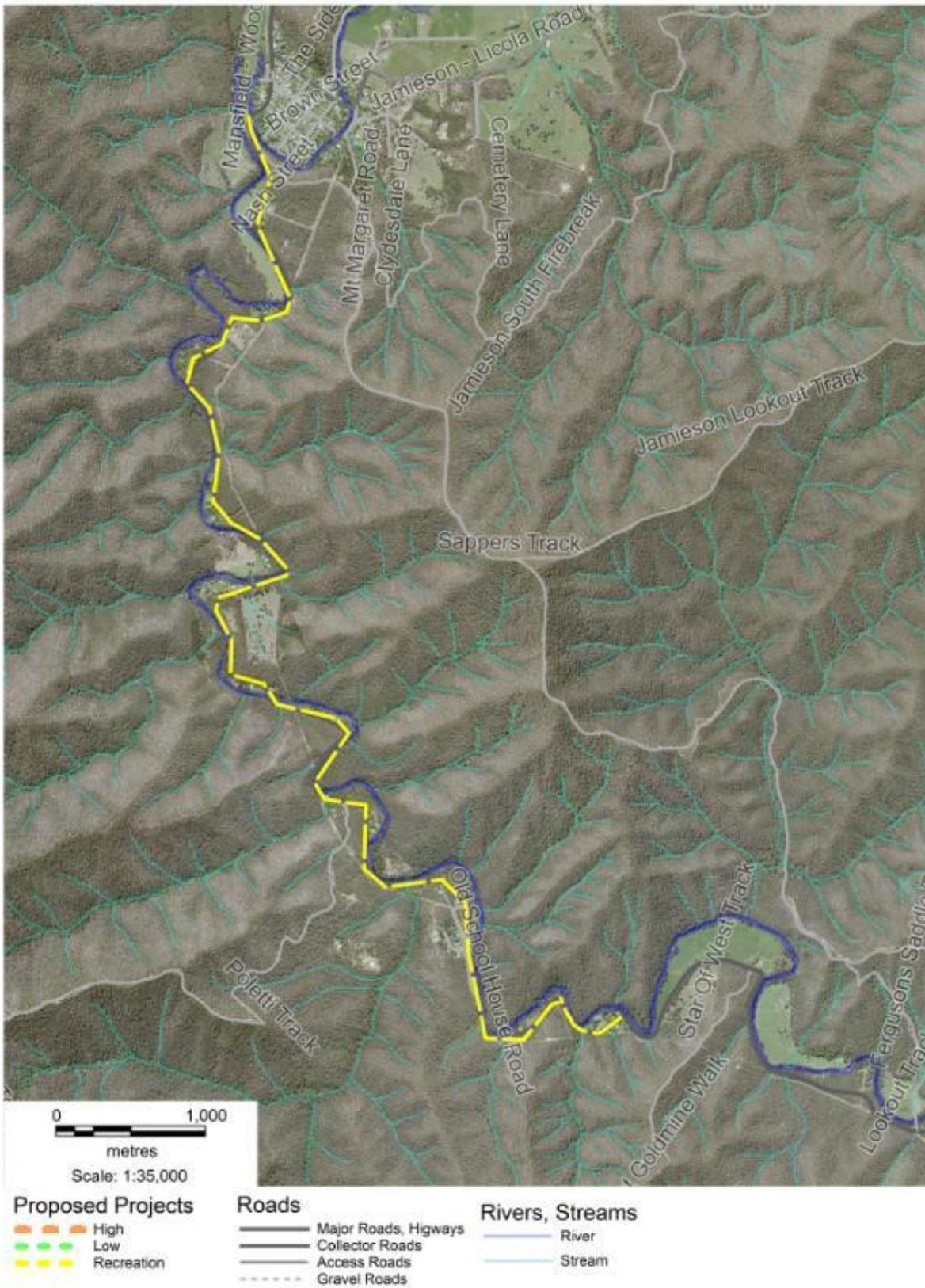
Mansfield Woods Point Rd (Duncans Rd to Howqua Caravan Park)



© Mansfield Shire Council, State Government of Victoria and others 2021



Mansfield Woods Point Rd (Jamieson to Kevington Hotel)



© Mansfield Shire Council, State Government of Victoria and others 2021

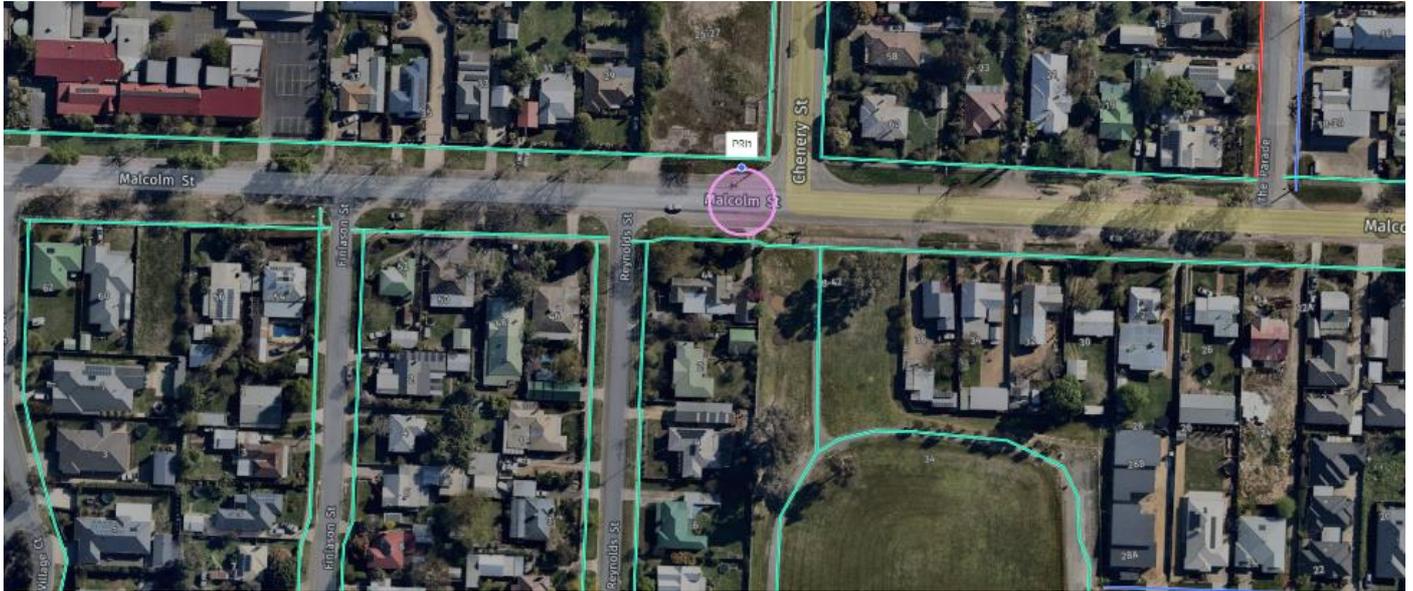
Mansfield Woods Point Rd (Mansfield to Mirimbah)



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Appendix B – Pedestrian Refuge Island Locations

ID-PRI1-Malcolm Street/Chenery St



- Existing Path
- High Priority
- Low Priority
- Future Recreational Path
- Pedestrian Crossing

ID-PRI2 & PRI3 – Maroondah Highway/Withers Ln/Kidston Pde



- Existing Path
- High Priority
- Low Priority
- Future Recreational Path
- Pedestrian Crossing

ID-PRI4 & PRI5 – Dead Horse Ln/Midland Hwy/Mansfield Whitefield Rd



Existing Path High Priority Low Priority Future Recreational Path Pedestrian Crossing



ID - PRI6 – Mt Buller Rd/Greenvale Ln



Existing Path High Priority Low Priority Future Recreational Path Pedestrian Crossing



Appendix C – Related Documents

The following is a list of documents related to this strategy:

- ▶ Council Road Management Plan;
- ▶ Mansfield Structure Plan;
- ▶ Mansfield Road Strategy;
- ▶ Mansfield Town Approach Precinct Urban Design Framework
- ▶ An Australian Vision for Active Transport.
- ▶ Mansfield 2040: Background & Discussion Paper
- ▶ Footpath Asset List
- ▶ Construction Standards:
 - Infrastructure Design Manual (IDM);
 - AS 1428 – Design for Access & Mobility;
 - VicRoads Traffic Engineering Manual Volume 1 – Chapter 4 – Pedestrian Facilities;
 - Austroads Part 6A: Pedestrian & Cyclist Path

Appendix D – Pathway Construction Standards and Visual Amenity

Adherence to these construction standards will produce a safe and consistent network that can satisfy the needs of townships in the Mansfield Shire.

Design of pathways, choice of construction material, and of the route of the path should take into account the aesthetics of the area and that of the pathway. The Mansfield Town Approach Precinct Urban Design Framework can be consulted for guidance.

Some of the key design criteria are listed below:

Longitudinal Grades

- ▶ As a general principle, longitudinal gradient on paths should be as flat as possible
- ▶ Where the gradient is 1:33 level rest areas 1.2 m long should be provided at no greater than 25 m intervals.
- ▶ Whereas at 1:20 the interval should not exceed 15 m.
- ▶ Between gradients of 1:33 and 1:20 the interval should be interpolated.
- ▶ Landings are not required on gradients less than 1:33.
- ▶ Paths with a gradient steeper than 1:20 are to be considered as ramps for design purposes.

Cross-falls

- ▶ Desirable maximum cross-falls grade 1:50 (2.0%)
- ▶ Maximum cross-fall grade 1:40 (2.5%)

Offset

- ▶ 300 mm from property boundaries in existing areas
- ▶ 50 mm from property boundaries in new areas
- ▶ 500mm from boundary for shared / recreation paths

Minimum Width

- ▶ 2.0 m wide Commercial Area (Primary pathway network)
- ▶ 1.5 m wide Residential Area (Secondary pathway network)
- ▶ 2.5 m wide Shared Path/Recreation Path

Surface Material

- ▶ 125 mm Thickness Concrete surface – Greenfields developments; and residential
- ▶ 75 mm Concrete surface – Existing developments/Well-established areas
- ▶ 150 mm thick gravel surface - Industrial/ commercial
- ▶ 100 mm thick gravel surface - Recreation/ Shared use pathways.

“Pram Crossings” and entrances must be constructed to conform to all-ability access design requirements, and cross-falls minimised where possible.