



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

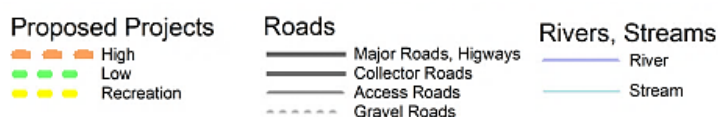
- ▶ Areas where street lighting does not meet AS 1158 Lighting for Roads & Public Spaces
- ▶ Adequately lit pathways provide safer use at night.

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	▶ 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	▶ 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	▶ 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	▶ 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	▶ Facilitate recreation activities and typically can accommodate both pedestrians, cyclists and horse riders	Shared Path between Kareen Hills Estate & Botanic Park	▶ 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.

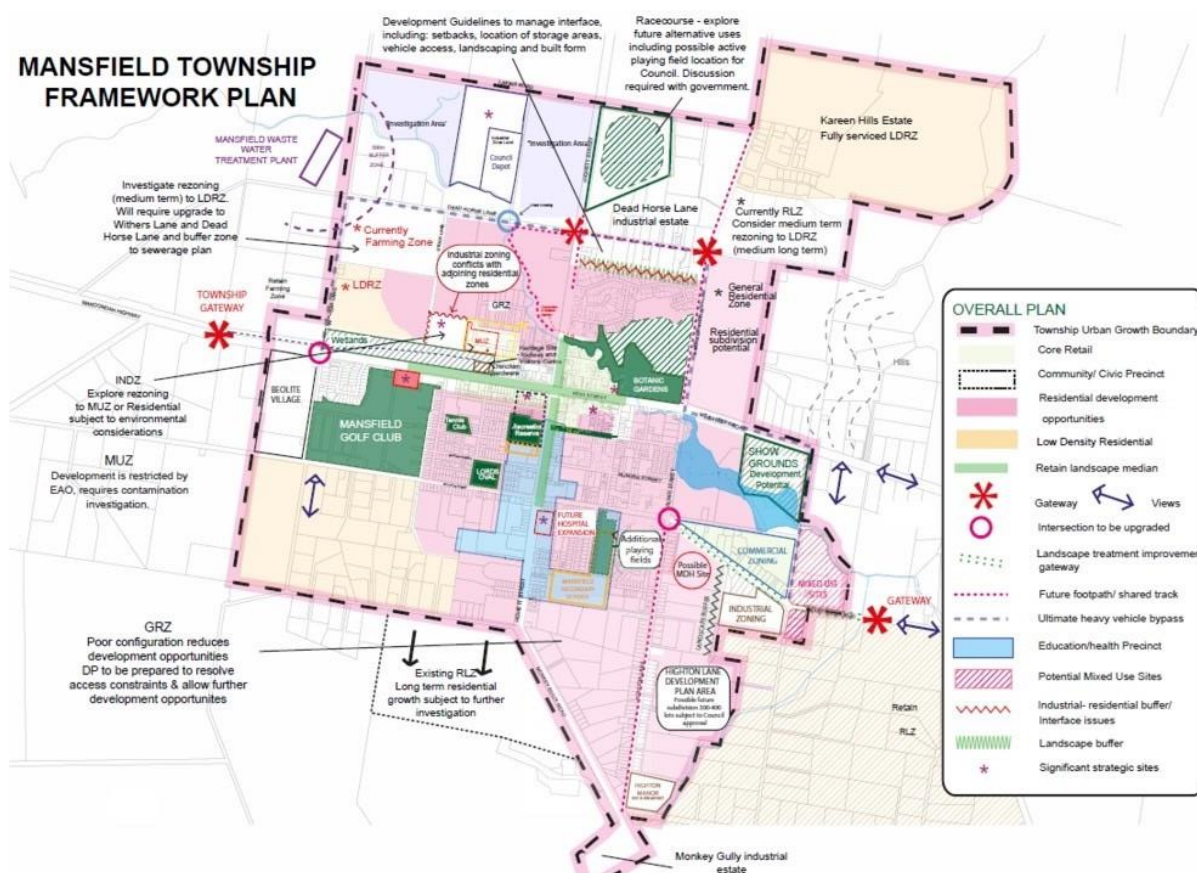
A summary of the existing and projected population growth for Mansfield Shire is listed in Table 2.

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:

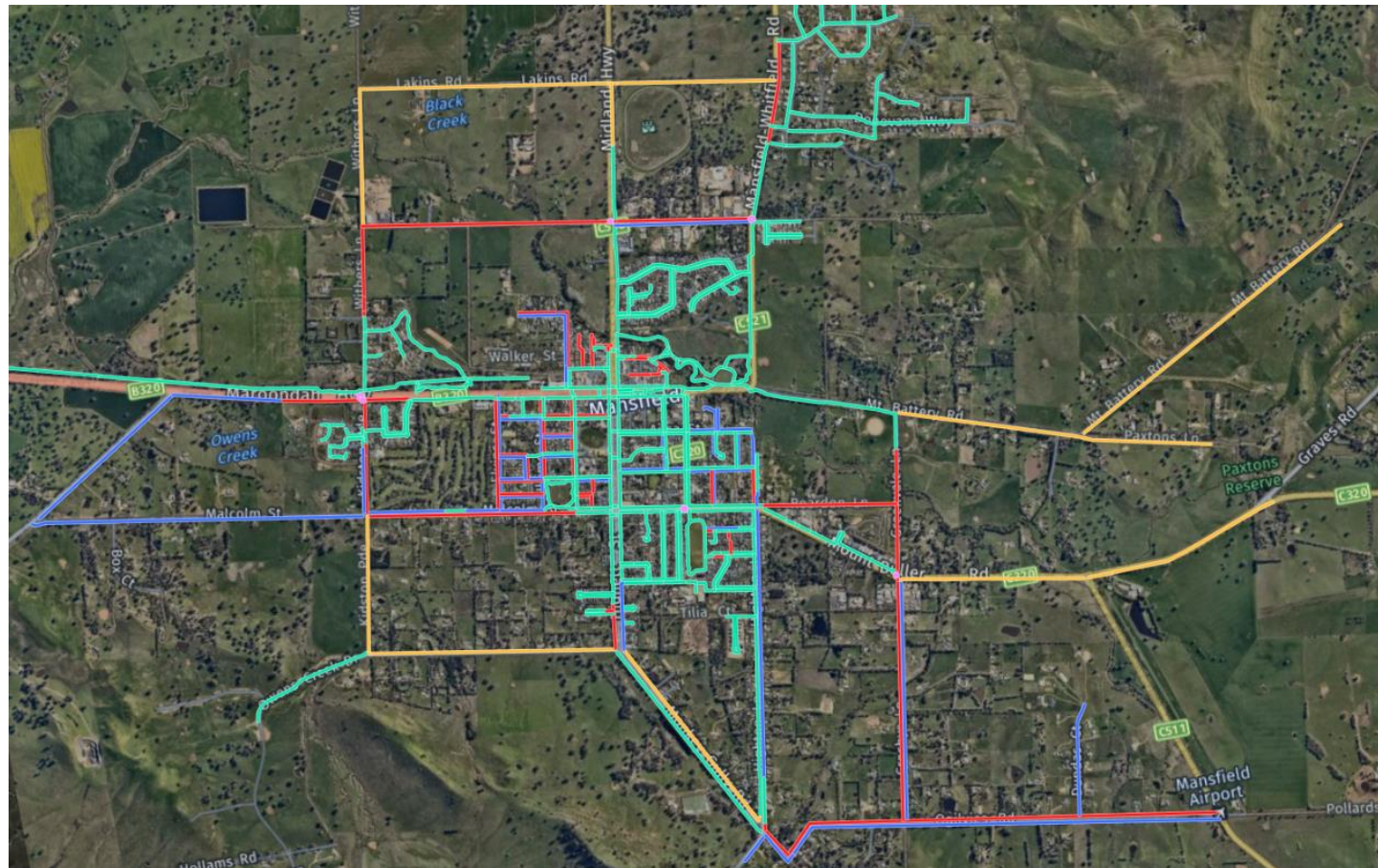
- ▶ Identify improvement projects that will enhance the entire footpath network for each township.
- ▶ Prioritised project order for each township.
- ▶ Complete missing links.
- ▶ Improve safety.
- ▶ Provide direction for new subdivision applications.
- ▶ Provide recreational shared paths to encourage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



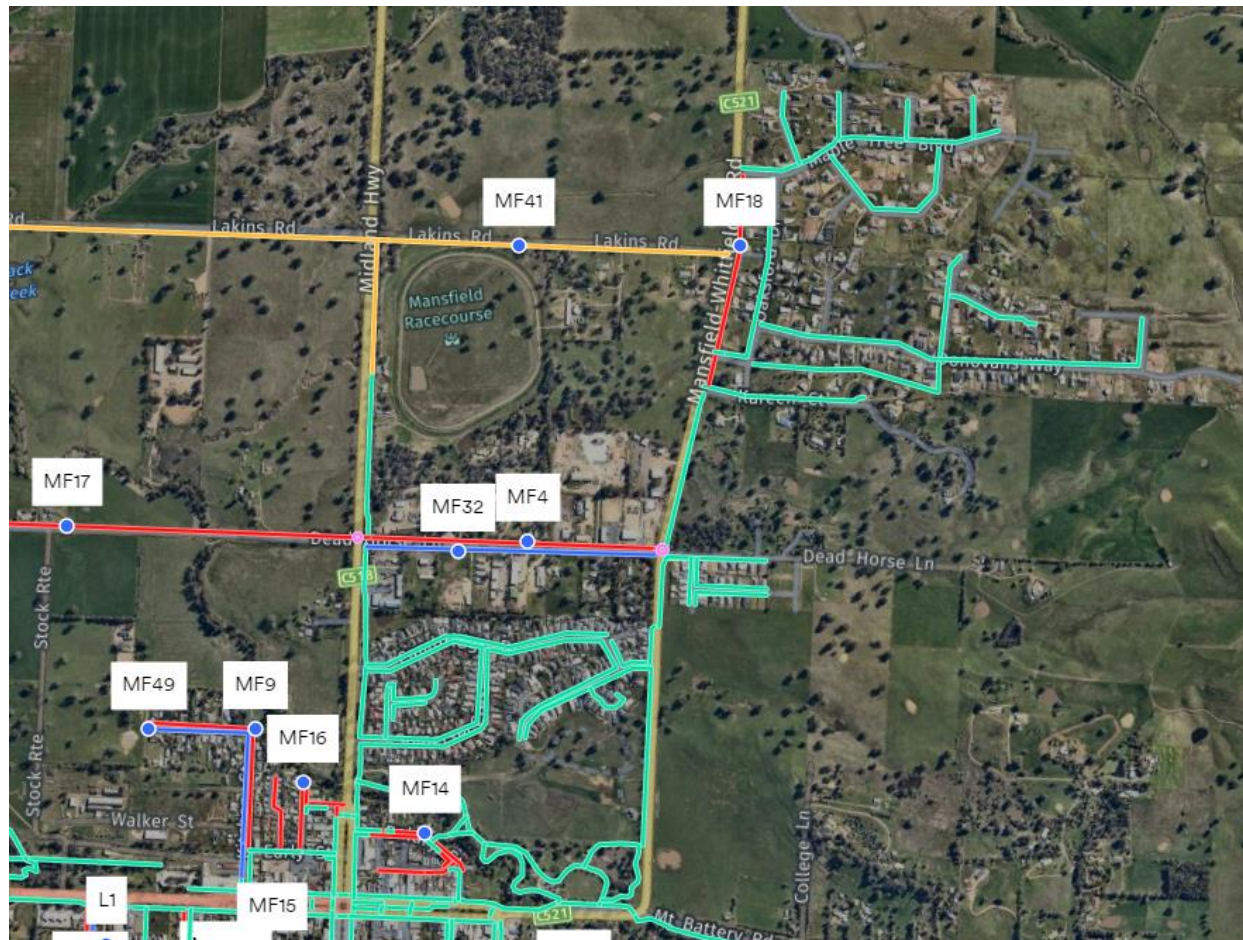
Future Recreational Path



Pedestrian Crossing



4.3 Current and Future Network Mansfield North East Corner



Existing Path



High Priority



Low Priority



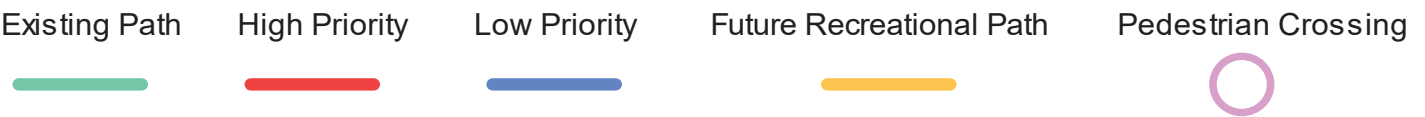
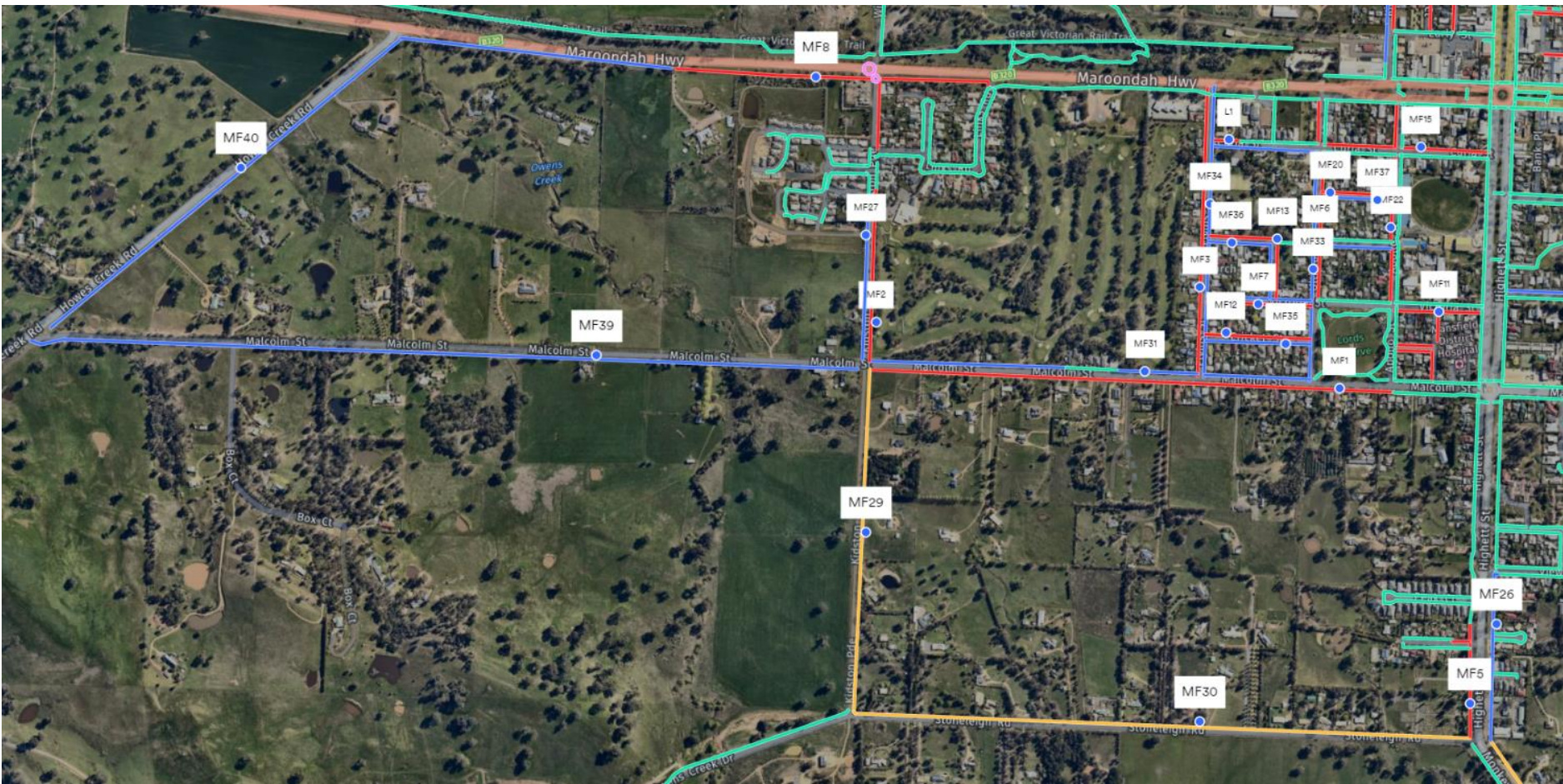
Future Recreational Path



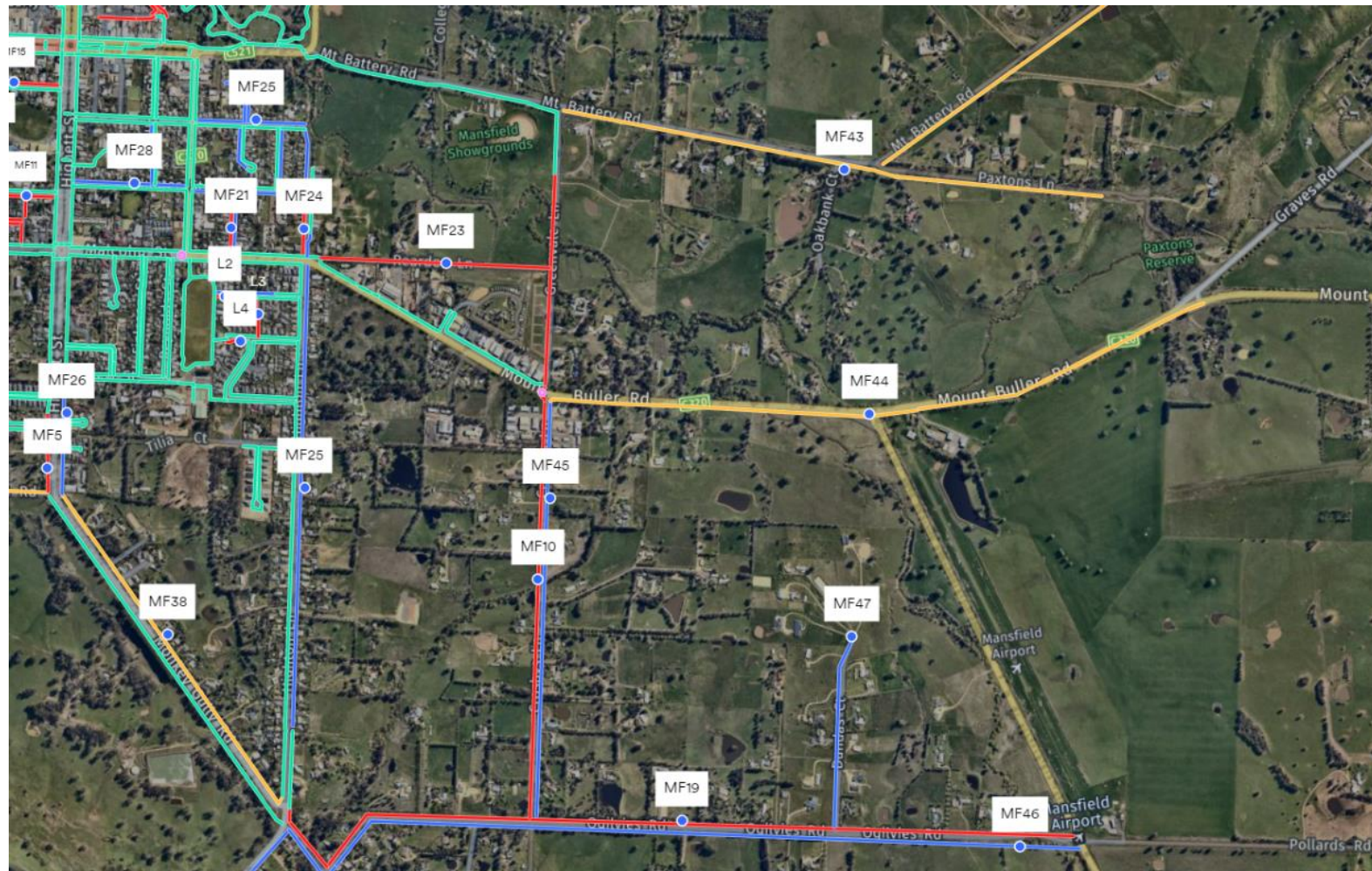
Pedestrian Crossing



4.4 Current and Future Network Mansfield South West Corner



4.5 Current and Future Network Mansfield South East Corner



Existing Path



High Priority



Low Priority



Future Recreational Path



Pedestrian Crossing



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.

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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 (Norther 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

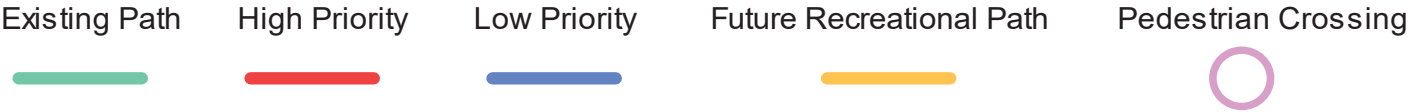
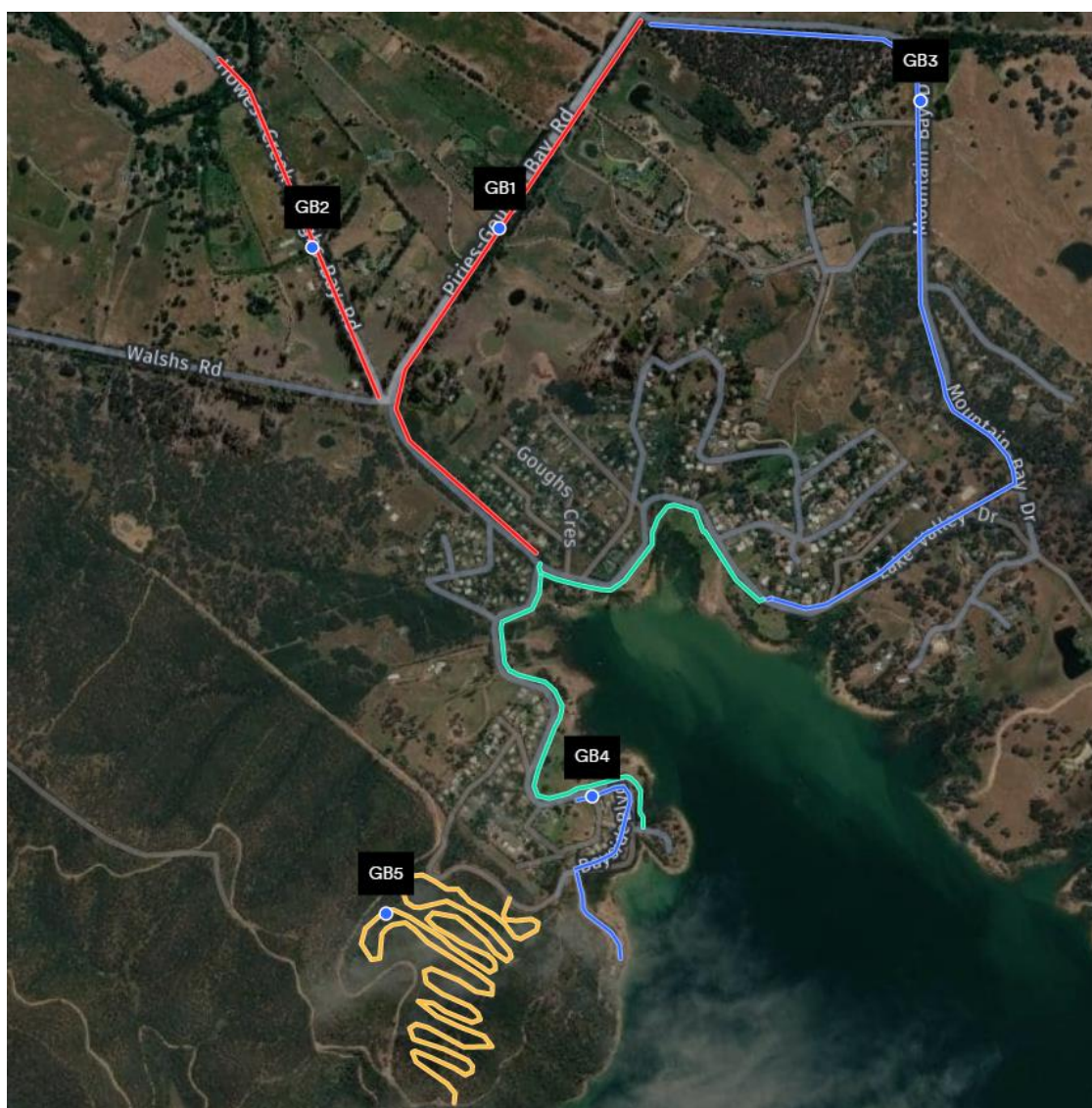


Table 5: Future Merton pathways listed in priority order

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



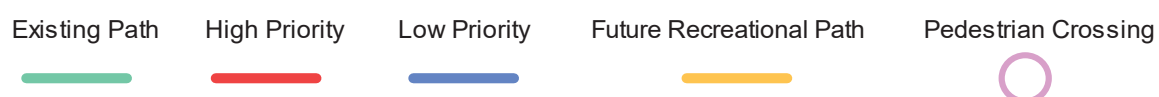
Existing Path High Priority Low Priority Future Recreational Path Pedestrian Crossing

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



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

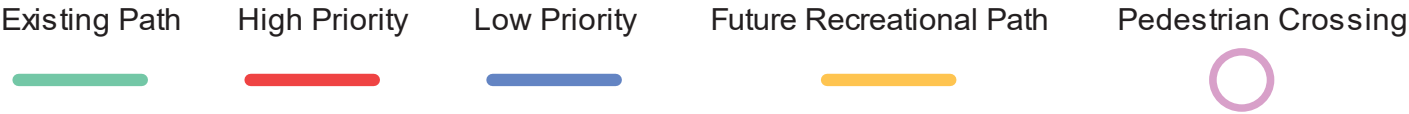


Table 8: Future Sawmill Settlement pathways listed in priority order

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

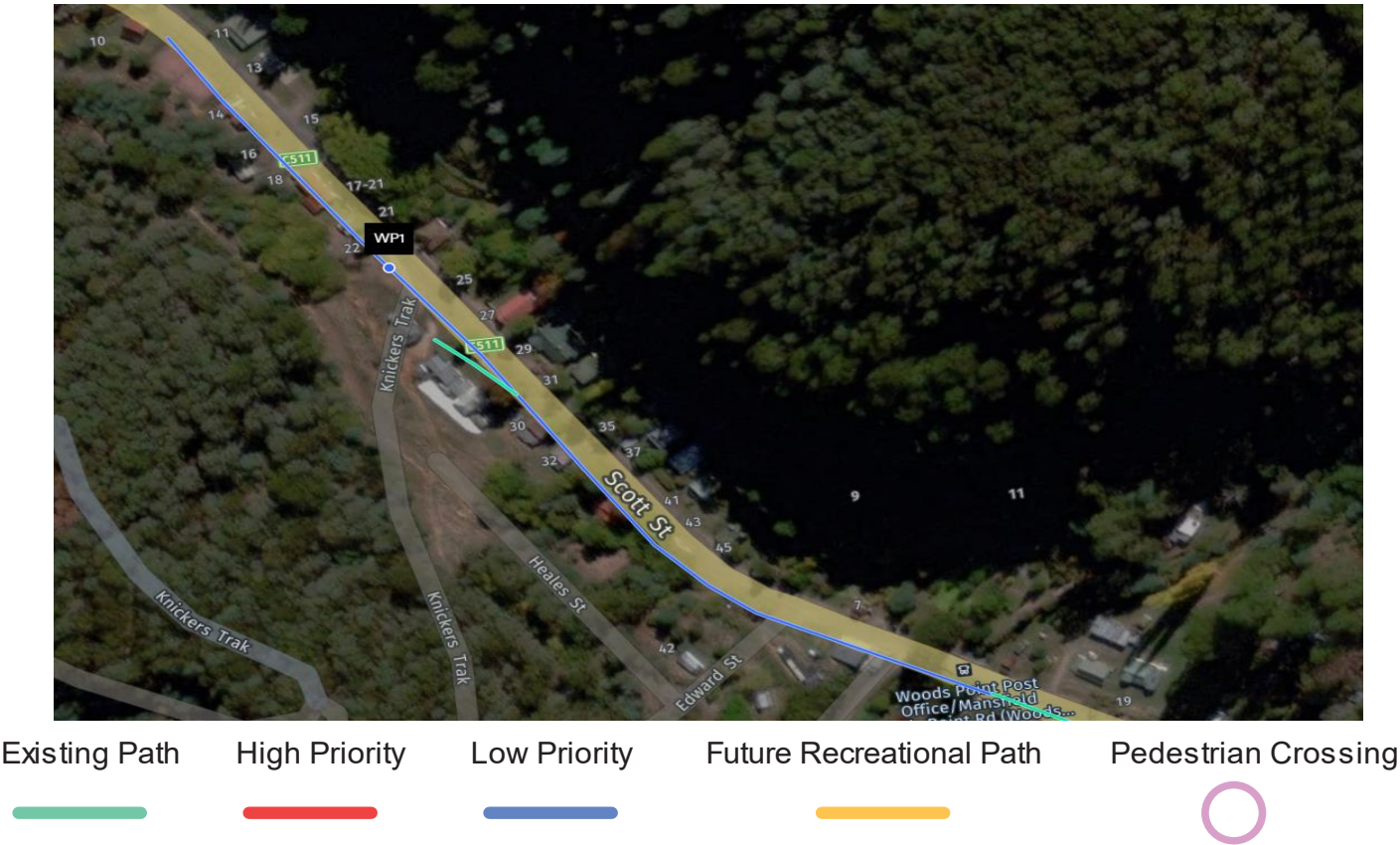


Table 9: Future Woods Point pathways listed in priority order

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.

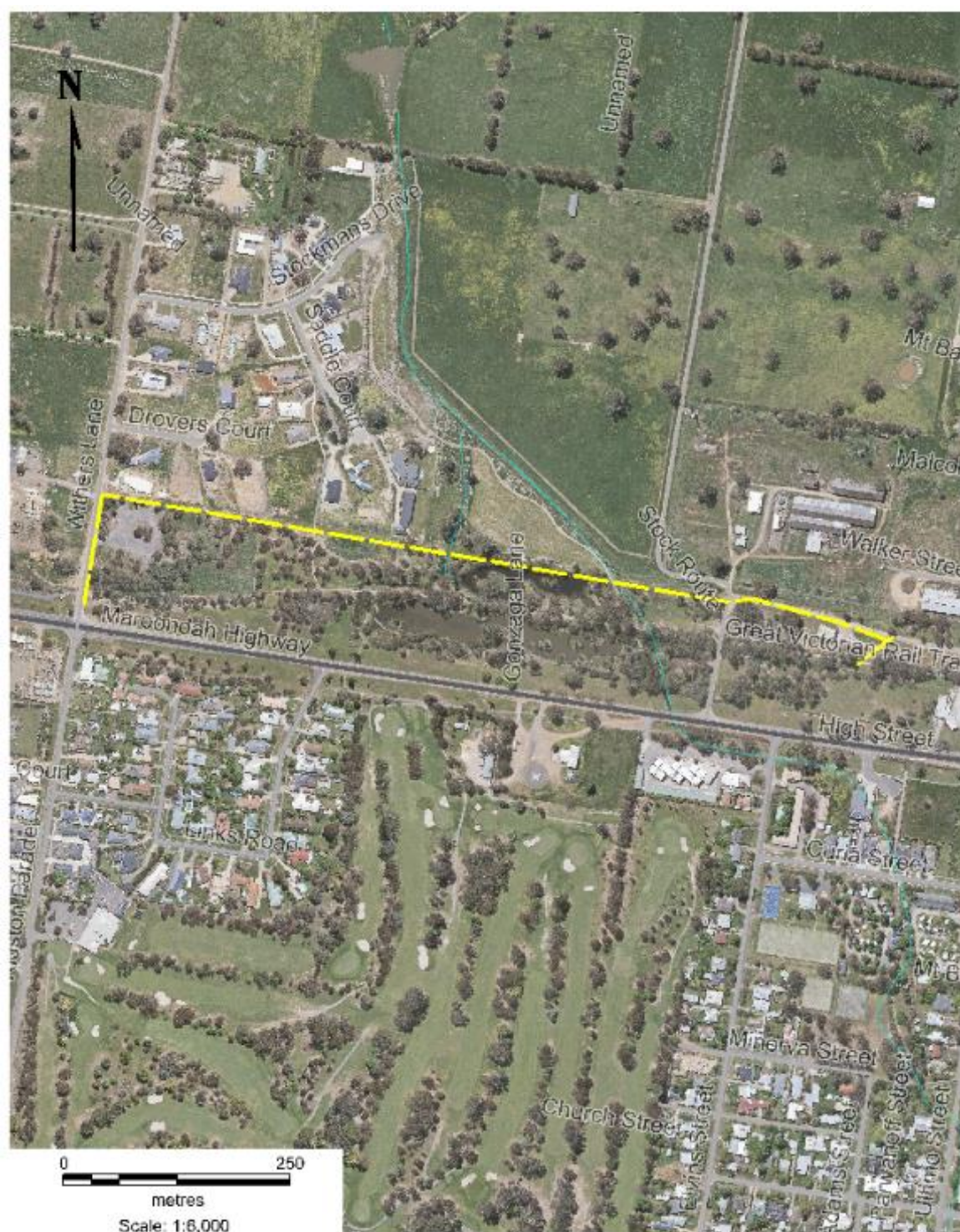
The project would be contingent upon:

- ▶ 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



Proposed Projects

- High
- Low
- Recreation

Roads

- Major Roads, Highways
- Collector Roads
- Access Roads
- Gravel Roads

Rivers, Streams

- River
- Stream

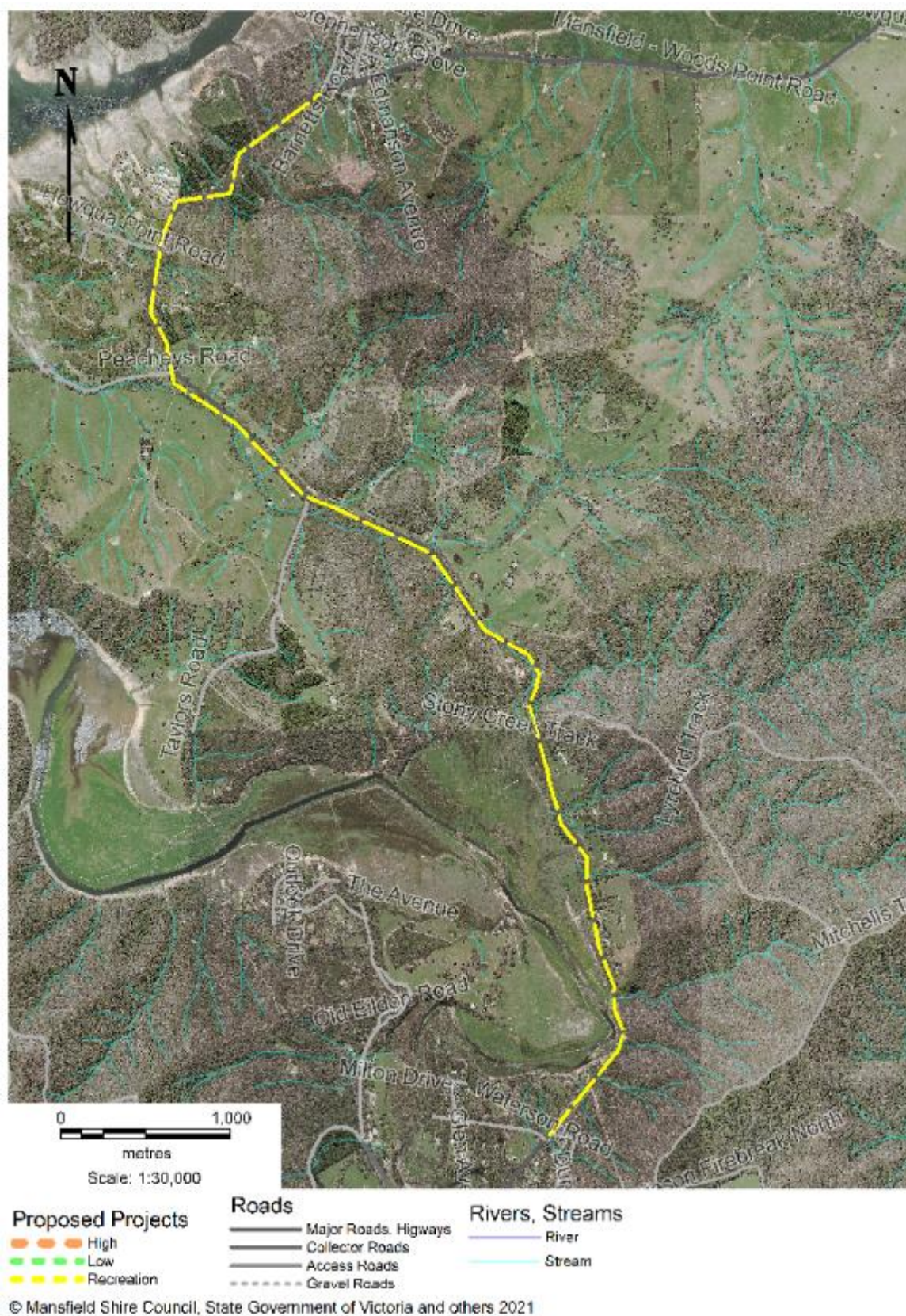
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Redgum Drive

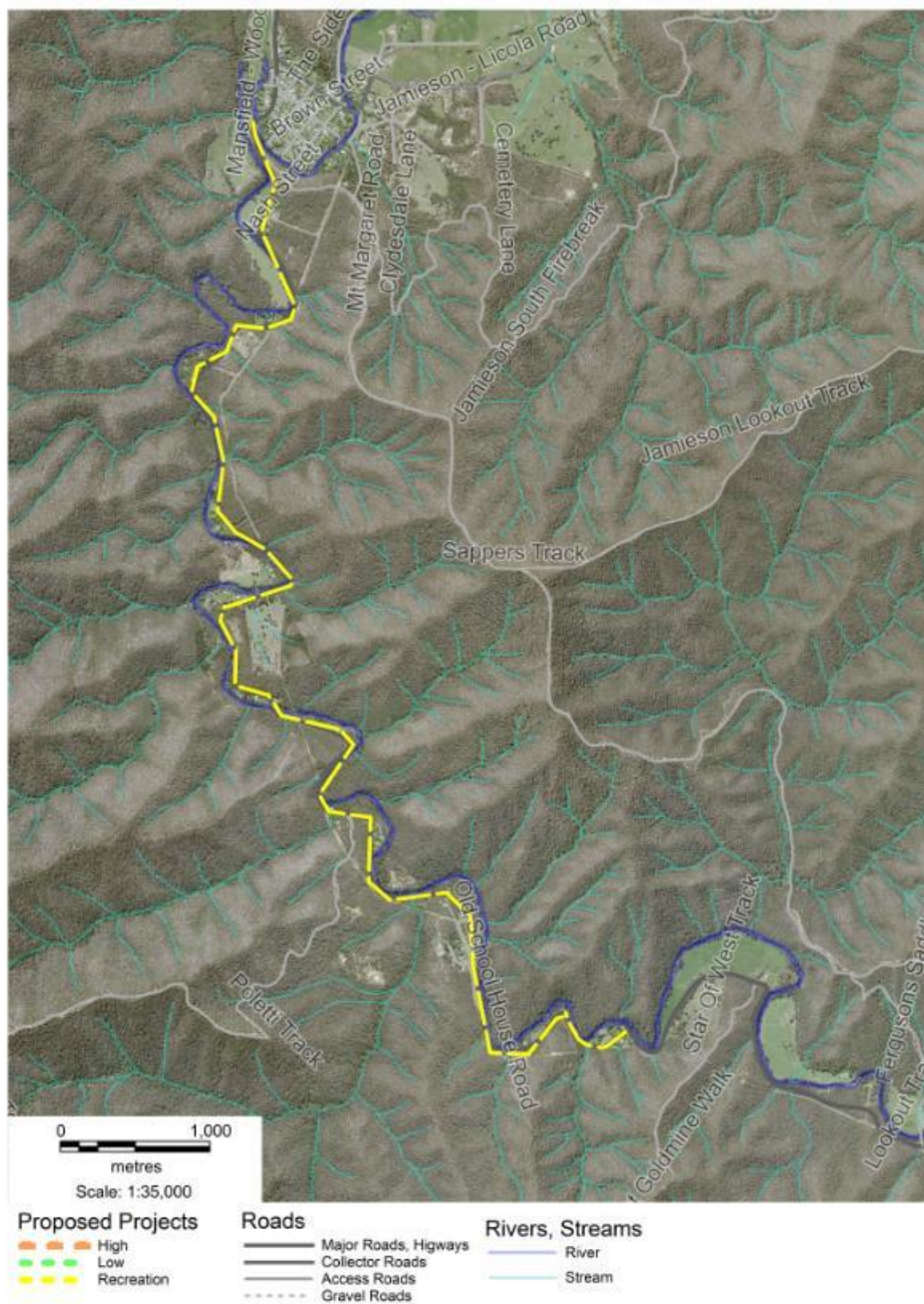


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Mansfield Woods Point Rd (Duncans Rd to Howqua Caravan Park)



Mansfield Woods Point Rd (Jamieson to Kevington Hotel)



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Mansfield Woods Point Rd (Mansfield to Mirimbah)

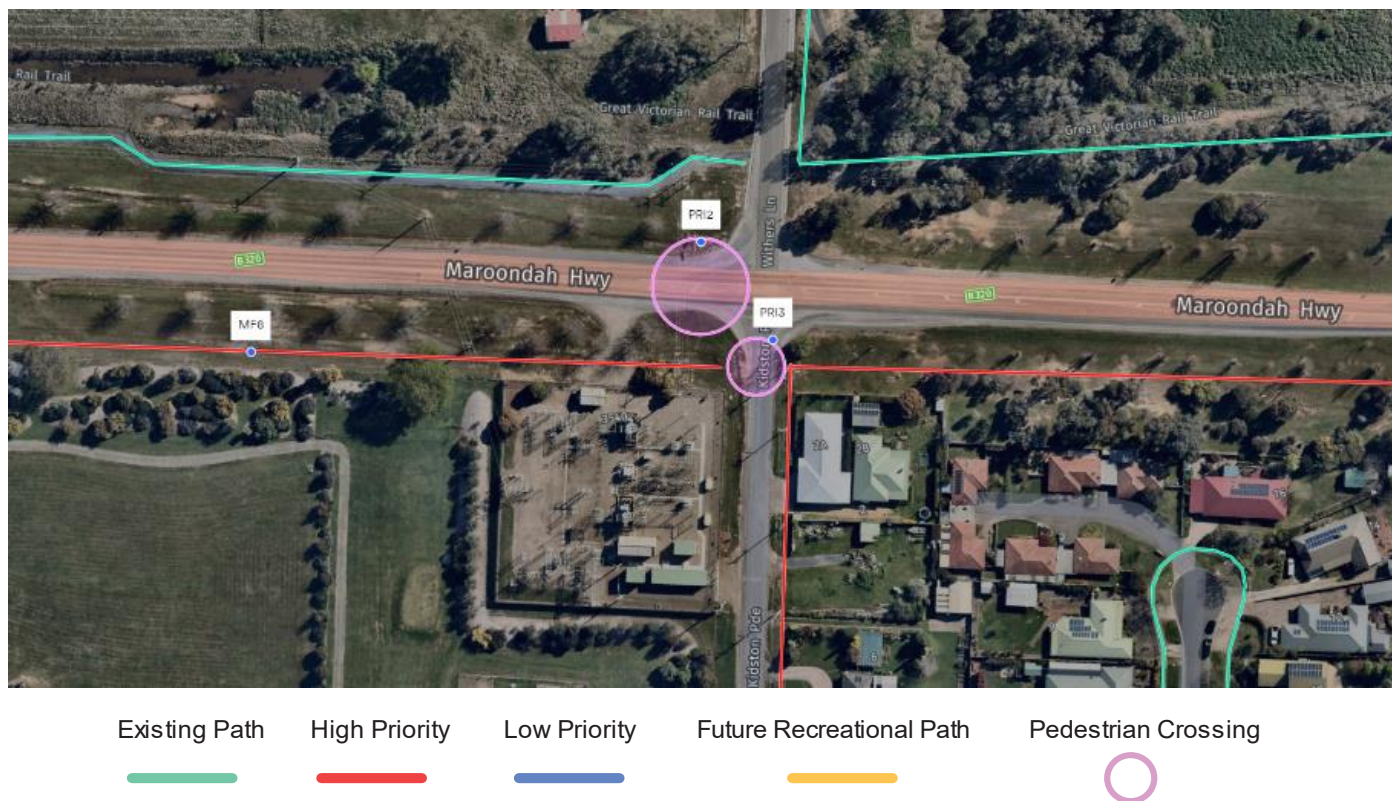


Appendix B – Pedestrian Refuge Island Locations

ID-PRI1-Malcolm Street/Chenery St



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



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



ID - PRI6 – Mt Buller Rd/Greenvale Ln



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.