



# WALK AND RIDE IN CASEY 2019-2041



Governance Information	
Approval Body	Council
Endorsement Date	3 December 2019
Current Version	Version 1.0 Council policy documents change from time to time and it is recommended to consult the electronic reference copy on Casey Council's website to ensure to have the current version. Alternatively, you may contact Customer Service on 9705 5200
Compulsory Review Cycle	4 years
Review Date	3 December 2023 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  Examples include a change to the name of Council department, a change to the name of a Federal or State Government department, and a minor update to legislation which does not have a material impact. However, any change or update which materially alters this document must be by resolution of Council
Responsible Department	City and Asset Planning
Relevant Legislation	Casey 21, Casey Council Plan, Municipal Public Health and Wellbeing Plan, Open Space Strategy, Transport Strategy
ECM ID	13361854

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## 1. Introduction

The City of Casey is one of the largest and fastest-growing municipalities in Victoria and Australia. By 2041 our population is forecast to grow to 549,190 residents, calling for the need to be prepared for the physical, social and economic changes associated with rapid growth.

Our community is faced with significant challenges to walk and ride within the municipality. This creates an opportunity for the City of Casey to positively improve the health, wellbeing and liveability for our residents and visitors through a connected path network.

The Walk & Ride in Casey Strategy (the Strategy) provides guidance and direction to plan and deliver footpaths, shared paths, bicycle lanes and separate lanes that allow our community to freely commute and recreate on a connected path network that eases the challenges associated with our growing population. The challenges include:

- Traffic congestion
- Social isolation
- Climate change
- Perception of safety
- Technology dependency
- Lag in infrastructure delivery

The Strategy includes the activities of walking, running, wheeled activities such as riding, scooting, roller blading and skate boarding, and use of mobility aides including wheelchairs, walking frames and electric scooters.

The provision of a quality path network increases the options for community members of all ages and abilities to access local services, parks, trails, wetlands, creek corridors, sport and leisure facilities. This is key to increasing physical activity, improving mental health, creating social connections and reducing car dependence as well as increasing options for community members to access to education, employment and social activities.

The Strategy understands and prioritises investment in the missing links required to create improved local and regional connections for the current and future path network within the Casey and with neighbouring council networks.



**Population for 2019:** 356,555

**Population expected by 2041:** 549,190



## 1.1 Background

The City of Casey is highly reliant on car travel. We have the highest rate of car ownership per household in Victoria, which results in congested roads, long travel times and increased environmental impact of cars commuting within our City.

In terms of health and wellbeing in the City of Casey:

- 25.2% of Casey residents are obese.
- 29.1% are overweight (Victorian Population Health Survey 2014).
- 21.9% or one in five do less than 30 minutes of physical activity per week.

Children and young people have identified barriers to walking and riding. 'Casey's Future – A Plan for Children, Young People and Families 2017-2021' consultation revealed:

- That children "enjoy a wide range of activities such as walking the dog, playing, family holidays, visiting playgrounds and parks", however "they are worried that the roads are busy and dangerous".
- That young residents find "Transport and time are a barrier to them to accessing programs in the community", and "they think Casey should have better public transport and less traffic".

Community members may not be able to drive, choose not to drive or not be able to access a vehicle. These people include:

- Children and young people.
- Elderly residents.
- People with a disability.
- Residents who are not able to afford and maintain a car.

Walking, bicycle riding, using a scooter, rollerblading, skateboarding, pushing a pram/stroller, and using a wheelchair, frame or electric scooter are things all members of our community can and are likely to do, cost very little, however are reliant on paths in good condition and a connected network.

An extensive investigation into the missing links within the path network has provided Council with the required data to plan and prioritise for the future needs of walking and riding in the City of Casey.



**Walk and Ride in Casey Strategy provides strategic guidance to deliver improved infrastructure to encourage our residents to walk and ride more**

## 1.2 Strategic Context

The City of Casey's policies, strategies and plans demonstrate commitment to improving the health and wellbeing of residents through well-planned facilities and services. Establishing and understanding the role and relationship of this Strategy to Council's other key documents ensures its consistency and contribution.

The 'Casey 21 Building A Great City 2011', 'Casey Council Plan 2017-2021' and 'Municipal Public Health and Wellbeing Plan 2017-2021' articulate Council's vision and the overarching framework used to make key decisions and deliver service priorities.

Sport and leisure facilities are featured as important infrastructure in delivering on the Council Plan vision 'Creating Australia's Most Liveable City' and strategy 'The destination for arts, culture, sport and leisure that attracts visitors and brings communities together'. Council's 'Open Space Strategy' and 'Leisure Facilities Development Plan Policy' guide planning and decision making in the open space, recreation and sport area.

The 'Walk and Ride in Casey Strategy' replaces the 'Paths and Trails Strategy' adopted by Council in 2012. In the previous version, guidance for shared use paths and bicycle lanes infrastructure were addressed. In the new version, wider infrastructure such as footpaths, shared paths, bicycle lanes and separate paths, have been included to understand and plan for the entire path network for walking and riding in the municipality.

The Strategy does not inform infrastructure for cycling or skateboarding as an organised sport or for equestrian trails. These are planned for in Council's 'Leisure Facilities Development Plan Policy', 'Sport Cycling Strategy', 'Skate Strategy' and 'Casey Equestrian Strategy'.

The Strategy aligns to the first objective of City of Casey's 'StreetsAhead - Integrated Transport Strategy'. 'StreetsAhead' provides guidance for a connected and safe path network so residents of all ages can incorporate active transport into their daily journey and help reduce traffic stress on roads.



### 1.3 Community Consultation

The Walk and Ride in Casey Strategy is underpinned by consultation with the Casey community and external stakeholders.

The ways that Council engaged with people included:

- **Phone Interviews:** with 427 householders, comprising 1,000 individuals (inclusive of other family members in the household). The consultation process was part of the National Cycling Participation Survey (NCPS). NCPS is a standardised survey that has been repeated biennially since 2011 and allows Council to benchmark against other Local Government Areas. Council added extra questions to the consultation to inform the Draft Walk and Ride in Casey Strategy. The survey questions were also posted on Casey’s portal for community engagement.
- **Casey Conversation Portal:** included a survey and an interactive tool to collect specific feedback within Casey. The online portal set up for community engagement received 55 respondents.
- **Focus Group:** a session was held with five external stakeholders, including representatives from different advocacy groups and users of the path network within Casey. During the session, participants provided feedback on the current network and their expectations to create a safe and accessible path network for walking and riding in Casey.
- **Workshops and Internal Meetings:** sessions were held with staff to enable collaboration with different departments within Council.





## 2. Vision

**A City connected by quality integrated infrastructure that supports our community to walk and ride.**

## 3. Strategic Principles



### 3.1 Forward Thinking

To deliver a high-quality walk and ride network based on usage patterns and changing needs of a growing population.



### 3.2 Adaptable

To identify alternative uses for existing infrastructure to maximise capacity. i.e. Increase the width of an existing path or provide two-way bicycle lanes.



### 3.3 Connected

To develop well-planned routes that allow the community easy access to multiple destinations along a continuous network.



### 3.4 Prioritisation

To work with Local, State and Federal governments plus key stakeholders to prioritise projects that align with other local and regional projects.

## 4. Strategic Objectives

1

**Linked Path Network to Local Services**

2

**Connected Green City**

3

**Beyond Casey**

4

**Safe and Smart Trails**

5

**Give it a go**

## Strategic Objective 1: Linked Path Network to Local Services

***A connected path network that provides community opportunities to walk and ride safely along connected routes to access local services.***

Path infrastructure enables our residents to walk and ride to schools and educational precincts, train stations, shopping centres and local parks. A linked path network will provide opportunities for the community to turn short local car trips into walking or riding trips.

More direct and continuous walk and ride routes will encourage and increase opportunities for the community to engage in physical activity.

A well-connected path network brings economic benefits by attracting local users and regional and interstate visitors to the area. Increased visitation encourages spending in local businesses.

Social cohesion and community involvement are benefits that a well-designed path network can bring to the community. Encouraging residents to walk and ride can foster interactions between residents e.g. parents walking or riding their children to school or walking dogs and interacting with other residents doing similar activities. Positive social interactions may encourage other community members to participate. Group activities and recreation organisers will recognise enhanced opportunities to participate when spaces are accessible. These indirect relationships foster engagement and connectedness within our community.





# Linked Path Network to Local Services Priorities

Missing paths within a 1.5 km walkable catchment from major activity centres, train stations and schools have been prioritized (see page 11). A focus will be on missing paths along freeways and highways which would provide for shared use paths.

This approach is aligned to the '20-minute neighbourhoods', an initiative that pursues 'living locally' – giving people the ability to meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip from their home.

Council will prioritise paths in its ownership and advocate to State and Private entities when the construction of the infrastructure is their responsibility.



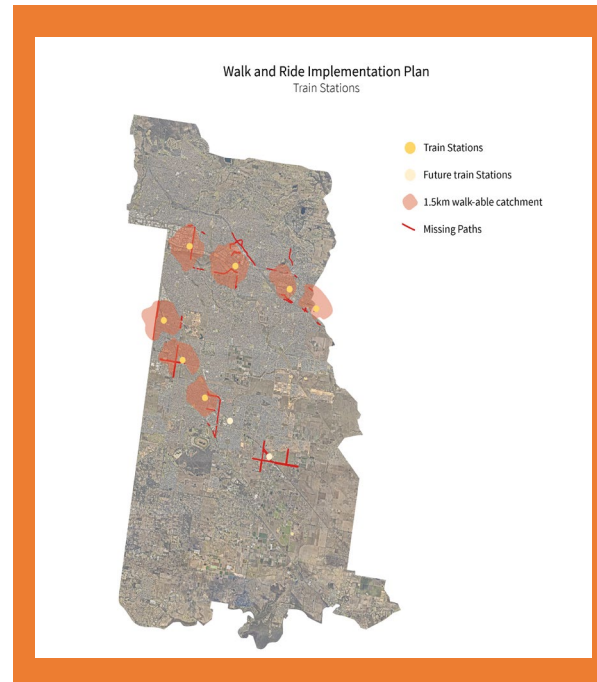


## Local services identified as priority:



### Major Activity Centres identified as a priority within the City of Casey are:

- Fountain Gate – Narre Warren
- Endeavour Hills Town Centre – Endeavour Hills
- Cranbourne Town Centre – Cranbourne
- Berwick Village – Berwick
- Berwick South Central – Berwick
- Casey Central – Narre Warren South
- Hampton Park Town Centre – Hampton Park
- Hardy's Road Major Town Centre – Clyde North
- Clyde Major Town Centre – Clyde

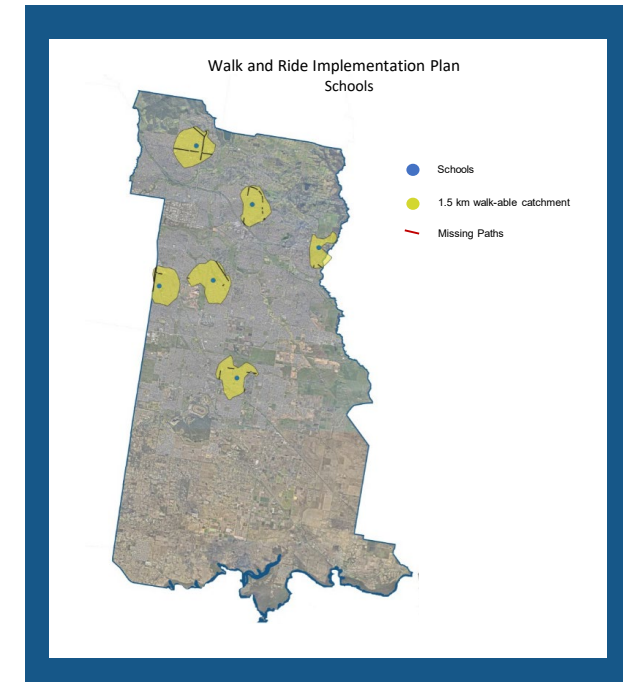


### Train Stations identified as a priority within the City of Casey are:

- Narre Warren Rail Station – Narre Warren
- Berwick Railway Station – Berwick
- Beaconsfield Railway Station – Beaconsfield
- Hallam Railway Station – Hallam
- Cranbourne Railway Station – Cranbourne
- Lynbrook Railway Station – Lynbrook
- Hampton Park Town Centre – Hampton Park
- Merinda Park Railway (Cranbourne North)

#### Future Train Stations

- Cranbourne East
- Clyde



### The City of Casey has more than 80 schools, therefore the prioritisation of projects will consider the following selection criteria:

- Number of enrolments
- Number of students walking or riding to and from schools
- Proximity to bus stop and frequency of the bus

## Strategic Objective 2: Connected Green City

### ***A trail network that connects district and regional parks and reserves within the City.***

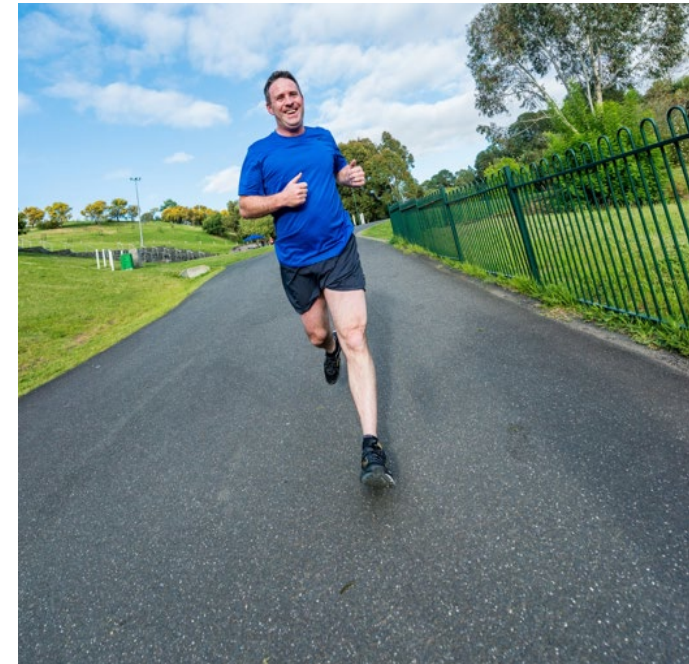
Recreational trails are inclusive places that allow residents of all ages to move across passive and active open spaces through a connected network. They promote outdoor activities and interaction with nature in an urban context. The trails increase opportunities to plant trees for shade, pollution reduction and mitigate the urban heat island effect.

Recreational trails connect our community with nature. They encourage local communities to increase their physical activity, enjoy the local landscape and encourages stewardship over their local environment and 'nature' spaces. They can include path connections and perimeter paths which circuit parks, reserves, wetlands, creek corridors and easements provide opportunities to walk or ride.

Recreational trails contribute an economic value. Businesses adjacent to/or nearby recreational trails can capitalise on the support of trail users by providing relevant services such as rentals, guided tours, restaurants, or accommodation (USDA, 2010).



City of Casey will advocate to Government organisations and developers for the construction of shared paths and/or loop circuits along creeks, waterways, utility easements, wetlands and reserves, to maximise the opportunity for walking and riding on non-council land.

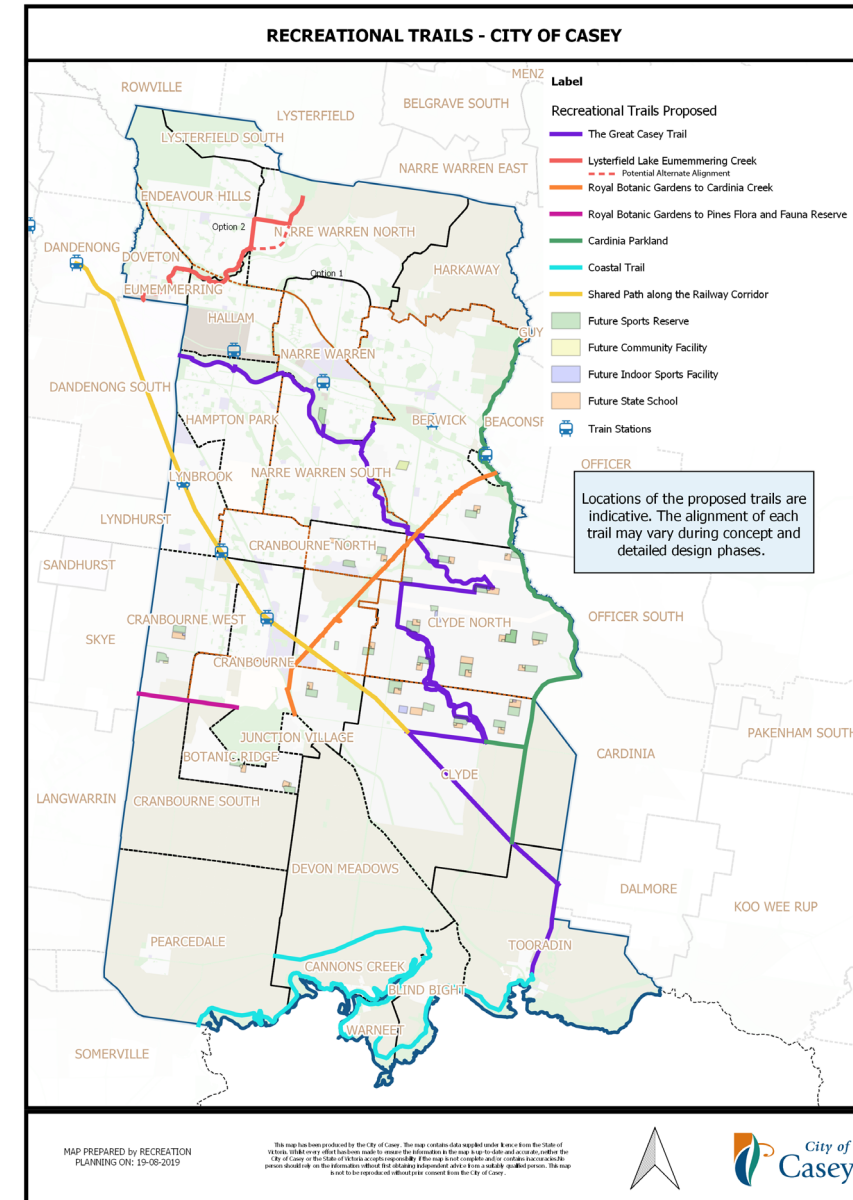


## Connected Green City Priorities

Trails along creeks, wetlands, drainage reserves and within parklands are preferred options for recreational trails. The location of the trails proposed below are indicative. Alignment of each trail may change during concept and detailed design depending on feasibility factors such as land acquisition, third party approval and budget implications, including pedestrian bridges or boardwalks.

The Strategy recommends the development of seven recreational trails:

1. **Great Casey Trail:** An opportunity to complete a trail from Hampton Park to the south-east boundary with Cardinia that would connect six suburbs and seven district sport reserves across the City of Casey. This trail will merge into the proposed Great Southern Rail Trail and extend down to the Tooradin township.
2. **Cardinia Creek Parkland Trail:** An opportunity to develop a trail within the Cardinia Creek Parklands, stretching along four suburbs and approximately 22 kilometres has been identified. Sections of this proposed trail are included in the existing Precinct Structure Plans (PSP). It is proposed that this trail will connect to the proposed Great Casey Trail and the Great Southern Rail Trail.
3. **Eumemmerring Creek to Lysterfield Lake:** An opportunity to complete the trail along the Eumemmerring Creek from Doveton/Eumemmerring to Lysterfield Lake. The trail will connect five suburbs and three district sport reserves. Two options have been recommended for this section as the nearby duplication of Hallam North Road will support infrastructure to deliver this project.





4. Royal Botanic Gardens Victoria (Cranbourne Gardens) to Cardinia Parkland: This proposed trail is approximately 12 kilometres long, connecting the Cranbourne Gardens to the proposed Cardinia Parkland Trail. Some sections of this trail are already constructed and there is an opportunity to connect the missing links to complete the trail. As the land is not under City of Casey ownership, further investigation for partnership opportunities needs to be undertaken with landowners, including the Cranbourne Gardens.
5. Royal Botanic Gardens Victoria (Cranbourne Gardens) to the Pines Flora and Fauna Reserve: An opportunity to link two reserves, which are home to many native animals and plants. Both reserves have internal tracks suitable for cycling and walking. There is an opportunity to partner with State Entities and Frankston City Council to deliver the sections outside the City of Casey boundary.
6. The Casey Coastal Trail: An aspirational trail has been identified along the coastal area connecting Tooradin in the east to Pearcedale in the south-west. The trail has the potential to be a tourist attraction and feature destination trails in the townships and connect into a future network around the Western Port Coast. Given the natural conditions of the area, surrounded by mangroves and other native flora and fauna, this project is complex and will require a feasibility study involving stakeholders.
7. Rail Trails & The Great Southern Rail Trail: Council will advocate to State Government for the delivery of multi-purpose shared path recreational trails along its railway corridors. This includes the sections from Cranbourne to Dandenong and proposed Cranbourne to Clyde rail extension. Council is collaborating with neighbouring councils for the delivery of the Great Southern Rail Trail, extending the current trail from Leongatha to Clyde and on completion it could be Australia's Longest Rail Trail.



### Strategic Objective 3: Beyond Casey

*A City that thrives on planning locally, and on a regional scale.*

Improving the current infrastructure to walk and ride within Casey and beyond, encourages residents to think beyond the car, and use alternatives for commuting to work, educational facilities, or activity centres. Recreational trails across municipal boundaries will also enhance tourism opportunities and economic growth to the region.

‘South East Connect’ is a regional advocacy project that the City of Casey has partnered with to deliver improved active infrastructure and connections across South East Melbourne and to serve a growing community that is currently 1.2 million people. The project enhances Melbourne’s South East picturesque landscape and would provide walking or bicycling options, attracting visitors to explore the region.

The ‘South East Connect’ project builds on existing infrastructure and connects activity centres, rail lines and recreational trails. Visitors to Melbourne would be able to make their way through an array of scenery – including activity centres, coastal areas, farms, towns, waterways/creeks and bushland.

‘Strategic Cycling Corridors’ is a Victorian Government initiative that the City of Casey has committed to. It will develop important cycling routes for transport, either for work or education, or for daily activity needs such as trips to public transport stations or shopping areas.

The City of Casey will be advocating to State and Federal Government to pursue opportunities that allow our community to walk and ride within Casey and beyond. Projects include construction or duplication of railway lanes, level crossing removals, and construction or duplication of any major road. This will also include advocating for connection to employment clusters in Casey, Dandenong and Melbourne’s south east.

Casey will also be working collaboratively with other Local Governments, plus external stakeholders and private providers to seek further walk and ride opportunities.

Recognising the need to increase cycling as an alternative transport mode, once the State initiatives mentioned in this strategy are endorsed, Council will work in parentship with the State Government to advocate for the early delivery of the path infrastructure in areas with more traffic congestion within the City

South East Melbourne  
South East Connect



**Table 1.** Map of the South East Connect Proposal (subject to change)



## Strategic Objective 4: Safe and Smart Trails

***Paths and trails that connect to electronic devices allow optimised efficiency of Council operations and services, improve safety along trails and enhance user experience.***

There is the ability to use technology to obtain real-time information about our infrastructure to monitor performance and improve resource allocation. Council will be able to interact directly with community and deliver infrastructure to create a greater sense of safety for users.

Safe and smart trails technology could include:

- Trails App: A mobile device application that provides access the current trail network anytime and anywhere within our City that allows users to plan their trips accordingly and report maintenance issues.
- Participation Sensors: Sensors along main paths and trails would allow Council to make management and planning decisions based on accurate usage data collection.
- Path Lights: Lighting paths to activate after dark to provide longer and safer service for high use areas. Solar, LED, timer and movement activated considerations provide environmentally sustainable options.
- Glowing Paths : Collecting energy from the sun during the day and allowing night use of the path through illumination.
- Bike Repair Stations: Bicycle pump and tool station packages are suitable along high use bicycle paths allowing riders to carry out routine maintenance, keep people moving, and prevent accidents.
- Electric Re-charge Stations: charging stations to make path trails inclusive for residents using electric motor mobility scooters.
- Drinking Fountains, Bicycle Stands and End of Trip Facilities: to be considered at key destinations





## Strategic Objective 5: Give it a go

### ***Building confidence within our community to walk and ride within and beyond our city.***

Delivering appropriate infrastructure encourages our residents to choose walking and riding as part of their regular physical activity and alternative commuting options. However the infrastructure itself may not be enough to increase participation in walking and riding. Promoting existing programs and actively seeking new campaigns to encourage behaviour change within our community could include:

#### Partnering with existing campaigns

- *Active April* is a Victorian Government physical activity promotion program which offers Casey residents ways to discover physical activity opportunities during the month of April. Walking and riding activities are included within the wide range of activities promoted each year.
- *Riding and Walking to and from School*, is a VicHealth initiative to encourage Victorian primary school students to walk, ride or scoot to and from school every October.
- *Heart Foundation Walking*, is an initiative from the Heart Foundation of free, locally led walking groups, walking app and information to encourage community participation in accessible exercise for heart health through walking.

#### Opportunities for new campaigns:

- *Ciclovía – Cycleway – Open Streets*. In Bogota, Colombia, the ‘Ciclovía’ closes 120km of main roads every Sunday and public holiday from 7am to 2pm. Roads used by approximately 1.5 million people are temporarily closed to cars and trucks, transforming road space into public places for walking, running, riding rollerblades, skateboards or cycling. Local examples include:
  - In Queensland, City of Gold Coast held a Ciclovía dubbed ‘Bike and Street Fest’ in 2014. A section of Varsity Parade was car-free for a four-hour period and hosted 5,000 visitors. Its second year attracted an estimated 7,500 visitors.
  - In Melbourne, Moreland City Council held two Ciclovía events in 2006 and 2008. A 4-kilometre section of the busy Sydney arterial Road was car-free for six hours. Bicycles and pedestrians filled the road and trams flowed as normal. Annually a 1.5-kilometre section of Sydney Road is closed off for the Sydney Road Street Party.
- *Organised Bicycle and Walking Groups* – Community or partner organisation led groups and activities for residents to participate in walking and riding.

These initiatives, and more, will be considered and delivered through implementation of the ‘Sport and Physical Activity Strategy – Active Casey: More Active, More Often’.

## 5. Action Plan

Council has prioritised initiatives and actions to improve the path network, to promote a shift in transport mode and improve health and wellbeing. Once completed, new initiatives and actions will be identified for the ongoing development and management of the entire path network.

### Strategic Objective 1: Linked Path Network to Local Services

Initiative	Actions	Timing	Resources
Improve the missing paths around the 1.5km walkable catchments near major activity centres, train stations and priority schools (based on enrolment figures and student walking to school reports)	Assessment of the missing paths between the catchments to identify feasibility and prioritisation	2020	Council
	Advocate to Department of Transport (State Government) for the delivery of missing paths under their responsibility	Ongoing	Council, State Government
	Advocate to developers to prioritise the delivery of the path infrastructure between the catchment of local services and in line with any Structure Plans through the statutory referral process	Ongoing	Council, developers

### Strategic Objective 2: Green City Connected

Initiative	Actions	Timing	Resources
Improve and connect the trail network along creeks, wetlands and parklands and utility easements where relevant	Assessment of the missing paths along the proposed recreational trails to prioritise delivery	2020	Council
	Advocate to State Entities for the delivery of missing paths under their responsibility	Commence once the assessment above is completed	Council, State Entities

Advocate to developers to prioritise the early delivery of the path infrastructure within their development area

Ongoing

Council, developers

Identify opportunities to set up courses or loops around wetlands/parks. Council to brand and promote these routes within the community.

2021

Council

### Strategic Objective 3: Beyond Casey

Initiative	Actions	Timing	Resources
Improve Council path connections to neighbouring municipalities on a Regional scale	Advocate to State and Federal entities for the "Strategic Cycling Corridors" (currently in draft phase), "South East Connect" and any other future opportunity to improve connectivity in the path network within the region	Ongoing	Council, State and Federal governments
	Keep working with neighbouring Councils on the feasibility and planning phase for the Great Southern Rail Trail project	Ongoing	Council, neighbouring local governments
	Undertake a feasibility study for the Casey Coastal Trail that includes planning for a destination trail in Tooradin	2021	Council
	Advocate to developers to prioritise the delivery of the path infrastructure that has been identified as part of a Regional/State scale project according to requirements	Ongoing	Council, developers



## Strategic Objective 4: Smart Trails

Initiative	Actions	Timing	Resources
Incorporate smart technology along trails to optimise efficiency of services, improve safety and enhance user experience	Identify opportunities to incorporate smart elements into existing trails such as solar path lights, sensors, bike repair stations, glowing paths.	Ongoing	Council
	Design a compliant standardised line marking and way-finding guidelines to implement along existing shared paths	2020	External Consultant
	Undertake audits to identify existing paths in compliance with shared path standards and incorporate the network into the Council insurance	2020	External Consultant

## Strategic Objective 5: Give it a go

Initiative	Actions	Timing	Resources
Design an ongoing strategy to promote the use of paths and increase the number of community members walking and riding within the City	Strengthen alliances with existing campaigns like "Riding and Walking from and to School" and "Active April"	Ongoing	Council, partner organisations
	Explore opportunities for new campaigns and events to foster the use of bicycles/walking to replace short vehicle trips	Ongoing	Council, partner organisations, community

## 6. Estimated Cost

Implementation of this strategy will focus on delivering the prioritised missing paths and gaps in the path network through:

- Improving the path network around local services such as activity centres, train stations and schools.
- Improving and connecting recreational trails along creeks, wetlands and within parklands, and connecting district and regional parks and reserves within Casey.
- Improving connectivity of the path network with neighbouring Councils to benefit Regional/State projects.

High level cost estimates for the 20 years are outlined on pages 23 and 24 for Strategic Objectives 1 and 2. These costs are based on a square metre concrete rate for the proposed length of missing path. The actual costs of delivery will be identified through detailed design of each project. A contingency amount for the design, consultation and management of each project and other associated items that may be necessary, including:

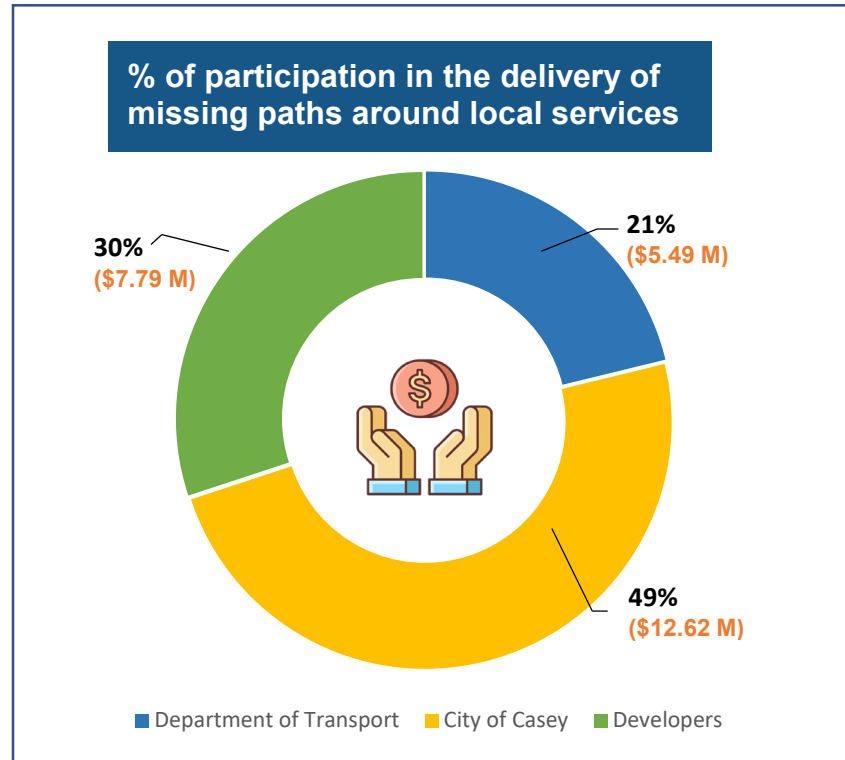
- |                         |   |
|-------------------------|---|
| ➤ Earthworks            | ➤ Signage, line marking and/or wayfinding |
| ➤ Retaining walls       | ➤ Land acquisition                        |
| ➤ Bridges or boardwalks | ➤ Lighting                                |
| ➤ Crossing treatments   | ➤ Site surveys                            |
| ➤ Drainage              | ➤ Smart Trail Infrastructure              |

Additional funding will be required to deliver the remaining Objectives. Projects will be nominated to Council's operational and capital works programs for consideration in the annual budget.

## Estimated Cost for Strategic Objective 1: Linked Path Network to Local Services

Entity Responsible	Total Km	% kms	Estimate Cost
City of Casey	35.97	49 %	\$ 12,625,470*
Department of Transport	15.64	21 %	\$ 5,489,640*
Private Developers	22.184	30 %	\$ 7,786,584*
<b>Total</b>	<b>73.795</b>	<b>100%</b>	<b>\$ 25,901,694*</b>

\*The actual costs of delivery will be identified through detailed design of each project. The estimate cost to implement Strategic Objective 1 is over 20 years



Council will advocate to State entities such as the Department of Transport for the delivery of path infrastructure along road reserves under their responsibility, which includes freeways and highways.

Council will ensure delivery by developers of the path network along primary and secondary arterial roads and connector roads in the growth areas

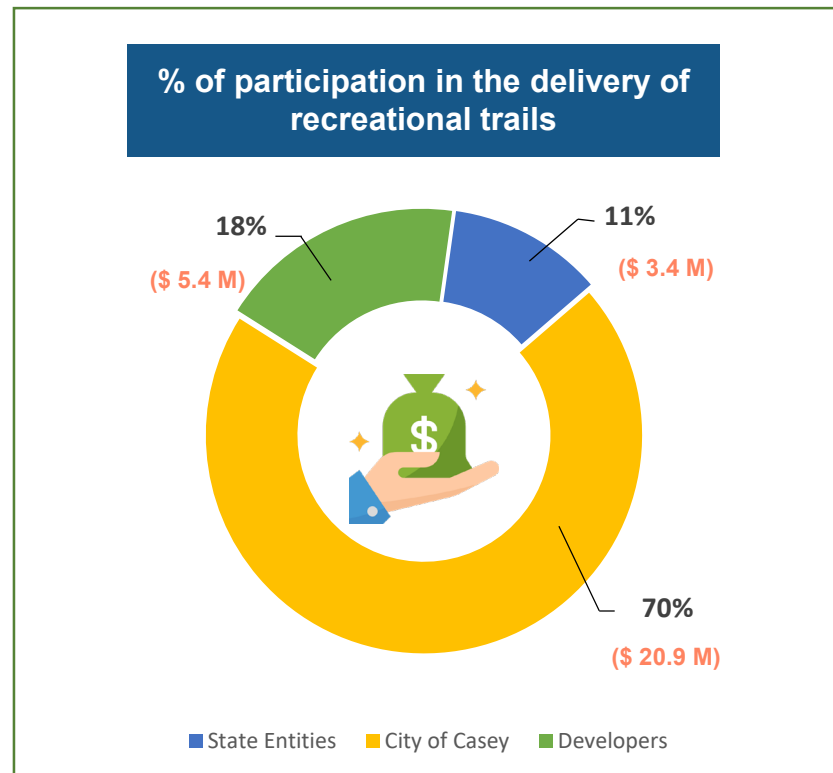
For established areas, Council will prioritise the delivery of the path infrastructure along primary and secondary arterial roads, between connector roads and local roads according to the local services described in this Strategy.



## Estimated Cost for the Strategic Objective 2: Connected Green City

Entity Responsible	Total Km	% kms	Estimate Cost
City of Casey	59.747	70.3 %	\$ 20,971,197*
State Entities	9.724	11.4 %	\$ 3,413,124*
Private Developers	15.505	18.3 %	\$ 5,442,255*
<b>Total</b>	<b>84.976</b>	<b>100%</b>	<b>\$ 29,826,576*</b>

*\*The actual costs of delivery will be identified through detailed design of each project. The estimate cost to implement Strategic Objective 2 is over 20 years*



Council will advocate to State entities such as Department of Transport, Melbourne Water Corporation, VicTrack, Department of Environment, Land, Water and Planning and Parks Victoria, to explore delivery and management opportunities when the proposed trails exist in their ownership.

Council will work together with Victorian Planning Authority and developers to ensure the delivery of the path network in the growth areas align with the Walk and Ride in Casey Strategy.

For established areas, Council will prioritise the delivery of the path infrastructure along The Great Casey Trail as the main recreational trail in the short term.

## 7. Monitoring and Evaluation

This Strategy will be implemented over the next 20 years.

Monitoring of the action will be undertaken on an ongoing basis.

A full review of the Strategy and actions will be undertaken every four years. This review will articulate key achievements, future opportunities as well as any changes within the community. The review will also include any additional actions that should be considered within the future action plan.







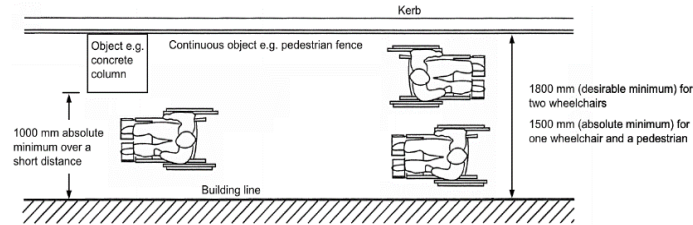
## 8. Appendix



# Operational examples

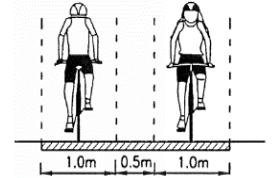
Design of the paths will reference the AusRoad Guidelines, this strategy and any relevant plan, guideline or standard.

## Footpath operation

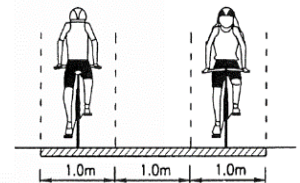


## Bicycle path operation

- 2.5 m
- Commuting and local access
  - Regular use
  - 20 km/h

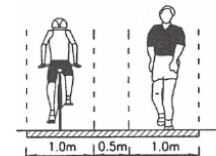


- 3.0 m
- Commuting
  - Frequent and concurrent use in both directions
  - 30 km/h+

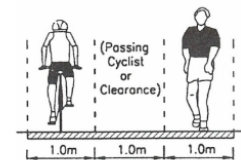


## Shared path operation

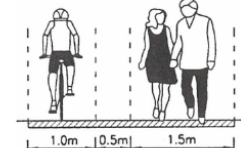
- 2.5 m
- Commuting and local access
  - Regular use
  - 20 km/h



- 3.0 m
- Commuting
  - Frequent and concurrent use in both directions
  - 30 km/h+



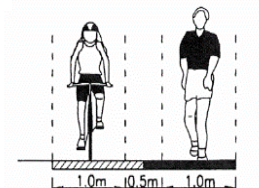
- 3.0 m
- Recreation
  - Regular use
  - 20 km/h



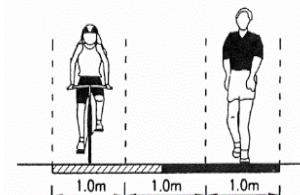
## Separate path one way path operation

- Overall width of path
- Predominant path purpose
- Typical circumstances of use

- 2.5 m
- Commuting and local access
  - Constrained conditions
  - 20 km/h



- 3.0 m
- Commuting
  - Frequent and concurrent use in both path sections
  - 30 km/h+



# Classification and Design Elements

The path network infrastructure has been classified into four categories:

## Footpaths

Path Type	Description	Width
Footpath	Reserved use by pedestrians, people in wheelchairs, mobility scooters and personal mobility devices	Minimum Width: 1.5m  Widths between 1.6m - 2.4m - would be recommended when high pedestrian volumes are anticipated (generally in proximity to schools, hospitals, shopping areas)

## Bicycle Paths

Path Type	Description	Width	Signage	Design Considerations
Bicycle path within the road reserve	<p>For the purpose of this term, bicycle path has been used for bicycle-only paths in the road reserve.</p> <p>Paths set aside for cyclists may be appropriate where:</p> <ul style="list-style-type: none"><li>➤ there is a significant cycling demand for commuting and a separate pedestrian path is provided</li><li>➤ there is a very limited motor vehicle access across the path</li><li>➤ it is possible to achieve an alignment that allows cyclists uninterrupted and safe travel at a relatively high constant speed (approximately 30mk/h)</li></ul>	<p>Desirable minimum width</p> <p>Local Path: 2.5 m Regional Path: 3.0m</p> <p>Preferred width: 3.0m</p>	<ul style="list-style-type: none"><li>➤ Dedicated bicycle lanes must have signs that indicate its exclusive use as a bicycle path</li><li>➤ Signage to prevent illegal parking of cars and placement of rubbish bins along the path</li></ul>	Bicycle routes should be designed for continuous riding, minimising the need to slow or stop for any reason including steep gradients, rough surfaces, sharp corners, obscured sight lines, intersections, or to give way to other people because the width available is too narrow

## Shared Paths

Path Type	Description	Width	Signage	Design Considerations
Shared Paths	Open to the public, designated for use by both cyclists and pedestrians (including wheeled recreational devices)	<p>Desirable width: 3.0m</p> <p>Minimum width - when specific conditions don't allow to achieve the desirable width: 2.5m</p>	<ul style="list-style-type: none"> <li>➤ At the start and end of the shared path identifying the start and end points</li> <li>➤ Along the shared path encouraging appropriate use of the shared path; i.e. keep left unless overtaking, give way to any pedestrian, call-out before passing another user, etc</li> <li>➤ Shared paths should be signposted to indicate both destinations and distances to arrival</li> <li>➤ Maps should be available identifying current location, showing connection routes, facilities and points of interest, the relationship to the surrounding road system, and community facilities</li> </ul>	<p>Clearance to Hazards</p> <ul style="list-style-type: none"> <li>➤ Clearance of obstructions from the edge of the path should be 0.5m minimum. This includes grass invading or growing across the path which reduces the usable path width</li> <li>➤ Vertical Clearance above paths should be 2.5m</li> <li>➤ Horizontal clearance to hazards should be 1.0m</li> </ul> <p>Sight Distance</p> <ul style="list-style-type: none"> <li>➤ The user must be able to see across the inside of horizontal curves, under overhead obstructions and over curves</li> <li>➤ Shared paths should be designed to provide a sight distance between opposing cyclists. The sight distance should be equal to twice the stopping distance to ensure cyclists can avoid a collision when overtaking</li> </ul> <p>Obstacles on the Path</p> <p>Bollards and fences are particularly hazardous to cyclists. If bollards or fences are required these factors need to be considered:</p> <ul style="list-style-type: none"> <li>➤ They must be high enough to be visible from behind another cyclist (at least 1.0 high but preferably 1.2m)</li> <li>➤ Wide enough to not to be an injury hazard (90-140mm)</li> <li>➤ A painted unbroken line with tactile markings must lead cyclist around the obstacle and it must be painted white or yellow wrapped with reflective tape</li> <li>➤ Minimum 1.4m gap for access points. Can be up to 1.6m wide.</li> </ul>



## Separated Paths

Path Type	Description	Width			Signage	Design Considerations
Separate Paths	Paths on which cyclists and pedestrians are required to use separate designated areas. Separated paths are justified when there are large numbers of both pedestrians and cyclist using the path (e.g. foreshore promenades and major inner city bridges). Separate paths should not be used in shopping centres where large numbers of pedestrians are expected to cross the path. Separate paths may be one-way or two-way	Two-way paths Desirable minimum width			<ul style="list-style-type: none"><li>➤ Clear visual cues are required to inform users and avoid confusions amongst cyclist and pedestrians</li><li>➤ There should be a defined separation zone supported by signing, line markings and pavement symbols</li></ul>	<p>Separation</p> <ul style="list-style-type: none"><li>➤ Should line marking be used to separate cyclists from pedestrians then raised tactile separation lines are required to assist users with visual impairments.</li><li>➤ It may be appropriate to have the pedestrian path and bicycle path at different levels, separated by a semi-mountable kerb or a small grass dividing strip</li></ul> <p>Intersections</p> <ul style="list-style-type: none"><li>➤ Where high standard bicycle and pedestrian paths are provided, such as on foreshore promenades, path users may be given priority at intersecting side streets</li></ul>
		Bicycle path	Pedestrian path	Total		
		2.5m	2.0m	4.5m		
		One-way paths Desirable minimum width				
		Bicycle path	Pedestrian path	Total		
		1.5m	1.5m	3.0m		

# Contact

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