



MINUTES

Melton Transport Community Reference Group (MTCRG)

Held on 3 December 2019 at 7:00 pm in Civic Room 2, Melton Civic Centre

Present:

Councillors

Cr Bob Turner, Councillor
Cr Kathy Majdlik, Councillor

Council Staff

Matthew Milbourne, Coordinator Toolern Review
Pauline Hobbs, Advocacy Officer
Sam Romaszko, Manager Engineering Services

Community Representatives

Alan Perry
Lawrence Geyer
Ian Matthews
Alison Richards

Chairperson: Matthew Milbourne

Minute Taker: Matthew Milbourne

1. Welcome

2. Apologies

Cr Sophie Ramsey, Councillor
Laura-Jo Mellan, Manager City Design, Strategy and Environment
Sean McManus, Manager Engagement and Advocacy
Adut Dharurai, Community Representative
Madeleine Connor, Community Representative
Raj Arora, Community Representative
Vinea Fuimaono, Community Representative

3. Declaration of interests and/or conflict of interests

There were no declarations of interest, or declarations of a conflict of interest.

4. General Business

4.1 Presentation on Melton City Council's new Advocacy Priorities for 2020

Pauline Hobbs presented Melton City Council's new advocacy priorities for 2020.

The presentation is at **Attachment One**.

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4.2 Update on meeting with Steve McGhie, Member for Melton

Steve McGhie has indicated an interest in attending a meeting in 2020.

At the next meeting the Melton Transport Community Reference Group (MTCRG) will discuss matters that they want to address Steve McGhie on.

A letter will then be sent from the chair of the MTCRG inviting Steve McGhie with the questions the MTCRG would like to discuss.

4.3 Presentation on Active Transport (Walking and Cycling)

Matthew Milbourne made a presentation on Active Transport (**Attachment Two**).

4.4 Meeting dates for 2020

Matthew to circulate dates for 2020 shortly. Tuesday nights are the preferred night for MTCRG members.

5. Close of Business

The meeting closed at 8.05 pm.



Attachment One

MINUTES

City of Melton Advocacy Priorities 2020



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Public Transport – Rail

A frequent and efficient public rail system that connects Melton residents to employment, health services, recreation and education.

Western Rail Plan Priorities

- Deliver the electrification and separation of the Ballarat rail line by 2025-26
- Build new stations at Hopkins Road and Paynes Road
- Upgrade Melton Station

Sunbury Line Upgrade Priorities

- Construct a new station at Calder Park, Hillside
- Remove the level crossing at Calder Park Drive



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Public Transport – Buses

A more frequent and better connected bus network

- Establish new, and extend existing, bus routes to service emerging residential, commercial and industrial estates.
 - Increase the frequency of buses across the municipality.
 - Establish two 'turn up and go' bus routes with 10 minute frequencies:
 - Melton Station – Woodgrove – High Street – Cobblebank
 - Caroline Springs Station – Caroline Springs Town Centre – Watergardens
- Establish the following new routes:
- Melton – Melton South – Eynesbury
 - Melton Station – Woodgrove – High Street – Cobblebank
 - Watergardens – Melton – Bacchus Marsh
 - Caroline Springs – Werribee East
 - Woodgrove – High Street – Caroline Springs Town Centre
 - Caroline Springs, Cobblebank and Rockbank Stations – new residential and industrial estates



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Roads – Western Highway

An upgrade to the critical arterial road link that functions as an important economic driver

- Business case to upgrade the corridor from Melton Township to Caroline Springs
- Construct full-diamond interchange at Harkness Road
- Construct full diamond interchange at Bulmans Road
- Construct a pedestrian bridge at Arnolds Creek
- Construct half diamond interchange at Mt Cottrell Road
- Construct vehicular overpass at Paynes Road
- Remove direct property access and central median breaks
- Plan for capacity improvements to reduce congestion



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Roads and Freight

An efficient road network and freight infrastructure to increase productivity

Road Improvements

- Melton Highway
- Palmers Road Corridor
- Hopkins Road
- Taylors Road
- Calder Park Drive Interchange
- Christies Road
- Rockbank Middle Road
- Leakes Road, Rockbank

Intersection Upgrades

- High Street and Coburns Road
- High Street and Norton Drive
- Gisborne Melton Road and Kirkton Drive
- Gisborne Melton Road and Minns Road

Western Interstate Freight Terminal

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Other Priorities

- Health – State of the Art Health Precinct
- Health – Prevention of Family Violence
- Sport and Recreation
- Education – Tertiary
- Education – Primary, Secondary and Specialist Schools
- Education – Early Years



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Attachment 2

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Active Transport

Presentation 3 December 2019

Melton Transport Community Reference Group



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What is Active Transport?

Active transport includes non-motorised forms of transport involving physical activity, such as walking and cycling.

Benefits of walking and cycling:

- Affordable
- A low impact mode that provides health benefits for people who choose to use them
- Contributes to making the City of Melton's activity centres more vibrant and attractive places to live and do business.



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Moving Melton – Integrated Transport Strategy

Walking and cycling should be a real option for everyone who wants to use these modes of transport by creating a safe and connected active transport network.

People should be able to walk to local facilities such as early childhood services, primary schools, local parks and sport playing fields.

People should be able to cycle to all local facilities and to neighbourhood facilities such as shopping centres, secondary schools, railway stations, libraries and aquatic / leisure centres.



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20 Minute Neighbourhoods

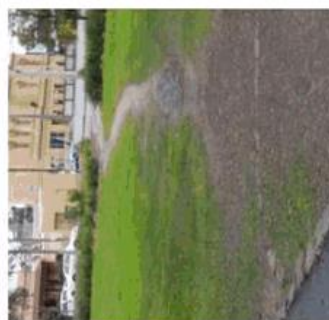


- The 20-minute neighbourhood is about 'living locally' — people are able to meet most of their daily needs within a 20-minute walk from home, with safe cycling and local transport options.
- A key principle in Plan Melbourne – Melbourne's metropolitan planning strategy.



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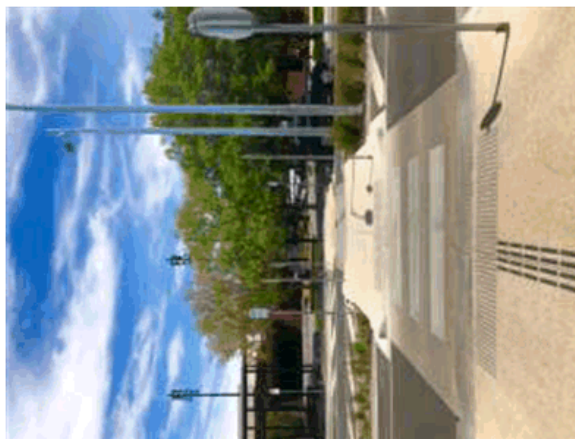
What can go wrong???



Characteristics of a good network – Connected

Routes should:

- Connect areas to each other.
- Connect people with key attractors in their area such as public transport, schools, shops, services, work and leisure destinations.
- Connect at the local and district level.
- Be continuous, clearly marked and consistent in design and quality throughout.



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Characteristics of a good network – Convivial

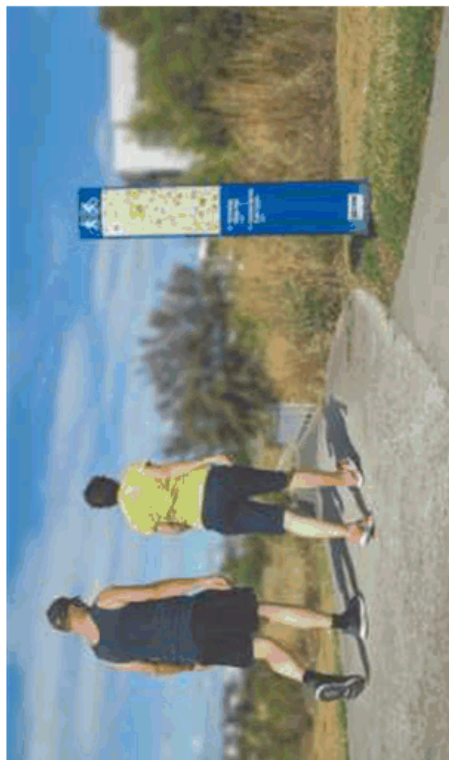
- Walking routes should be pleasant to use, and allow social interactions between people.
- Routes should be safe and inviting, with a diversity of activity and continuous interest at ground level.



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Characteristics of a good network – Conspicuous

- Routes should be clear and legible.
- Main routes should be provided with signposting and way marking.



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Characteristics of a good network – Comfortable

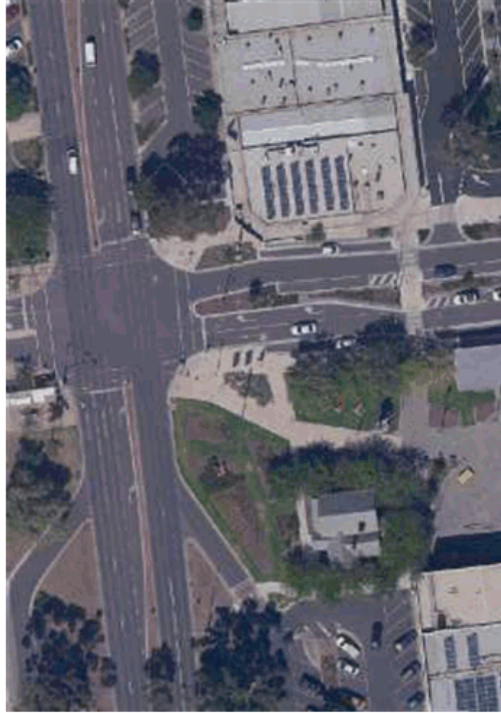
- Routes should have high quality pavement surfaces, attractive landscaping design and architecture.
- Routes should provide freedom from noise and fumes and harassment from proximity to motor traffic.
- Routes should provide opportunities for rest and shelter.



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Characteristics of a good network – Convenient

- Walking routes should be direct and designed for convenience for people on foot.
- Walking routes should provide access for people who are mobility impaired.
- Cycle routes should balance directness with difficult terrain.
- Priority road crossings should be provided on key desire lines for pedestrians and cyclists.



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Hierarchy of Walking Networks

- Local network – connects people from their home to their local area e.g. footpaths in local street and in local parks
- District network – connects people from their street to their local area and wider neighbourhood e.g. footpaths on main roads and along waterways
- Regional network – facilitates long distance travel e.g. shared paths along freeways, highways, and rivers



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Hierarchy of Cycling Networks

- Local network – connects people from their home to their local area e.g. riding on road on local streets and shared paths in local parks
- District network – connects people from their street to their local area and wider neighbourhood e.g. on-road / off-road / shared paths along main roads and along waterways
- Regional network – facilitates long distance travel e.g. dedicated cycle paths / shared paths along freeways, highways, and rivers



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Who Manages the Active Network?

Pedestrian and Cycling Networks:

- Council typically owns and manages a majority of the active transport network in the City of Melton.
- Private Land
- There are limited circumstances where the active transport network is owned / managed by the State Government:
 - In Freeway / Highway reserves;
 - In National and State Parks; and
 - Sometimes on utility easements.



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Bicycle Routes

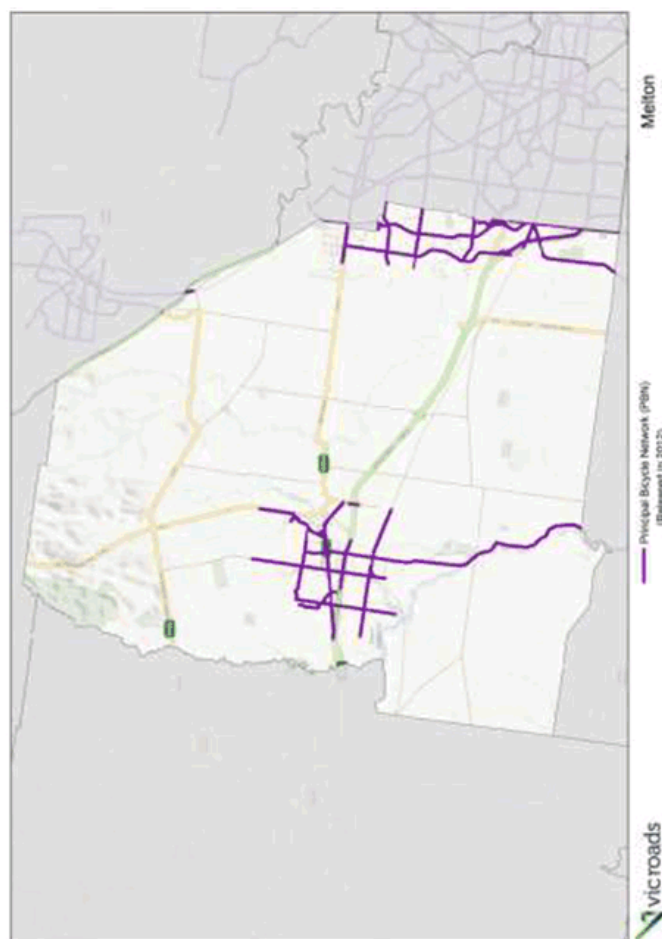
Some cyclist routes are identified by government as specialist routes:

- Principal Bicycle Network (PBN) – network of existing and proposed cycle routes to help people ride to major destinations around metro Melbourne.
- Bicycle Priority Routes – elevated routes from the PBN that provide priority access for cyclists to major destinations – will be identified in the Department of Transport's *Movement and Place Framework*.
- Strategic Cycling Corridors – routes identified to improve cycling to major activity centres, and national employment clusters. Currently being prepared by Department of Transport.
- Metropolitan Trail Network – major recreational routes usually running along rivers and creeks. Mainly shared paths.



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Principal Bicycle Network



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Metropolitan Trail Network



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Upcoming Work

- Preparation of an Active Transport Plan for Council:
 - Principal Pedestrian Network – identify a hierarchy of local routes and principal routes, identify areas where pedestrians should be provided priority, identify gaps in network, identify preferred attributes of routes, identify areas where bicycle and pedestrians should be separated, and provide direction on shared paths
 - Principal Bicycle Network – identify purpose of cycling, identification of routes, provide direction on on-road and off-road cycling, identify gaps in network, and identify attributes of cycling routes.



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Ongoing Work

- Ongoing advocacy for:
 - Off-road cycle route between Melton Township and Metro Melbourne
 - Creation of trails along the Werribee River, and Kororoit Creek
 - Creation of trail linking Melton to MacPherson Park
- Require provision of footpaths on both sides of new roads in subdivisions.
- Require provision of identified on-road and off-road bicycle infrastructure in PSP areas during subdivision.
- Require provision of bicycle facilities at shopping centres, schools, and public transport interchanges.



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