



# MINUTES

## Melton Transport Community Reference Group (MTCRG)

Held on 13 October 2021 at 6:30 pm on MS Teams

**Present:**

**Councillors**

Bob Turner, Councillor  
Goran Kesic, Councillor (Deputy Mayor)  
Lara Carli, Councillor

**Council Staff**

Matthew Milbourne, Coordinator Toolern Review  
Kerry Walton, Acting-Manager Engineering Services  
Sean McManus, Manager Engagement and Advocacy

**Community Representatives**

John Faure  
Lawrence Geyer  
Alan Perry  
Dominic Peverett  
Naz Tamburro  
Tania White

**Chairperson:** Cr. Goran Kesic

**Minute Taker:** Matthew Milbourne

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**1. Welcome**

**2. Apologies**

Darren Rudd, Manager City Design and Strategy  
Tim Roberts, Community Representative

**Non-Attendance**

Robyne Jansen, Community Representative  
Lakhwinder Sidhu, Community Representative  
Arnab Tarafder, 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 Welcome Naz Tamburro – Matthew Milbourne

Naz Tamburro has replaced outgoing Amy Montague on the Transport Community Reference Group.

##### 4.2 Active Transport – Matthew Milbourne

Matthew provided a presentation on the elements of a successful Active Transport network (**Appendix One**)

##### 4.3 Bus Route Summary – Matthew Milbourne

Matthew provided a presentation on the current bus routes in the City of Melton (**Appendices Two and Three**)

##### 4.4 Upgrade our Roads Campaign – Sean McManus

###### 4.4.1 Overview of the planned Federal and State election campaigns

Council will be running advocacy campaigns in the lead up to the State Government and Federal Government elections in 2022.

Sean provided information on what Council will be doing in the lead up to the elections to advocate for improvements to key roads in the City of Melton.

Commonwealth Election, Council will be advocating for funding to improve the following road corridors:

- Western Highway
- Calder Park Corridor

State Election, Council will be advocating for funding to improve the following road corridors:

- Western Highway
- Melton Highway
- Robinsons Road / Westwood Drive
- Christies Road
- Calder Park Corridor
- Hopkins Road

###### 4.4.2 Campaign creative and messaging

Sean provided an update on the campaign creative and messaging that is being prepared for Council for the election advocacy campaigns.

Unfortunately, the campaign creative and messaging cannot be shared at this stage.



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A suggestion was made that we consider using Council trailers for messaging.

Request that we invite to local representatives such as Steve McGhie, Natalie Hutchins, and Marlene Kairouz to a meeting prior to the election.

### 4.5 Roads Discussion – Matthew Milbourne

Matthew requested information from the reference group on what they thought were the City of Melton's most congested / problematic roads and intersections were.

The group identified the following roads were of concern:

- Taylors Road duplication – tie in with Brimbank – duplication required due to congestion problems where the traffic converges from two lanes to one lane. Council has information about the Taylors Road Corridor Upgrade Plan on its website - [Taylors Road Corridor Upgrade Plan \(melton.vic.gov.au\)](http://melton.vic.gov.au). The upgrade plan provides the timing for the duplication of Taylors Road east of Gourlay Road
- Calder Park Drive - duplication required due to congestion problems where the traffic converges from two lanes to one lane
- Station Road south of Western Freeway – congestion due to railway crossings. Level crossing should be removed
- Western Highway - Caroline Springs to Melton Township – congestion increasing with the increase of population
- Melton Highway – duplication required
- Plumpton Road – Diggers Rest to Taylors Road – duplication required
- Hopkins Road – duplication required
- Minns Road – Coburns Road to Bulmans Road – road needs to be urbanised
- Christies Road – widening of the Western Freeway overpass – traffic banking back on the Freeway. Large volumes of truck traffic to Cleanaway. Large numbers of trucks and residents stuck in traffic, and large number of accidents created by the traffic banking back onto the Freeway

The group identified the following intersections were of concern:

- Coburns Road and High Street – signalisation required – commitment from the State Government to construct the signalisation, expected to be delivered 2022/23
- Leakes Road and Melton Highway intersection – signalisation required – commitment from the State Government to construct the signalisation, expected to be delivered 2023/24
- Brooklyn Road – replace roundabouts with traffic lights – Council is currently preparing designs for the signalisation of Station Road and Brooklyn Road, which will be constructed in 2022/23
- Leakes Road and Western Freeway intersection – signalisation required

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- Taylors Road – convert roundabouts into traffic lights – Council has information about the Taylors Road Corridor Upgrade Plan on its website - [Taylors Road Corridor Upgrade Plan \(melton.vic.gov.au\)](https://www.melton.vic.gov.au/taylors-road-corridor-upgrade-plan). The upgrade plan provides the timing for the signalisation of five intersections

The group also identified the following problems with the transport network:

- Grade separations of Station / Exford Road and Coburns / Rees Road. One of the roads will need a grade separation to ease congestion in Melton South

Concerns raised about the poor condition of Gourlay Road and Calder Park Drive. Kerry to raise this with Council's amenity team who repair roads

**4.6 Next Meeting**

Wednesday 8 December 2021 at 6.30 pm

**5. Close of Business**

The meeting closed at 7.50 pm.

# Active Transport

## Melton Transport Community Reference Group

### Induction Material 2021

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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.

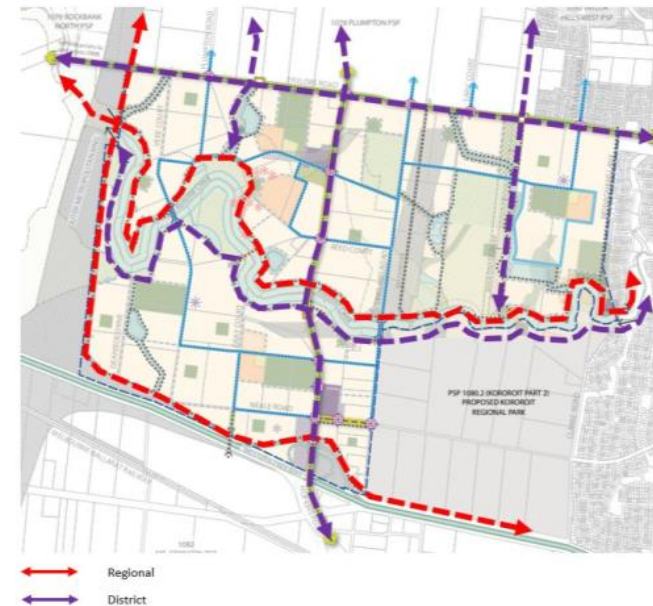


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## Hierarchy of Walking Networks

- 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

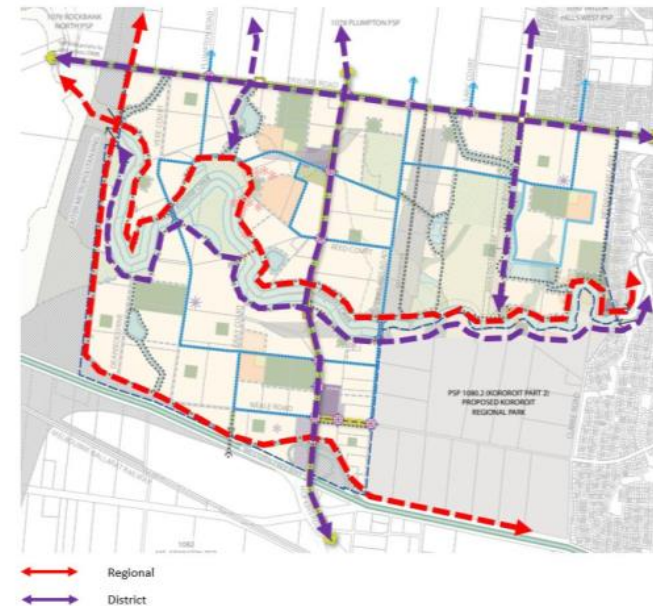


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## Hierarchy of Cycling Networks

- 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 most 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

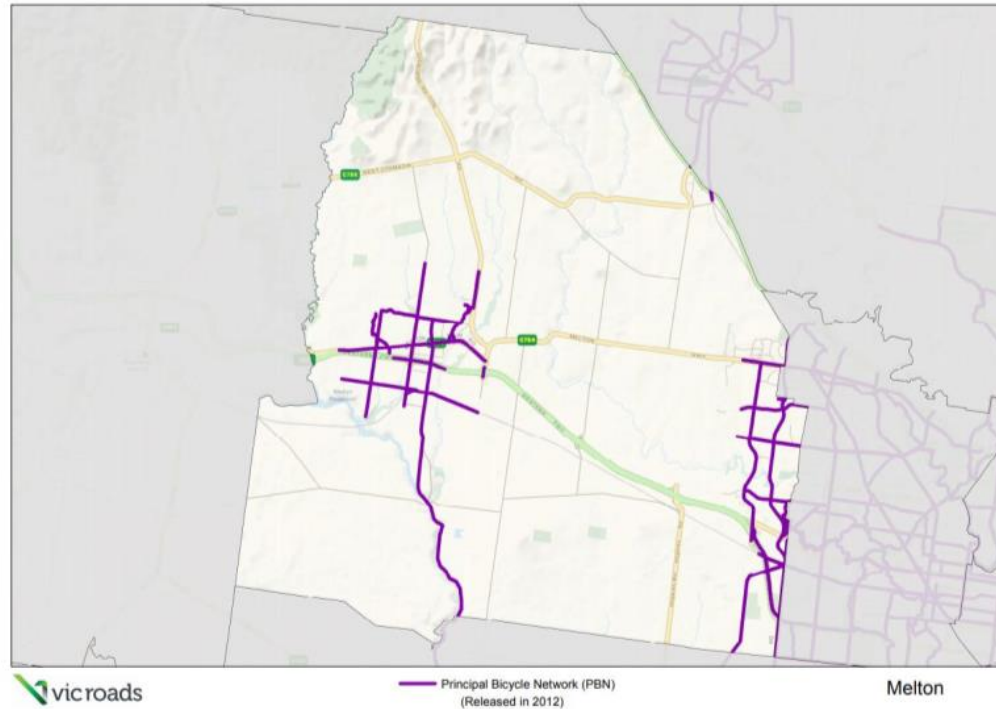
Some cyclist routes are identified by government as specialist routes:

- 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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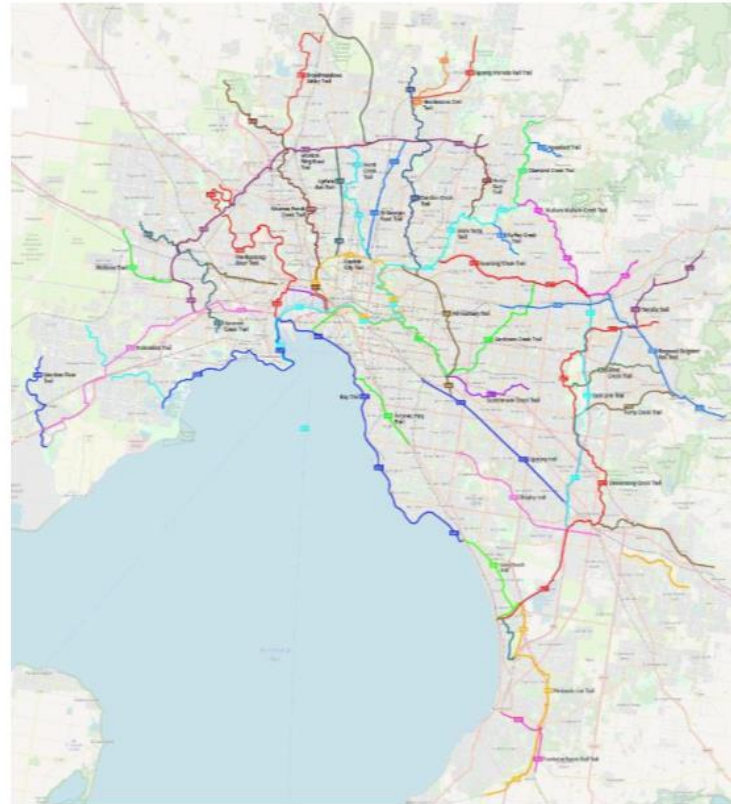
## Principal Bicycle Network



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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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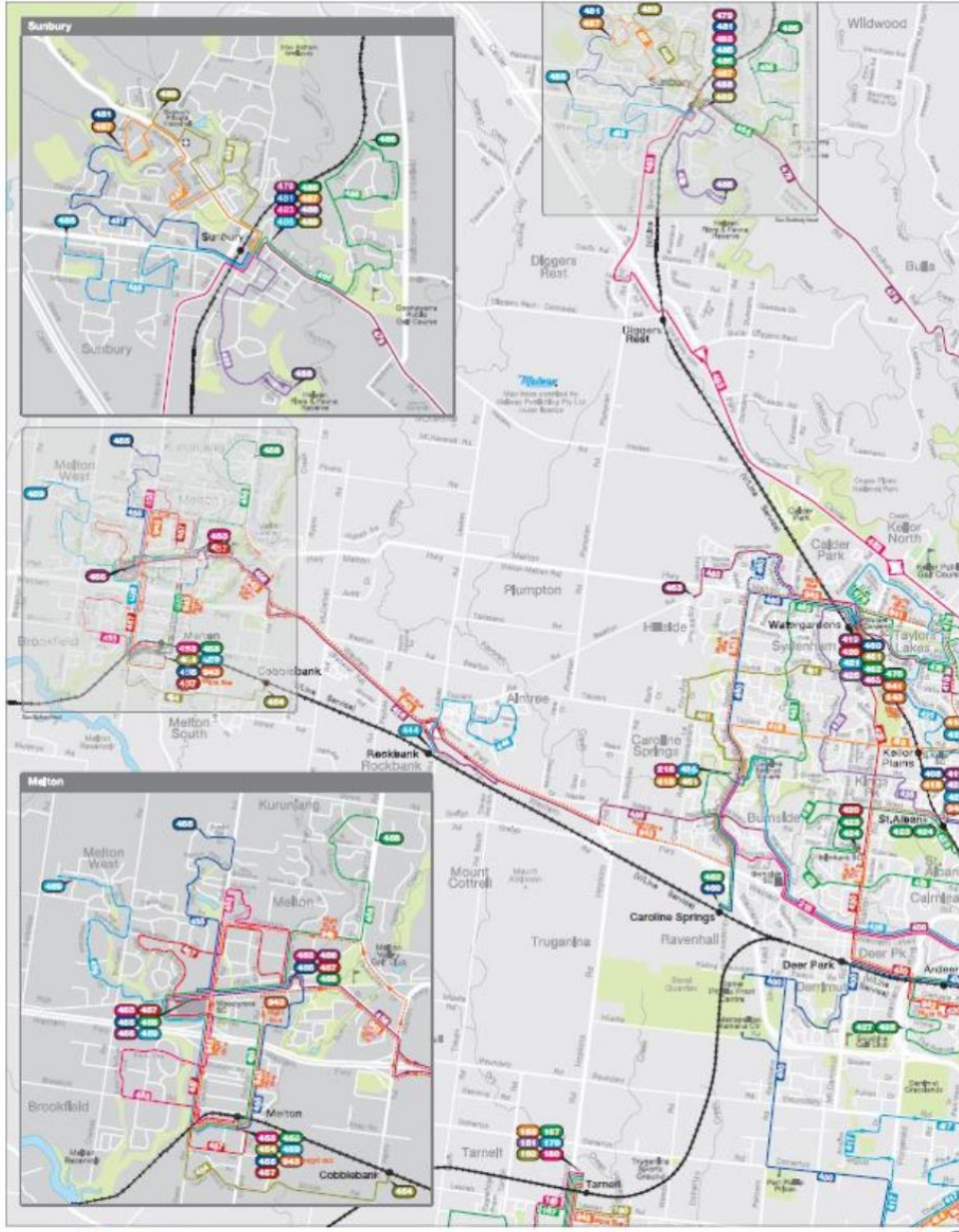
## Ongoing Work

- 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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### Melton bus network



Train Bus Bus terminus

MAP NOT TO SCALE  
Effective July 2020

**VICTORIA**  
For more information visit  
[ptv.vic.gov.au](http://ptv.vic.gov.au) or call 1800 800 007.  
Authorised by the Victorian Government, 1 Treasury Place, Melbourne



Routes	Terminus A	Terminus B	Weekday Peak	Weekday Non-Peak	Weekend	Provider
<b>Melton</b>						
453	Melton Station	Brookfield	60	60	60	Sita
454	Melton Station	Cobblebank Station	40	40	60	Sita
455	Melton Station	Micasa Rise	60	60	60	Sita
456	Melton Town Centre (TC)	Sunshine Station	30	40	40	Sita
457	Melton Station	Melton West	30	30	60	Sita
458	Melton Station	Kurunjang	30	30	60	Sita
459	Melton Station	Arnolds Creek	30	30	60	Sita
<b>Rockbank</b>						
444	Rockbank Station	Aintree	30	40	60	Sita
456 ^	Melton TC	Sunshine Station	30	40	40	Sita
<b>Diggers Rest</b>						
483	Sunbury	Moonee Ponds	60	80	60-80 ^^	Sunbury
<b>Eastern Corridor</b>						
215	Caroline Springs TC	Highpoint	30	30	60	Transdev
418	Caroline Springs TC	St Albans Station	20	40	40	CDC
426	Caroline Springs TC	Sunshine Station	20	40	40	Transdev
460	Caroline Springs Station	Watergardens Station	20	20	30	Kastoria
461	Caroline Springs TC	Watergardens Station	30	40	40	CDC
462	Caroline Springs South	Watergardens Station	20	40	60	Kastoria
463	Fraser Rise	Watergardens Station	20	40	40	Kastoria
<b>Prison Precinct</b>						
400	Sunshine Station	Laverton Station	40	40	40	CDC
<b>Night Bus</b>						
943	Melton Station	Watergardens				Dysons

^ - every second bus on route 456 provides service to Rockbank Township (Westcott Parade)

^^ - no service on a Sunday

#### Legend

	Very poor service (More than a 30 minute wait for a bus)
	Poor service (30 minute wait for a bus)
	Okay service (less than 30 minute wait for a bus)

Best practice is considered to be main road buses (that have direct routes) run every 10 minutes, and a 20 minute frequency adopted for buses with indirect routes.