



MINUTES

Melton Transport Community Reference Group (MTCRG)

Held on 14 April 2021 at 6:30 pm on MS Teams

Present:

Councillors

Cr. Bob Turner, Councillor

Council Staff

Matthew Milbourne, Coordinator Toolern Review

Sam Romaszko, Manager Engineering Services

Sean McManus, Manager Engagement and Advocacy

Bhavin Mehta, Principal Planning Engineer

Michael Smith, Senior Transport Planner

Jyoti Bhandari, Projects and Data Analyst

Community Representatives

Alan Perry

John Faure

Lawrence Geyer

Chairperson: Cr. Bob Turner

Minute Taker: Matthew Milbourne

1. Welcome

2. Apologies

Cr. Lara Carli, Councillor

Cr. Goran Kesic, Councillor (Deputy Mayor)

Amy Montague, Community Representative

Arnab Tarafder, Community Representative

Lakhwinder Sidhu, Community Representative

Robyne Jansen, Community Representative

Darren Rudd, Manager City Design and Strategy

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 Update on new community representatives – Matthew Milbourne

Council at its Ordinary Meeting on 12 April 2021 appointed three new community representatives to the Melton Transport Community Reference Group. Two of the new representatives are from the Eastern Corridor, and one representative is from Melton Township.

MINUTES

Matthew will run an induction session for the new community representatives before the next scheduled meeting in June, so the new representatives are up to date with information that has been provided to the other community representatives.

4.2 Using Data to Create an Evidence Base to Improve the Transport System**4.3.1 Introduction – Bhavin Mehta, Principal Planning Engineer**

Bhavin provided a summary on how Council uses data to understand how the transport system currently operates, model how the transport system will operate in the future with no changes, and model how changes will improve the transport system.

4.3.2 Active Transport Modelling (Pedestrian and Cycling Action Plan) – Michael Smith, Senior Transport Planner

Michael provided a presentation (**Appendix One**) on the data analysis Council has been undertaking to map gaps in the pedestrian and cycling networks, and provided examples of how they are using Council's Geographic Information System (GIS) to map solutions to the gaps.

4.3.3 Melton Integrated Transport Model – Michael Smith, Senior Transport Planner

Michael provided a presentation on some of the traffic modelling software that Council is using to model existing and future congestion on roads in the City of Melton.

The model can be used to test the impact that proposed upgrades to the transport system will have on reducing congestion.

4.3.4 Bus Network Modelling and Public Transport Accessibility – Jyoti Bhandari, Projects and Data Analyst

Jyoti provided a presentation (**Appendix Two**) on how Council is using GIS to map access to, and the quality of, bus services in Melton Township.

Two options were presented on how changing the routes of buses can improve bus frequency, and improve the directness of service with the current assets allocated to Melton Township by Public Transport Victoria.

4.3 Next Meeting

Wednesday 9 June 2021 at 6.30 pm – Council will aim for this meeting to be held in person at the Melton Civic Centre.

5. Close of Business

The meeting closed at 7.32 pm.

MELTON CITY COUNCIL

Appendix 1 - PEDESTRIAN AND CYCLIST PLAN

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BACKGROUND & PURPOSE



Part of the **Moving Melton: Integrated Transport Strategy (2015)** to analyse and improve existing pedestrian and cyclist infrastructure, and plan for future pedestrian and cyclist infrastructure to promote active travel options for all users in the City of Melton.

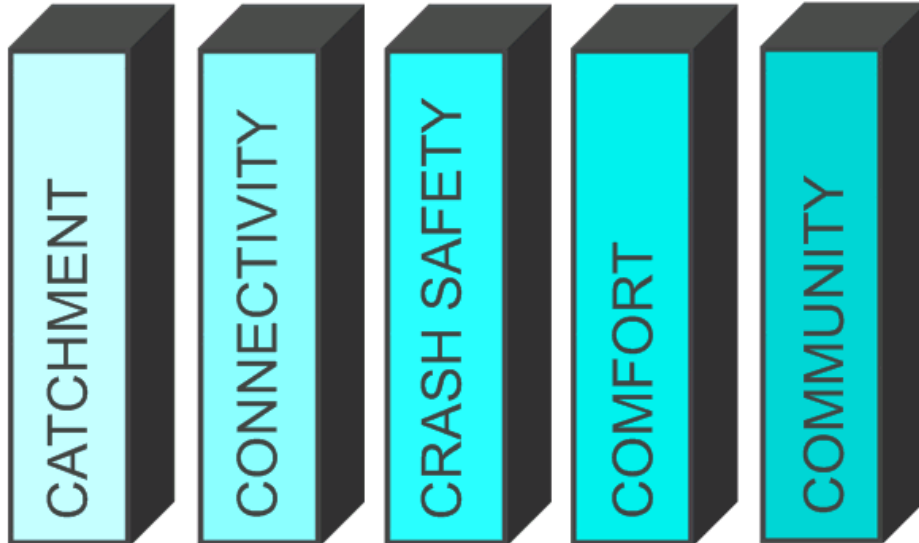
- Identify barriers to walking and cycling
- Consider improvements to address those barriers
- Collaborate with relevant departments to ensure consistent and appropriate outcomes
- Prioritise a large quantity of works

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THE 5 C's



- **CATCHMENT**
 - Number of properties near points of interest
- **CONNECTIVITY**
 - Directness of route from origin to destination
- **CRASH SAFETY**
 - Real and perceived safety risks
- **COMFORT**
 - Ease and enjoyment of journey
- **COMMUNITY**
 - Support from the community

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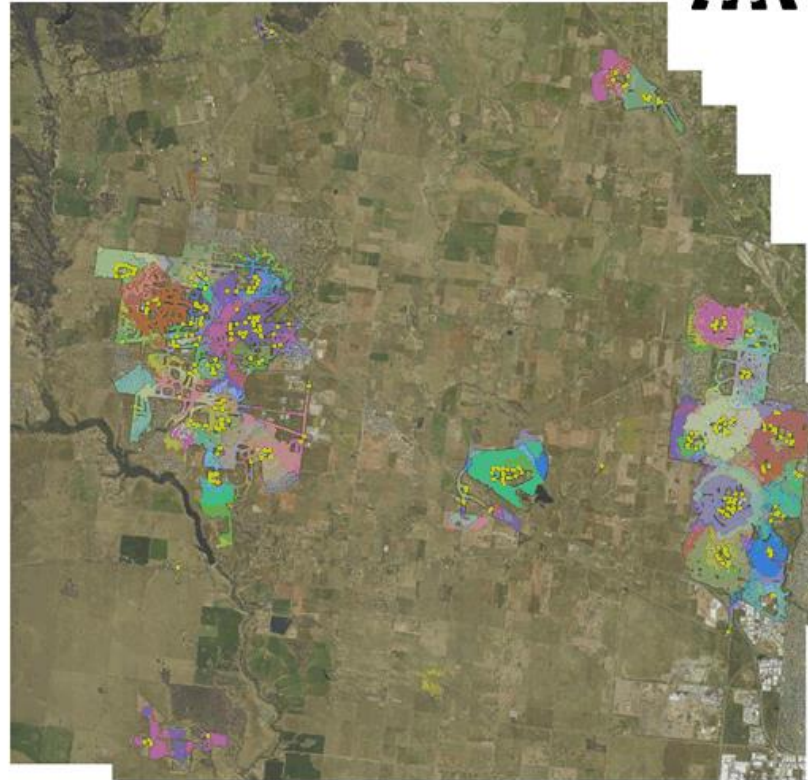


CATCHMENT



POINTS OF INTEREST

- Schools
- Train Stations
- Shopping Centres
- Active Recreation Reserves
- Retirement Villages
- Early Learning Centres
- Community Hubs
- Libraries
- Local Tourist Attractions
- Historical Sites



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CATCHMENT

CONNECTIVITY

CRASH SAFETY

COMFORT

COMMUNITY

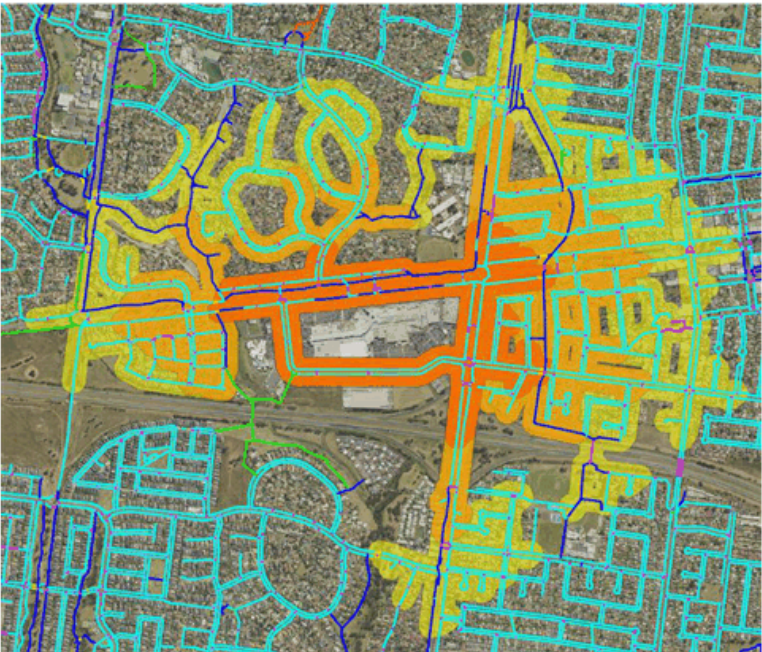




CATCHMENT

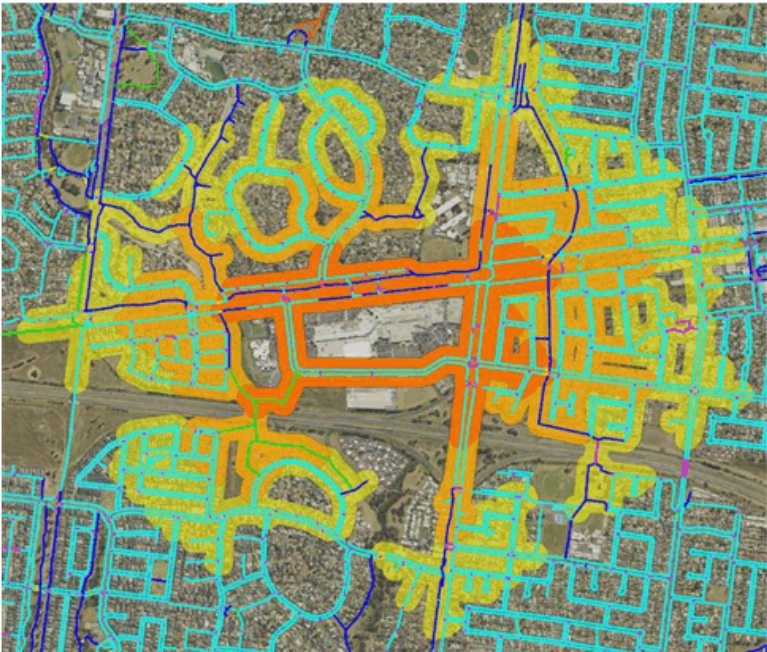


EXISTING



- 5 minute walk
- 10 minute walk
- 15 minute walk / 5 minute cycle
- Existing Footpath
- Existing Shared Path
- Road Crossing
- Proposed Footpath
- Proposed Shared Path

PROPOSED



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CATCHMENT

CONNECTIVITY

CRASH SAFETY

COMFORT

COMMUNITY





CATCHMENT



Melton South
Primary School

Proposed
Pedestrian
Bridge

Proposed
Pram
Crossings



Construction of a pedestrian bridge and additional pram crossings improves the 15 minute walk / 5 minute cycle catchment of Melton South Primary School by 630 properties

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CATCHMENT

CONNECTIVITY

CRASH SAFETY

COMFORT

COMMUNITY





CATCHMENT



Link ID	Combined Catchment Improvement	Estimated Cost	Validity
78	1075	\$20,400	Valid
85	1075	\$166,980	Valid
99	1075	\$117,720	Valid
101	1075	\$35,265	Valid
103	1075	\$38,910	Valid
219	891	\$3,165	Valid
223	891	\$8,010	Valid
246	891	\$2,385	Valid
50	534	\$4,710	Valid
51	534	\$2,655	Valid
52	534	\$9,360	Valid
57	534	\$18,015	Valid
58	534	\$5,595	Valid
109	509	\$3,345	Valid
120	509	\$2,550	Valid

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CATCHMENT

CONNECTIVITY

CRASH SAFETY

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COMMUNITY

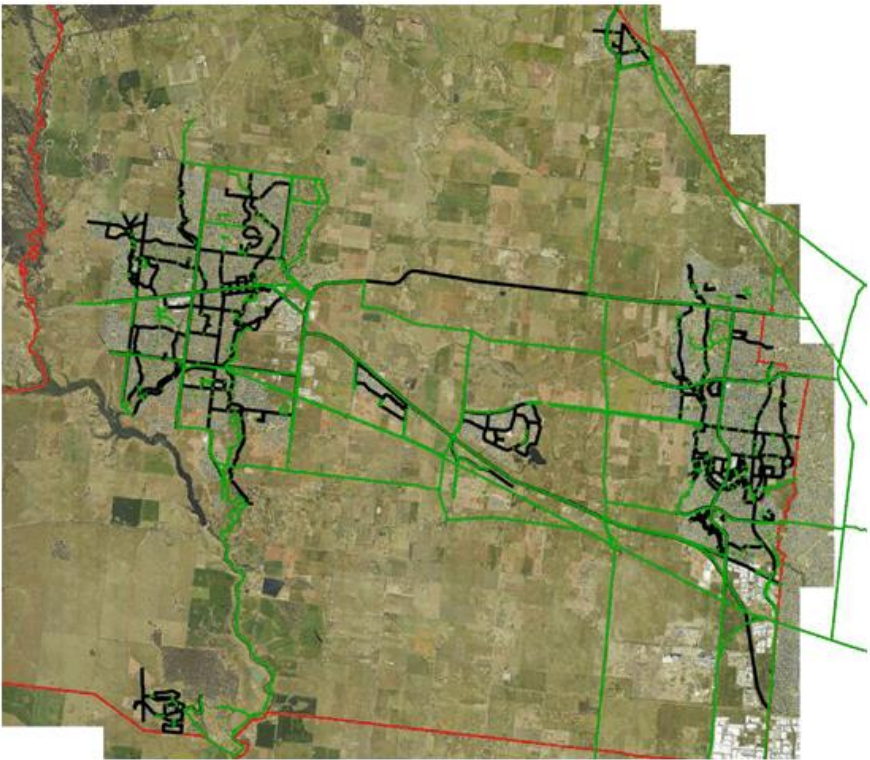




CONNECTIVITY



- Arterial Roads,
Urban Connector
Roads and Existing
Shared Paths
along Creeks
- Proposed Paths
and Path
Connections
- Council Boundary



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- CATCHMENT
- CONNECTIVITY
- CRASH SAFETY
- COMFORT
- COMMUNITY





CONNECTIVITY



Ensuring bicycle connections continue along intersections

Continuing shared paths along creeks and tying into roadside paths



Ensuring connector roads tie in to each other and form a continuous pedestrian/ cyclist link

Identifying links to be completed by the Department of Transport, VicTrack, developers and any other stakeholders



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CATCHMENT

CONNECTIVITY

CRASH SAFETY

COMFORT

COMMUNITY



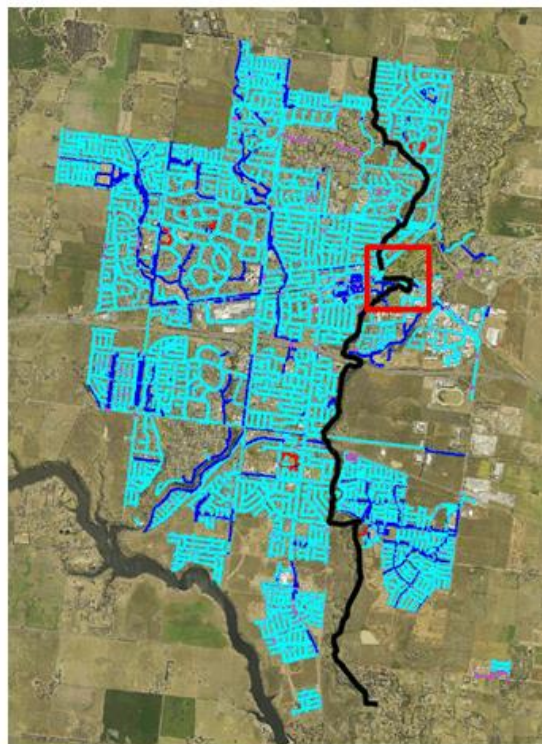


CONNECTIVITY



170 metres of existing footpath widened to shared path to complete 13 kilometre link along Little Blind Creek and Toolern Creek (Minns Road to Strathtulloh Circuit).

Connection across High Street saves 750 metre detour around Hannah Watts Park



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CATCHMENT

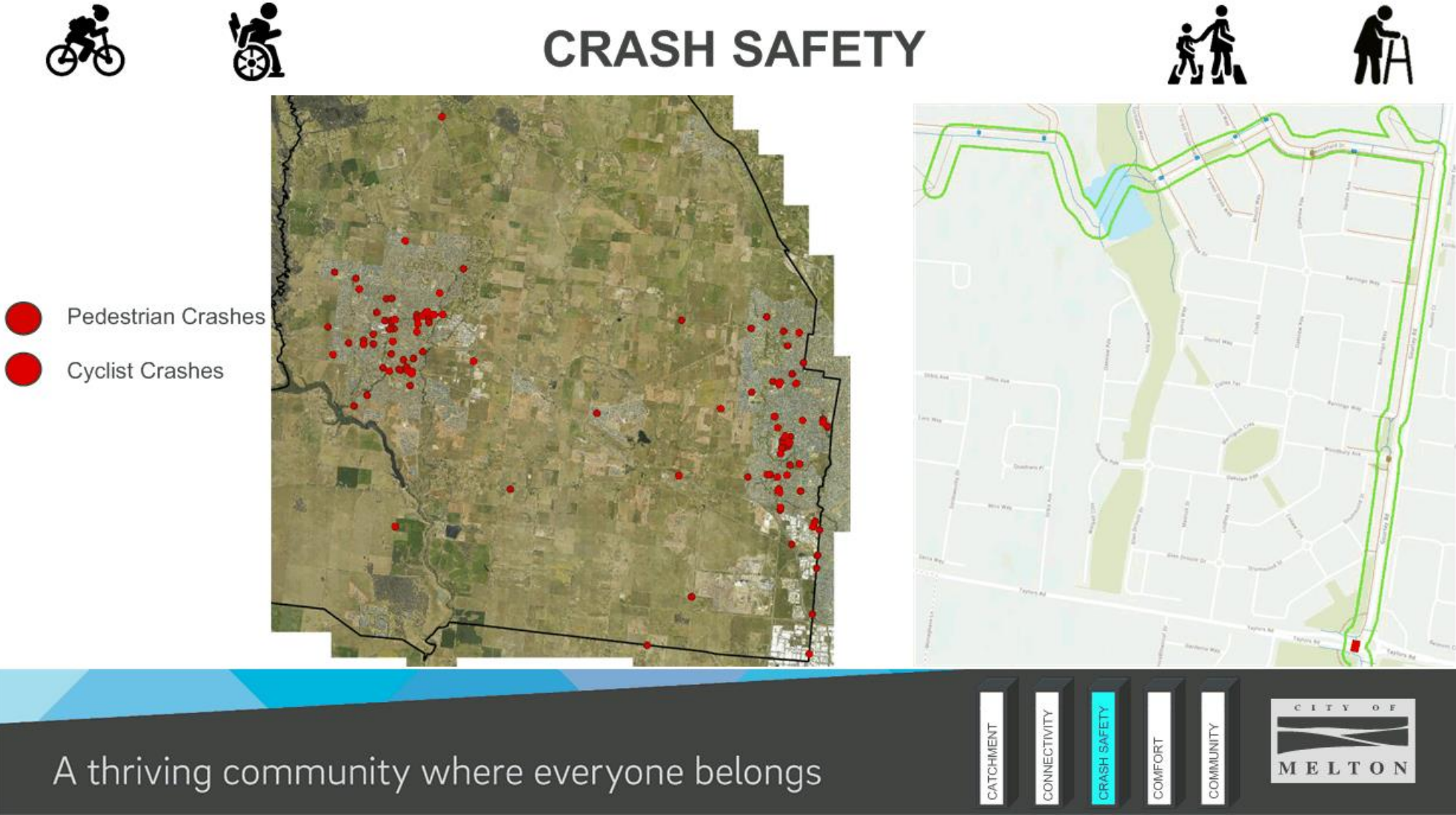
CONNECTIVITY

CRASH SAFETY

COMFORT

COMMUNITY







COMFORT



Factor		At Destination	Along Key Routes	On Local Streets
All paths	Flat Surfaces	✓	✓	✓
	Managed Vegetation	✓	✓	✓
	Public Lighting	✓	✓	✓
	Tree Coverage	✓	✓	✓
Key routes	Park Benches	✓	✓	✗
End of trip facilities	Rubbish Bins	✓	✗	✗
	Water Fountains	✓	✗	✗
	Bicycle Rails	✓	✗	✗
	Public Toilets	✓	✗	✗

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CATCHMENT

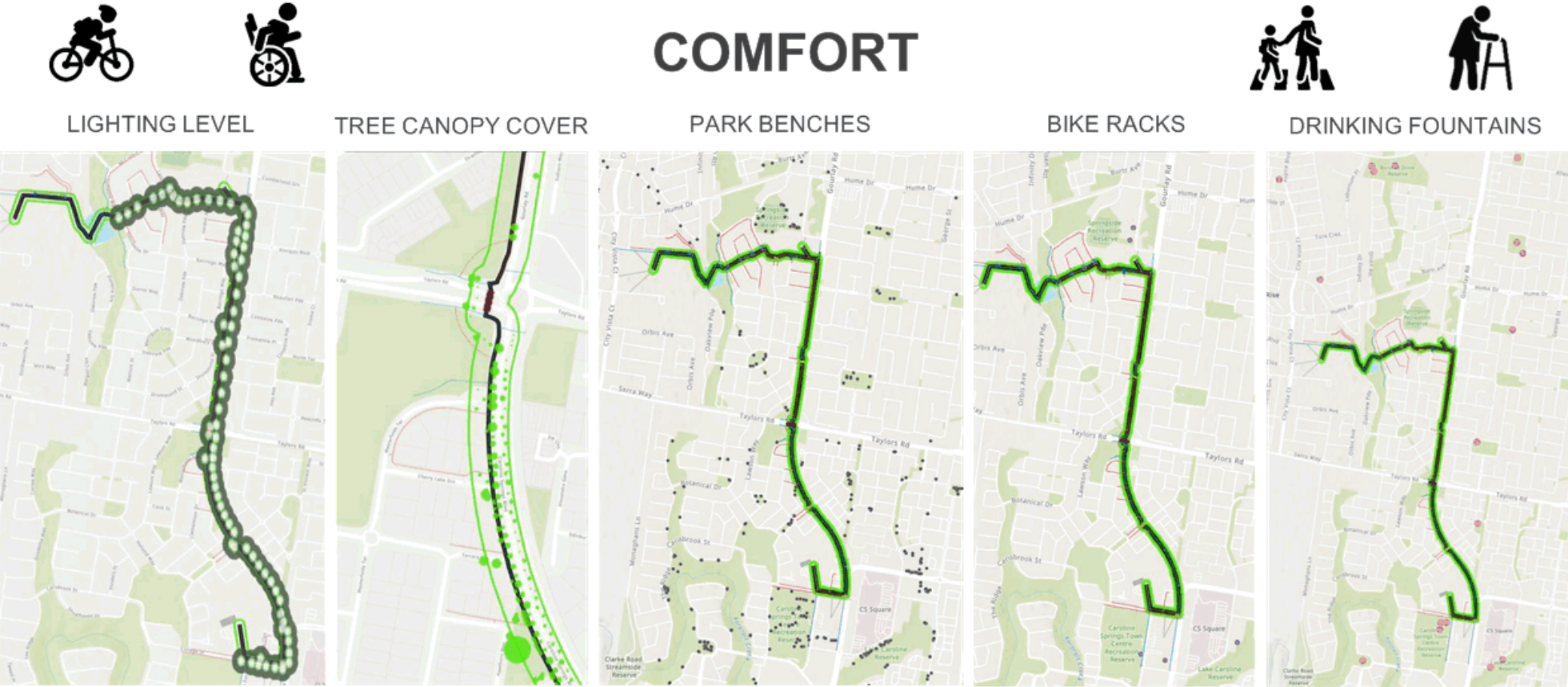
CONNECTIVITY

CRASH SAFETY

COMFORT

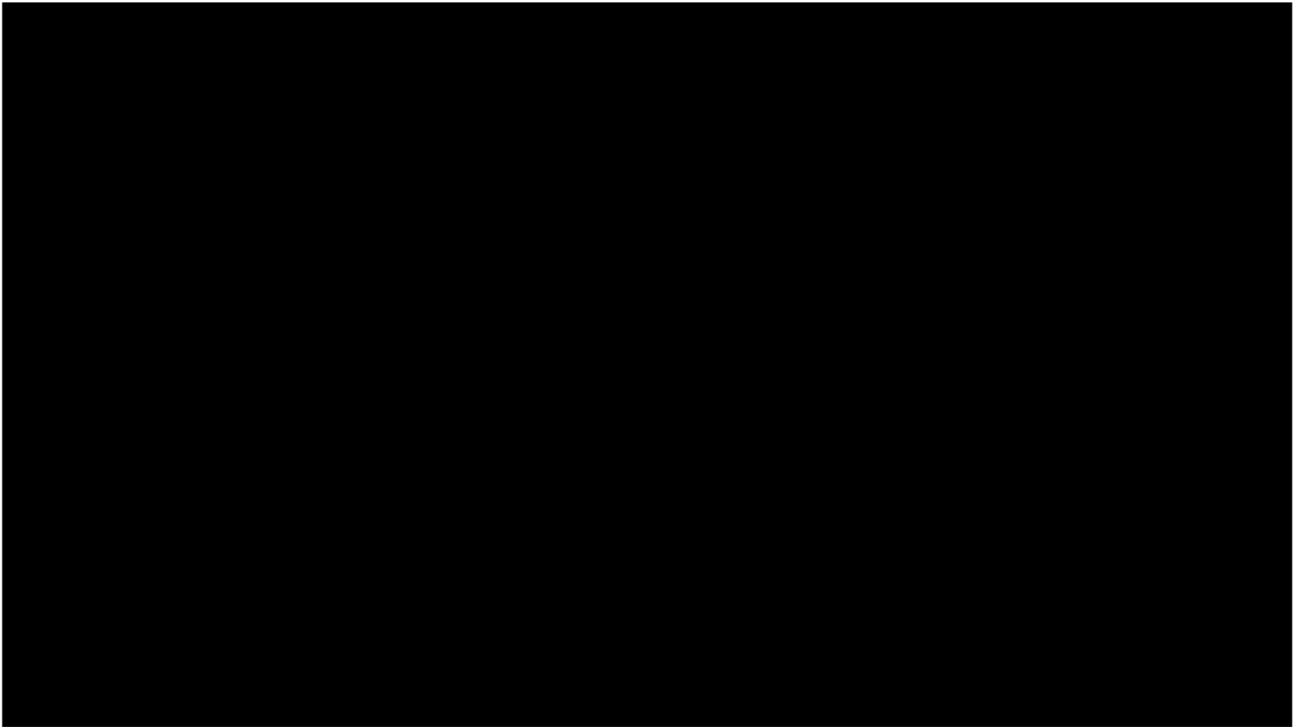
COMMUNITY







CONNECTIVITY, CRASH SAFETY AND COMFORT



<https://www.youtube.com/watch?v=Q3W9Jdk9qlc>

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CATCHMENT

CONNECTIVITY

CRASH SAFETY

COMFORT

COMMUNITY

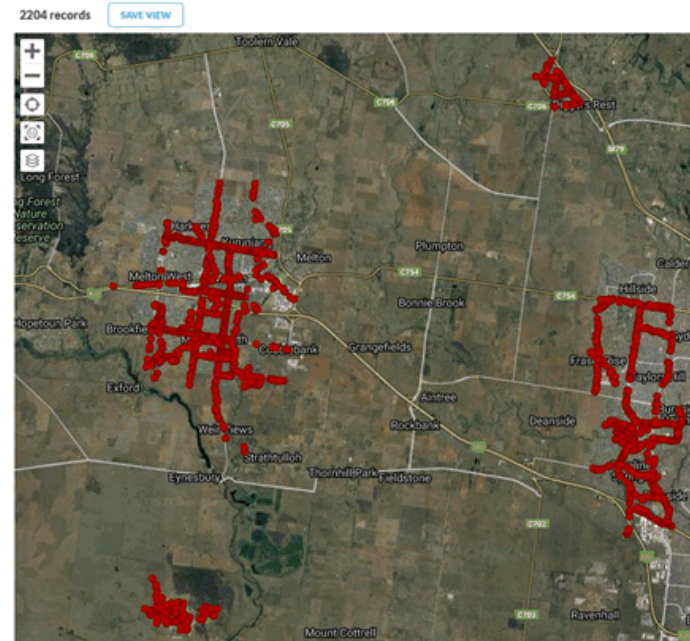




CONNECTIVITY, CRASH SAFETY AND COMFORT



Hazard/ Improvement Opportunity	Relevant Department
Damaged Footpath	Civil Operations
Debris on Path	Civil Operations
Broken/ Missing Tactiles	Civil Operations
Raised or Sunken Footpath/ Pit	Civil Operations
Overgrown Vegetation	Parks
Tripping Hazard - Design Issue	Traffic and Transport/ Strategic Transport Planning
Missing Footpath Link	Traffic and Transport/ Strategic Transport Planning
Missing Shared Path Link	Traffic and Transport/ Strategic Transport Planning
Missing Signage/ Line marking	Traffic and Transport/ Strategic Transport Planning
Obstruction in Clear Zone	Traffic and Transport/ Strategic Transport Planning
Unsafe Road Crossing	Traffic and Transport/ Strategic Transport Planning
Sharp Bend	Traffic and Transport/ Strategic Transport Planning
Drainage Issue	Design and Infrastructure
Other	Various



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CATCHMENT

CONNECTIVITY

CRASH SAFETY

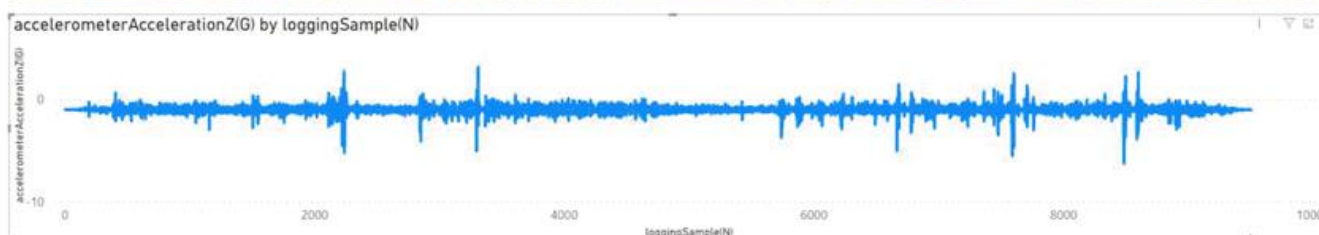
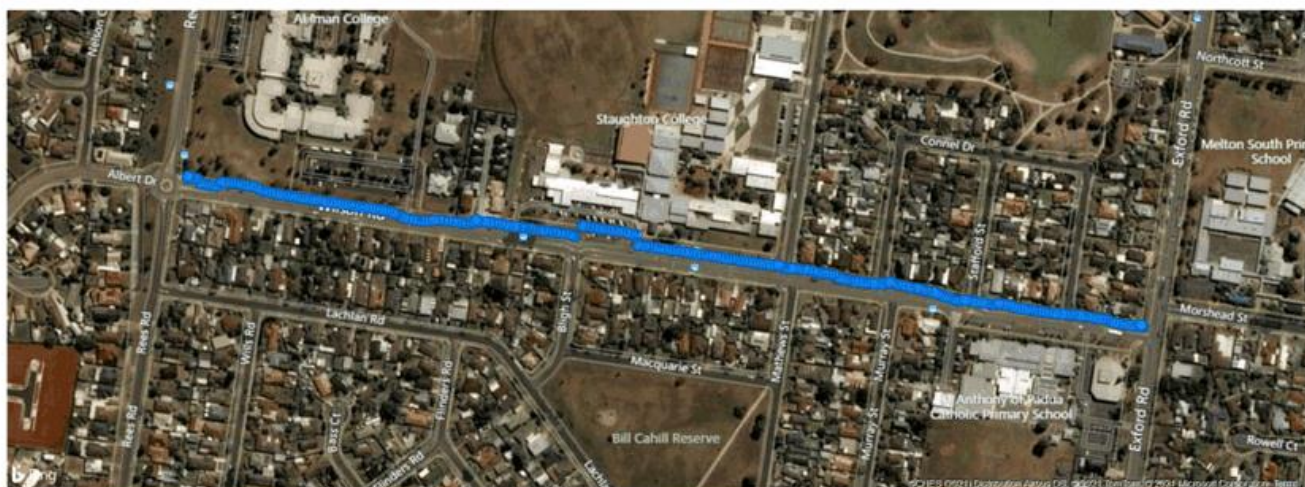
COMFORT

COMMUNITY





CONNECTIVITY, CRASH SAFETY AND COMFORT



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CATCHMENT

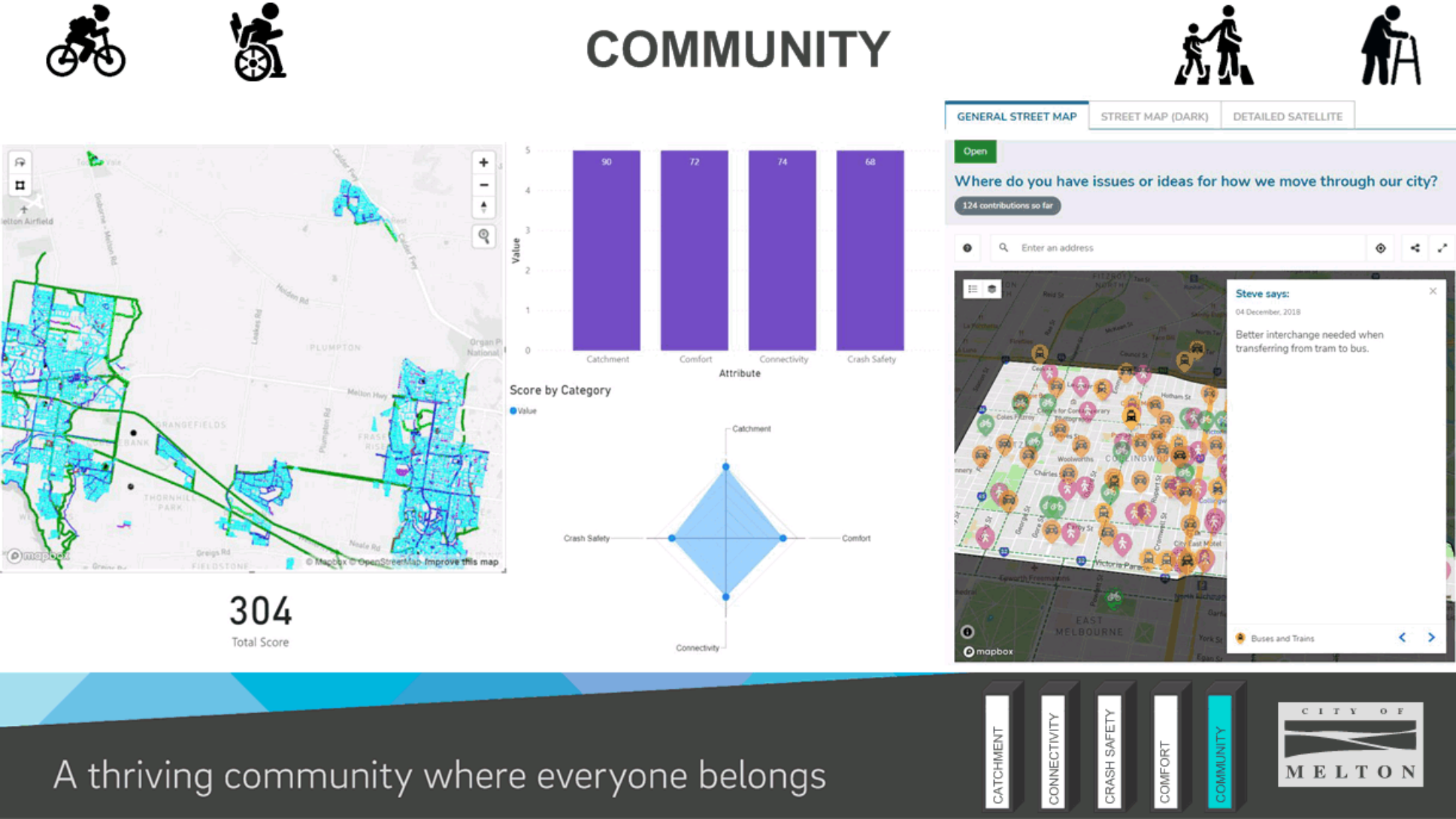
CONNECTIVITY

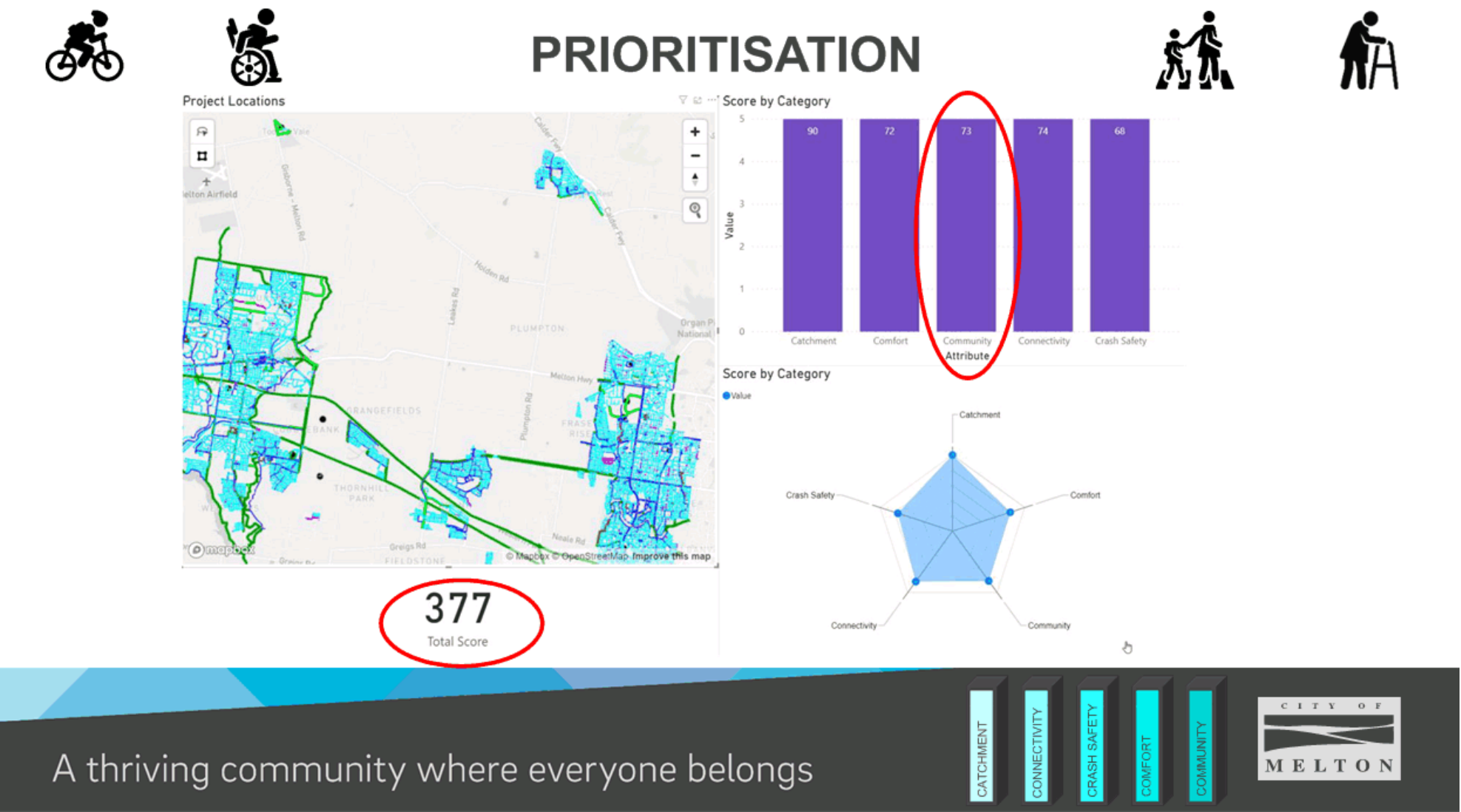
CRASH SAFETY

COMFORT

COMMUNITY









PRIORITISATION



Project Number	Catchment	Connectivity	Crash Safety	Comfort	Community	Total
38	9	10	8	9	10	46
69	8	10	10	7	7	42
20	8	10	9	5	9	41
32	10	7	9	9	5	40
76	6	10	6	8	9	39
2	10	5	8	10	6	39
60	10	5	9	9	5	38
61	4	9	10	4	10	37
11	10	8	4	6	9	37
63	3	9	7	8	9	36
23	10	4	10	7	5	36
3	7	3	9	10	7	36
7	8	7	3	7	10	35
55	5	6	7	9	7	34
52	10	5	9	9	1	34
72	0	8	8	7	10	33
53	2	4	10	7	10	33
33	7	8	9	5	4	33
21	2	10	10	6	5	33
71	8	6	5	8	5	32
59	10	8	8	1	5	32
14	8	9	9	1	5	32
9	6	9	5	6	6	32
29	4	3	10	5	9	31
16	5	6	10	1	9	31

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CATCHMENT

CONNECTIVITY

CRASH SAFETY

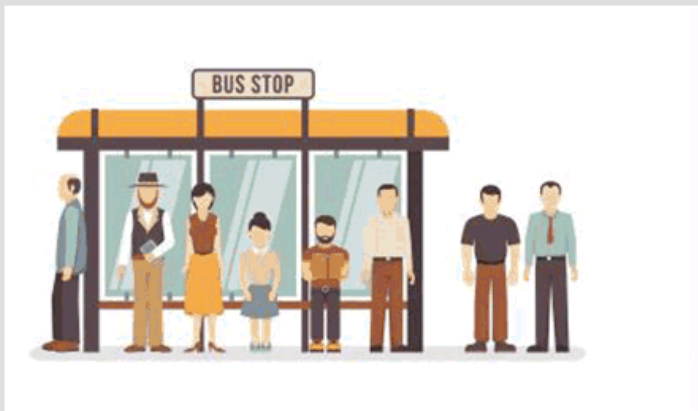
COMFORT

COMMUNITY



Melton City Council

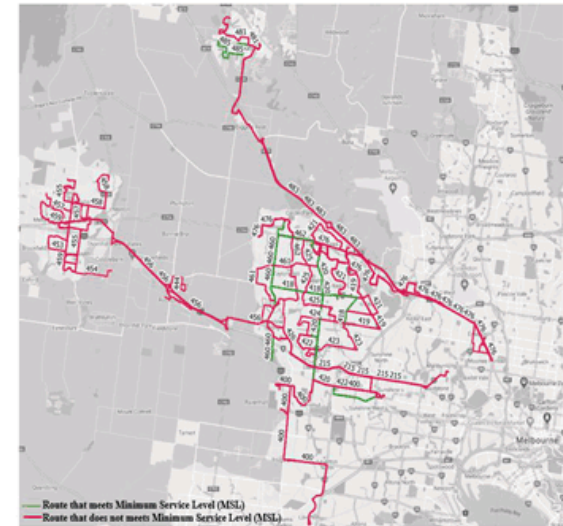
Appendix 2 -Bus Network Modelling using Advanced GIS Techniques



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Existing situation with bus service across Melton

- Only 5 out of 47 existing bus routes across Melton meets the minimum service level criteria (20 minute frequency).
- Minimum frequency of 30-40 minute at peak time.
- Existing bus stops are not accessible.
- Critical need of more public transport access to schools, employment, health services and train stations.
- Only 15% of properties can access within stipulated 400 metre buffer
- Highly indirect routes.
- Growth areas are not served.



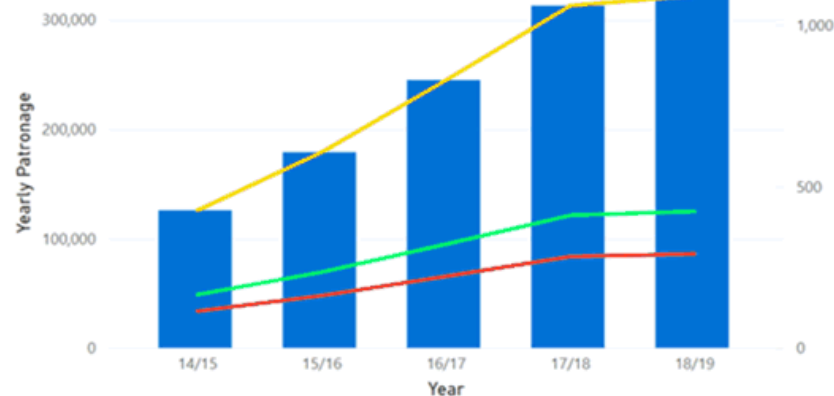
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Patronage and daily resources

Bus Route Patronage

Yearly Patronage Average Weekday Average Saturday Average Sunday

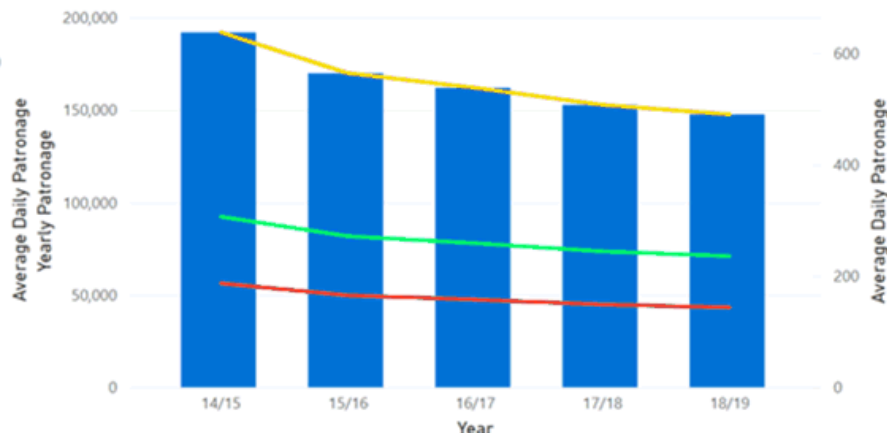


Route No	Total Number Of Services	Total Number Of Drivers Shifts	Frequency AM (Minutes)	Frequency Afternoon (Minutes)	Frequency PM (Minutes)	Frequency Off Peak (Minutes)	Route Distance (km)	Direct Distance (km)	Directness Ratio
460	91	9	16	20	19	29	13.0	12.0	1.09

Route 460

Bus Route Patronage

Yearly Patronage Average Weekday Average Saturday Average Sunday



Route No	Total Number Of Services	Total Number Of Drivers Shifts	Frequency AM (Minutes)	Frequency Afternoon (Minutes)	Frequency PM (Minutes)	Frequency Off Peak (Minutes)	Route Distance (km)	Direct Distance (km)	Directness Ratio
458	58	4	29	30	29	50	12.3	7.1	1.74

Route 458

<https://app.powerbi.com/groups/me/reports/1eef687f-8637-4151-9dc1-57e97cd9f9bd/ReportSection?openReportSource=ReportInvitation&ctid=3c254d69-4e46-41f7-9684-759dce781c6a>

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Objectives

Objective

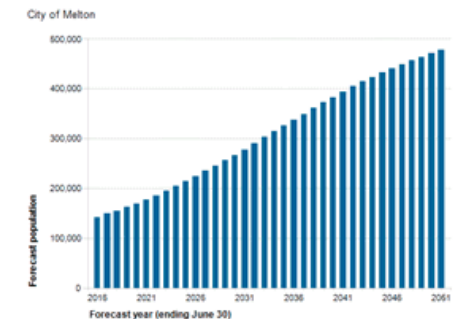
- Design of a cost neutral direct and frequent bus networks along major arterial roads.
- Development of LUPTAI (Land Use & Public Transport Accessibility Index) for Melton.
- Wider population coverage, particularly within the assumed 800m catchment;
- Proposed 20 minute frequency with 10 minute frequency on key corridors;
- Good connections to multiple railway stations and activity centres;

Objective (Ultimate)

- Advocate for strategic continuous investment plan and
- Advocate for early delivery in the new estates to provide transport choice and to support sustainable transport use.



Forecast population



Population and household forecasts, 2016 to 2051, prepared by .id, July 2019.

.id
the population
experts

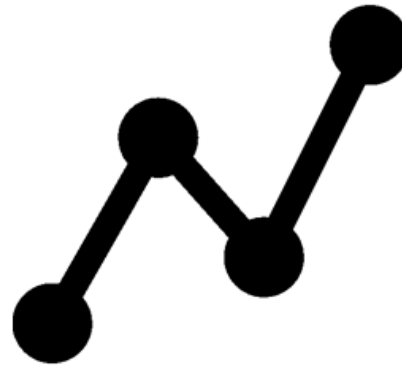
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Pillars of the Bus Network Analysis



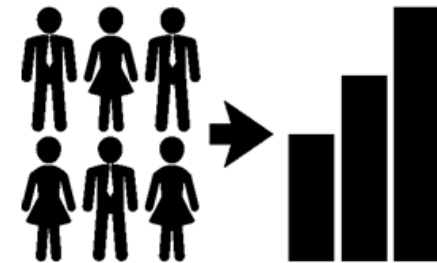
Accessibility



Connectivity



Route
Directness



Population
Density

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Existing Bus Network (Western Corridor)

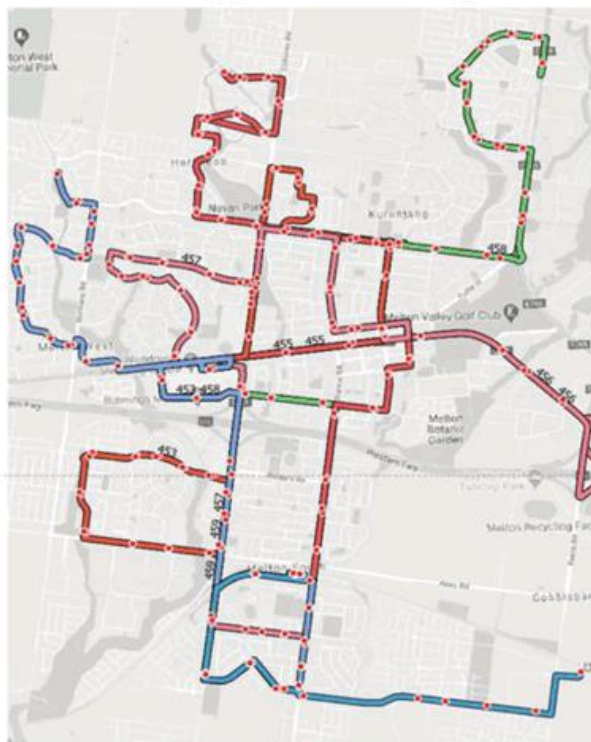


Existing Network

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Existing Bus Network (Western Corridor)

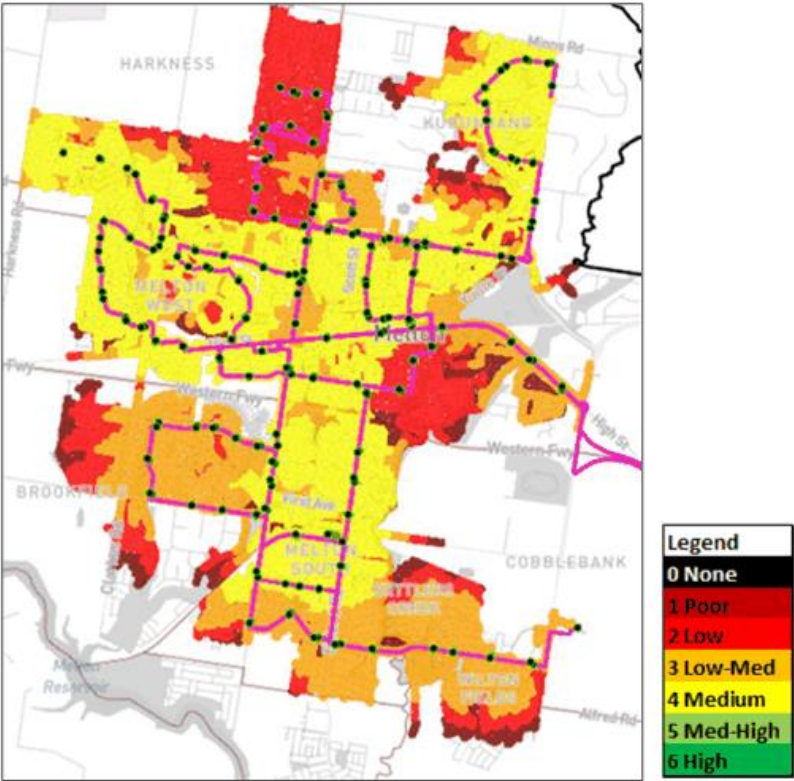


Existing Network

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Accessibility

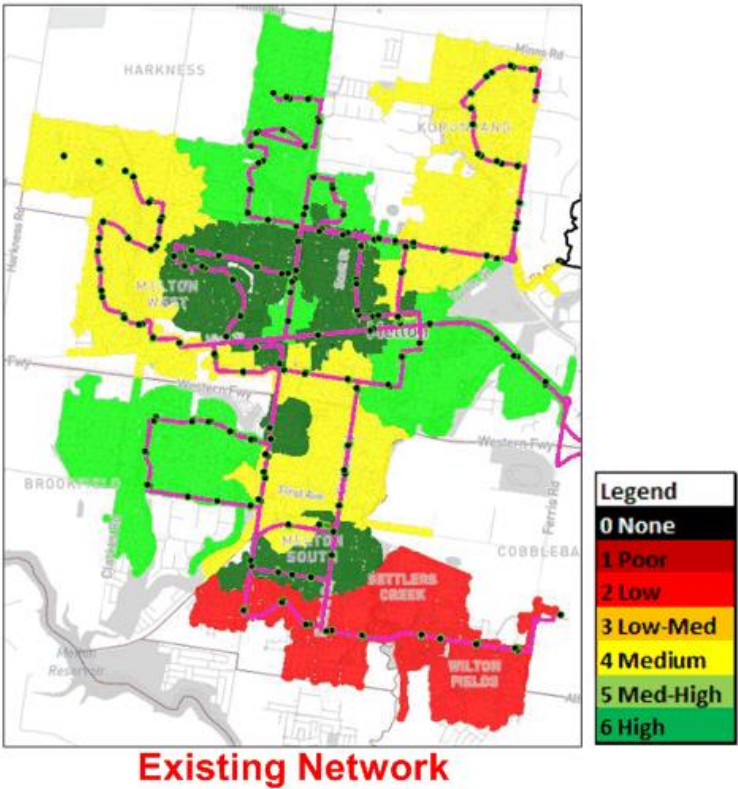


Existing Network


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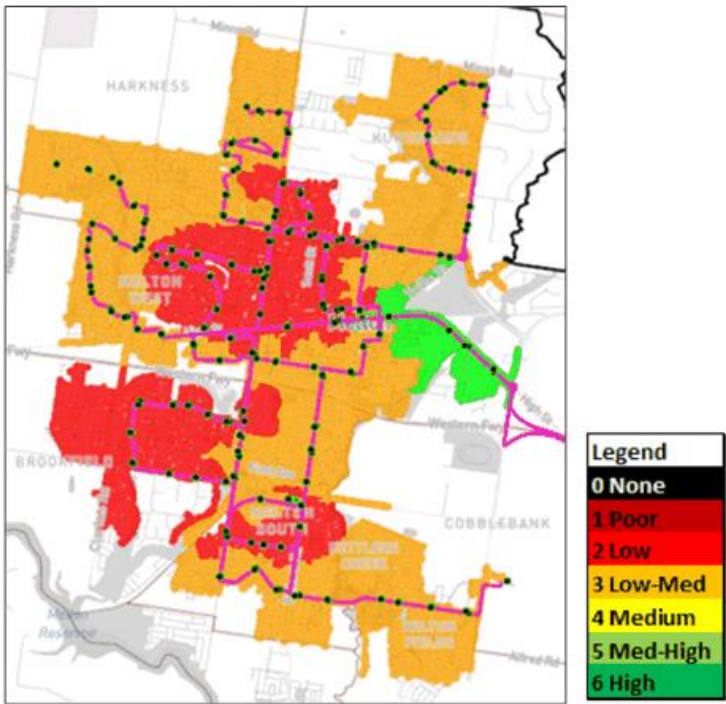
Connectivity



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Directness

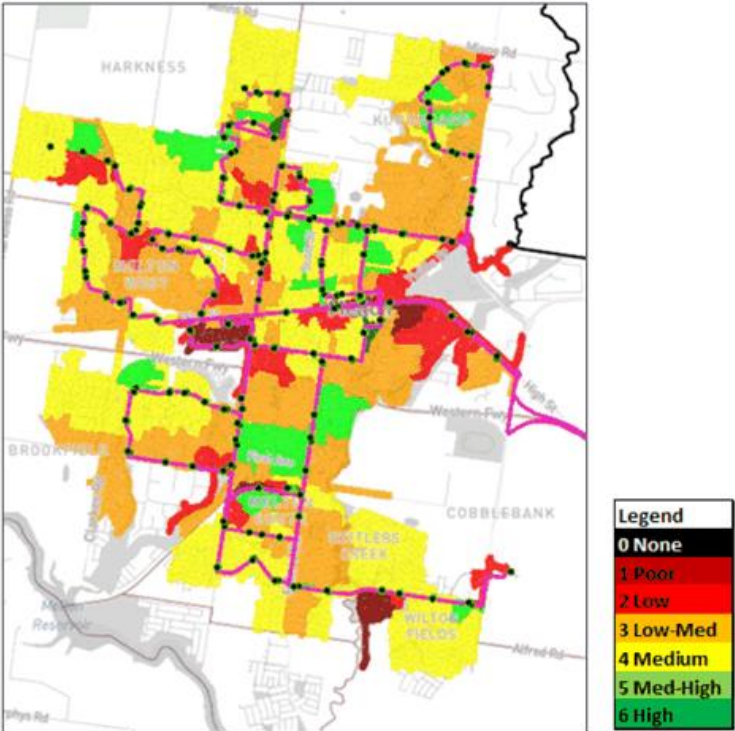


Existing Network

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Population Density

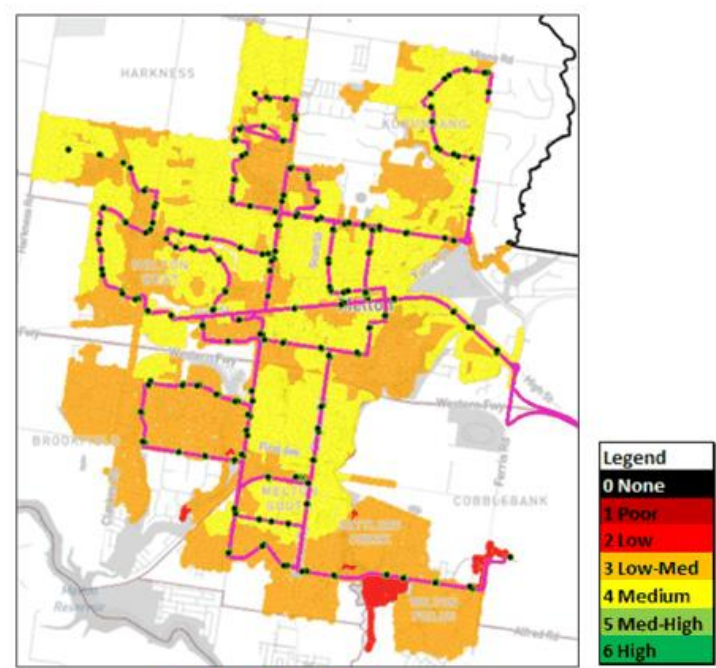


Existing Network

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Combined Score



Existing Network

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