Attachment - Item 10.4.1(a)

Draft Bacchus Marsh Integrated Transport Strategy
Public Exhibition Feedback

No	Issues	Response	Summary of amendments made to the Strategy
1	The draft strategy give the overview of a whole new town needing to be built. Whilst all the ideas on what we need are true and valid, there is no Immediate relief mentioned such as truck curfews (only allowing trucks through town at certain (non-Peak) times which would bring some ease to current congestion. Work with Bacchus Marsh Coaches to put more School bus services on so less parents need to drive their kids to and from school alleviating most of the peak traffic. Both of these could be implemented quickly and simply with little to no cost to council. The draft strategy is a long term proposal but I did not see any plans on where the costs will/may come from to fund these upgrades. I believe the draft strategy should be broken down into smaller separate proposals eg. 1.Roads 2. Walk/Cycle 3. Public transport, rather than one massive one that currently looks impossible to achieve.	A key goal within the BMITS is to reduce the impact of road based freight within the town centre through better management of truck movements (including possible truck curfews). Council and VicRoads will work in partnership to deliver this outcome. Mode shift is encouraged throughout the BMITS to provide people with choice to active and public transport and reduce reliance on car travel to assist the road network function into the future. The strategy contains actions to help facilitate a mode shift, including advocating to the State Government to allow school children to travel on public transport at no cost. Integration of the transport network in Bacchus Marsh is vital to providing the community with choice. The BMITS strives to deliver a sustainable and integrated transport network.	No change proposed.
2	Once the gazetted "outer ring-road" running from Epping, though Rockbank, Werribee and on to Geelong is built the trucking movement through Bacchus Marsh will be less and more manageable. There will not be the need to desecrate the Bacchus Marsh Avenue of Honour by adding Woolpack Rd as an arterial. The Woolpack Road extension proposal years ago failed repeatedly on heritage grounds and should not be revisited as the proposal is a waste of time and money. Not to mention with the WW1 centenary commemorations over the next 5 years the Avenue of Honour is an important world-famous war memorial and most recognisable feature of our town, which will be the backdrop to some of our celebrations. Let's get the State and Federal Governments to help better the town's traffic problems with the sensible extension of Hallett's Way and the 'outer ring road' running from Epping, though Rockbank, Werribee and on to Geelong.	Strategic modelling undertaken to inform the BMITS indicates the need for an eastern bypass of Bacchus Marsh to alleviate congestion on Grant Street/Gisborne Road and provide for an alternative freight route. This bypass will serve two functions, being the removal of general vehicle movements and freight movements from Grant Street/Gisborne Road and providing an alternative north south connection for both residents and commuters in and around Bacchus Marsh. A planning study has been identified as an immediate need to further investigate the most appropriate alignment of a possible bypass of the	No change proposed.
3	There is so much discussion in this town about moving cars around. Effectively the situation we have today is due to poor town planning and the Council on the back foot. Developers are on the on front foot, and it seems Council is always playing catch up, instead of having a fantastic plan and vision for the town as a great, beautiful and safe place to live, respecting the history and heritage, and from there, driving the vision of maintaining community and culture, respecting the town's roots, and building upwards from that. I'm not sure what has occurred in the past few decades but town planning used to be an art form, you had the plan and then created the town. Those who made the decisions lived and worked in the town and had pride. It seems our Council has no vision these days except to succumb to an ugly fate of accepting the onset of suburbia. This attitude has to change, and should be considered when reviewing the transport strategy. The Integrated Transport Strategy should focus on increased public transport connections first and foremost, along with walk and cycle trails to provide residents with increased options to not have to use their car. At present we have half the town driving across to the other side of the town each morning and afternoon, cars with just one adult and one kid being driven to school. This is a great cause of the mass congestion along Gisborne Road. I previously lived along Labilliere Street and moved away due to the ridiculous amount of traffic. I effectively could not get out of the street between 8 and 9.30am each morning. That was 4 years ago, and I can only imagine it is much worse now. The transport strategy should stem first from protecting the history and essence of the town. The approach into the Bacchus Marsh Valley from Anthony's Cutting is your welcome into Bacchus Marsh - this is a heritage area now containing apple orchards, a scattering of old cottages, some heritage listed, and the historic Hopetoun Cemetery, then leading through to the Avenue of Honour. This precinct should be protected as it creates the sense of welcome - you have arrived somewhere special and different - a beautiful slice of country Victoria, so close to Melbourne. There should not be any new road developments or interchanges in this area. The only thing acceptable would be more tree plantings and walking trails, to compliment the history and add to the sense of welcome. Any plans to help manage traffic from proposed increased residences along Bences Road, should see those connections made further west, beyond the eastern overpass, and perhaps where the original Woolpack Road connection was proposed or further along towards the Gisborne Road area. It's really important that we remove those big dirty Calleja trucks from the everyday roads used by residents - at the moment they are turning onto the Avenue of Honour and going past the Hopetoun Cemetery heritage precinct at high speeds - these roads are not made to support the weight of these giant trucks and as I live in this precinct I can honestly say that the ground rumbles when those trucks come through and that is not in any way good for any area supporting historic assets including the fragile fencing and headstones in Hopetoun Cemetery, nor the foundations of nearby historic buildings. Bences Road should also not be allowed to go ahead with development, without having walking trails, pedestrian overpasses, school bus collection points, and public transport factored in. Tree plantings are also an important factor of making the walk into town pleasant - ie people want shade and beauty and a lifestyle experience, not barren ugly cement walking trails. Council really needs to step up and demand more from property developers who are wanting to develop more residences, ensuring developers have a responsibility to create communities that can link in with the town very easily, without requiring a car to access services. One of the existing and welcome elements of the town, is the lack of traffic lights as it maintains a country feel, and doesn't feel like suburbia. Any proposed	The BMITS looks at the challenges faced in the Bacchus Marsh area, and presents actions that will guide future transport planning and development to deliver a sustainable, integrated network with better active transport options for the community. As the growth in population continues it will place increasing demand on the transport network, with greater numbers of cars on the road. A key objective of the Integrated Transport Strategy is to encourage a mode shift from car travel to active and public transport modes to assist the road network function into the future. The strategy contains actions to help facilitate a mode shift. Other actions within the strategy have been developed to ensure transport infrastructure needs into the future are not compromised. We need to ensure that traffic modelling is undertaken as new developments arise to consider the full impact of residential development on the wider network.	No change proposed.
	On this note, the proposal for extending Young Street should not go ahead in any way - it is again focused on creating more roads for cars. A roundabout at Fisken Street and Main Street would easily help manage traffic accessing the train station. Again why is Council encouraging more vehicles to drive to the station by even considering Young Street as an option? - why can't residents get there on foot, by bike, or via better public transport connections. I am wholeheartedly against the extension of Young Street - firstly this would have to go through the middle of the RSL building, which would see the loss of another historic building of importance to the town. Secondly it is not a necessary connection in any way. Overall, more residents could be using our fantastic V/Line service if it was known to have enough seats, and also be accessible. Firstly from a town planning perspective, why aren't new developments being flagged along the rail corridor, so residents can connect in from satellite stations? There are never enough carriages when the trains arrive from Ballarat, but the Ballarat service is preferred as it is express - why would you want to stop all stations and take twice as long to commute to the city. Bacchus Marsh should have more express services to encourage residents to use their cars less, and after Bacchus Marsh it should be express all the way through (ie not stopping at Melton or other suburbs). The other key consideration for transport is access to the Avenue of Honour. For a long time there has been discussion around walking and cycle trails that connect the Bacchus Marsh town centre, through to the Avenue, and then over the Eastern overpass towards Ta Pinu and Flanagans Drive. This would create fantastic connections for residents to have a reason not to use their cars, whilst appreciating our amazing history, locally grown produce, and having more recreation activities to stay healthy and spend time with family. For the elderly, of which Bacchus Marsh has a high population, many of whom live alone and are socially isolated, this would enable further social interaction and community engagement, as these trails would ideally also suit mobility scooters. In considering this, perhaps an Avenue of Honour walking trail can be extended through to Hopetoun Park, to enable further connections with this precinct as the residents there are quite isolated and would have to use a vehicle to access the town centre. Our public bus service should also run along this route to again create reasons not to have to get into a car and provide increased options for older residents. Ultimately, I feel that this strategy should place public transport, walk/cycle trails first and create that ideal scenario, before even entertaining any major changes to the town centre to allow for roads. The only exception to this should be revisiting the Woolpack Road option to remove trucks from our roads. I live along Bacchus Marsh Road in Merrimu and the huge B Doubles that speed past from the eastern interchange are ugly and dangerous. We can literally feel the ground rumble for up to a minute before the truck actually goes past - being that this area is a sacred historic part of the town in the vicinity of Hopetoun Cemetary, Leahy's Hotel, Symingstons Brewery, and Ta Pinu, we should not have such huge vehicles that are disturbing historic sites going through this area.	Young Street has been identified as a future north south connection to alleviage congestion on Grant Street and provide connectivity between Main Street and Bacchus Marsh Train Station. While the road network provides for journeys by vehicles, it also forms the framework for the local bus services, pedestrian connections, cycle routes and freight corridors through the township and allows for connections with rail services at the Station. While it is anticipated that cars will continue to provide the first choice of transport for many trips, the intent of the strategy is for people to have choice, with behaviour change into the future that will encourage mode shift in the long term.	

4	The report makes a lot of good points I just hope they are followed through. In particular making wide road reservations for new roads that are expected to have a high level of traffic now OR in the future. It seems like governments or councils only care about the immediate traffic issues which causes bigger issues later on. Wider reservations, roads or bridges will cost more now but save the community a lot money AND convenience later on. The Hallets Way extension will be a good test. Talk is cheap, genuine planning for the future will cost money.	The BMITS identifies key road links required into the future to cater for a growing community, including the Halletts Way Southern Extension (Western Ring Road). Council has been actively seeking funding for this extension, with the project currently out to tender and subject to favourable pricing, is likely to commence contruction in 2016.	No change proposed.
5	My submission refers to the current lack of public transport to smaller regional areas surrounding Bacchus Marsh. The residents of Myrniong, Greendale, Dales Creek and Blackwood utilise the facilities and services at Bacchus Marsh as it is our closest key regional centre. However public transport to and from these areas is severely lacking. In particular a bus service for residents/teenagers to and from Bacchus Marsh during peak times and on the weekends should be considered. Thank you!	The BMITS focuses on public transport services within Bacchus Marsh including train (V/Line services) at Bacchus Marsh Train Station and bus services which operate wtihin the township. At this point in time, public transport to other areas of the municipality was not considered.	No change proposed.
6	No more expansion to any residential / schools or commercial properties should be approved until Halletts Way (South end) has been extended across the river and the East side freeway ramps have been built. It is a non sense to try and expand the town without accommodating the traffic effects first.	Actions within the strategy have been developed to ensure transport infrastructure needs into the future are not compromised. Further development within Bacchus Marsh will continue to occur. We need to ensure that traffic modelling is undertaken as new developments arise to consider the full impact of residential development on the wider network.	No change proposed.
7	I have both positive and negative feedback about the Draft Stategy. POSITIVE: 1. Hallets Way Extension - This was first proposed more than two decades ago, and remains the proven solution to local traffic congestion along the key Grant St/Gisborne Rd axis. Unfortunately this proposal has not been pushed actively enough for many years, and was completely side-tracked by the failed and irrelevant Woolpack disaster. Please keep pushing this. I suggests proactive, diplomatic and sensible approaches to State and Federal Governments, rather than the somewhat combative discussions in the past. 2. Trucking Restrictions - It has been very clear for years that many trucking movement across Bacchus Marsh are both unnecessary, and compromise safety and traffic flow. I agree with the plan to restrict unnecessary trucking traffic. VicRoads should be approached to consult with sole operators and trucking companies regarding obviously avoidable trucking through our town, using education, signage, detours, and sanctions. NEGATIVE: 1. The report signals a possible return to the past failure of the Woolpack proposal. It is well worth pointing out that this proposal failed repeatedly on heritage grounds. It created enormous community dissension. It was opposed by community groups, historical societies, political groups, botanical organisations, unions, political groups, the National Trust. Locally, state-wide, nationally, and internationally. It failed, at the cost of community uproar, ratepayer money, and years of lost progress towards sensible works like the Hallets Way extension. Further moves on this background will add to the issue during the years of centenary commemorations of WW1, again raising the extraordinary importance of a world-famous war memorial and elm avenue as the single most recognisable feature of our town. Lastly, the Draft seems to flag any work on the Woolpack extension to be "by 2031". It is very important to note that the gazetted "outer ring-road" running from Epping, though Rockbank, Werribee and on to Geelong will be available by then: a four-lane, fast, safe and rapid route. As opposed to the vastly inferior Bacchus Marsh-Geelong Road. Further obviating the desecration and wastefulness of a Woolpack extension. Please consider these points; ratepayers have a lot to gain via the "positives", and an enormous amount to lose via the "negatives".	The Halletts Way extension has been identified as a key priority project within the Strategy that is required by 2021. Council has been actively seeking funding for this extension, with the project currently out to tender and subject to favourable pricing, is likely to commence contruction in 2016. Strategic modelling undertaken to inform the BMITS indicates the need for an eastern bypass of Bacchus Marsh to alleviate congestion on Grant Street/Gisborne Road and provide for an alternative freight route. This bypass will serve two functions, being the removal of general vehicle movements and freight movements from Grant Street/Gisborne Road and providing an alternative north south connection for both residents and commuters in and around Bacchus Marsh. A planning study has been identified as an immediate need to further investigate the most appropriate alignment of a possible bypass of the town.	No change proposed.
8	Please add footpaths from the Hillview Estates and Stonehill to the train station for safety reasons. There are a lot of people walking and riding their bikes to the train station before 7am, and it is both dangerous as well as damaging to clothing in the winter when you're trudging through mud. There also needs to be a footpath from the end of Tilley Drive to the industrial park.	Council's adopted Hike & Bike Strategy (2014) identifies a pedestrian/shared path network along Bacchus Marsh-Balliang Road from Hillview Estate and Stonehill Estate to Bacchus Marsh Train Station. This path is currently identified in the implementation plan on page 42 of the Bacchus Marsh Integrated Transport Strategy. A pathway network within the Industrial Estate is not currently identified for implementation.	No change proposed.
9	The road transport system in Bacchus Marsh has been and is presently becoming congested at peak periods and definitely needs amending.	The strategic modelling undertaken to inform the BMITS supports this feedback.	No change proposed.
10	Why are we talking 2021, 2031, we needed the traffic problems fixed yesterday. The only way to overcome this problem is to STOP opening housing estates until the infrastructure is in place to cope.	Strategic modelling undertaken through this project has taken into consideration projected land use in the year's 2021, 2031 and 2041. Council is planning for the future of Bacchus Marsh and will advocate for key projects identified within the strategy to ensure the transport network meets the needs of a growing population.	No change proposed.
11	We need better roadd we need more on snf off ramps we need something to stop soooo much traffic in bacchus marsh to darley the roads are congested and crap	East facing ramps on Halletts Way have been identified as a key priority project within the Strategy to alleviate traffic congestion on the road network.	No change proposed.
12	Time to stop the expansion of Maddingley and surrounds, the towns roads can not support the population it has now. However I feel the the greed of the council and developers will override any common sense.	Actions within the strategy have been developed to ensure transport infrastructure needs into the future are not compromised. Further development within Bacchus Marsh will continue to occur. We need to ensure that traffic modelling is undertaken as new developments arise to consider the full impact of residential development on the wider network.	No change proposed.

13	Traffic I live off the southern end of Halletts Way where developers are preparing a new housing estate (Belleview Tops) which will eventually have 240 house blocks, therefore potentially as many as 500 vehicles, as most households these days have more than one car. So from my point of view I feel the implementation of the following to be the most urgent. (1) East facing ramps onto the freeway – this will take some of the pressure off Gisborne Rd (2) Connecting up the two sections of Clifton Drive – this should probably be a priority as I guess it will be some time before ramps onto the freeway are built. This would alleviate some of the frustration for motorists coming down Stamford Hill; anyone wishing to access the freeway could use Clifton Dr instead of Bacchus Marsh (Main St) & Gisborne Rds. (3) Removing trucks from the town should also be a priority – it's a pity a noisy minority was able to influence the government's decision on Woolpack Rd; I still feel this to be the best option. The alternative route would cut across valuable farm land & is way too close to the Town. (4) An entrance onto the freeway away from Gisborne Rd would be ideal so that trucks would no longer have to make the difficult left turn onto the freeway at the lights. This combined with a new interchange to take traffic down Woolpack Rd would be a solution to get trucks/motorists to their destinations without having to drive through the town. Public Transport I do not use public transport so this does not affect me personally, however as a volunteer at the VIC I am often asked by members of the public , especially the elderly or those that do not drive if there is a bus to take them to Melton. I think a service leaving from the centre of Bacchus Marsh, possibly even starting in Ballan, & going directly to Woodgrove Shopping Centre would be very useful, especially as Centrelink & Medicare are both part of Woodgrove. For some catching a bus/walking to BM station, train to Melton & then another bus to Woodgrove would take too much time/ effort. Walking/cycling trails I walk a lot – on the whole the walking tracks are adequate for my needs apart from the track along the Werribee River from Peppertree Park, this used to be a circuit, crossing the river at a ford (below Underbank) & following the Werribee vale Rd on the south side. Since the floods of several years ago washed away the track & debris blocked/damaged the pipe taking the river under the ford, the track is no longer suitable to walk along on the south side. Part of the track near Stoneys pub has been upgraded to a concrete path but as it does not connect up with the north side it is pretty useless. I feel this should be attended to. The work done on the Federation walk along the Lerderderg River is outstanding & should serve as a benchmark for all our walks. If we get the promised walking trails from the new estate (Belleview Tops) all the way to where Halletts way will be extended this will be a wonderful addition to our present trails. Again talking to people when at the VIC, there needs to be more walking/cycling tracks in the Darley area, people want to be able to access tracks	The provision of a bus service between the Bacchus Marsh Activity Centre and Melton Bus Terminal, with a possible connection to Hopetoun Park has been identified in the draft BMITS. Council has committed to working with PTV to achieve this outcome. Regarding walking/cycling trails, the walking track along Peppertree Park was reinstated following the 2011 flood events, however due to external authority approvals, Council was unable to provide a low level crossing on the Werribee River. However, the construction of Halletts Way/O'Leary Way Southern Extension will provide links to existing walking trails along the Werribee River that will allow pedestrians to cross at the bridge location. Council's adopted Hike & Bike Strategy (2014) identifies a pedestrian/shared path network throughout Bacchus Marsh that has been used to inform the draft BMITS.	No change proposed.
14	Thank you for the opportunity to submit and have a say on the Integrated Transport Strategy for Bacchus Marsh. There has certainly been a lot of work put into this. I have both positive, neutral and negative feedback about the Draft Strategy. POSITIVE 1. Hallets Way Extension This is long awaited ever since the roundabout at the top of Stamford Hill went in circa 1990. The more than 25 year wait has made it more important as the population first bulged into Darley (>50% of population north of freeway). But now that the population centre of gravity is shifting back to be south of Main Street 9or even the River), the inner ring road needs completing. It is pleasing to see this progressing. It remains the proven solution to local traffic congestion along the key Grant St/Gisborne Rd axis and highlights that the small (percentage wise) truck movements through town are a distracting side issue. 2. Completion of east facing ramps on Halletts Way This is also a long standing issue that attacks at the key issue of north/south connectivity and the access to the freeway (commuters from a dormitory suburb). Once this is done, and the road reserve has existed for many planning scheme mendments, the pressure on Grant Street/Gisborne Road will buy more time to fix the other issues. NEUTRAL 3. Sustainable Transport Modes This is important and I am a long standing supporting having used non-car transport to the railway station since the mid-1980's. While the Town bus extension from one circular route to three routes improved the coverage, they are not very well integrated. Working with PTV will hopefully iron out the issues. 4. Integrated Transport and Land Use Planning This is a noble cause but is harder done than said. Darley has run in to constraint problems and needs a public High School. The population now expanding to the south needs a public Primary School (or 3 in the long term) south of Main Street/Werribee River. The Merrimu and Parwan growth investigation areas strongly hint at a full diamond interchange "as far east as possible" (Cardno traffic witness representing VicRoads at Avenue of Honour permit hearing). The return of eastbound freeway access at this point (taken away by the realignment project) and full diamond interchange giving west bound access to the Freeway will be needed as the population expands in either or both of these areas. 5. Duplication of the Ballarat-Melbourne rail corridor to Bacchus Marsh"Tell them their dreaming". Duplication beyond Melton (the edge of the Melbourne Metropolitan Area) is both too costly and not needed (most likely for the rest of the Century). Once the Sunshine- Melton rail corridor has the in-fill stations starting with Caroline Springs and Melton East), there is justification for both electrification and duplication. This will then free-up the Bacchus Marsh and beyond destinations to be V/Line only and separated from the Metro network. This is much like The Werribee to Geelong corridor before the implementation of the Regional rail Link. NEGATIVE 6. Eastern Interchange confusion There still exists great confusion over the Eastern Interchange – touting it as a solution to a heavy vehicle town by-pass reveals the hidden agenda of the Woolpack Extension folly. Page 4 of the draft document has a 2021 priority of: "Construction of an Eastern Town Bypass to cater for expected growth within the township and surrounding areas and to remove freight movements from the town centre." Yet on Page 8 it appears as a "By 2031" assumption. The Key actions and priorities diagram on page 5 has an 'alignment to be determined' (with misspelled words) arrow from Woolpack/Geelong Road across the freeway and into the eastern edge of Darley. This 'not far enough east thought bubble' does not achieve the desired by-passing requirements and involves a bridge over both a river and freeway (apparently grade separations without interchanges). 7. Morphing of full eastern interchange to Woolpack Extension. Figure 4-1 of the community consultation findings (still in draft) report identifies the eastern interchange upgrade as a key to providing freeway access arrangements at the eastern end of Bacchus Marsh Road (Avenue of Honour). Yet the scenario modelling by Cardno (see Part 3 Transport Modelling Analysis) strays down the misguided path of a Woolpack Road extension to a remote, low capacity full-diamond interchange at the base of a steep escarpment (see image below): Model options/scenarios of 5 to 7 tested various alignments for an Eastern Town Bypass involving the (continually and persistent planning ministry refusal of a) Woolpack road extension to the freeway (it even has the diamond interchange in the above diagram). The stated aim of the modelling (Technical report p.42) was to: "assess how traffic accessing the Freeway would redistribute across the Township". Spot the error – traffic accessing the freeway not a town by-pass (for heavy vehicles). It also avoids issues elsewhere identified by Cardno (and many others) concerning no-go zones: Requires negotiating a heritage overlay - there is a need to consider the historic value of the trees along the Avenue of Honour when considering alternative road connections. Requires negotiating agricultural land - there is a need to protect established farmland when considering alternative road connections. 8. Significant proportion of heavy vehicles myth Grant Street is reported to have "more than 500 heavy vehicles using the route per week" (Part 4 technical report, p.10). Should not the traffic modelling technical experts know a more exact number (unable to be found in the documentation)? For a seven day week, let's just assume about 100 vpd. Now 'Table 6-7 2014 Modelled Daily Traffic Volumes' on page 45 of the Part 4 Technical Report indicates that Grant Street (north of Turner Street) has 14,600 vpd. Less than 1% of vehicles being of the heavy variety does not make them a 'significant proportion'. Even if we double the number of estimated trucks to 200 vpd, the dominant congestion causing traffic is cars. So spending a ridiculously large amount of money on a Woolpack Road extension across prime agricultural land to a full diamond freeway interchange to simply divert 100-200 trucks per day would fail any rigorous cost-benefit analysis test. Even with the conversion of this freeway diamond interchange to a full cross-road extending to the north does not increase its benefits (even with extraordinarily high costs of getting a road up and over the escarpment). Summary HOWEVER, what would work is the utilisation of the existing road network (which includes existing road reserves) that can also serve as an alternative freeway access to the expanding populations in and about Maddingley/Parwan (investigation area) and Merrimu growth investigation. Traffic modelling (Technical Findings report, p.46) shows that daily traffic volumes on the Gisborne Road/Grant Street arterial route would decrease by approximately 20% when the inner ring road is complete. This equates to a vehicle removal rate of 2920 vpd in 2014 rising to 4120 vpd by 2021 (when link kicks in). This buys some lead time to advance the next stage of major road connectivity upgrades of: Full diamond interchange at the existing Bacchus Marsh Road crossing over the western freeway; Woolpack Road (existing) upgrade; nad Upgrade Flanagans Drive and Bences Road connection (from the freeway through the Merrimu growth investigation area). The above should have been done as part of the Anthony's Cutting Realignment Project but was side tracked by the Woolpack Road extension mistake. It will definitely be needed in the 2021-31 timeframe so should be included in the Integrated Transport Strategy for Bacchus Marsh.	Both the Halletts Way Southern Extension and provision of east facing ramps have been identified as key priority projects within the BMITS. It is noted that timetabling of PTV services was amended in June 2014. An action within the draft BMITS is for MSC and PTV to work in collaboration to 'Improve connections between buses and trains'. Duplication of the rail corridor was identified to alleviate congestion of the current single rail line. This would allow a dedicated V/Line rail service between Melbourne and Ballarat. The Eastern Bypass has been identified through strategic modelling undertaken and indicates the need for an eastern bypass of Bacchus Marsh to alleviate congestion on Grant Street/Gisborne Road and provide for an alternative freight route. This bypass will serve two functions, being the removal of general vehicle movements and freight movements from Grant Street/Gisborne Road and providing an alternative north south connection for both residents and commuters in and around Bacchus Marsh. Modelling indicates that by 2031 the road network will be severely congested in the event an eastern bypass is not in place. As such, this has been identified as a priority required by 2021 to ensure the road network does not reach a level that is unacceptable to the community. This is unclear in the document and as such, amendments are proposed. Given the known complexities of a project of this scale, a planning study has been identified as an immediate need to further investigate the most appropriate alignment of a possible bypass of the town. This study will take into consideration topography constraints, cultural heritage, native vegetation, planning and heritage considerations and existing land use. Key feedback received through the community consultation process included heavy vehicles along Grant Street and Gisborne Road (refer Section 5.1 of the Community Consultation Report). There was overwhelming support for the possibility of reducing freight movements along this north-south route. The Technical Findings Report (page 17) states the arterial and connector road network carries a significant proportion of heavy vehicles. This is correct, given there isn't a bypass route available. Irrespective of the current freight data and the perceived myth of a significant proportion of heavy vehicles on the network, the key message is that the arterial road network carries the bulk of heavy vehicle and freight traffic for the town, and that these roads run through the middle of Bacchus Marsh. The BMITS recommends a further study be undertaken to review an eastern bypass. A cost-benefit analysis would be undertaken as part of this and it is expected that this would also consider amenity and safety improvements from removing freight from the centre of Bacchus Marsh. A review of the suitability of the existing Flanagans Drive/Bences Road connection will occur through this process.	Notation on page 8 of the draft BMITS 'Completion of the eastern town bypass' has been moved to reflect the need for this bypass by 2021. No change proposed.

15	The Department of Economic Development, Jobs, Transport and Resources (DEDJTR) is working to achieve a more integrated approach to planning coordination and management of all transport modes. In particular, one of the Department's agendas is to improve productivity and liveability, and how these outcomes are delivered in a spatial context, i.e. through integrated transport and land use planning. Public Transport Victoria (PTV), VicRoads and DEDJTR have reviewed the draft Bacchus Marsh Integrated Transport Strategy (BMITS) and support the endorsement of the strategy subject to Council's consideration of the following comments. It is noted that Moorabool is one of the first peri-urban local government areas to prepare an integrated transport strategy document for one of its key towns. The key objectives and guiding principles outlined in the draft document to support Council's vision for sustainable, equitable and efficient movement of people and freight both within Bacchus Marsh and between Bacchus Marsh, Melbourne and the surrounding region are strongly supported. While the intention and many of the elements of the draft document are supported, the document must provide suitable detail to guide land use planning decisions clearly. It is considered that clear and robust guidance which can influence land use decisions and provide essential groundwork and policy support for transport project funding considerations is important. We note that there is a heavy focus on the road network and road projects throughout the draft document. The document is written from the perspective that the current, high reliance on private vehicle use has to be maintained, and misses an opportunity to encourage mode shift by providing Bacchus Marsh residents with alterative, sustainable, integrated transport options. It is considered that Greater Bendigo's strategy - "Connecting Greater Bendigo - Integrated Transport and Land Use Strategy (ITLUS) (26 August 2015)" represents current best practice in terms of an integrated transport strategy for areas outside of metropolitan Melbourne. It is noted that this strategy has been prepared for the entire municipality, not just one town centre, but provides an excellent example of a comprehensive, integrated strategy encompassing all transport modes and incorporating land use planning. <u>Executive Summary</u> With a few exceptions, the executive summary generally makes reference to priority road projects. It is expected that an executive summary should provide an overview of the entire strategy document, rather than highlighting one aspect of the strategy. It is suggested that the list of projects be removed from the executive summary, or the complimentary projects from other modes be included. Furthermore, the table on level of service rankings on various roads under a 'do nothing' scenario has not been adequately explained in the text, for example, it is not clear why there is improvement in the level of service on Bacchus Marsh-Gisborne Road (north of Holts Lane) and Gisborne Road (south of Western Freeway) between 2015 and 2021. Using maps to highlight the issues and expected outcomes may be more understandable for the BMIT audiences. As it stands the current tables should either be replaced, or alternatively be moved into the Road Network section of the document and fully explained. <u>Introduction</u> The document states that the BMITS will guide Moorabool Shire Council to enable the holistic future planning of the transport network. At the outset of the development of the document it was also intended that it would also provide good evidence based information for VicRoads about development of the arterial network within and around Bacchus Marsh. The BMITS should acknowledge this. As the township of Bacchus Marsh grows, transport opportunities and constraints will be of high importance when considering land use planning matters. However, the local planning scheme is only mentioned as one of several documents (of varying statutory weight) under the heading of 'Strategic Context'. The very important informative role for a transport strategy when determining land use planning is not mentioned, nor explained. Similarly, the controls on land use, being the classifications in the local planning scheme, do not appear. Where the key legislation and policies considered in preparing the draft strategy are listed on page 12 it is stated "Further details in relation to the strategic policy context can be found in the background report." It is assumed that this sentence should reference the Technical Report, where each of the listed documents are briefly outlined. <u>Vision</u> The Vision, Key Objectives and Guiding Principles as outlined on page 13 are all strongly supported, however as noted in the comments below we have some concerns that the BMITS, as it currently stands will not necessarily deliver on these objectives and principles. The section on integrated transport and land use in the Vision chapter of the BMITS does not seem logical. These paragraphs should be moved to the beginning of the section on Integrated Transport and Land Use at page 22. There is no reference between the current and proposed land use map shown on page 15 and the text in the document. Either the map should be explained and referenced in the text, or removed. The focus of the draft strategy is mainly on those parts of Bacchus Marsh located to the north of the railway line, however the map on page 15 (Current and proposed land use) shows two large growth investigation areas south of the railway line. We would suggest that a formal representation of the local planning scheme would be more appropriate. The diagram provided identifies growth investigation areas over the entire existing airfield and right up to the boundary of the waste water and sewerage treatment plant, with an indicative 800m buffer. It is difficult to determine from the plan whether the treatment plant and associated buffer is for the existing Bacchus Marsh population or to accommodate the future population growth. Either way, it is considered that showing this plan without a comprehensive explanation of timing and potential population numbers, and subsequent transport requirements in the six growth investigation areas does not contribute understanding to the BMITS. It should also be noted that when Council proceeds to planning for Investigation Areas 5 and 6, consideration will need to be given to integration of Bacchus Marsh Airport into the Integrated Transport Strategy, which it currently fails to do. <u>Bacchus Marsh: Key Challenges</u> Commentary in this section about missing connections in public transport, cyclist, pedestrian and road networks throughout the township are appropriate. There is no reference in the text to the figures on page 16 or page 20, making it difficult for a reader to understand why they have been included. These figures should either be referenced in the text or removed. In the section entitled Behaviour Change, there is mention of a need to have more than individual motor vehicle transport as the preferred or only practical mode of travel. This is supported. However, as this document needs to be able to inform land use planning decision, we would suggest that there needs to be a detailed discussion of how the road hierarchy (dimensions, provision of parking, lane widths and streetscape landscaping) needs to be included to support decisions or reference to current Council infrastructure design guidelines for roads (i.e. the Infrastructure Design Manual). <u>The Bacchus Marsh Community: Your Feedback</u> Consultation with residents and business is welcomed. This is an essential part of formulating any strategy and/or plan. We support the detail that has been provided in this section, as it is consistent with what we hear when speaking to the Bacchus Marsh community.	The Bacchus Marsh Integrated Transport Strategy looks at the challenges faced in the Bacchus Marsh area, and presents actions that will guide future transport planning and development to deliver a sustainable, integrated network with better active transport options for the community. As the growth in population continues it will place increasing demand on the transport network, with greater numbers of cars on the road. A key objective of the Integrated Transport Strategy is to encourage a mode shift from car travel to active and public transport modes to assist the road network function into the future. The strategy contains actions to help facilitate a mode shift. The intent of listing priority projects within the Executive Summary is to provide readers with a summary of key projects identified for Bacchus Marsh (a) immediately, (b) by 2021, (c) by 2031 and (d) by 2041. This has also been represented visually in the draft BMITS. It is noted that the previous map and level of service tables may not have been succinct and as such, these have been amended. Noted. It is noted that the draft BMITS included 'Integrated Planning and Land Use' text within the Vision section of the document. The text has been moved to the 'Integrated Planning and Land Use' chapter. The current and proposed land use map on page 14 of the draft BMITS has also been amended. The draft BMITS did not reference the two forecast popluation and age structure graphs on page 16. The feedback received through this process has been represented factually and has been used to inform the draft BMITS.	No change proposed. The 'Key Actions and Priorities' map on page 5 has been amended to provide readers with further clarity and understanding of key projects identified within the BMITS. The level of service tables on page 7 and 8 have been represented visually through maps of the An additional sentence has been added in the first paragraph of the 'Purpose' section - *"The document will also provide VicRoads with evidence based information to inform the development of the arterial road network within and around Bacchus Marsh"* The reference to the 'background report' in the 'Strategic Context' section has been The 'Integrated Planning and Land Use' paragraphs on Page 14 of the draft BMITS has been moved to the 'Integrated Planning and Land Use' chapter. The current and proposed land use map has been amended and moved within the 'Introduction' section of the document. Notation has been included within the 'Key Challenges' section that includes a reference to graphs. No change proposed.

Integrated Transport and Land Use Planning Land use planning has the largest impact on the transport network, and land use and travel demand are inextricably linked and the heading of this section would lead the reader to expect a detailed discussion of land use regulation and how transport can inform future planning, however this is not the case. As noted above we consider that the paragraphs on page 14 should be transferred to the beginning of this section. This section makes no mention of the geological and topographical constraints in the locality: waterways, elevation and other natural features which restrict activity or pose challenges in terms of design for both land use and transport decisions. This should be included in this section. New residential and commercial areas of development are discussed, but not in sufficient detail to inform decision-making. There is no reference between the structure plan on page 23 and the text in the document. Either the map should be explained and referenced in the text, or removed.	It is noted that the draft BMITS included 'Integrated Planning and Land Use' text within the Vision section of the document. The text has been moved to the 'Integrated Planning and Land Use' chapter. The current and proposed land use map on page 14 of the draft BMITS has also been amended. Constraints of the Bacchus Marsh locality can be found throughout the draft BMITS in multiple areas, including the Active Transport, Public Transport and Road Network sections.	The 'Integrated Planning and Land Use' paragraphs on Page 14 of the draft BMITS has been moved to the 'Integrated Planning and Land Use' chapter. The current and proposed land use map has been amended and moved within the 'Introduction' section of the document.
Active Transport There is overall support for the elements identified in this section - particularly footpath provision, designing to provide people with choices in their modes of transport, and providing walking connections to public transport services. The Moorabool Hike & Bike Strategy (June 2014) provides strategic direction for the ongoing planning and development of commuter and recreational walking and cycling networks throughout the Shire. A number of shared path and footpath projects are outlined within the Hike & Bike Strategy for Bacchus Marsh/Darley. DEDJTR has supported the implementation of this strategy by co-funding (with Council) the construction of three pathway projects in the 2014/15 financial year. When comparing the list of projects previously identified in the Hike & Bike Strategy with the walking and cycling actions outlined in the draft BMITS implementation plan, there appears to be only a small degree of overlap. It is questioned where the "new" projects in the implementation plan have come from, as there appears to have been a departure from the sound planning work previously undertaken by Council in this area.	MSC's 2014 Hike & Bike Strategy was used to inform the draft BMITS. During the development of the draft BMITS there were other opportunities identified, however key priority projects remain unchanged with respect to pedestrian and cycle paths into the future. An action within the draft BMITS is to review the 2014 Hike & Bike Strategy with a focus on precinct accessibility throughout Bacchus Marsh.	No change proposed.
Public Transport The intent of the strategy to develop a high standard transport network for Bacchus Marsh is supported. Council can play a key role in facilitating access to public transport by improving pedestrian and bicycle access to bus stops and the Bacchus Marsh train station. The Victorian Government's Rolling Stock Strategy: Trains, Trams, Jobs 2015-2025, sets out a ten year plan for rolling stock procurement and includes a massive expansion of our regional train fleet. The 2015-16 budget included funding for 21 VLocity carriages and supporting infrastructure, which will result in new rolling stock on the Ballarat - Melbourne railway. As part of the Regional Network Development Plan implementation, PTV is planning for an upgrade to the Ballarat - Melbourne rail corridor to increase the frequency of train services and improve reliability. A key element of the BMITS will be improved integration of transport and land use, which is supported, particularly by locating development that generates demand for public transport in close proximity to current and planned public transport services, such as at Bacchus Marsh station. Discussion of preferred public transport routes has a flow-on effect on road design, footpath provision and car parking and the Council, as the planning authority, is the first body which reviews strategic land use plans for the future. These need to be informed by the needs of public transport vehicles and connections. The Public Transport Guidelines for Land Use and Development should be referred to in the BMITS to ensure this connection between land use decisions and public transport. The identification of a growth investigation area at Parwan, the site of a former rail station, could provide opportunities to integrate land use with public transport at this proposed station location. However, the identification of the station opportunity at Rowsley is not supported. A passing loop is being constructed in this location and the industrial land to the north of the railway would not provide sufficient demand for a future station. PTV restructured the Bacchus Marsh town bus network in June 2014, improving the time- tabling so that buses connect with train services, and straightening routes. The BMITS does not seem to acknowledge this improvement. Initial data has shown a substantial increase in patronage since this restructure was delivered, that is average monthly patronage on the Bacchus Marsh town bus network has increased by 49% since the network was restructured, with nearly 10,000 more trips (touch ons) recorded each month. PTV will continue to review the bus network, as missing links in the local road network such as Halletts Way and Halletts Lane extensions are delivered, and will consider further improvements subject to future funding bids. It is important that as greenfield residential development occurs, road and path networks are delivered in a timely manner enabling public transport access for new subdivisions. It is not considered that there is sufficient demand for a bus from Bacchus Marsh to Melton. It would be a duplication of the current train service that does the same thing. The key is integration of trains and buses to ensure people can travel from their home in Bacchus Marsh to the attractions of Melton, via a transfer between train and bus. There is no reference in the text to the figures on page 31, 33 and 34, making it difficult for a reader to understand why they have been included. These figures should either be referenced in the text or removed.	It is noted that timetabling of PTV services was amended in June 2014. Feedback received through the community consultation process indicated there are concerns with these amendments. The action within the draft BMITS for MSC and PTV to work in collaboration to 'Improve connections between buses and trains' was identified to ensure continued coordination and improvement of timetabling. The identification of a possible train station at Rowsley forms part of MSC's submission to the Regional Network Development Plan. There is significant growth occurring in the south west of Maddingley. The Western Link Road (Halletts Way/O'Leary Way) will provide direct access to this south west growth corridor, and as such, strategically, a station in the vicinity of Rowsley warrants further investigation before being discounted.	The Public Transport Guidelines for Land Use and Development has been referenced in the 'Public Transport' section of the BMITS. The 'Improve connections between buses and trains' action has also been rephrased to 'Ensure continued coordination between buses and trains'. The figures on page 31, 33 and 34 have been referenced within the text.
Road Network This section includes the first mention of a road hierarchy, yet this hierarchy is not defined. This limits the understanding of the public considerably as an undefined term can cause confusion. As this document must inform land use planning decisions, there needs to be a detailed discussion of how the road hierarchy (road reserve dimensions, provision of parking, lane widths and landscaping) will support such decisions, or direct reference to the Council's Infrastructure Design Manual. The first sentence under Traffic Movements, Challenges reflects the challenge of creating an Integrated Transport Strategy. It is stated that the capacity of the road network is limited by a lack of north south connectivity with Grant Street/Gisborne Road currently providing the main north south connection between the train station and educational precinct in Maddingley and the residential areas in Darley. While this statement is correct in that Grant Street/Gisborne Road does provide the main north south connection, it assumes a supply side issue, without addressing the demand side issues on the network. If the BMITS focusses on just providing capacity for the current and future private vehicle travel, without addressing and promoting mode change, as set out in the introduction of the BMITS, it will not achieve its purpose to enable a holistic future planning of the transport network. The Goals that have been identified for a safe road network and connected Bacchus Marsh are supported, however an integrated transport strategy would look to increasing a mode shift away from private vehicle travel as one of the solutions, along with road infrastructure improvements as opposed to just requiring additional road infrastructure to be built. Goals for identifying alternative routes for freight transport are welcomed in-principle. This can be a considerable contributor to improved road safety for pedestrians especially. There is no reference in the text to the figures on page 36 and 40 making it difficult for a reader to understand why they have been included. These figures should either be referenced in the text or removed.	It is noted that the current Road Network section within the draft BMITS is road focused and does not highlight the importance of mode shift. The intent of the BMITS is for people to have choice, with mode shift being the long term goal.	An additional action has been included in the 'Integrated Transport and Land Use' section to - *"All subdivisions to comply with Infrastructure Design Manual (IDM) and Clause 56 of the Planning Scheme"* An amendment to a paragraph within the Road Network Section has occurred to highlight the importance of mode shift. *"While it is anticipated that cars will continue to provide the first choice of transport for many trips, the intent of the Strategy is for people to have choice, with mode shift being the long term goal."*

	Implementation Plan An implementation plan is a welcome inclusion in a document of this type. It gives the public a measure of expectation and a means to guide their participation. However, as noted above it is questioned where the "new" active transport projects in the implementation plan have come from, as there has been a perplexing departure from the sound planning work previously undertaken by Council in this area, as evidenced in the Moorabool Bike and Hike Strategy. With regard to bus actions as noted above PTV would not be supportive of providing a bus service from Bacchus Marsh to Melton. The action with respect to alignment between bus and train timetables occurred in July 2014. With regard to rail actions, as noted above PTV do not support a passenger train station at Rowsley. General There are some typographical errors throughout the document that should be identified and corrected during the proofreading process. As noted above many of the figures and diagrams inserted in the document are not referenced at all within the main body of the text, making it difficult for a reader to understand why they have been included. It is suggested that any graphics that are not explicitly referenced in the text should be either referenced correctly or removed. Conclusion We look forward to working with Council in the implementation of the Bacchus Marsh Integrated Transport Strategy to support the holistic future planning of the Bacchus Marsh transport network.	Noted. A further review of the draft BMITS has been undertaken to rectify some grammatical and formatting errors.	Various grammatical and formatting errors have been rectified throughout the BMITS.
16	As you know, the above document has been made available for a public review and feedback. We appreciated the opportunity to meet with key representatives from Moorabool Shire, yourself included, at the meeting in the Lerderderg Library on Tuesday 27 October 2015, and as a result, wish to offer some feedback. Firstly, we would like to say that we find this document to be objective, impartial, comprehensive and forward-looking, which is refreshing because, regrettably, we feel there has been a dearth of such analysis across the Bacchus Marsh/Moorabool Shire area for past decades, until now. We have lodged a formal objection to the application for re-zoning of the land on the corner of Gisborne Road and Clifton Drive and the potential subsequent granting of a permit for Bunnings to establish a large outlet on that corner. We have also made personal representations to all Councillors along similar lines. We have however, another area of concern relating to the safety of school children moving around the Grey Street/Nelson Street intersection, which we feel could be addressed as part of the "filling in the gaps" where permanent concrete pathways do not exist, under the BMITS banner. To help illustrate our representation, we have prepared the attached sketch of the area. By way of background, our residence is at 4 Nelson Street in Darley and is located one house block north of the Grey and Nelson Streets intersection. Around the time that Darley Primary School was established in the early 1980's, a timber-edged, compacted gravel path was constructed – it started at the supervised pedestrian crossing in Grey Street, turned north along the eastern side of Nelson Street and continued up (going around behind the peppercorn trees opposite the Nelson Street/David Court intersection) and ultimately ending at the supervised pedestrian crossing directly in front of Darley Primary School. This pathway has never been maintained since it was created and has mostly disappeared under grass at the southern end or as a result of indiscriminate parking of vehicles opposite Darley Shop. The northern part of the path has deteriorated beyond recognition as it approaches Darley Primary School but it is still possible however to trace the general location of the path along its original trajectory. In early 2011, a significant water main disruption in front of our neighbour's home at 6 Nelson Street, caused a high volume of water to flow across the nature strip of our home and down towards the pedestrian crossing in Grey Street. I contacted the Shire and an Engineering representative attended, whom I think was Kristian Webb. Our point in asking for an inspection was that the rushing water had further damaged what was left of the pathway and we were seeking to have not only the damage repaired but also to set the wheels in motion for a permanent pathway to be constructed. On site, Mr Webb clearly could see and acknowledged our concern but could make no promises. We subsequently received a letter – copy attached – indicating that the matter would go forward for future budget consideration. Once again, regrettably, nothing has happened since. So it would seem we have a wonderful opportunity to address two needs here. Firstly, if a permanent concrete footpath were to be constructed along the eastern side of Nelson Street, linking the supervised crossings in Grey Street and the one directly opposite Darley Primary School, the risks taken by school children who currently "jay walk" across Nelson Street at various points, will be minimised. Secondly, such a permanent footpath would complement the strategy to "fill in the gaps" between permanent concrete pathways in the area as mooted in the BMITS and therefore make pedestrian movement much safer and accessible to all.	MSC's 2014 Hike & Bike Strategy was used to inform the draft BMITS. During the development of the draft BMITS there were other opportunities for pathways identified. At this point in time an eastern path along Nelson Street has not been included for consideration. It is noted there is an existing footpath on the west side of Nelson Street fronting Darley Primary School (from Grey Street to Albert Street) and appropriate pathway connections at key intersections. An action within the draft BMITS is to review the 2014 Hike & Bike Strategy with a focus on precinct accessibility throughout Bacchus Marsh. This will include a focus on key precincts including Darley Plaza and other high profile areas including schools to ensure an appropriate network is provided.	No change proposed.

Attachment - Item 10.4.1(b)

Bacchus Marsh
Integrated Transport Strategy

Building Our Transport Future

December 2015

MOORABOOL SHIRE COUNCIL

Message from the Mayor

Bacchus Marsh is the largest town in Moorabool Shire, and is one of Victoria's fastest growing regional towns. According to the latest Australian Bureau of Statistics figures, the town's resident population grew by 3.1% in the 12 months to July 2014. That means an extra 674 people arriving in Bacchus Marsh each year, or 13 new people each week.

Moorabool Shire Council is planning for the future of Bacchus Marsh by building on the existing transport network to accommodate the needs of a growing population. As the population continues to grow, it will place increasing demands on our transport network with greater numbers of cars on the roads each year.

The *Bacchus Marsh Integrated Transport Strategy: Building Our Transport Future* looks at the challenges faced by the Bacchus Marsh area, and presents actions that will guide future transport planning and development to deliver a sustainable, integrated network with better active transport options for the community. The Strategy strives to deliver a sustainable and integrated transport network where:

- transport priorities meet the needs of all users and support Council's other social, economic, environmental, and planning policies and actions
- easy access to the township's key activity areas supports the prosperity of businesses, and allows the community to travel between popular destinations using a range of transport modes
- increased use of public transport and sustainable transport modes reduces the number of cars travelling on the road
- freight movements within the heart of the township are reduced to make our roads safer, reduce air and noise pollution, and improve the efficiency of the transport network.

A key challenge to achieving these outcomes includes the significant cost of large roadworks projects required in Bacchus Marsh, and the constrained environment in which they are to be constructed. Moorabool Shire Council will continue to work in partnership with the Victorian Government, businesses and the community to deliver the actions outlined in the Strategy and works towards building a better transport future for Bacchus Marsh.

Cr. Allan Comrie
Mayor, Moorabool Shire

Contents

Message from the Mayor		1
Contents		3
1	Executive Summary	4
2	Introduction	14
3	Vision	19
4	Bacchus Marsh: Key Challenges	20
5	The Bacchus Marsh Community: Your Feedback	25
6	Integrated Transport and Land Use Planning	26
7	Active Transport	29
8	Public Transport	34
9	Road Network	40
10	Implementation Plan	45

1 Executive Summary

Context

The *Bacchus Marsh Integrated Transport Strategy – Building Our Transport Future* (BMITS) has been prepared with the aim of ensuring that a high standard transport network is developed and maintained and can accommodate the accessibility requirements of the growing community. The BMITS recognises the challenges faced by the Bacchus Marsh area, and identifies a number of principles and actions that may be adopted to guide future transport planning and development.

An integrated approach to transport and land use planning is a positive way to influence the planning and provision of more sustainable transport systems. Integrated transport planning takes into account key issues such as transport system interdependencies, interactions between transport and land use, transport safety, traffic congestion, parking, travel demand management and accessibility.

This integrated transport strategy aims to identify and prioritise a range of transport infrastructure and other improvements to support a sustainable, vibrant and prosperous Bacchus Marsh community. The following sections of this document outline the key challenges regarding active transport, public transport and the road network in Bacchus Marsh. The document identifies proposed actions in each of these areas to allow the current transport network to be used more efficiently and to support sustainable transport modes.

The Bacchus Marsh Integrated Transport Strategy has been prepared with the assistance and input of Moorabool Shire Council, VicRoads and the Department of Economic Development, Jobs, Transport and Resources.

Priorities

The Implementation Plan (Chapter 10, page 45) includes a suite of projects across the various modes of transport identified within this strategy. The main priorities are listed below.

Immediately, Bacchus Marsh needs:

2015

- East facing freeway ramps on Halletts Way to relieve reliance and congestion on the Gisborne Road interchange and Gisborne Road/Grant Street corridor.
- Construction of a pedestrian/cycle bridge on Halletts Way over the Western Freeway to address a significant safety issues.
- A planning study for an eastern town bypass and with connection to Geelong Road, Gisborne Road and Western Freeway to set a road alignment.
- An investigation for capacity improvement opportunities to Gisborne Road and Grant Street including possible additional lanes and intersection upgrades.
- The delivery of new rail rolling stock on the Ballarat-Melbourne rail corridor.

By 2021, Bacchus Marsh needs:

2021

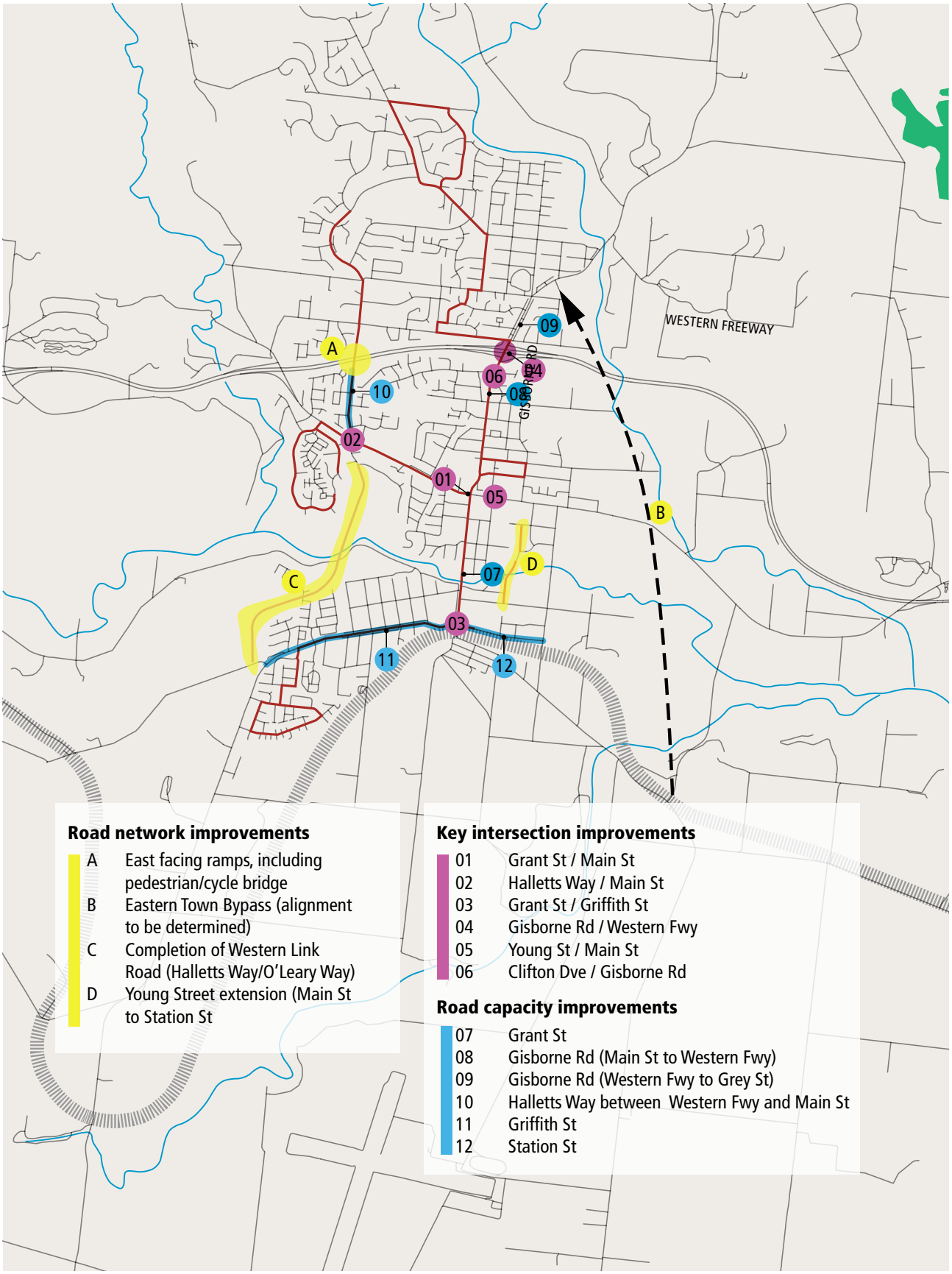
- Construction of an Eastern Town Bypass to cater for expected growth within the township and surrounding areas and to remove freight movements from the town centre.
- Completion of the Western Link Road (Halletts Way/O'Leary Way) to provide additional north-south capacity though the township and relieve pressure on the Gisborne Road/Grant Street corridor.
- Implementation of identified capacity improvements to Gisborne Road and Grant Street including possible additional lanes and intersection upgrades.
- A network of connecting bicycle paths around the town servicing key activity centres.
- A bus service that provides coverage to all residential areas, stops at key activity centres and matches train timetables.

By 2031, Bacchus Marsh needs:

2031

- An extension of Young Street (from Main Street to Station Street) incorporating the 'greenway' as a means of providing additional north-south capacity within the township and enhanced connectivity between the Bacchus Marsh town centre and Railway Station.
- Capacity improvements at key intersections within Bacchus Marsh to alleviate projected traffic volumes.
- Duplication of the Ballarat-Melbourne rail corridor to Bacchus Marsh
- Capacity improvements to key local roads including Griffith Street, Station Street and Halletts Way between Bacchus Marsh Road and Western Freeway.

Key actions and priorities



Road network improvements

- A East facing ramps, including pedestrian/cycle bridge
- B Eastern Town Bypass (alignment to be determined)
- C Completion of Western Link Road (Halletts Way/O'Leary Way)
- D Young Street extension (Main St to Station St

Key intersection improvements

- 01 Grant St / Main St
- 02 Halletts Way / Main St
- 03 Grant St / Griffith St
- 04 Gisborne Rd / Western Fwy
- 05 Young St / Main St
- 06 Clifton Dve / Gisborne Rd

Road capacity improvements

- 07 Grant St
- 08 Gisborne Rd (Main St to Western Fwy)
- 09 Gisborne Rd (Western Fwy to Grey St)
- 10 Halletts Way between Western Fwy and Main St
- 11 Griffith St
- 12 Station St

Key Challenges

› **Traffic Congestion** which reduces liveability of urban areas and productivity of the economy

› **Population and Economic Growth** which provides many benefits to the town but also places pressure on the transport network

› **Missing Links** which force trips through already congested areas. This is evident in the already constrained north-south connection through the township

› **Social Exclusion** which results from a lack of access to transport due to limited physical mobility, financial constraints, or due to the inadequacy of local transport infrastructure and services.

› **Existing Narrow Road Reservations** that restrict expansion for capacity improvements and inclusion of bicycle and pedestrian infrastructure.

Implementation of major projects identified through the strategy, including the ability to attract major funding in competition with other priority projects throughout Victoria.

Outcome of Proposed Actions

A number of actions and projects have been identified through the strategy to address the outcomes in the modelling that has been undertaken through the Technical Findings Report. A mode shift from car travel is needed to assist the road network function into the future and the strategy contains actions to help facilitate a mode shift.

The level of service indicators below provide an overview of the conditions experienced.

Level of Service	Definition
	Conditions are general clear or stable, with little or no restriction
	Conditions are approaching unstable flow with temporary restrictions causing delays
	Forced flow conditions and stoppages for long periods

Existing conditions

The service levels on our current road network have been represented in the map below.

By 2021

A number of road network options were assessed during the modelling phase to assist in identifying improvements to the network.

A 'do nothing' approach

The expected service levels by 2021 under a do nothing scenario have been represented below.

Road	By 2021
Bacchus Marsh Road (west of Gisborne Road)	
Station Street, Maddingley	
Bacchus Marsh-Gisborne Road (north of Holts Lane)	
Grant Street, Maddingley	
Halletts Way (north of Bacchus Marsh Road)	

Road	By 2021
Gisborne Road (south of Western Freeway)	
Bacchus Marsh Road (west of O'Hagan Place)	
Main Street (east of Graham Street)	
Bacchus Marsh Road (east of Woolpack Road)	
Griffith Street, Maddingley	

Improvements to the road network

Modelling undertaken through the strategy identified a number of improvements to the network to improve the projected level of service in 2021. These assumptions include:

By 2021:

- Completion of the Clifton Drive extension (connection to Halletts Way)
- Completion of the Western Link Road (Halletts Way/O'Leary Way)
- Completion of east facing ramps on Halletts Way
- Implementation of capacity improvements to Gisborne Road and Grant Street
- Completion of the eastern town bypass

Based on the assumptions above and noting the timing of these projects may be earlier or later than anticipated, there is an improved level of service that has been represented in the table below. Again, a mode shift from car travel is needed to assist the road network function into the future.

Road	By 2021
Bacchus Marsh Road (west of Gisborne Road)	
Station Street, Maddingley	
Bacchus Marsh-Gisborne Road (north of Holts Lane)	
Grant Street, Maddingley	
Halletts Way (north of Bacchus Marsh Road)	

Road	By 2021
Gisborne Road (south of Western Freeway)	
Bacchus Marsh Road (west of O'Hagan Place)	
Main Street (east of Graham Street)	
Bacchus Marsh Road (east of Woolpack Road)	
Griffith Street, Maddingley	

By 2031

A 'do nothing' approach

The expected service levels by 2031 under a do nothing scenario have been represented below.

Road	By 2031
Bacchus Marsh Road (west of Gisborne Road)	
Station Street, Maddingley	
Bacchus Marsh-Gisborne Road (north of Holts Lane)	
Grant Street, Maddingley	
Halletts Way (north of Bacchus Marsh Road)	

Road	By 2031
Gisborne Road (south of Western Freeway)	
Bacchus Marsh Road (west of O'Hagan Place)	
Main Street (east of Graham Street)	
Bacchus Marsh Road (east of Woolpack Road)	
Griffith Street, Maddingley	

Improvements to the road network

Modelling undertaken through the strategy identified a number of improvements to the network to improve the projected level of service in 2031. These assumptions include the 2021 projects, and the :

By 2021:

› Completion of the Clifton Drive extension (connection to Halletts Way)

› Completion of the Western Link Road (Halletts Way/O'Leary Way)

› Completion of east facing ramps on Halletts Way

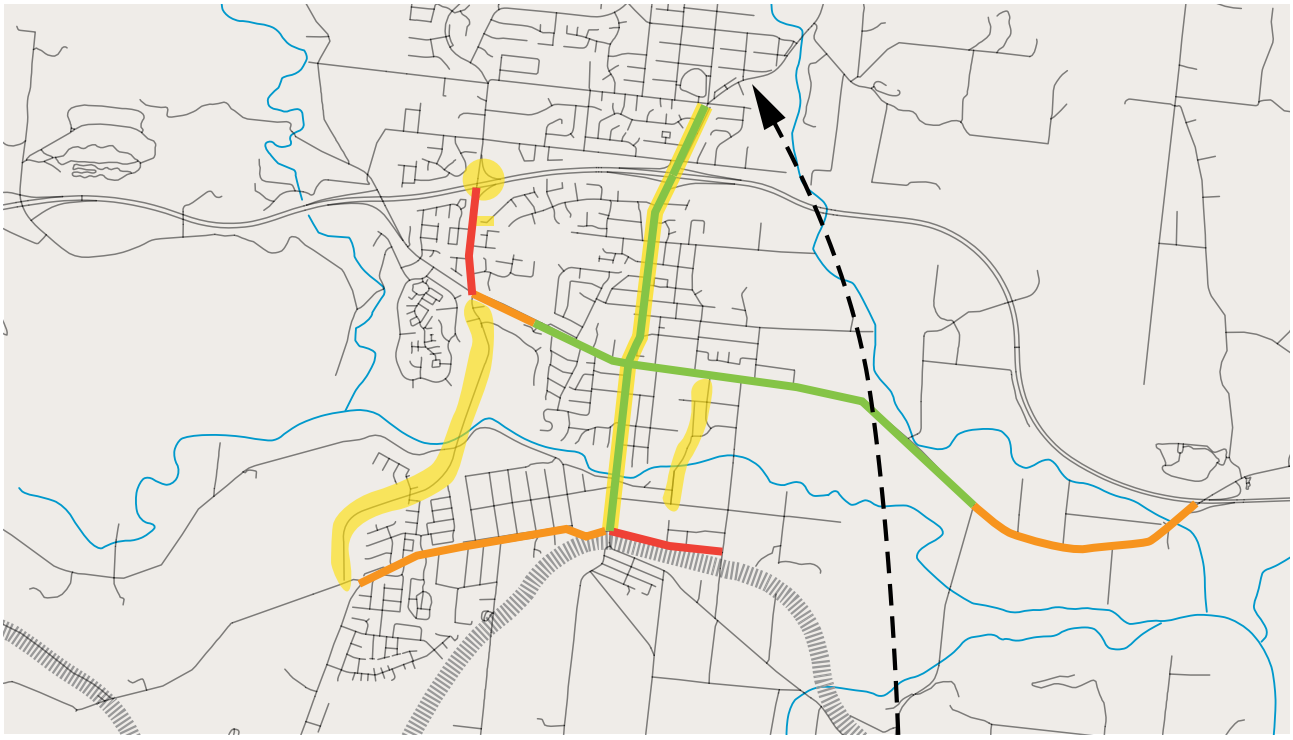
› Implementation of capacity improvements to Gisborne Road and Grant Street

› Completion of the eastern town bypass

By 2031:

› Completion of the Young Street extension (from Main Street to Station Street

The project level of service has been represented below.



Road	By 2031
Bacchus Marsh Road (west of Gisborne Road)	
Station Street, Maddingley	
Bacchus Marsh-Gisborne Road (north of Holts Lane)	
Grant Street, Maddingley	
Halletts Way (north of Bacchus Marsh Road)	

Road	By 2031
Gisborne Road (south of Western Freeway)	
Bacchus Marsh Road (west of O'Hagan Place)	
Main Street (east of Graham Street)	
Bacchus Marsh Road (east of Woolpack Road)	
Griffith Street, Maddingley	

By 2041

A 'do nothing' approach

The expected service levels by 2041 under a do nothing scenario have been represented below.

Road	By 2041
Bacchus Marsh Road (west of Gisborne Road)	
Station Street, Maddingley	
Bacchus Marsh-Gisborne Road (north of Holts Lane)	
Grant Street, Maddingley	
Halletts Way (north of Bacchus Marsh Road)	

Road	By 2041
Gisborne Road (south of Western Freeway)	
Bacchus Marsh Road (west of O'Hagan Place)	
Main Street (east of Graham Street)	
Bacchus Marsh Road (east of Woolpack Road)	
Griffith Street, Maddingley	

Improvements to the road network

Modelling undertaken through the strategy identified a number of improvements to the network to improve the projected level of service in 2041. These assumptions include the 2021 projects, and the :

By 2021:

› Completion of the Clifton Drive extension (connection to Halletts Way)

› Completion of the Western Link Road (Halletts Way/O'Leary Way)

› Completion of east facing ramps on Halletts Way

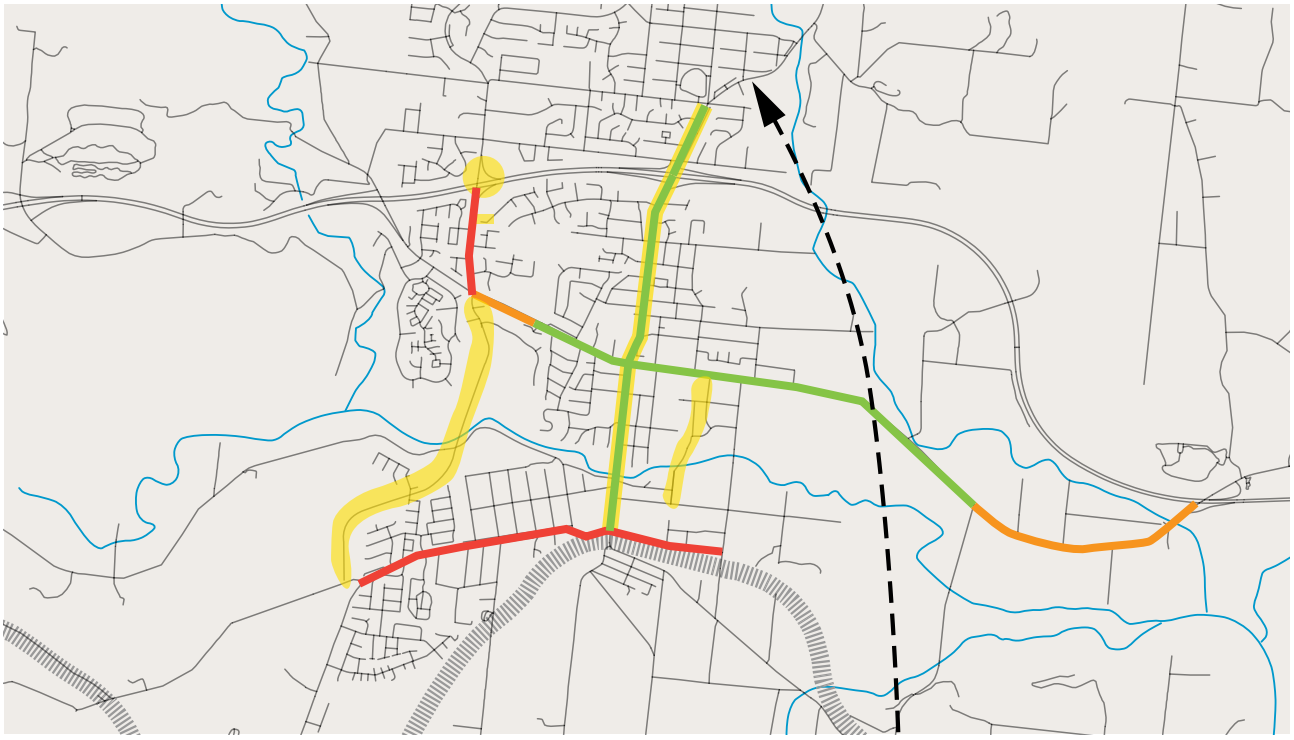
› Implementation of capacity improvements to Gisborne Road and Grant Street

› Completion of the eastern town bypass

By 2031:

› Completion of the Young Street extension (from Main Street to Station Street

The project level of service has been represented below.



Road	By 2041
Bacchus Marsh Road (west of Gisborne Road)	
Station Street, Maddingley	
Bacchus Marsh-Gisborne Road (north of Holts Lane)	
Grant Street, Maddingley	
Halletts Way (north of Bacchus Marsh Road)	

Road	By 2041
Gisborne Road (south of Western Freeway)	
Bacchus Marsh Road (west of O'Hagan Place)	
Main Street (east of Graham Street)	
Bacchus Marsh Road (east of Woolpack Road)	
Griffith Street, Maddingley	

2 Introduction

Purpose

The BMITS will guide Moorabool Shire Council to enable the holistic future planning of the transport network. The document will also provide VicRoads with evidence based information to inform the development of the arterial road network within and around Bacchus Marsh.

There is a high level of car dependency in Bacchus Marsh and an integrated transport system that provides our community with a variety of transport options to get to work, school, shops, recreation facilities and community facilities is critical when planning for future growth. Vehicle movements are likely to grow as Bacchus Marsh grows, however we can provide options to give people choice.

The Strategy considers all modes, their roles, and the upgrades required to ensure that the transport network, as a whole, will be capable of accommodating the existing and future demand associated with expected population growth of Bacchus Marsh and facilitate sustainable transport modes. The key focus areas include:

Active Transport

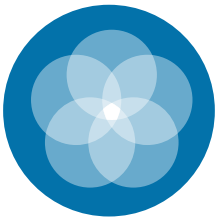
- **Walking**
- **Cycling**

Public Transport

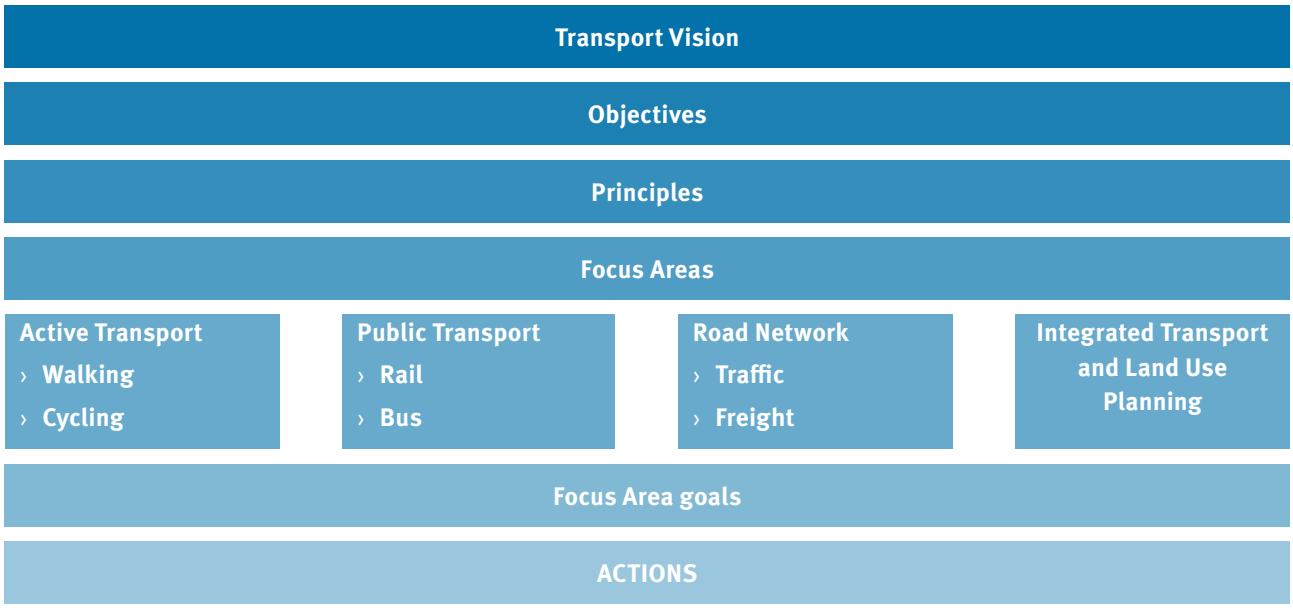
- **Bus**
- **Rail**

Road Network

- **Traffic**
- **Freight**



Integrated Transport and Land Use Planning



Study Area

The study area for the BMITS encompasses the urban areas of Bacchus Marsh, Darley and Maddingley, together with the rural hinterland. The Strategy also considers transport links to key external destinations. The study area is depicted in the map below.

The Strategy will enable Moorabool Shire Council to investigate and implement changes to the network to ensure it is being proactive rather than reactive in responding to population growth.

Map of study area

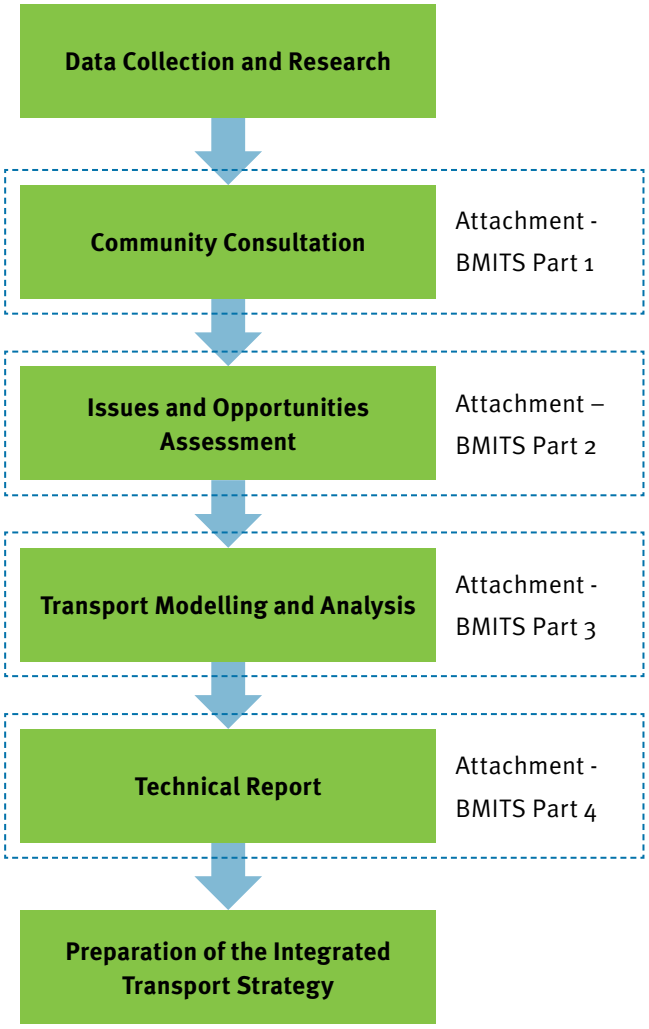
Background

Bacchus Marsh is a growing community with a current population of 22,854, and is expected to grow to 39,994 by 2041. The transport network in Bacchus Marsh is already under significant strain, and at times struggles to cope with the level of traffic generated by the growing community. A number of gaps are also present in the public transport, cyclist and pedestrian networks throughout the township adding to the reliance on private vehicle trips.

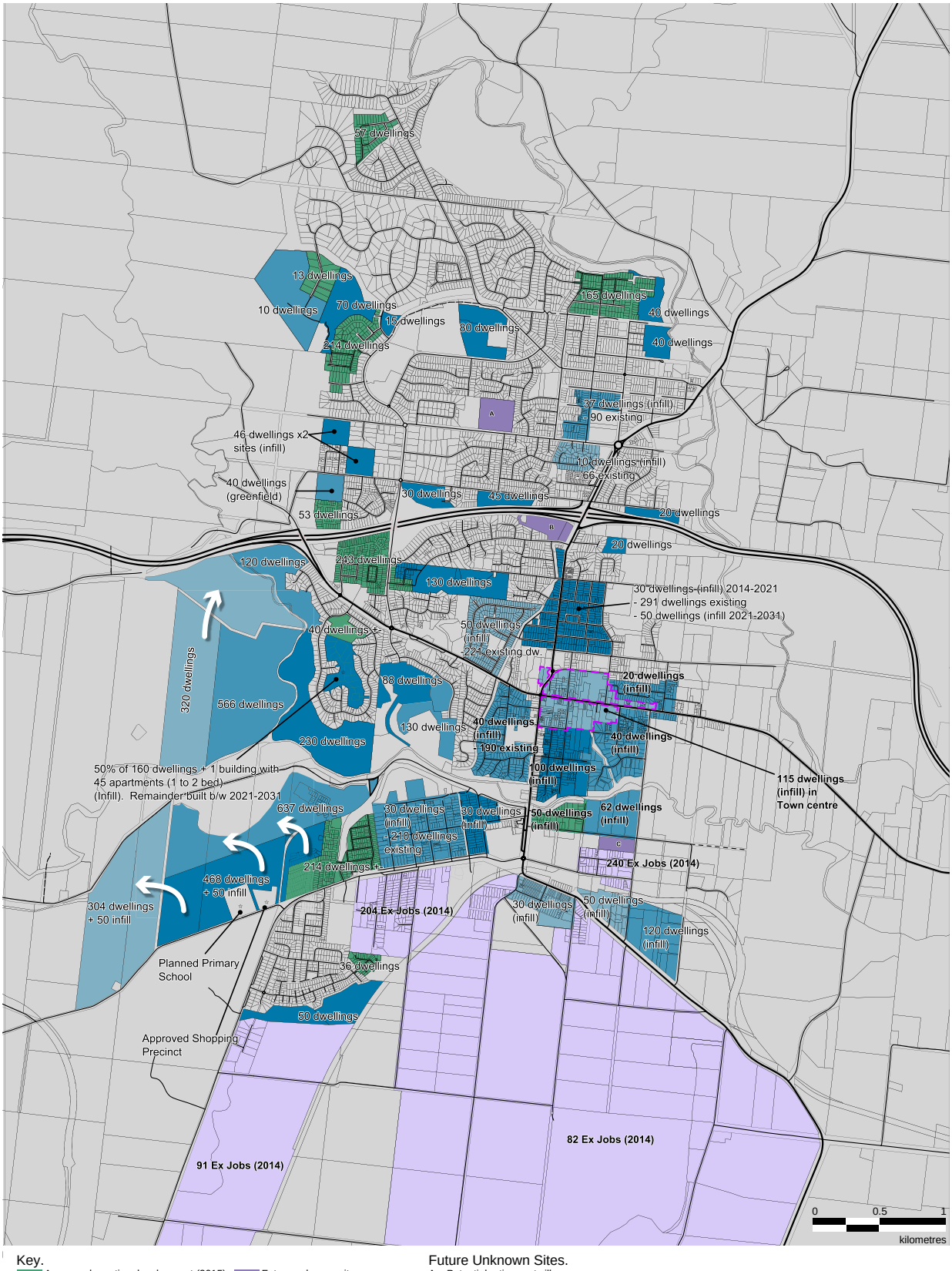
The transport network is a key challenge facing population growth in Bacchus Marsh and as such, future planning for the area will need to consider and address existing constraints within the network to ensure that the future development of Bacchus Marsh can be sustained. The future planning of the transport network will need to consider not only existing populations and developments, but future growth projections for the wider area.

In developing the ITS, Council recognises the importance of shifting to a more *integrated* and *sustainable* transport system. Like other peri-urban towns, Bacchus Marsh is facing a future of change and our transport system must be flexible and resilient enough to adapt. While all transport modes are of importance, the ITS will need to ensure that sustainable transport is a key focus for Council, in line with Council's mission to deliver valued outcomes that improve community wellbeing.

The Strategy builds on the findings of the Technical Findings Report completed in 2015 which identifies existing constraints within the transport network and potential opportunities for improvement moving forward. The strategic modelling undertaken has been based on the land use growth projections as identified in the map on page 17. The study identifies a number of required improvements needed to improve the level of service for residents and businesses in the township today and into the future.



Land Use growth projections



Key.

- Areas under active development (2015)
- Short term development fronts (2021)
- Medium term development fronts (2031)
- Long term development fronts (2041)
- Future unknown site
- Employment cluster
- Town centre

Future Unknown Sites.

- A Potential retirement village
- B Restricted retail investigation area
- C Council acquired site (future use TBC)

Strategic Context

The State Government has classified Bacchus Marsh as a *Peri-Urban Regional Centre* with growth potential to increase the land supply for housing and attract population growth out of Melbourne. The Peri-Urban regions are identified as having the potential to attract not only residential development but more agricultural activities, food production and tourism. As a result, long term planning is required to ensure the Bacchus Marsh community can sustain the envisaged growth.

Such growth will need to be supported by appropriate infrastructure in the short, medium and long term, including an appropriate transport network which is capable of accommodating projected travel to and from the area. Such planning needs to consider not only private vehicle travel but also public transport, walking and cycling and the potential to integrate various modes as the town develops.

The BMITS has been developed with consideration to key legislation and policies, at both the State Government and Local Government Level. *Plan Melbourne*, the Melbourne metropolitan planning strategy and the *Central Highlands Regional Growth Plan* proposes to direct growth along the Western Highway through Melton, Moorabool and City of Ballarat over the next 3-4 decades. Both documents specifically mention Bacchus Marsh as a town for future growth. The *Central Highlands Regional Transport Strategy 2014* also provides guidance and outlines a need to provide key infrastructure for the town including an eastern town bypass, extension of Halletts Way to the north and south, and the provision of east facing freeway ramps on Halletts Way.

- Plan Melbourne
- Central Highlands Regional Growth Plan
- Central Highlands Regional transport Strategy 2014
- Victoria Freight State
- Transport Integration Act 2010
- Cycling into the Future 2013-23: Victoria's Cycling Strategy
- Moorabool Council Plan 2013-2017
- Moorabool Planning Scheme
- Moorabool 2041: Urban Growth Strategy
- Moorabool Hike & Bike Strategy 2014
- Moorabool Health & Wellbeing Plan 2013-2017
- Moorabool Age Well Live Well Strategy 2014-2021

Further details in relation to the strategic policy and land use planning context can be found in the Technical Report.

Ownership

The Bacchus Marsh Integrated Transport Strategy is funded and owned by Moorabool Shire Council and VicRoads and has been prepared with the assistance and input from VicRoads and the Department of Economic Development, Jobs, Transport and Resources.

3 Vision

The Vision

Our vision is for an integrated transport system that supports a sustainable, vibrant and prosperous community by providing for sustainable, equitable and efficient movement of people and freight both within Bacchus Marsh and between Bacchus Marsh, Melbourne and the surrounding region. The town character of Bacchus Marsh will be protected and improved, by removing regional freight operations from the town and valuing roads and streets as high amenity multifunctional community spaces.

Key Objectives

To achieve this vision, the following six key objectives will guide the direction of transport planning and delivery in Bacchus Marsh:

- To provide a safe, efficient, coordinated, reliable and integrated multimodal transport network within the town, and connecting to Melbourne and key regional destinations;
- To improve safety, reduce air and noise pollution, improve the efficiency of the transport network and improve the liveability of Bacchus Marsh, by removing regional freight operations from the township.
- To providing an accessible, connected and safe pedestrian and cycle network;
- To facilitate reduced car dependency by concentrating facilities and land use within close proximity to activity centres and public transport corridors, and by encouraging increased uptake of sustainable transport modes, including walking, cycling and public transport.
- To support the development and implementation of reliable public transport networks and hubs that provides accessibility in residential areas, services key activity nodes and gets people where they want to go when they want to go there;
- To ensure that urban roads and streets are designed and developed as high amenity multifunctional community spaces, rather than solely for moving vehicles.

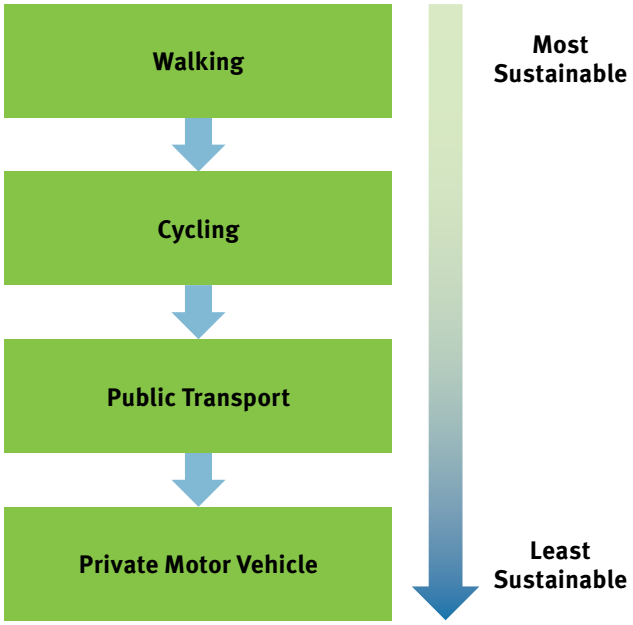
Guiding Principles

The following seven guiding principles have been developed to help implement the key objectives:

- To ensure that transport related decisions give priority to sustainable transport actions that reduce carbon emissions, thereby helping to address the challenge of climate change;
- Prioritise integrated transport and land use planning, to enable residents and visitors to enjoy convenient access to local services, education, employment and recreation.
- To support improvements to public and community transport within Bacchus Marsh and connecting to Melbourne and key regional destinations;
- To ensure social equity by providing viable transport options for all sectors of the community;
- To improve the amenity and liveability of the town;
- To support an active and healthy community;
- To support a thriving local economy;

Sustainable Transport Modes

Where choices are made between different modes or actions, priority will be given to supporting the most sustainable travel mode or actions that can deliver the service required by users. The relative sustainability of travel modes is summarised in the figure below.



Relative Sustainability of Various Transport Modes

4 Bacchus Marsh: Key Challenges

A Growing Community

Bacchus Marsh is the largest town in Moorabool Shire, and is growing at a faster rate than any other inland town or city in Regional Victoria. Plan Melbourne and Central Highlands Growth Plan, the Victorian Government's vision for Melbourne's growth to the year 2050, proposes to direct growth towards regional Victoria, over the next three to four decades along the Western Highway through Melton, placing increasing pressure on Bacchus Marsh. Refer to graphs below for forecast data.

As the growth in population continues it will place increasing demand on the transport network, with greater numbers of cars on the roads.

We need to consider all modes of transport, their roles, and the upgrades required to ensure that the transport network, as a whole, will be capable of accommodating existing and future demand associated with the expected population growth of Bacchus Marsh. As new major developments arise, the Strategy will need to be taken into account and its own modelling reviewed to ensure the objectives align with the changing environment.

Economic Growth

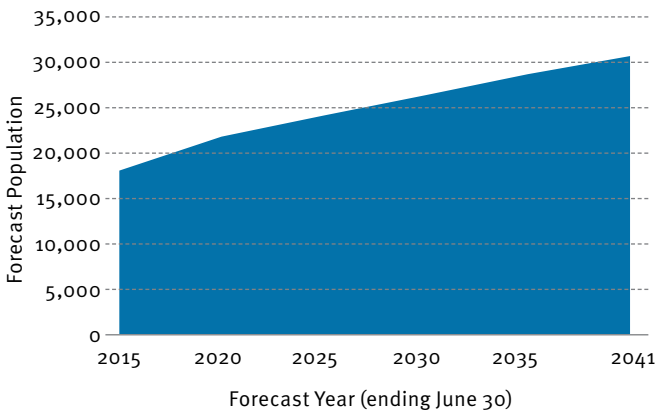
Transport contributes substantially to the viability of our local economy and maintaining vehicle access is vital to the prosperity of many local businesses relying on the movement of goods and services to and from markets and suppliers.

Importantly, local business movements relate not only to goods and services transported into and out of Bacchus Marsh but also to local sales and business to business transactions.

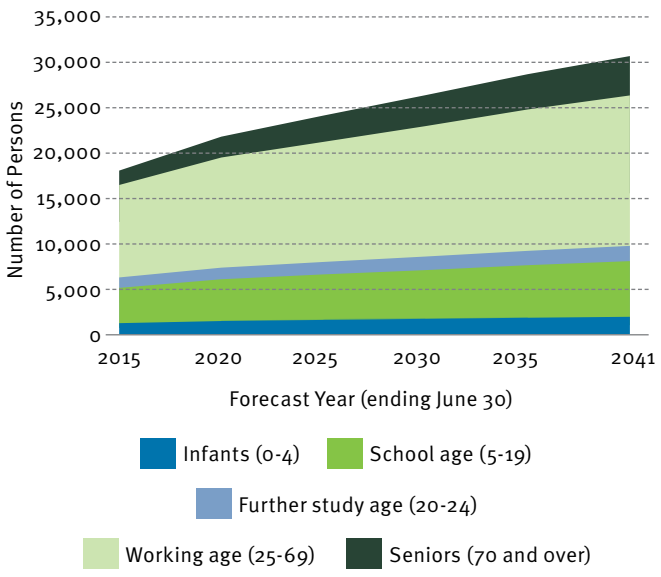
Supporting the local economy supports local employment opportunities and facilitates greater provision of local goods and services. Providing opportunities for residents to work and buy locally supports sustainable travel modes and reduces the need to travel. However, Bacchus Marsh currently has a relatively low level of employment self-containment indicating high levels of resident workforce movements outside the town (largely to the Melbourne CBD and western suburbs and Ballarat), contributing to high levels of transport movements. As the profile of the Bacchus Marsh workforce changes and resident skill and education attainment levels continue to rise, it will be important continually to match employment opportunities and expenditure needs with those of the population.

As this Strategy seeks to encourage sustainable communities, the challenge will be to balance access needs without reducing the amenity of the surrounding areas or constraining business development.

Forecast population



Forecast age structure



Congestion

Traffic congestion is an outcome of Victoria's high proportion of car-based commuting trips and high level of road-based freight movement. Congestion is associated with loss of amenity, increasing travel times and environmental damage, all of which reduce liveability of urban areas and the productivity of the economy.

The Victorian Auditor General conducted a review of congestion management strategies which was released in 2013 (Managing Traffic Congestion). The report did not seek to identify the true cost of congestion, rather it aimed to evaluate the effectiveness of congestion management strategies. The report concluded that Victorian historical approach to managing congestion focused on supply-side initiatives to boost capacity and recommended a greater focus on "demand management alternatives", including "explicit mode shift strategies".

Missing Connections

Currently, there are gaps in the public transport, cyclist and pedestrian networks throughout the township. The lack of convenient travel options means people are more likely to use a private vehicle to reach their desired destination, increasing the number of cars on the road and contributing to traffic congestions. The lack of well-connected and efficient walking and cycling networks, with appropriate end of trip facilities, means people are less likely to participate in active transport.

An integrated transport system provides commuters with travel options that are convenient and easy to access. Sufficient parking at train stations is an example of how private vehicle use and public transport can be integrated to ease traffic congestion and increase road safety. Easy access to all parts of the township is important to maintain as it encourages the community to visit key destinations within Bacchus Marsh and supports the prosperity of businesses.

Transport within Bacchus Marsh not only has to meet the needs of users, it must be integrated with Council's other social, economic, environmental, and planning policies and actions. By proactively developing this Strategy a holistic approach can be made when planning future transport within Bacchus Marsh to support existing actions.

Climate Change and Pollution

A 2007 investigation into the potential for reductions in Victoria's emissions (NOUS and SKM, Understanding the Potential to Reduce Victoria's Greenhouse Gas Emissions) suggested that increasing demand for transport is inevitable in the context of increasing population and economic growth. However, there are effective opportunities to curb emissions growth, such as: more efficient vehicles, a reduction in travel demand, increased vehicle occupancy and reduced private transport use.

The majority of air pollution in Australian urban centres is caused by passenger vehicle emissions. Vehicle pollution including: particulates, nitrogen dioxide, benzene, ozone and carbon monoxide can cause breathing difficulties, tiredness, headaches, throat and lung complications, skin and eye irritations, and nausea (National Transport Commission (NTC), Exploring the opportunities for reform: discussion paper.

Health and Wellbeing

Active modes of transport, such as cycling and walking, are distinct forms with considerable health and social benefits. Cycling and walking must be encouraged with more, and better, infrastructure.

Research demonstrates that socio-economically advantaged population groups are twice as likely as disadvantaged groups to participate in leisure-time physical activity or sports, hence their lower likelihood of being sedentary. However, physical activity through active transport is more equitably distributed. The 'social gradient' which affects most other forms of exercise in Australia is absent in active transport. Since many people cite 'a lack of time to exercise' as the main reason for being sedentary, building physical activity into the routines of daily life makes regular physical activity achievable for many people who don't have the time, interest or money to participate in organised sports, exercise or fitness programs (Vichealth, pp 2-3).

Incidental exercise associated with public transport use is rarely considered in the analysis of transport policy alternatives. However, transport decisions play an important role in healthy living and encouraging exercise. Research by the Bus Association of Victoria

(BusVic), using the Victorian Integrated Survey of Travel and Activity has found that Melbournians who use public transport are more likely to be getting the recommended daily level of physical activity during their day. People who used public transport on a particular day, also spent on average 41 minutes walking and/or cycling as part of their travel. This is five times more physical activity than those who only use private transport, who on average only spend 8 minutes walking or cycling.

Behaviour Change

Bacchus Marsh generally has a car dependent culture, particularly in the suburbs of Darley and Maddingley. This is a consequence of a number of factors such as relatively low residential densities, a limited bus service, incomplete network of footpaths and cycle paths and high levels of car ownership.

Private vehicles will continue to play a prominent role in the Bacchus Marsh transport network well into the future. However, Council also has a responsibility to raise awareness of all transport choices and support suitable initiatives aimed at reducing transport related emissions. In order to achieve this, the following three main strategies require consideration, including raising awareness of and promotion of sustainable transport options, support travel behaviour change programs and adopt efficient technologies.

Individual perceptions matter when making decisions about transport choices. People who use public transport on a regular basis, such as commuting for work, are likely to have more positive perceptions of it as a form of transport, even if only for that trip, than others who rarely use a train or a bus. Also, non-cyclists generally believe that cycling is more dangerous than cyclists do.

Social Inclusion

Transport provides the means of access to employment, recreation, social connection and services. Transport disadvantage refers to the social exclusion which can result from a lack of access to transport due to limited physical mobility, financial constraints, or due to the inadequacy of local transport infrastructure and services.

Much of rural Victoria is experiencing a 'triple whammy of aging' - a general aging of the population, young people leaving and older people arriving to retire.

Transport disadvantage can occur anywhere in Victoria, but is most prevalent in Melbourne's outer suburbs and regional areas. Public transport has a central role in alleviating transport disadvantage.

Supporting our Economy

Transport is a major contributor to our local economy and maintaining vehicle access is vital to the prosperity of many local businesses that rely on the movement of goods and services to and from markets and suppliers. Importantly, local business movements relate not only to goods and services transported into and out of Bacchus Marsh but also to local sales and business to business transactions.

The importance of a strong and vibrant local economy is recognised in various Council strategies, such as the Economic Development Strategy (draft), the Retail Strategy (draft) and the Industrial Strategy (draft). A healthy local economy supports local employment opportunities and facilitates greater provision of local goods and services. Providing opportunities for residents to work and buy locally supports sustainable travel modes and reduces demand for longer distance journeys.

Our challenge is to build a sustainable integrated transport network, which balances the needs for a wellconnected community, a strong and vibrant local economy and a high degree of streetscape amenity.

Narrow Road Reservations

Many of the key road linkages throughout Bacchus Marsh are constrained by narrow road reservations. This severely limits and restricts opportunities for expansion and capacity improvements without land acquisition and associated costs. These narrow reservations make it difficult to fit traffic lanes, parking, bicycle and pedestrian infrastructure, utilities and naturestrips and trees.

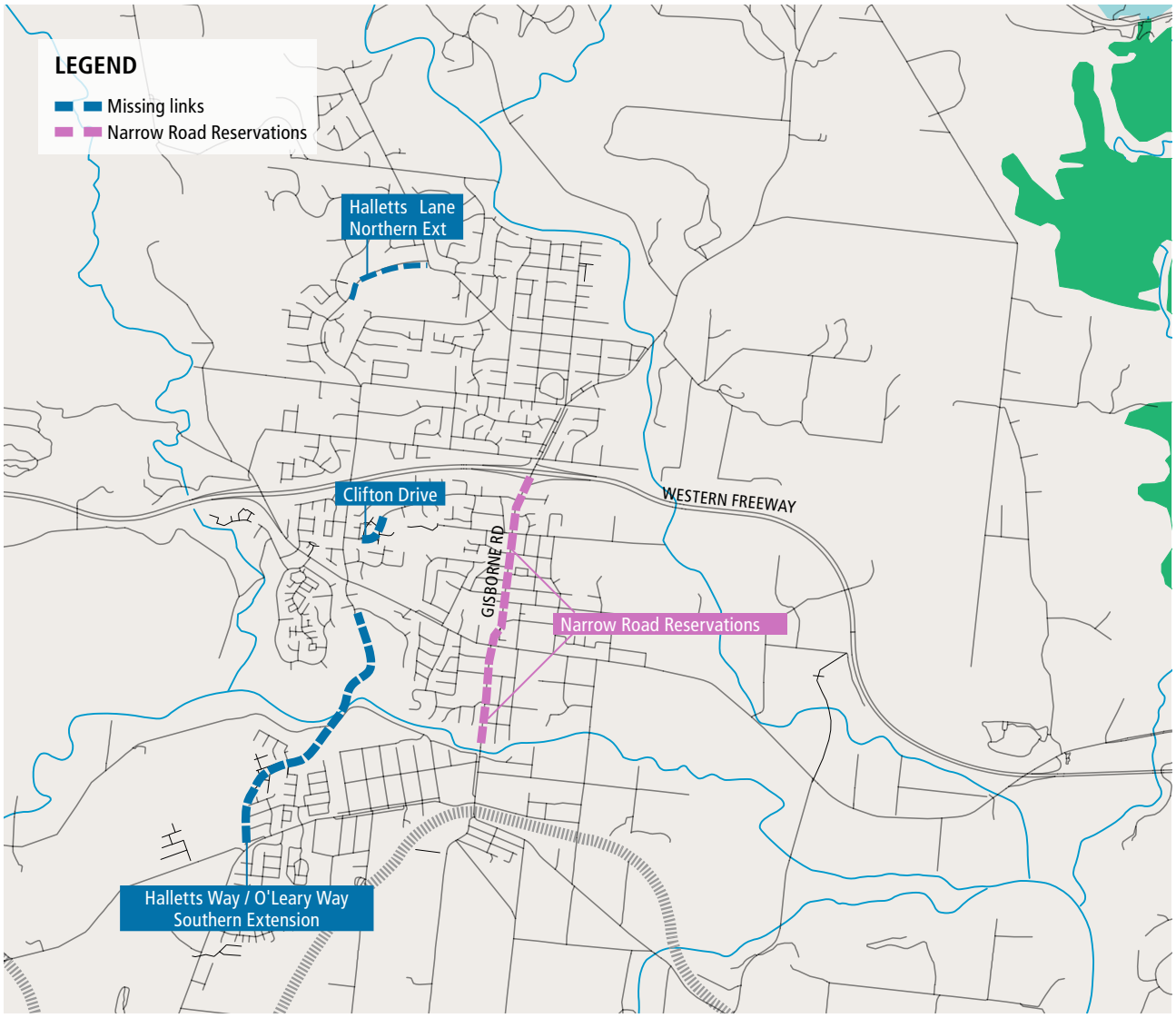
A key to integrated land use and transport planning into the future will be to ensure that sufficient land is reserved for integrated transport requirements.

Existing Limitations

A detailed review of the Bacchus Marsh transport network was completed in 2015. An assessment of each mode of transport identified existing limitations in the Bacchus Marsh transport network and the challenges facing the area. Refer to the map below.

The technical report made it clear that a program of improvements is necessary to ensure the transport network meets the needs of the community now and into the future.

Limitations and constraints



5 The Bacchus Marsh Community: Your Feedback

Our commitment to improving the transport network within Bacchus Marsh involves listening to what members of the community have to say. In June 2014 community consultation sessions were held to gain as much information as possible regarding both network issues and constraints. Potential solutions were also discussed for ways to alleviate the network.

What we heard:

- There is a need to protect established farmland when considering road connections
- There are high levels of truck activity though the centre of Bacchus Mars and the trucks are required to travel through the centre of the town
- The congestion at the intersection of Main Street, Gisborne Road and Grant Street impacts on traffic flow in the surrounding areas
- There is a lack of adequate pedestrian and bicycle connectivity between the main commercial precinct and Bacchus Marsh Station, and there is a need for improved and expanded bicycle and pedestrian connections within Bacchus Marsh
- There is lack of north-south connectivity within Bacchus Marsh
- There are limited connections to Western Freeway from Bacchus Marsh
- There are a number of safety issues along Grant Street and at other key locations within Bacchus Marsh
- There is no direct public transport service to the Melton Activity Centre
- There is a need to consider the historic value of Honour when considering alternative road.

Further to the specific community consultation sessions, engagement with the community has occurred through the preparation of an Urban Growth Strategy (UGS) focusing on Bacchus Marsh. Between November 2014 and January 2015 Council undertook extensive consultation on the UGS with the Bacchus Marsh district community, state agencies and representatives of the development industry (project managers, bank lenders, real estate agents).

What we heard:

- **Services to support existing growth as well as new growth.**
  There is a perceived mismatch between urban growth that has occurred (largely residential) and level of service delivery provided, especially roads ('gaps' in the network). Respondents are, understandably, less focused on which funding model is used but believe better services are needed now to match demands. Discussing future urban growth without addressing service needs is difficult to 'sell' to anyone.

- **Better urban growth outcomes.**
  There is some concern that the degree of urban growth that has occurred in Bacchus Marsh in the last 20-30 years has 'eroded' the town's character. This may be due to a combination of factors such as lack of street trees in new estates, poor connectivity of new estates and traffic congestion. There is general consensus to facilitate or retain lower density housing on the outer edges of the settlement due to reduced access to public transport and local services on the outer edges of Bacchus Marsh. Many also accept that infill development should occur where services are more appropriate – such as near Main Street and the railway station. Management of growth is a key theme, especially how to do so more effectively and efficiently.

- **Better roads.**
  The main issue raised in consultation was the adequacy of the road network of Bacchus Marsh to cope with traffic now and into the future. An improved road network to support existing and expected growth will be a high priority. The current road system is identified as a negative impact on the quality of life for many local residents, reinforcing earlier studies (such as the retail strategy) that identified road accessibility impacting potential investment in Bacchus Marsh.

- **Expanded education and health priorities.**
  Additional education and health infrastructure will need to be delivered as Bacchus Marsh develops into a regional centre. Bacchus Marsh already has significant investment in these areas with the regional hospital and well regarded educational establishments such as Bacchus Marsh Primary School and Bacchus Marsh Grammar. Planning for a third secondary school was raised by a number of residents as a key future goal, possibly in the Darley area to reduce north-south travel patterns.

- **Ongoing investment in public transport and non-vehicle movement.**
  Residents are great advocates of the enhanced V/Line rail services between Melbourne and Ballarat. They also advocate integrated pedestrian and cycleway access ways. Some of these issues are addressed in the Hike and Bike Strategy but others may require additional investigation.

6 Integrated Transport and Land Use Planning

The integration of transport and land use is one of the objectives of the *Transport Integration Act 2010*. Various State and local planning policies promote integrated transport and land use planning.

Land use and travel demand are inextricably linked. Transport services are provided to service the demand generated by land use and land use patterns evolve from existing transport networks.

Towns which are spread out and characterised by low density living tend to be more reliant on cars for the majority of the community's travel needs, generating more traffic and its associated negative effects, such as increased congestion and emissions.

Decisions on land use patterns and development sequences will influence the amount of travel, travel patterns, the cost effectiveness of providing services and the viability of different transport modes. Concentrating land use in and around activity centres (i.e. places where people work, live, shop and relax) and sustainable transport corridors can have positive effects, such as improved liveability and increased economic vitality. The aim is to create a more compact and varied urban landscape that supports sustainable transport, thereby reducing car dependency. Activity centres allow services, retail and jobs to be localised, thereby reducing the amount of time people need to spend travelling and allowing the transport network to be used more efficiently.

Integration of Transport Planning and Land Use Planning is about identifying and facilitating ways of connecting people to places – from the weekday commute, to weekend sports matches, shopping, entertainment and time with friends and family. It also is about connecting businesses with their suppliers and markets. Integration recognises the importance that Land Use Planning has on the way the community utilises and relies upon the transport network and facilities promotion of safe, active and sustainable transport modes.

Challenges

Geographical separation of complimentary land uses in Bacchus Marsh. The locations of Bacchus Marsh's secondary schools and the railway station in Maddingley compared with the established residential areas in Darley means that the southern precinct generates significant levels of cross-town traffic, particularly at the start and end of each school day.

Limited transport integration in existing developments. There are areas within the township that have been developed previously without giving consideration to providing adequate pedestrian or bicycle connections.

Goals

Infill development

Encourage higher density and mixed use developments near activity centres, transport hubs, railway stations, major bus stops, and principal bus routes.

Due to rapid population growth, the demand for transport infrastructure and services will continue to increase at a rapid rate. Various State and local planning policies promote infill development in areas that are well serviced by existing infrastructure, including transport. Infill development should consider ways to encourage and increase social interaction within the community, enhance the physical environment, incorporate opportunities for physical activity, improve real and perceived personal safety and reduce crime and antisocial behaviour, and promote health and wellbeing.

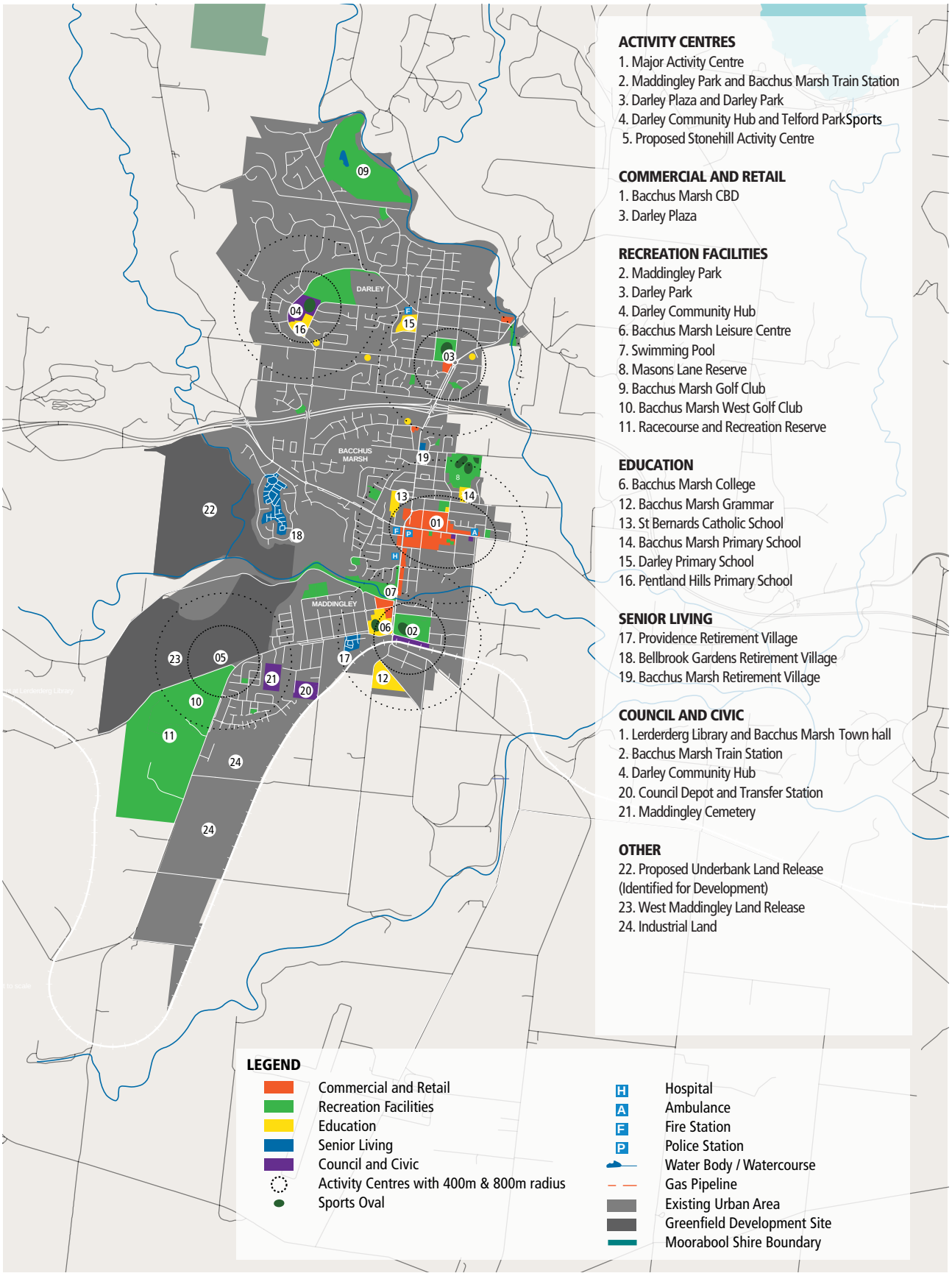
Depending on the scale of the infill development, the planning and design phase should consider:

- the surrounding land uses, facilities and destinations that will be important to the new residents and how these can be accessed
- connections and continuation of the surrounding pedestrian and cycling networks, and
- availability and access to public transport.

Activity centres should combine a mix of land uses along with high quality urban design and architecture, public spaces (e.g. parks, public squares) and natural features to form places that are highly accessible, legible, pedestrian oriented and integrated with their surrounding catchments.

As activity centres grow, the traffic in and around the centres will intensify and the amenity of centres will reduce unless actions are taken to increase the role of public transport, walking and cycling, and traffic movements and parking is managed. The quality of the public realm in these locations will also impact upon transport choices and market interest in development intensification in these locations.

Structure plan



ACTIVITY CENTRES
1. Major Activity Centre
2. Maddingley Park and Bacchus Marsh Train Station
3. Darley Plaza and Darley Park
4. Darley Community Hub and Telford ParkSports
5. Proposed Stonehill Activity Centre

COMMERCIAL AND RETAIL
1. Bacchus Marsh CBD
3. Darley Plaza

RECREATION FACILITIES
2. Maddingley Park
3. Darley Park
4. Darley Community Hub
6. Bacchus Marsh Leisure Centre
7. Swimming Pool
8. Masons Lane Reserve
9. Bacchus Marsh Golf Club
10. Bacchus Marsh West Golf Club
11. Racecourse and Recreation Reserve

EDUCATION
6. Bacchus Marsh College
12. Bacchus Marsh Grammar
13. St Bernards Catholic School
14. Bacchus Marsh Primary School
15. Darley Primary School
16. Pentland Hills Primary School

SENIOR LIVING
17. Providence Retirement Village
18. Bellbrook Gardens Retirement Village
19. Bacchus Marsh Retirement Village

COUNCIL AND CIVIC
1. Lerderderg Library and Bacchus Marsh Town hall
2. Bacchus Marsh Train Station
4. Darley Community Hub
20. Council Depot and Transfer Station
21. Maddingley Cemetery

OTHER
22. Proposed Underbank Land Release (Identified for Development)
23. West Maddingley Land Release
24. Industrial Land

LEGEND

- Commercial and Retail
- Recreation Facilities
- Education
- Senior Living
- Council and Civic
- Activity Centres with 400m & 800m radius
- Sports Oval
- H Hospital
- A Ambulance
- F Fire Station
- P Police Station
- Water Body / Watercourse
- Gas Pipeline
- Existing Urban Area
- Greenfield Development Site
- Moorabool Shire Boundary

New residential and commercial areas

Urban development patterns will be supported by effective transport networks that include the provision of walking and cycling networks and the operation of public transport services to improve transport options and accessibility outcomes for all.

Social trends highlight the implications of transport on the ability of different communities to access opportunities. Poorly planned communities are remote from activity centres, services and employment opportunities, and are not well serviced by public transport and walking and cycling infrastructure. Such communities typically experience higher rates of car dependency, and significant social, economic and health disadvantages.

In growth areas, subdivision design will need to demonstrate how sustainable transport modes will be provided for and prioritised.

Consistent with State planning policy, Council will require integrated transport plans to be prepared for all new major residential, commercial and industrial developments. This will ensure that adequate provision is made for all modes of transport, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments. By providing for all modes of transport, jobs and community services will be more accessible.

Strategic transport infrastructure as a shaper of land use growth

Locate transport routes to achieve the greatest overall benefit to the community.

At a strategic level, provision of major transport infrastructure can be a shaper of land use patterns. The Western Freeway, Gisborne Road and Bacchus Marsh-Geelong Road are critical transport routes for freight movement to, from and through Bacchus Marsh. Currently, the only north-south arterial road corridor runs straight through the centre of Bacchus Marsh via Gisborne Road and Grant Street. This north-south arterial road corridor carries a high volume of through-traffic, including a significant volume of heavy freight vehicles travelling between the Calder Highway and the Port of Geelong.

Proposed new transport routes need to be subject to a planning study, which will prioritise options that achieve the greatest overall benefit to the community. In order to determine which route will achieve the greatest overall benefit to the community, a corridor study must have regard multiple criteria.

Future transport corridors will need to be protected by applying appropriate planning controls, to ensure that consideration can be given to proposed land use and development within such corridors.

Actions

6.1 Integrate land use planning with transport infrastructure needs

6.2 Undertake structure planning around activity centres and transport hubs.

7 Active Transport

Active transport includes non-motorised forms of transport involving physical activity, such as walking and cycling. It has strong links to public transport, as public transport trips generally include walking or cycling components as part of the whole journey.

Active transport provides tangible benefits by increasing daily physical activity levels and reducing greenhouse gas emissions through a reduction in cars on the road. Other benefits include improved social well-being and a greater sense of community.

Active transport requires the urban structure to be designed so that walking and cycling trips are convenient, pleasant and safe. In order to make walking and cycling the preferred modes for many people there needs to be:

- High levels of amenity, especially to key destinations such as workplaces, schools and shops.
- Mixed land uses and densities to support active transport.
- Choices of destinations.
- End of trip facilities.

MSC completed a Hike and Bike Strategy in 2014. This has been used to influence the projects identified in the BMITS.

Walking

Almost every trip begins and ends as a pedestrian, whether you walk, cycle, take public transport or drive. A number of factors contribute to making a town walkable including built environment features like density, urban design, network connectivity, quality of infrastructure. There are many benefits of increasing the number of trips by walking including positive health, social, environment and economic outcomes. Some areas of Bacchus Marsh have good pedestrian infrastructure however, there are many areas that require improvements, such as new footpaths and crossings, upgrades and accessibility measures.

Challenges

- Lack of north-south connectivity throughout the township that is exacerbated by limited connectivity across the Western Freeway.
- Lack of connectivity between key activity areas, including the central commercial area, schools, recreation reserves and the train station.
- Limited pedestrian accessibility to Darley Plaza.

Walking goals

Walking facilities for everyone

Safe and easy access to the pedestrian network to encourage and increase walking as a mode of transport.

Walking provides a low impact form of transport that can have significant health and social benefits and Council is committed to improving this option of transport within Bacchus Marsh.

Improvements to the pedestrian network will mean people can move around the town more efficiently with greater safety. Designing and building footpaths with improved access for people with a disability is just one of the ways this Strategy will encourage the choice of walking as a preferred means of transport within the Bacchus Marsh community.

There are many factors that influence the community's choice to use walking as a means of transport. Community consultation discussions were held in June 2014 to help identify the priority areas specific to Bacchus Marsh which include route continuity, amenity, the built environment and perceived and actual safety. All of these factors were found to be important characteristics that impact the likelihood of people choosing to walk over car travel.

A pedestrian network that services people of all ages and abilities

Walking is an active sustainable form of transport that people of all ages can enjoy. As the population of Bacchus Marsh continues to grow, so too will the need to cater for users of all ages and abilities.

The Council Plan shows that a large portion of the population growth is from families relocating from major metropolitan centres, and that there is a strong presence of seniors (aged 70-84) in Bacchus Marsh relative to the rest of the Shire.

A key focus for Council is working towards improving access to its facilities and services paying particular attention to the needs of residents with a disability. To fulfil the objective of providing a safe and convenient pedestrian network for users of all ages and abilities, improvements must be made to address a range of needs including those with a mobility impairment.

Improved pedestrian access

Easy pedestrian access to key destinations within the Bacchus Marsh township

Bacchus Marsh has a number of key areas within the main township that generate regular travel including schools, the core retail centre and the Bacchus Marsh Train Station. Congestion to and from these destinations is a timely and costly matter which can be eased by encouraging the community to choose walking as their mode of transport.

In order to promote walking over private vehicle travel, pedestrian access to these key destinations needs to be safe and convenient. Typically a walking distance of 400m to 800m is considered to be an appropriate span for passive walking to key areas.

This measured appropriate walking distance is also supported by the draft Moorabool Hike and Bike Strategy 2014 which suggests that paths or sections of paths in close proximity to primary destinations should be given higher priority than those located at a greater distance away.

Connecting with public transport

Provide pedestrian facilities that connect with public transport services

The future plan for sustainable transport in Bacchus Marsh supports the integration of walking into the transport system. In order to promote walking as a means of accessing public transport services, safe and convenient access to bus stops and the train station must be provided. The public transport services in Bacchus Marsh include three major bus routes, and train services at the Bacchus Marsh Train Station.

Safety

Walking routes with more surveillance and lighting

Safety is a key determining factor when people consider their mode of transport. During the community consultation sessions held in 2014, residents expressed concern over particular locations and suggestions were made to increase the level of security. In order to encourage walking as a viable transport mode key connections of the pedestrian network must include appropriate lighting and passive surveillance opportunities.

Actions

A list of high level walking actions have been developed to address identified deficiencies and assist in forward planning. Each action is replicated in Section 10 – Implementation Plan with more specific sub actions.

- 7.1 Progressively construct missing pedestrian path connections and links within the current network
- 7.2 Progressively construct footpaths along waterways and lineal reserves where pedestrian connectivity improvements are made
- 7.3 Progressively construct pedestrian paths on every arterial and higher order road in the town where there are none
- 7.4 Undertake mobility audits of the existing pedestrian network around key destinations points such as activity centres, schools and shopping precincts to identify gaps, constraints and opportunities to improve pedestrian connectivity
- 7.5 Work towards bus stops having access to the footpath network
- 7.6 Facilitate the construction of new footpaths on existing lower order roads and in new developments within Bacchus Marsh
- 7.7 Improve pedestrian connectivity across the Western Freeway
- 7.8 Improve pedestrian safety at key intersections and across arterial roads
- 7.9 Encourage active transport as the preferred mode of transport.

The map on page 33 provides an overview of the existing pathway network and key missing links.

Cycling

Cycling is one of the most sustainable and efficient forms of transport and is an effective way to improve fitness and reduce risk of health problems. Providing a safe and efficient cycling network is integral to achieving a sustainable transport system. There is an opportunity to expand cycling in Bacchus Marsh however this is challenged by steep terrain in some areas. Providing high quality cycling infrastructure separated from traffic will help accommodate a range of abilities and encourage more people to replace car trips with cycling. Two components of a cycle network are:

- The **shared path network** that is generally for cyclists of all ages and abilities. The facilities are designed to provide separation between motorists and cyclists and are mostly comprised of off-road paths. This network focuses on shared user paths along naturestrips, rivers, creeks, drainage reserves and open space reserves.
- The **on road network** is generally for more experienced cyclists who are confident riding with traffic. This network is usually located along the edge of traffic lanes and are intended to provide the fastest and most direct route between destinations.

Challenges

- Lack of north-south connectivity throughout the township that is exacerbated by limited connectivity across the Western Freeway.
- Lack of connectivity between key activity areas, including the central commercial area, schools, recreation reserves and the train station.
- Limited trip-end facilities for cyclists at key activity generators.
- Lack of separated shared paths.
- Limited number of on road cycle paths.

Cycling goals

Cycling facilities

Safe and convenient cycling paths with end of trip facilities

We want to create a more liveable Bacchus Marsh township by reducing the burden of congestion on the roads and making cycling a safe, convenient and enjoyable transport option. There are numerous opportunities for growing the number of people riding bikes and increasing the frequency with which people ride. Efficient routes and appropriate end of trip facilities are two factors which can make cycling a convenient method of travel and promote active and healthy living.

Similar to walking, the community listed route continuity, amenity, the built environment, and perceived and actual safety, as influencing factors when choosing cycling over car travel. Our target is to address the critical gaps in the cyclist network and make cycling a more appealing and frequently used mode of transport.

More cycling routes

A cycling network that connects riders with key destinations

A review of the existing cyclist network indicates that a number of gaps exist in the network resulting in disjointed connections. This lack of connectivity can deter cyclists and add to the amount of cars on the road.

By increasing the level of connectivity to, from and between key destinations, members of the community will be more likely to choose cycling as a mode of transport which will result in less reliance on private motor vehicles.

Cycling can also be promoted as a means of accessing public transport facilities (i.e. the Train Station) by creating bike routes that connect to public transport and more bicycle parking facilities at public transport interchanges.

Improved Cycling Paths and Facilities

Safe cycling paths and trip-end facilities at key destinations

- Safety is a key factor that people consider when choosing to ride a bike. Existing cycling paths within the Bacchus Marsh town centre generally require cyclists to share the road with travelling vehicles, turning vehicles, and parked vehicles. Without a cycleway that is separated from motor vehicles, potential cyclists will remain deterred from cycling to key destinations due to safety concerns.
- Appropriate and secure end of trip facilities such as bicycle parking must also be provided at key destinations for cycling to become a more commonly chosen transport mode.

› Given that the Bacchus Marsh township is approximately 4km in length (i.e. from Albert Street in the north to Station Street in the south) there is significant potential for increasing the level of cycling in Bacchus Marsh and capitalising on economic benefits and improved community wellbeing.

Community awareness

Make cycling an easy choice within the Bacchus Marsh community

People decide to cycle for many different reasons. While some residents in the Bacchus Marsh community are already regular cyclists, increasing the awareness of safe cycle paths and information on how to plan a trip would encourage more people to ride.

Council is committed to improving community wellbeing through, amongst other things, providing and promoting walking and cycling trails for recreational and commuter use. To support the planned upgrades to the existing cycle network, it is critical that awareness of cycling as a viable transport means be considered.

Actions

A list of high level cycling actions have been developed to address identified deficiencies and assist in forward planning. Each action is replicated in Section 10 – Implementation Plan with more specific sub actions.

7.10 Progressively construct shared user path connections and links within the current road network

7.11 Progressively construct shared user paths along waterways and lineal reserves where connectivity improvements are made

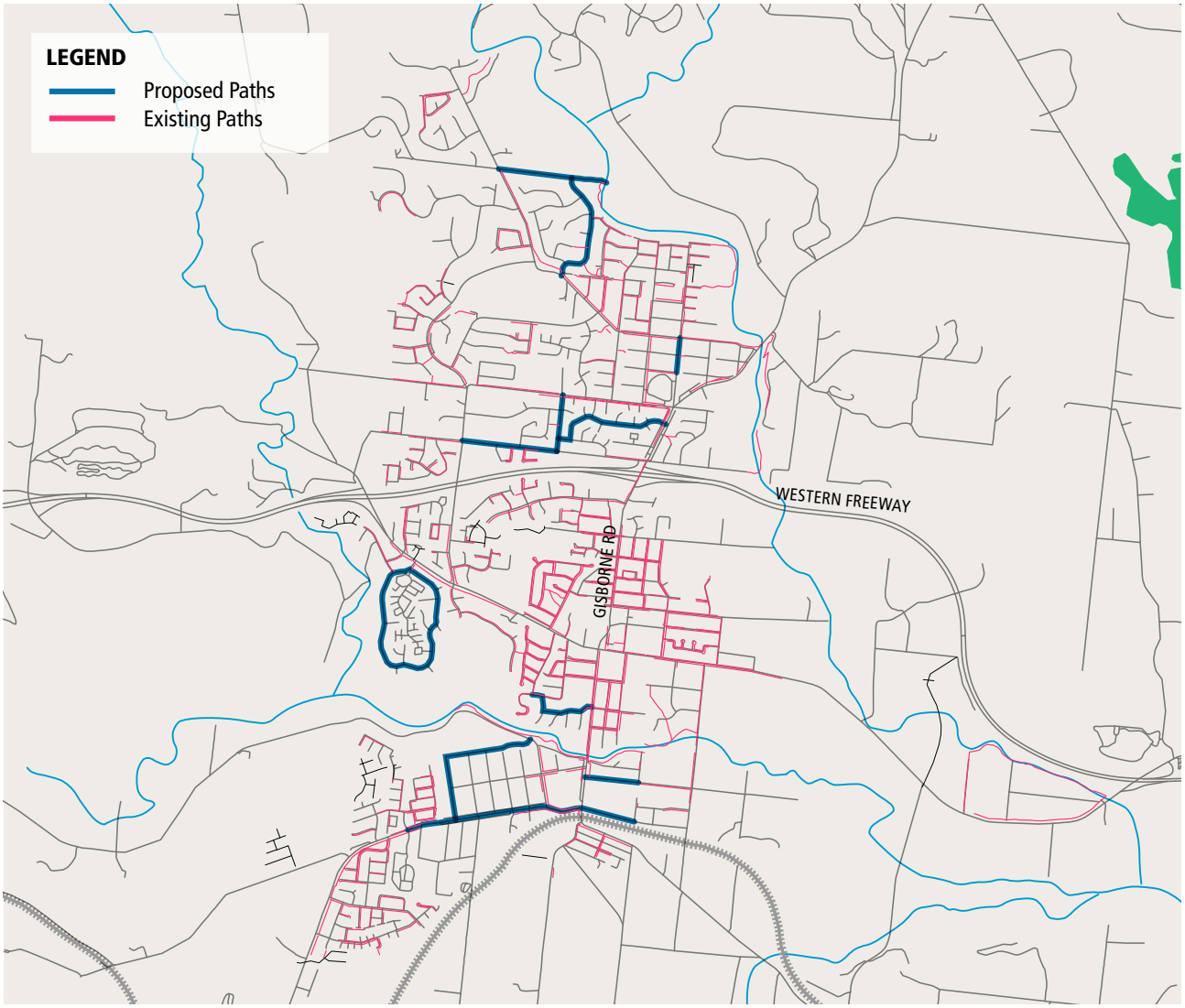
7.12 Improve cycle connectivity across the Western Freeway

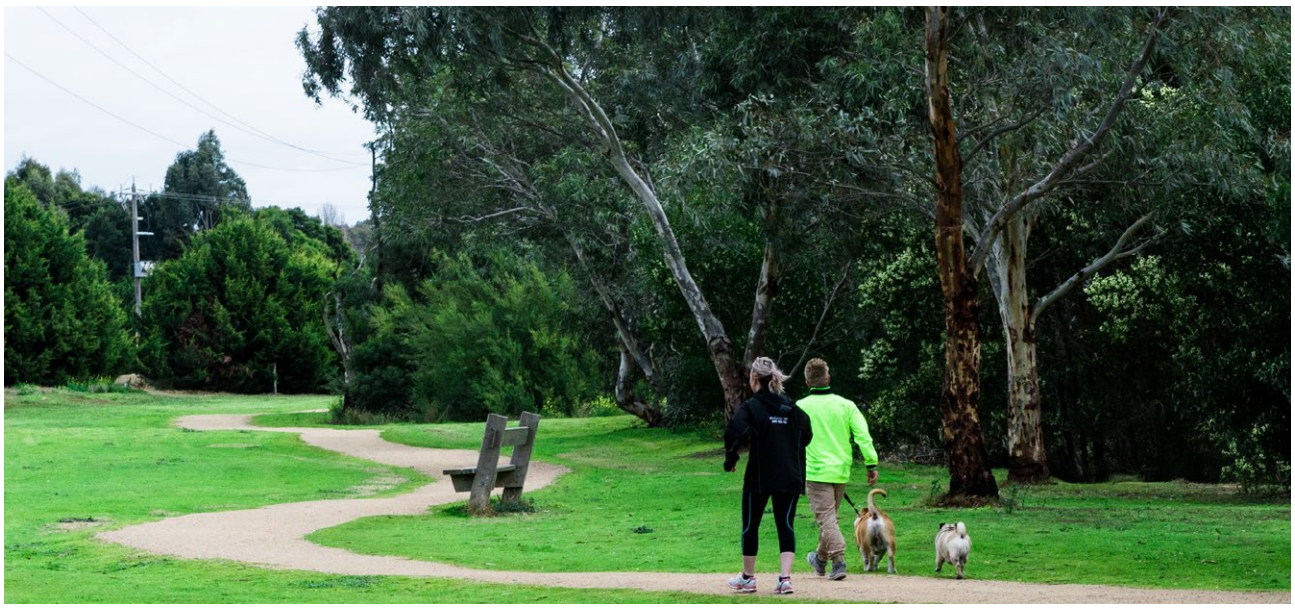
7.13 Develop an on road bicycle plan and progressively implement on road bicycle lanes as identified in the plan

7.14 Undertake bicycle infrastructure audits on direct routes and around key destinations points such as activity centres, schools and shopping precincts to identify gaps, constraints and opportunities to improve connectivity

7.15 Improve end of trip facilities for cyclists.

Existing pathway network showing key missing connections





8 Public Transport

Public transport services in Bacchus Marsh include train (V/Line services) at Bacchus Marsh Train Station and bus services which operate within the township. These services have the ability to reduce the reliance on private vehicle use, however, services must be reliable, appropriately scheduled and convenient to encourage utilisation.

Bus Service

Three bus services currently operate within the Bacchus Marsh township:

- Route 433, between Hillview Estate, Bacchus Marsh Station, and Bacchus Marsh Shopping Centre.
- Route 434, between Telford Park, Underbank Boulevard, Bacchus Marsh Shopping Centre and Bacchus Marsh Station.
- Route 435, between Darley, Bacchus Marsh Shopping Centre and Bacchus Marsh Station.
- Airport Shuttle Bus

The existing bus route network is shown on page 35.

The service frequency of these routes has been coordinated to coincide with the train timetable at Bacchus Marsh Station, matching the morning train services towards Melbourne and the afternoon services from Melbourne. In between peak periods the service provision is less frequent and services are often spaced at 60 minute intervals.

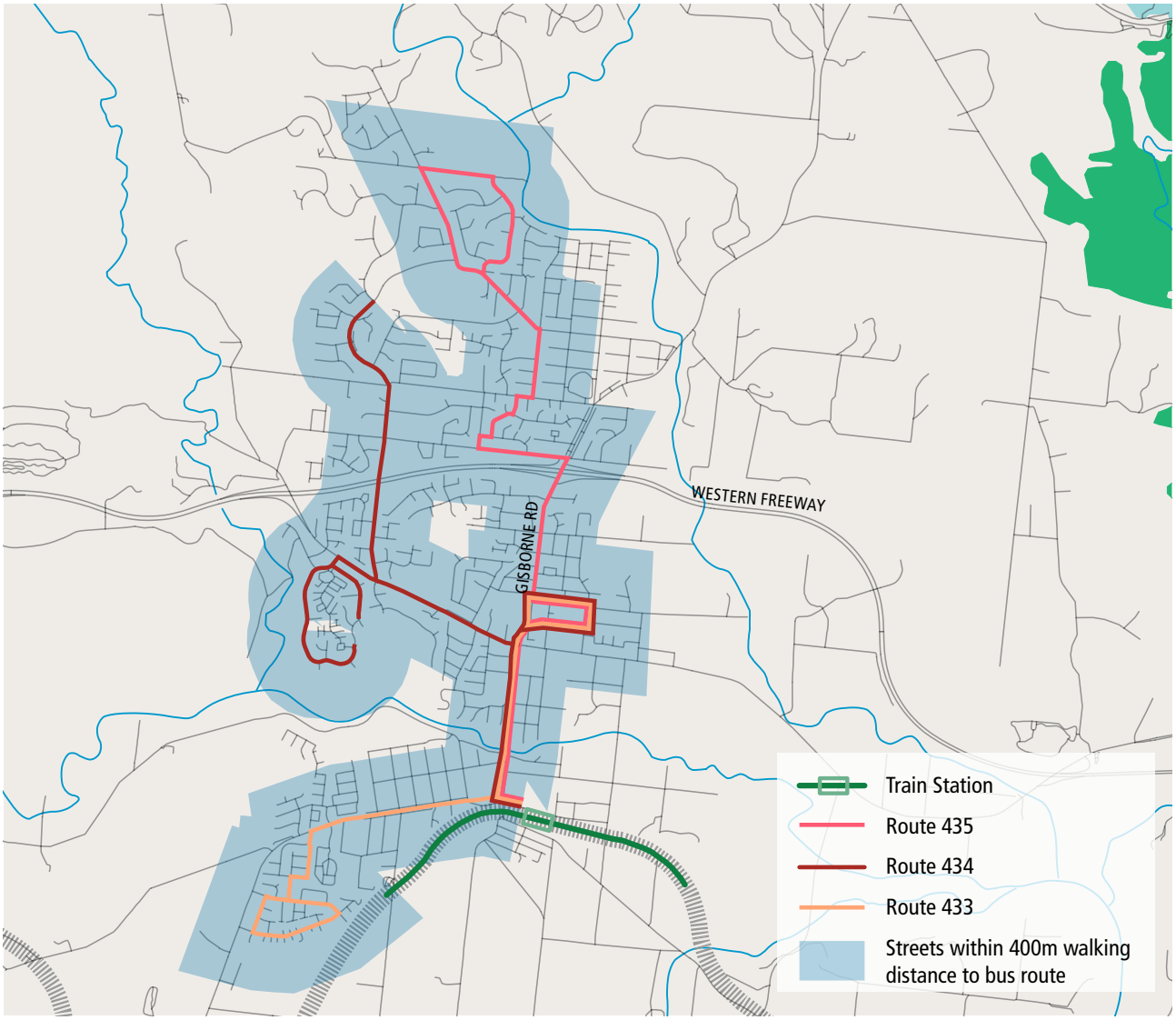
Challenges

The existing services do not provide coverage to all residential areas within the Bacchus Marsh and there is no direct service are currently provided to Darley Plaza, a key destination in the north of the township. In addition, there is no link between Bacchus Marsh and Melton.

Bus stop facilities in and around Bacchus Marsh are inconsistent and often non-existent, discouraging the use of bus services as a mode of transport.

Public Transport Guidelines for Land Use and Development should be considered as developments occur in Bacchus Marsh.

Existing bus routes



Goals

Improved Coverage

Bus services that connect residential areas to key destinations within and outside of Bacchus Marsh

People not only want to travel to the centre of Bacchus Marsh, but to other key destinations within the Bacchus Marsh community as well. Providing people with the opportunity to access these destinations using public transport instead of private vehicles will help to reduce congestion, improve road safety and reduce the environmental impact of transport in Bacchus Marsh.

The existing three bus services that currently operate in Bacchus Marsh do not provide coverage to all residential areas within the township, and presently offer no services to Darley Plaza, a key destination located in the north.

Access to developing areas

Public transport that services newly developed areas as they are established

Suburban bus and train services offer greater travel opportunities for community members residing both inside and outside of Bacchus Marsh. It is important that new development areas are appropriately serviced by public transport early on so the community becomes comfortable relying on public transport rather than private vehicle travel.

Implementing public transport services during the early development stages is critical to new developments being integrated with surrounding areas. There a number of significant benefits to proactively integrating public transport including easier access to neighbouring areas and smoother transfers between modes of transport. Early implementation of bus services in new estates is reliant on infrastructure to be constructed that can accommodate bus movements.

Actions

A list of high level bus actions have been developed to address identified deficiencies and assist in forward planning. Each action is replicated in Section 10 – Implementation Plan with more specific sub actions.

8.1 Improve services and accessibility of the public transport network

8.2 Public Transport Victoria to implement new services to Bacchus Marsh

8.3 Public Transport Victoria to improve connections between buses and trains

Rail

An efficient and reliable train network is the central component of a well-functioning public transport system. High capacity and fast train connections are vital for enabling access to a variety of facilities and services including employment and education. Improving train network reliability and efficiency and integration with complementary modes of transport is essential if we are to support sustainable growth in the number of residents.

Rail service levels, quality and access are key issues in the Bacchus Marsh community. Improving the number and frequency of public transport services over time is critical in supporting the anticipated population growth over coming decades.

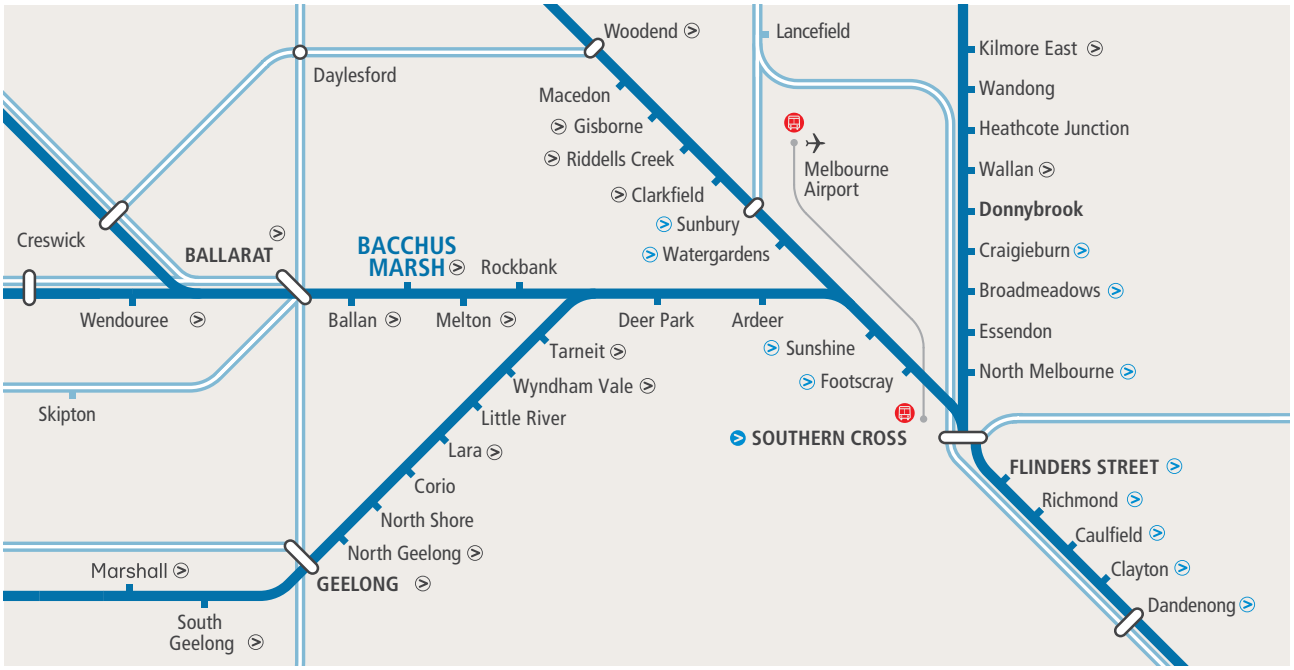
Bacchus Marsh Railway Station is located on the Ballarat-Melbourne Railway Line at the southern end of the township. Train services that stop at Bacchus Marsh Railway Station are operated by V/Line. To inform rail actions, a separate rail plan has been produced.

Train services between Bacchus Marsh and Melbourne have been amended as a result of recent works on Regional Rail Link project. Until recently, trains travelling towards Melbourne were required to share the rail network with metropolitan trains closer to the city causing congestion and regular delays.

The current timetable provides relatively frequent inbound and outbound services during morning and afternoon peak periods. In between the peak periods and on weekends the service provision is less frequent. Services during these times are often spaced at 60 minute intervals, however point to point travel times are typically quicker.

PTV's "Network Development Plan – Metropolitan Rail" document includes "Stage 2 – Commencing the Introduction of a Metro-Style System within 10 years" for which a key project is outlined as being the duplication of the rail line to Melton, with Stage 3 of the Plan to increase capacity. Given the anticipated future growth of Bacchus Marsh is expected to result in significant population increases, consideration should be given to extending the duplication of the rail corridor to Bacchus Marsh.

Existing rail network and current destinations



Train and coach lines

- V/Line train – travel with myki
- V/Line coach – paper ticket required

Symbols

- SkyBus services operate directly between Melbourne Airport and Southern Cross Station. SkyBus ticket required.
- Train and coach interchange
- Coach interchange
- Train station
- Coach stop
- Customer Service Hub
  For opening hours visit **ptv.vic.gov.au**
- Interchange with Metro services
- Interchange with limited Metro services
  Stations are drop off only to Melbourne and pick up only from Melbourne

Challenges

Train services from Bacchus Marsh to Melbourne and Bacchus Marsh to Ballarat are currently limited by significant sections of the rail network that provide a single rail track only, with trains required to wait to allow others to pass. This is demonstrated in the map below. The *Regional Rail Link* project saw the construction of a new dual track section on the Geelong corridor from west of Werribee, through Tarneit and onto the Ballarat corridor west of Deer Park. These tracks merge with the existing Ballarat corridor track pair and continue on into Sunshine where they merge with a Bendigo track pair onto a new track pair between Sunshine and Melbourne dedicated to non-electrified regional traffic that has in turn created a bottleneck effect.

Bacchus Marsh Railway Station has experienced an increase in the number of commuters travelling on a daily basis towards Ballarat and Melbourne, which has in turn increased the demands for car parking at the Station.

The Bacchus Marsh CBD and the Melton Activity area have no direct public transport services running between them. While there are train Stations in both Bacchus Marsh and Melton, they are located too far from primary activity areas to offer direct access.

Goals

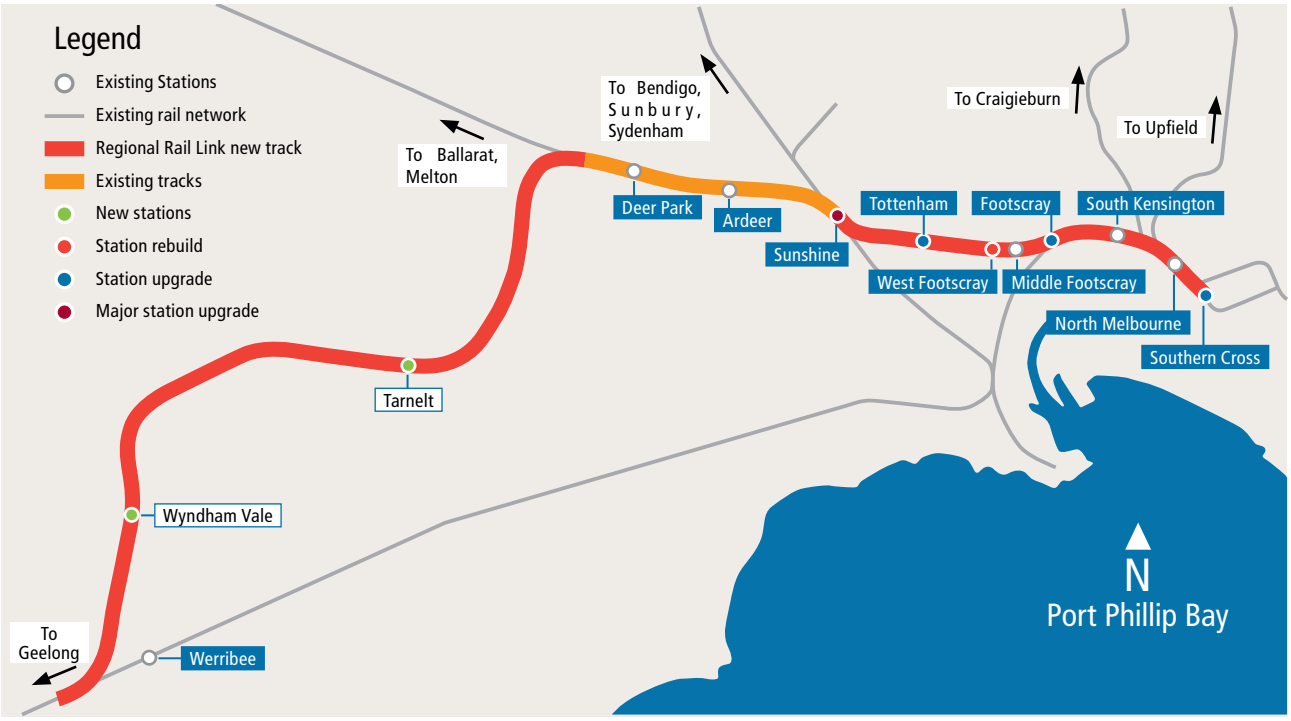
Reliability

A reliable public transport system with frequent services and wide coverage

Today, during morning and afternoon peak periods a typical journey between Bacchus Marsh and Southern Cross Station can take up to 60 minutes. As the customer demand on public transport increases so too will the need for a network that connects residential areas with key destinations quickly and reliably.

Existing public transport services in Bacchus Marsh include train (V/Line services) at Bacchus Marsh Train Station and three bus services which operate within the township. If managed properly these existing services have the ability to reduce the reliance on private vehicle use. To do this effectively, services must be consistently reliable, appropriately scheduled, and convenient for the community.

Community consultations have shown that direct public transport is a need within the Bacchus Marsh community. The public values public transport services that are close to their home or workplace and offer the opportunity to interchange easily onto another bus or train service.



Accessibility

An accessible train service

A high standard public transport system provides users with good access to a wide range of destinations at most times of the day and week. In essence, it gets you where you want to go, when you want to go there.

In order to increase the use of public transport, improvements must also be made to the facilities. During community consultation sessions we learnt that public facilities are seen as a key aspect of a customer's journey and we want to make sure they are attractive, safe and sheltered to improve user comfort and increase the use of services.

For the existing public transport network to achieve this, there will need to be sufficient parking, appropriate shelters installed at the platforms, covered pathways between parking areas and platforms, appropriate pedestrian and cyclist facilities (e.g. secured bicycle parking, pathways and seating), and real-time user information provided. Shelters and seating will also be provided at bus stops to encourage the use of bus services.

Capacity

Public transport that will meet the future demand from projected growth

Public transport capacity today is struggling to comfortably meet demand. To meet the future demand from projected growth, especially at peak times, the capacity of the system will need expansion and significant upgrades, including consideration of Ballarat and Melton growth.

Capacity encompasses multiple components of the rail system being capacity of the rail station, capacity of the tracks and capacity of the rolling stock. It is important that all these items are considered for a future rail service for Bacchus Marsh.

Actions

8.4 Obtain the appropriate train services to Bacchus Marsh into the future

8.5 Obtain a reliable and accessible train service with adequate capacity.

9 Road Network

Roads play a vital role in the transport network and the road network is expected to continue to be the primary mover of people and goods in the town. The Bacchus Marsh road network comprises a typical hierarchy of predominantly arterial, connector and local roads.

Primary arterial routes within Bacchus Marsh include:

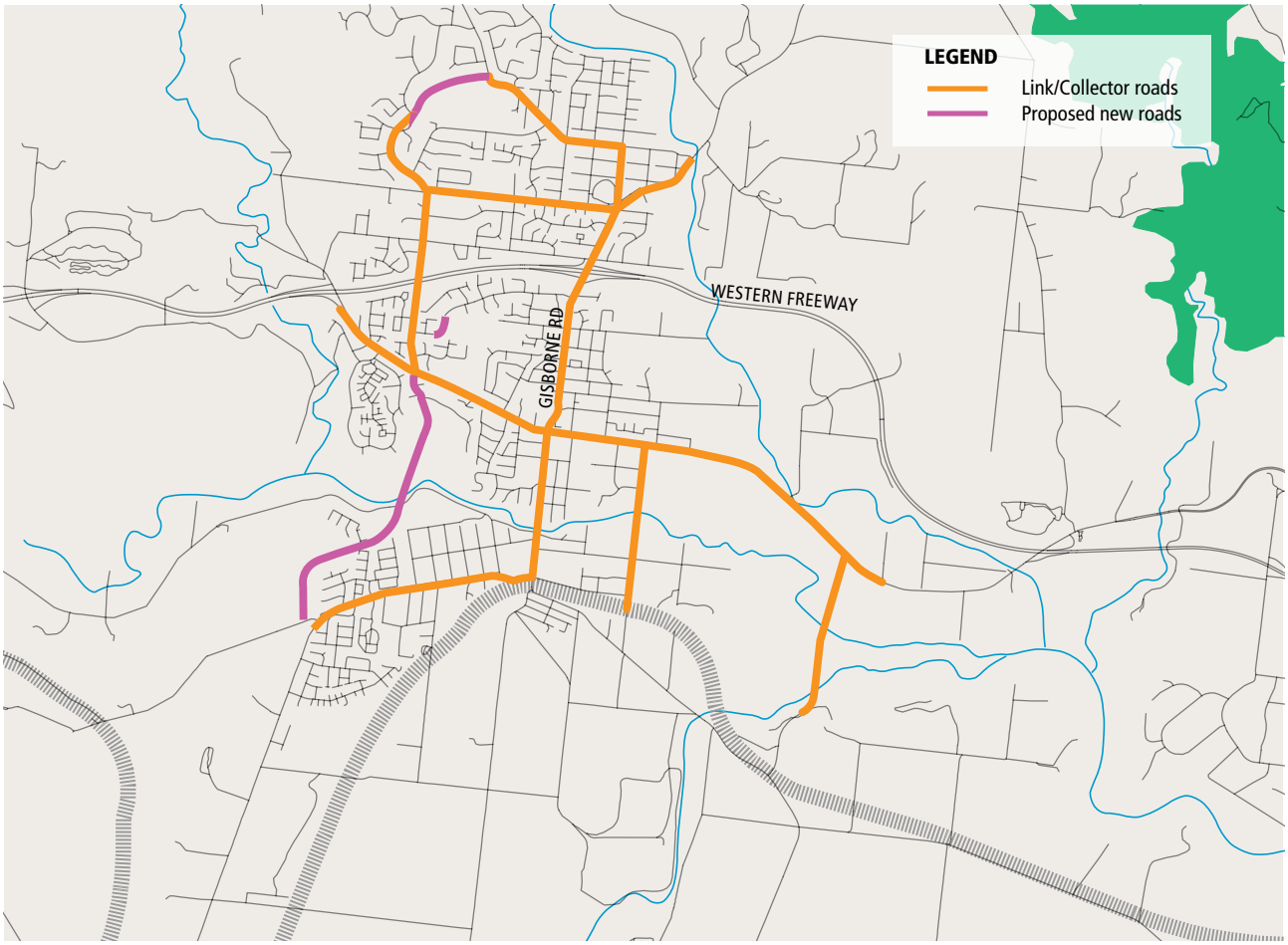
- Bacchus Marsh Road.
- Gisborne Road/Grant Street.
- Western Freeway.

The connector street network within Bacchus Marsh is represented by Albert Street, Fitzroy Street, Grey Street, Griffith Street and Halletts Way, Fisken Street and Woolpack Road. The link and collector road network is shown in the map below.

The Bacchus Marsh road network has a significant impact on the way people move through the town on local trips and on journeys to other regional areas.

While the road network provides for journeys by private motor vehicles, it also forms the framework for the local bus services, pedestrian connections, cycle routes and freight corridors through township and allows for connections with rail services at Bacchus Marsh Station. While it is anticipated that cars will continue to provide the first choice of transport for many trips, the intent of the strategy is for people to have choice, with mode shift being the long term goal.

Ideally road networks are generally planned around a grid of arterial and connector roads that are fairly evenly spaced about every 1.6 kilometres – a mile grid. This spacing has benefits but is difficult to achieve in Bacchus Marsh with existing road layout, lack of through connectivity, physical constraints such as steep terrain, rivers and flood plains and absent road reservations. Key to managing growth will be the ability to deliver State infrastructure projects in a timely manner to support transport outcomes.



Traffic Movements

Challenges

The capacity of the road network in Bacchus Marsh is currently limited by a lack of north south connectivity, with Grant Street/Gisborne Road currently providing the main north south connection between the train station and educational precinct in Maddingley and the residential areas in Darley.

Undulating land and physical barriers, including Werribee River, Lerderderg River, the Western Freeway and the Ballarat to Melbourne railway line are all constraints to road network connectivity in the township. The concentration of built up areas and sensitive land uses along arterial roads also provide challenges to increasing the capacity of the Bacchus Marsh road network. In addition, many roads terminate at T intersections, particularly along Bacchus marsh Road limiting a grid formation and through connectivity.

A number of road network and intersection capacity improvements will be required throughout the township to cater for expected growth in Bacchus Marsh.

Goals

Safe road network

Develop a safe and efficient road network to accommodate future growth within Bacchus Marsh

The majority of travel within Bacchus Marsh is currently undertaken via private vehicles and it is expected this number will only grow as the township continues to expand.

Existing sections of the road network in Bacchus Marsh are already nearing capacity which means we need to ensure that appropriate infrastructure is in place to cater for future traffic volumes. While we are planning for the management of higher traffic levels, preserving the amenity and character of towns and communities remains a priority.

Currently all key roads within the town centre provide a single lane in each direction limiting the capacity of the road network. Additionally, there is inadequate north-south access to the Western Freeway. As a result of these limitations a high proportion of traffic is required to travel via the town centre area along Gisborne Road/ Grant Street which generates congestion.

In order to accommodate future traffic volume projections, the road network infrastructure will need to provide additional capacity and improved connectivity. New north-south routes and alternative options to access the Western Freeway are a key priority.

A connected Bacchus Marsh

Improve north-south connectivity within the Bacchus Marsh township

Adequate connectivity must be provided across the existing road network to improve access to and from high growth areas. North-south connectivity throughout the township is currently limited with Grant Street/Gisborne Road providing the only continuous route across the Western Freeway. While Fisken Street and Halletts Way provide some connectivity, these routes are disjointed and require vehicles to divert into the Bacchus Marsh township via Main Street.

To reduce the severe congestion that the Gisborne Road/Grant Street route currently experiences during peak times, additional north-south roads must be developed. Ongoing development within the Bacchus Marsh township will also require additional access when travelling north or south.

Access to the Western Freeway

Provide greater accessibility to the Western Freeway

The Western Freeway runs through Bacchus Marsh connecting the urban centre to Ballarat and Melbourne. Despite its importance as a main road, access to the Western Freeway within Bacchus Marsh is limited with only one full diamond interchange on Gisborne Road, and one half diamond interchange on Bacchus Marsh Road (with west facing ramps).

Contributing to the current congestion on Gisborne Road/ Grant Street is the issue of there being only one easterly connection to the Freeway in the direction of Melbourne. This means that all vehicles travelling to or from the east must use the existing interchange on Gisborne Road.

Further connectivity to the Freeway is needed to alleviate pressure on the existing Gisborne Road Interchange and accommodate future growth, with priority given to accessibility towards the east.

Intersection capacity

Improve capacity and safety at existing intersections

Intersections play a major role in managing the traffic in and around Bacchus Marsh. Recent transport studies show that a significant amount of the existing intersections within the township will require upgrading to cater for future development.

A number of roundabouts (including at Halletts Way/Main Street, Grant Street/Griffith Street, and Grant Street/Main Street), will also need consideration of being transformed into signalised intersections to safely cater for expected future traffic volumes. Signalised intersections can increase the overall capacity of intersections, improve safety for pedestrians and provide a more controlled flow of traffic through high volume areas.

Actions

- 9.1 Establish new arterial road connections for a growing community
- 9.2 Establish new local road connections for a growing community
- 9.3 Undertake capacity improvements on existing arterial roads within the township where existing or future congestion has been identified
- 9.4 Undertake capacity improvements on existing local roads within the township where existing or future congestion has been identified
- 9.5 Improve capacity of key intersections
- 9.6 Improve connections to the Western Freeway
- 9.7 Continue to provide a safe local road network

Freight Movements

The movement of goods to, from and through Bacchus Marsh is critically important for the town and local economy. Access to the Port of Melbourne and Port of Geelong plays a large role in facilitating freight needs along with access to local industry and business for the 'last kilometre' delivery of goods.

The existing road networks through the centre of Bacchus Marsh carry high percentages of heavy vehicles which compromises the environment, amenity and safety along the route as well as adding to congestion. The future of Bacchus Marsh will be reliant on achieving alternate freight routes to remove heavy vehicles from the town centre as an increase in freight movements is anticipated in the future. Equally important is the movement of dangerous goods through the Bacchus Marsh corridor.

The Central Highlands Regional Transport Strategy 2014 identifies the need for an eastern bypass road, from Gisborne Road in the north to Bacchus Marsh-Geelong Road in the south.

An eastern bypass road would not only remove through-traffic from the centre of town, but would also result in additional benefits such as:

- Improving operational efficiencies of the extractive industries to the north of town, which supply sand resources of State significance;
- Improving operational efficiencies of the State significance landfill and coal resource precinct in Maddingley;
- Improving freight access to the current Maddingley industrial area, thereby improving the area's commercial appeal and development potential;
- Improving freight access to the proposed Parwan employment precinct, thereby improving the area's commercial appeal and development potential;
- Improving access for residents to other parts of regional Victoria and interstate, including job opportunities.

Challenges

The capacity of the freight network in Bacchus Marsh is currently limited by a lack of suitable north south connectivity that forces freight movements through the township.

Undulating land and physical barriers, including Werribee River, Lerderderg River, the Western Freeway and the Ballarat to Melbourne railway line are all constraints to road network connectivity in the township. The concentration of built up areas and sensitive land uses along arterial roads also provide challenges to increasing the capacity of the Bacchus Marsh road network.

Goals

Improved freight routes

Provide a road network that handles future freight transport needs

We will continue to maintain and upgrade the road transport network in Bacchus Marsh with a particular focus on improving freight routes and trip efficiency. Freight within the Bacchus Marsh region supports economic growth and regional development, however if improvements are not made to existing parts of the road network they will continue to act as a major constraint against the efficient movement of freight.

Freight trips within Bacchus Marsh are currently road based, and the projected growth for the township and surrounding areas suggest that the level of freight movements will increase.

The existing freight routes run through the heart of the Bacchus Marsh township and impact amenity within the central activity hub. Areas generating high levels of heavy vehicle activity include the sand quarries to the north, the Town Centre (service vehicles), and the industrial and agricultural areas south of the Werribee River. The area immediately surrounding the Train Station also experiences a high level of heavy vehicle activity.

To help address these issues a north-south route and associated Freeway Connection to the east of the township (i.e. an Eastern Town Bypass) is needed.

Connectivity to wider network

Provide a suitable freight connection to the Western Freeway that allows freight trucks to bypass the Bacchus Marsh Town Centre

Freight movement in the Bacchus Marsh area is expected to grow. With many key freight routes already congested, managing this growth presents some difficult challenges and choices. An efficient and accessible freight network, along with the ability to maintain competitive freight operations and reduce freight costs, are vital considerations when planning the future transport network for Bacchus Marsh.

The main arterial network throughout Bacchus Marsh carries a high proportion of road based freight including large trucks and semi-trailers. These vehicles access the sand quarries to the north, the town centre and the industrial and agricultural areas to the south of the Werribee River. A review of freight routes indicates that a high proportion of freight vehicles travel via Grant Street/Gisborne Road and the Town Centre.

Investigations show that an Eastern Town Bypass would support timely and safe transportation of goods by reducing truck volumes within the heart of the township. It would also free up capacity on the already congested Gisborne Road/Grant Street route and increase the efficiency of freight movements to improve operational costs.

We will look into options like the Eastern Town Bypass so that businesses experience efficient and reliable journey times that meet growing demand, improve productivity and reduce the costs of doing business within and around Bacchus Marsh.

Allocated travel time

Reduce the impact of road based freight within the Bacchus Marsh Town Centre through better management of truck movements

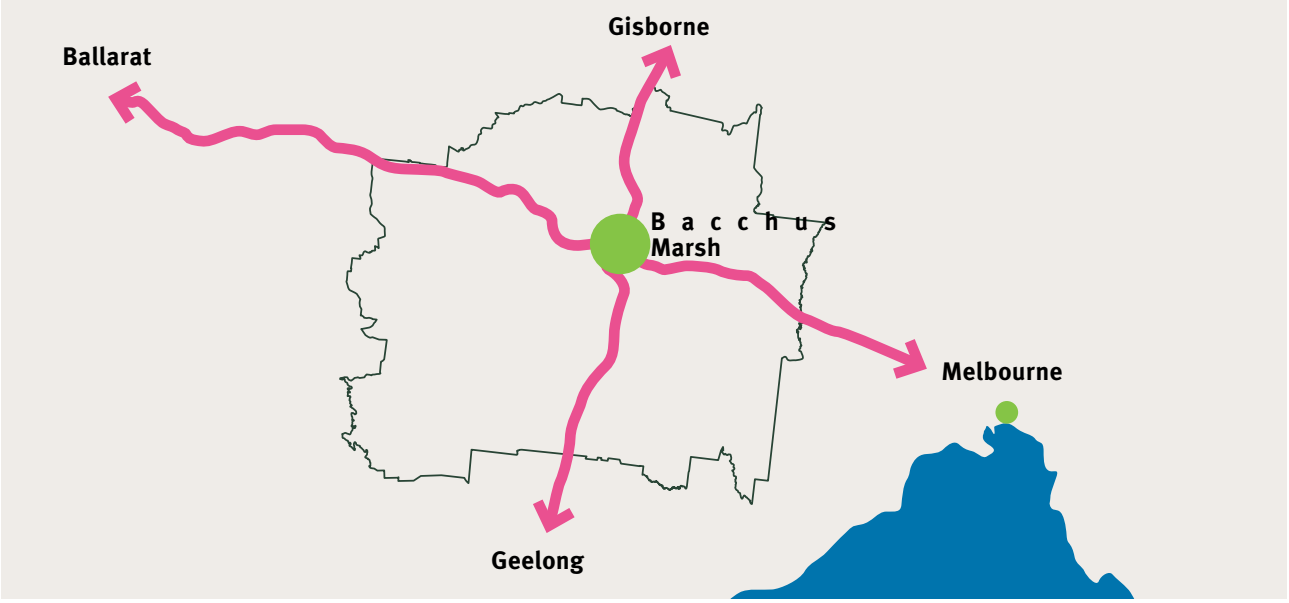
An unreliable network makes travel difficult to plan for both the community and freight customers. Trucks can be major contributors to congestion during peak time and currently there are no time restrictions associated with truck movements within Bacchus Marsh.

The operation of the road network within the Town Centre area at peak times could be better managed if nonessential truck movements were restricted to free up capacity for other road users. By implementing these restrictions it would allow high volumes of passenger and freight traffic to flow freely and efficiently.

Actions

9.8 Create alternate freight routes and reduce freight movements within the township.

Existing freight routes



10 Implementation Plan

No.	Action	Delivery Responsibility	Priority	Estimated Cost ($'000)
6	**INTEGRATED TRANSPORT AND LAND USE**			
6.1	**Integrated land use planning with transport infrastructure needs**			
	Ensure that as major land releases are considered, that traffic modelling has been undertaken to ensure the full impact of residential development is known on the wider network.	MSC/ Developers	Ongoing	TBA
	Work with VicRoads to progress SmartRoads	MSC/VicRoads	Medium	TBA
	Ensure that growth areas are designed to facilitate the use of sustainable modes	MSC	Ongoing	TBA
	All subdivisions to comply with IDM and CL56 of the planning scheme	MSC	Ongoing	TBA
6.2	**Undertake structure planning around activity centres and transport hubs**			
	Work with PTV to investigate a Transit Oriented Development (TOD) around Bacchus Marsh Train Station	MSC/PTV	Medium	TBA
	Opportunity to incorporate end of trip facilities into Planning Permit conditions	MSC	Ongoing	TBA

No.	Action	Delivery Responsibility	Priority	Estimated Cost ($'000)
7	**WALKING**			
7.1	**Progressively construct missing pedestrian path connections and links within the current network**			
	Construct footpath along Barry and Bacchus Streets, Maddingley (from Griffith Street to Werribee Vale Road)	MSC	Medium	300
	Construct footpath along Taverner Street, Maddingley (from Grant Street to Boyes Close)	MSC	Medium	100
	Construct footpath along Simpson Street, Bacchus Marsh (from reserve to Lord Street)	MSC	Long	100
	Construct footpath along Margaret Drive, Bacchus Marsh (from White Avenue to Grant Street)	MSC	Short	200
	Construct footpath along Cairns Drive, Darley (from Robertsons Road to Albert Street)	MSC	Medium	200
	Construct footpath along Robertsons Road, Darley (from Links Road to Lerderderg River)	MSC	Medium	300
	Construct footpath along Davies Street, Darley (from Holts Lane to Grey Street)	MSC	Short	100
	Construct footpath along Taylor Drive, Darley (from Davies Street to Jonathan Drive)	MSC	Short	100
	Construct footpath along Jonathan Drive, Darley (from Taylor Drive to Jonathan Drive)	MSC	Short	200
7.2	**Progressively construct footpaths along waterway and lineal reserves where pedestrian connectivity movements are made**			
	Work with Southern Rural Water to investigate the staged use of the irrigation channel corridor	MSC/SRW	Medium	100

No.	Action	Delivery Responsibility	Priority	Estimated Cost ($'000)
7	**WALKING**			
7.3	**Progressively construct pedestrian paths on every arterial and higher order road in the town where there are none**			
	Construct footpath on the north side on Station Street, Maddingley (from Grant Street to Bacchus Marsh Train Station)	MSC	Short	100
	Construct footpath along Fitzroy Street, Darley (from Raglan Street to Albert Street)	MSC	Short	50
	Construct footpath along Griffith Street, Maddingley (from Stonehill Drive to Grant Street)	MSC	Medium	250
	Construct footpath along Wittick Street, Darley (from Albert Street to Scout Hall)	MSC	Short	250
	Construct footpath along Holts Lane, Darley (from Halletts Way to Davies Street)	MSC	Long	250
	Construct footpath along Underbank Boulevard, Bacchus Marsh	MSC	Medium	600
7.4	**Undertake mobility audits of the existing pedestrian network around key destination points such as activity centres, schools and shopping precincts, identify gaps, constraints and opportunities to improve pedestrian connectivity**			
	Undertake a pedestrian mobility audit at key destinations to identify gaps and improvements to the pathway network including crossing locations and footpath upgrades.	MSC	Short	100
	The next review of the Hike & Bike Strategy 2014 to include a focus on precinct accessibility including Darley Plaza (Gisborne Road, Darley) and the Bacchus Marsh Train Station (Station Street, Maddingley).	MSC	Short	TBA
	Look for opportunities to provide priorities for pedestrians around the CBD/Rail Precinct.	MSC	Medium	TBA
7.5	**Work towards bus stops having access to the footpath network**			
	Identify opportunities to relocate bus stops closer to existing footpath network	MSC	Short	TBA
	Construction of pedestrian path links from bus stops to the existing footpath network	MSC	Medium	200
7.6	**Facilitate the construction of new footpaths on existing lower order roads and in new developments within Bacchus Marsh**			
	MSC to ensure that all new residential subdivisions have footpath provision that link to existing networks	MSC	Ongoing	TBA
	In residential streets with no footpaths, we will consider special charge schemes as a mechanism to bring forward construction of footpaths	MSC	Ongoing	TBA

No.	Action	Delivery Responsibility	Priority	Estimated Cost ($'000)
7 WALKING				
7.7	**Improve pedestrian connectivity across the Western Freeway**			
	Construct a pedestrian bridge over the Western Freeway on Halletts Way	VicRoads	Medium	1,000
	Improve safety of the Gisborne Road overpass	VicRoads	Medium	500
	Provide pedestrian connection across the freeway at Bacchus Marsh Road, between Moon Reserve and Flanagans Drive	VicRoads	Medium	2,000
	Retain the underpass between Steele Court and Holts Lane, Darley	MSC	Medium	TBA
7.8	**Improve pedestrian safety at key intersections and across arterial roads**			
	Improve the existing pathway network along Grant Street/Gisborne Road	MSC	Medium	TBA
7.9	**Encourage active transport as the preferred mode of transport**			
	Work with schools, retail and commercial operators to investigate and develop campaigns to encourage walking as a preferred mode of transport for short trips.	MSC	Medium	TBA

No.	Action	Delivery Responsibility	Priority	Estimated Cost ('000)
7 CYCLING				
7.10	**Progressively construct shared user path connections and links within the current road network**			
	Construct shared path on Links Road, Darley (from Robertsons Road to Augusta Place)	MSC	Long	500
	Construct shared path along Griffith Street, Maddingley (from Stonehill Drive to Grant Street)	MSC	Medium	400
	Provide for a shared path connection the entire length of Halletts Way/O'Leary Way	MSC	Short	1,200
	Construct shared path along Albert Street, Darley (from Fitzroy Street to Dundas Street)	MSC	Short	100
	Construct a shared path along Werribee Vale Road (from Halletts Way to Grant Street)	MSC	Medium	350
7.11	**Progressively construct shared user paths along waterways and lineal reserves where connectivity improvements are made**			
	Work with Southern Rural Water to investigate the staged use of the irrigation channel corridor	MSC/SRW	Medium	100
7.12	**Improve cycle connectivity across the Western Freeway**			
	Construction of a pedestrian/cycle bridge on Halletts Way over the Western Freeway	VicRoads	Short	1,000
	Improve safety of the Gisborne Road overpass	VicRoads	Short	1,000
	Retain the underpass between Steele Court and Holts Lane, Darley	MSC/ VicRoads	Short	TBA

No.	Action	Delivery Responsibility	Priority	Estimated Cost ('000)
7 CYCLING				
7.13	**Develop a bicycle network plan**			
	Work with VicRoads and Bicycle Victoria to establish a principal bicycle network (PBN) and secondary bicycle network (SBN) for Bacchus Marsh	VicRoads	Short	100
	Ensure that all new residential estates have a bicycle provision that link to existing networks	MSC	Ongoing	TBA
	Improve the existing on road bike path on Gisborne Road	MSC/ VicRoads	Medium	TBA
	Identify cycling routes for commuters and recreational riders that delineates when they should be on road and off road.	MSC	Medium	TBA
7.14	**Undertake bicycle infrastructure audits on direct routes and around key destination points such as activity centres, schools and shopping precincts to identify gaps, constraints and opportunities to improve connectivity**			
	The next review of the Hike & Bike Strategy 2014 to include a focus on precinct accessibility including Darley Plaza (Gisborne Road, Darley) and the Bacchus Marsh Train Station (Station Street, Maddingley).	MSC	Short	100
7.15	**Improve end of trip facilities for cyclists**			
	Consult with the community in relation to end of trip facilities currently provided at key destinations	MSC	Medium	50
	Work with Bicycle Victoria to develop suitable campaigns to promote cycling and awareness of cyclists	MSC	Medium	TBA

No.	Action	Delivery Responsibility	Priority	Estimated Cost ('000)
8 BUS				
8.1	**Improve service and accessibility of the public transport network**			
	Work with Public Transport Victoria to maintain a 15 minute journey time from bus stops within Bacchus Marsh to the Train Station.	MSC/PTV	Short	TBA
	Work with Public Transport Victoria to achieve shelters and seating at high use bus stops	MSC/PTV	Short	TBA
	Work with Public Transport Victoria to ensure bus stops adjacent to activity centres and routes are within 400m of all residential properties.	MSC/PTV	Medium	TBA
	Advocate to State Government allow school children to travel on public transport at no cost	MSC/PTV	Medium	TBA
	Work with Public Transport Victoria to investigate the extension of the bus route through existing areas	MSC/PTV	Short	TBA

No.	Action	Delivery Responsibility	Priority	Estimated Cost ('000)
8 BUS				
8.2	**Implement new services to Bacchus Marsh**			
	Provide a bus service between the Bacchus Marsh Activity Centre and Melton Bus Terminal, with a possible connection to Hopetoun Park.	MSC/PTV	Medium	1000
	Work with Public Transport Victoria to ensure the early implementation of bus services in new development areas	MSC/PTV	Short	TBA
	Work with Public Transport Victoria to introduce a bus route along Halletts Way/O'Leary Way	MSC/PTV	Short	TBA
8.3	**Ensure continued coordination between buses and trains**			
	Consider park and ride facilities at Darley and West Maddingley to reduce traffic congestion in Bacchus Marsh during peak times.	MSC/PTV	Medium	TBA
	Ensure alignment of the bus and train timetables	PTV	Short	TBA

No.	Action	Delivery Responsibility	Priority	Estimated Cost ('000)
8 RAIL				
8.4	**Obtain the appropriate train services to Bacchus Marsh into the future**			
	Work with Public Transport Victoria and V-Line for the retention of a dedicated Bacchus Marsh train service that retains the stabling provision of rolling stock	V/Line	Short	TBA
	Advocate to PTV for an analysis into the planned electrification of the rail corridor to Melton, with a survey of Bacchus Marsh residents to help inform the future level of service provision in the event Melton is electrified	MSC/PTV	Medium	TBA
	Work with PTV to investigate duplication to Maddingley/Rowsley with the provision of a new station	MSC/PTV	Long	TBA
	Work with PTV to investigate the provision of a new station at Rowsley and Parwan to support future growth	MSC/PTV	Long	TBA
	Work with PTV for the staged duplication and electrification of the rail corridor to Bacchus Marsh train Station (Stage 1 – Deer Park to Melton, Stage 2 – Melton to Bacchus Marsh)	MSC/PTV	Medium	TBA
	Work with PTV to provide dual platforms at Bacchus Marsh Train Station	MSC/PTV	Medium	TBA
	Work with PTV to explore the opportunity for Bacchus Marsh Train Station to transition to Transit Orientated Development	MSC/PTV	Long	TBA
	Improve capacity, standard and safety of car parking at Bacchus Marsh Train Station	V/Line	Short	1,000

No.	Action	Delivery Responsibility	Priority	Estimated Cost ('000)
8	**RAIL**			
8.5	**Obtain a reliable and accessible train service, with adequate capacity**			
	Work with PTV/VLine for the provision a 45 minute train service from Bacchus Marsh Train Station to Melbourne	MSC/PTV/V/ Line	Short	TBA
	New rolling stock to address capacity issues that exist	PTV/VLine	Short	TBA
	Consider electricification of Regional Rail Link tracks between Sunshine and Southern Cross to allow for electrified express train services.	PTV	Medium	TBA

No.	Action	Delivery Responsibility	Priority	Estimated Cost ('000)
9	**ROADS**			
9.1	**Establish new arterial road connections for a growing community**			
	Working with others, we will investigate the establishment of new road alignments			
	Work with VicRoads to undertake a planning study to set an alignment for an eastern bypass of Bacchus Marsh (1.6km or less from Grant Street will deliver better traffic outcomes)	MSC/ VicRoads	Short	500
	Work with VicRoads to deliver an eastern bypass (from Gisborne Road in the north to Bacchus Marsh - Geelong Road in the south, with a connection to the Western Freeway)	MSC/ VicRoads	Long	50,000
9.2	**Establish new local road connections for a growing community**			
	Completion of new road connections			
	› Completion of Western Link Road (Halletts Way) from Links Road to Ramsay Crescent, Darley	MSC	Short	1,000
	› Completion of Western Link Road (Halletts Way/O'Leary Way) from Connor Street to West Maddingley Estate	MSC	Short	12,000
	› Completion of Western Link Road (Halletts Way/O'Leary Way) from West Maddingley Estate to Griffith Street	Developer	Short	4,500
	› Clifton Drive, Bacchus Marsh (west to Halletts Way)	Developer	Short	200
	Investigate the establishment of new road alignments			250
	› Investigate the extension of Masons Lane to future eastern bypass road (subject to final alignment)	MSC	Medium	TBA
	› Investigate the extension of Lerderderg Street to eastern bypass (subject to final alignment)	MSC	Medium	TBA
	› Investigate the extension of Young Street, from Main Street to Bond Street	MSC	Short	TBA
	› Investigate the extension of Waddell Street to Simpson Street	MSC	Medium	TBA
	› Investigate the extension of Taverner Street to eastern bypass (subject to final alignment)	MSC	Medium	TBA

No.	Action	Delivery Responsibility	Priority	Estimated Cost ('000)
9	**ROADS**			
9.3	**Undertake capacity improvements on existing arterial roads within the township where existing or future congestion has been identified**			
	Investigate capacity improvements on Grant Street (from Griffith Street to Main Street)	VicRoads	Short	150
	Investigate capacity improvements on Gisborne Road (from Main Street to Western Freeway)	VicRoads	Short	150
	Investigate capacity improvements on Bacchus Marsh Road (from Gisborne Road to Halletts Way)	VicRoads	Medium	150
	Implementation of capacity improvements on Grant Street (from Griffith Street to Main Street)	VicRoads	Short	2,000
	Implementation of capacity improvements on Gisborne Road (from Main Street to Western Freeway)	VicRoads	Short	2,000
	Implementation of capacity improvements on Bacchus Marsh Road (from Gisborne Road to Halletts Way)	VicRoads	Medium	5,000
	Grade separation of railway line at Grant Street	PTV/VicRoads	Long	50,000
9.4	**Undertake capacity improvements on existing local roads within the township where existing or future congestion has been identified**			
	Investigate capacity improvements on Halletts Way (from Bacchus Marsh Road to Western Freeway)	MSC	Short	TBA
	Investigate capacity improvements on Station Street (from Grant Street to Fisken Street)	MSC	Medium	TBA
	Investigate capacity improvements on Griffith Street (from Grant Street to McCormacks Road)	MSC	Short	TBA
	Implementation of capacity improvements on Halletts Way (from Bacchus Marsh Road to Western Freeway)	MSC	Medium	TBA
	Implementation of capacity improvements on Station Street (from Grant Street to Fisken Street)	MSC	Short	1,000
	Implementation of capacity improvements on Griffith Street (from Grant Street to McCormacks Road)	MSC	Medium	1,000
9.5	**Improve capacity of key intersections**			
	Work with VicRoads to monitor key intersection performance on the arterial road network	MSC/ VicRoads	Short	TBA
	Work with VicRoads to implement improvements at key intersections on the arterial road network	MSC/ VicRoads		
	Halletts Way / Main Street Intersection	MSC/VicRoads	Medium	2,000
	Grant Street / Griffith Street Intersection	MSC/VicRoads	Short	2,000
	Grant Street / Main Street Intersection	MSC/VicRoads	Medium	5,000
	Gisborne Road / Western Freeway Intersection	MSC/VicRoads	Short	10,000
	Young Street / Main Street Intersection	MSC/VicRoads	Medium	1,000
	Clifton Drive / Gisborne Road Intersection	MSC/VicRoads	Medium	1,000

No.	Action	Delivery Responsibility	Priority	Estimated Cost ('000)
9 ROADS				
9.6	**Improve connections to the Western Freeway**			
	Work with VicRoads to advocate for the provision of east-facing freeways ramps on Halletts Way	MSC/ VicRoads	Short	TBA
	Work with VicRoads to advocate for the upgrade of the Gisborne Road interchange	MSC/ VicRoads	Short	TBA
	Work with VicRoads to advocate for the upgrade of the eastern interchange	MSC/ VicRoads	Medium	TBA
	Provision of long left turn lane on Gisborne Road to Western Freeway entry ramp (north of Western Freeway)	MSC/ VicRoads	Short	1,500
9.7	**Continue to provide a safe local road network**			
	Introduce the use of Local Area Traffic Management (LATM) studies and refer recommendations to Council's Capital Improvement Program	MSC	Medium	TBA
	Introduce a policy in relation to Traffic Calming Measures	MSC	Short	TBA
	Review the locations of school crossing points within Bacchus Marsh	MSC	Short	TBA

No.	Action	Delivery Responsibility	Priority	Estimated Cost ('000)
FREIGHT				
9.8	**VicRoads to create alternate freight routes and reduce freight movements within the township**			
	Work with transport operators to identify road based freight priority routes	MSC/ VicRoads	Short	TBA
	Work with VicRoads to investigate the potential to provide a town bypass and an additional connection to the Western Freeway to the east of the Bacchus Marsh township through the provision of an Eastern Town Bypass Corridor study	MSC/ VicRoads	Short	200
	Declare Woolpack Road to arterial status	VicRoads	Short	TBA

Moorabool Shire Council
www.moorabool.vic.gov.au

Attachment - Item 10.4.2

Cheryl King
13 Gulline Close
Bacchus Marsh
VIC 3340
PH-0432549534

14.10.15

Dear Paul Tatchell and fellow Council Members

As you are aware there have been some concerns raised over the current car parking situation in Gulline Close Bacchus Marsh which is directly opposite the Bacchus Marsh Hospital Emergency Department.
The problems have emerged from the number of Bacchus Marsh Hospital employees and patients parking in the Close for long periods of time during the day and night, therefor leaving no room for the residents to park, no turning circle, no room to move trailers or caravans in or out and it has also resulted in near accidents between motorists and pedestrians (Mostly children that cannot be seen because of the amount of vehicles parked along the street).
Residents would like this resolved by placing 2 hour parking signs put up in the Close as well as residents exempted signs like the ones that already exist in the other surrounding streets including Turner Street, Millbank Street, Waddell Street and Grant Street.

Attached is a petition that has been signed by all residents of Gulline Close as we are all in agreeance.
We would appreciate if this could be put on the agenda for the next council meeting.

MOORABOOL SHIRE COUNCIL
CENTRAL RECORDS
15 OCT 2015
File No. 1108
02/06/008

Kind Regards

Cheryl E King

Cheryl King

Gulline Close Bacchus Marsh Parking Petition

The residents of Gulline Close Bacchus Marsh are launching a petition to try and resolve the current car parking situation that has emerged from the number of Bacchus Marsh Hospital employees and patients parking in the Close for long periods of time during the day and night. Residents would like 2 hour parking signs put up in the Close as well as residents exempted signs like the ones that already exist in the other surrounding streets including Turner Street, Millbank Street, Waddell Street and Grant Street.

Name	Address	Signature
Max Scott	2 Gulline Cl.	Max Scott.
Shirley Wlodarczyk	3 Gulline Court	
BARBARA DAY	5 GULLINE CLOSE	
Tanya Elaine Craig	6 Gulline Close	E. Craig
KAY RICHARDS	9 GULLINE CLOSE	
Jo + Graeme Cavanagh	10 Gulline Cl,	
Vic Prendergast	12 Gulline Cl.	V.L Prendergast.
Marie Hamilton	1 Gulline Cl	
Mary Stewart	1 GULLINE CL	
Cheryl + Ian King	13 Gulline Cl.	
ANTHONY CLOSE	11 GULLINE CL	
CHRISTOPHER CARROLL	8 Gulline Cl.	
Goga Bavage	7 Gulline Cl	G Bavag

Attachment - Item 10.4.3

I Alan Siluca
of 10 Baker St Darley
Have this petition Signed
By people of Baker St
Car's are going Way to Fast
2 cat's have Been killed
aLReaoy. Something has to
Be Done before some thing
eles Happen's. car's are going
way over 60 kph. Speed Humps
would be great. Thank you.

Alan Siluca

26/8/15

MOORABOOL SHIRE COUNCIL
CENTRAL RECORDS
27 AUG 2015
File No. 415672
856

no	Petition For speed Hump's in Baker st. Darley
10	Alan Siluca
11	Ryan Fitzsimons
12	Jodie Banks
13	NATASHA BEAUCHAMP
9	BRIAN RADISICH
7	AMANDA OLDHAM
6	Beata Vulic
8	Wendy Burnside
12	ANTHONY ALLAN
16	MATT JACKSON
19	Jan JACKSON
19	ALEX IBBOTSON

Attachment - Item 11.2

Minutes

Committee of Management: **Bacchus Marsh Blacksmith's Cottage & Forge Special Committee**

Date of Meeting: **Tuesday, 17 November 2015**

Meeting Opened: **7.30 p.m.**

Venue: **Jean Oomes Room, Lerderderg Library, 215 Main Street, Bacchus Marsh**

Minute taker:	**Betty Charge.**
Apologies:	**Helen Whiteley, Peter Richards, Marjorie Goodchild, Donald Goodchild.**
Attendees:	**Allan Comrie** (Chairperson), **Chris Stancliffe, Geoff Stancliffe, Simon Fisher, Margaret Simpson, Lyn Egan, Heather Robson, Betty Charge.**

Confirmation of quorum yes ❒√ no ❒

Item A Business Arising

Minutes of Previous Meeting

Discussion:	**Action Items:**		
1. **2016 Calendar of Events**. M. Simpson – At a sub-committee meeting, it was decided (i) to continue with 3 closures (January, July and August), (ii) opening times "At home in the Cottage" to be eased to 12 noon-4.00pm; maintaining opening hours 10.00am-4.00pm for town festivals and high interest themed openings; (iii) have still to contact Ian Cowie of the Gliding Club re appearance at a future Cottage opening; (iv) October opening, "Cottage Garden" to coincide with Horticultural Show. 2. **Facebook** – No report of "hits" available on Facebook site. B. Charge circulated a printout of the audience overview of website visits for October. Stats to be provided monthly.			

Item: B Correspondence –C. Stancliffe.

Discussion:		**Action items:**	**Resp**	**Due**
Inward Correspondence –November 2015				
Moorabool Shire re 2015 Community Group database update.	30.10.15	Shall respond.		
Museums Australia membership	06.11.15			
National Bank statement	06.11.15			
InSite Magazine	06.11.15			
Denise Dickinson – cleaner account	09.11.15*			
Moorabool Shire re 2015/16 Capital Improvement Process	09.11.15	Need to confirm site projects in 2015/16 budget, stating priority.		
Fire Equipment maintenance certificate of service	10.11.15			
Tidy Bags account	13.11.15**	*Accounts paid.		
Telstra account	13.11.15**	**Yet to be paid.		
Outgoing Correspondence - Nil				

C. Treasurer's Report - S. Fisher

Bank Account – NAB General Account	Particulars	Referer Debit	Credit	Balance
1.10.15 Opening Balance				$14,705.38
Add Deposits				
20.10.15 Deposit		2,459.50		
15.11.15 Deposit		714.95		$3,174.45
				$17,879.83
Less Expenses				
20.10.15 Telstra	Internet/landline Chq.1109		95.87	
22.10.15 Tidy Garden Bags	Garden bags 1110		100.00	
12.11.15 Denise Dickinson	Cleaning 1111		153.69	$349.56
17.11.15 **Closing Balance**				**$17,530.17**
	Term Deposit			
	NAB Term Dep. 81 364 4890			**$14,962.96**
Outstanding Accounts:				
Denise Dickinson – cleaning, Inv. 90	$150.00 – due Now			
Lyn Egan – reimbursements	$266.95 – due Now			
Tidy Garden Bags – garden bags	$80.00 – due Now			
Telstra – internet/phones	$95.24 – due 24/11			
Outstanding accounts – cheques written at meeting.				

Detailed Profit & Loss Statement for period 1 Oct 2015 to 30 Nov 2015.	2016
Income	
Other Income	3,174.45
Total Income	3,174.45
Expenses	
Cleaning and rubbish removal	153.69
Gardening	100.00
Telephone	97.87
Total Expenses	349.56
Net Profit from ordinary activities before income tax.	**$2,824.89**

Detailed Profit & Loss Statement for period 1 July 2015 to 30 Nov 2015	2016	2015
Income		
Other Income	4,474.45	
Moorabool Shire Operational Grant		4,976.44
Moorabool Shire Operational Grant		4,795.00
BookBarn/Cottage		7,238.20
TOTAL Income	4,474.45	17,009.64
Expenses		
Building and Grounds maintenance		5,803.00
Catering		300.00
Cleaning and rubbish removal	753.69	1.804.19
Consumables		1,877.62
Donations		287.70
Fines	74.00	
Gardening	300.00	
Glasses w/site logo	232.32	
Membership CHHA	25.00	
Printing and stationery	19.40	
Publications	160.00	
Subscriptions		381.00
Telephone	383.08	1,464.73
Website		242.00
TOTAL Expenses	1,947.49	12,160.24
Net Profit from ordinary activities before income tax.	**2,526.96**	**4,849.40**

S. Fisher confirmed new account to be opened at Bendigo Bank with signatories C. Stancliffe, L. Egan and S. Fisher. Term deposit to be transferred from NAB to Bendigo Bank for period of 3 months to be attended to ASAP.

Item: D Other Reports.			
Discussion:	**Action items:**	**Resp**	**Due**
Collections Report – H. Robson (interim reporter). • No open day since last meeting. • It has been decided new opening hours for "At Home" displays will be 12 noon-4.00pm. • October '16 "Cottage Garden" open day will coincide with the Horticultural Show - garden to bear a resemblance to the old garden; a garden "theme" to be part of internal display. • M. Simpson advised of inquiries (i) from Collections Victoria asking for the maker of the truyere (tip of the bellows) – no visible maker's mark; (2) Sean Edwards wants to follow up his great-uncle's history – advised of opening during S&C weekend, plus gave contact for Historical Society.			
Bookbarn – L. Egan read report prepared by H. Whiteley. • Summer – the fans are in use in the Forge/Bookbarn. • Had working bees with H.Robson, L. Egan and myself sprucing up the BB. With money approved by Committee have bought riser stands & shelf dividers to improve display. • New volunteers, Trish, Brianna and Katrina – enjoy the Forge/Bookbarn and your time soaking up the atmosphere in our local landmark of Bacchus Marsh. New volunteers are entering the Summer roster, working solo. • Rat baits purchased and placed in traps. • A volunteer obtained some new books now donated to us. Have displayed them to add to the S&C weekend. • Have loaned old books to BMPS for display/decoration for Ian Wren's retirement "event" – will be returned this week. • Hoping for a financially successful weekend for the S&C. • L. Egan advised a sub-committee has been formed (H. Whiteley, L. Egan, H. Robson, B. Charge) – its roles: Bookbarn Manager, Volunteer co-ordinator, Marketing Manager, Events co-ordinator. • Volunteer, A. Van Alkemade to trial story-telling in rear yard on special open days, commencing S&C weekend.	.		
Website – L. Egan • All is working well with the website, no problems to report..			
C.H.H.A. Report.– C. Stancliffe • Attended AGM in Buninyong with G. Stancliffe & H. Robson. • Discussion re possible merger with other regions – shall continue current arrangement. • Next meeting will be March 2016 in Creswick. Remaining 2016 schedule for meetings: May, Daylesford; August, to be decided; November, AGM Avoca. • H. Robson mentioned the AGM included a walking tour of Buninyong – very educational – well presented.			
Building Works - report circulated by e-mail by H. Whiteley – read to meeting by B, Charge. • Re flagpole – contacted Allan Turner; he found the plug of wood, raised it to find it full of termites. Infestation had caused the flagpole to break. Notified Committee and Mick Gorfine (Assets), Kate Diamond-Keith (Council liaison) and Wendy Jacobs (architect) of termite infestation. Have forwarded W. Jacobs' email to Mick Gorfine – am advised Shire will organise pest exterminator to attend. Have also advised Mick Gorfine we need interior wooden surfaces, and furniture, checked in Cottage. November is considered a high risk month for termites. On 9 Nov, spoke with Kate Diamond Keith who advised Shire had requested Absolute Pest Control, Ballan, to attend site. Spoke with pest expert when inspecting site – was advised it would be 2-3 weeks before he'd drill the trees. I also asked him to inspect the Cottage, giving him contacts.			

• C. Stancliffe advised of a specialist who visits the local Church, Holy Trinity, monthly to control termites. L. Egan suggested he be contacted for a second opinion, as well as having the Shire examine the site.			
MOTION That Committee engage services of duly qualified pest control expert, *as soon as possible*, to evaluate site; have the expert present a quotation and timeline which will be presented to an officer of Council. Matter to be acted on within 7 days. Moved: S. Fisher; Seconded: G. Stancliffe; Carried.			
Heritage Advisory Committee – M. Simpson. • No meeting in interim.	All Reports Moved: M. Simpson; Seconded: H. Robson; Carried.		
Item E: General Business			
• B. Charge advising 2016 Committee meeting dates have been confirmed with Shire reserving Jean Oomes Room January to June and November, James Young Room 1 for July to September. 25 October venue yet to be reserved. • B. Charge noted our S&C flyer is featured in "Scoop", local magazine, without cost; it is the second time a Cottage/Forge flyer has been included. A donation to "Scoop" might be appropriate. • C. Stancliffe advised 26 RSVPs for Annual Dinner at "The Royal". • M. Simpson advised shall follow up Capital Improvement priorities for site & lodge at Council by 30Nov. • M. Simpson - Attended compulsory Volunteer Induction Session – somewhat dissatisfied, too many generalities - not appropriate for committee members who need more precise info. • M. Simpson – re Policy HS005 – "S86 committees must adhere to Council policies". More info. needed beyond dot points – suggest an officer of Council be invited to explain.	Shall confirm attendance.		
MOTION That Committee member write to CEO of Shire, Rob Croxford, to report that Committee members who attended Volunteer Induction Session were not satisfied though subject/intent was good. Request that Council Officer attend Committee to provide explanation/assistance. Moved: L. Egan; Seconded: M. Simpson; Carried.			
• M. Simpson advised that to support M. Goodchild during her illness, flowers and a card be delivered to her. • C. Stancliffe advised she would not be available for several weeks following surgery on 23Dec. Money pick-up/drop-off from Bookbarn will be as usual, or arranged by phone.	Shall attend.		
Next Meeting Date:	**Tuesday, 24 November 2015 – Annual Christmas Dinner**		
Time:	**6.30 p.m.**		
Venue:	**The Royal Hotel, Cnr. Young & Main Street.**		
Meeting closed at:	**9.10 p.m.**		
Forward Meeting Dates:	**Tuesday, 19 January 2016** (in lieu of 26 January 2016 – Australia Day).		

Attachment - Item 11.3

AUDIT & RISK COMMITTEE MEETING

Summary of Minutes

of the Audit and Risk Committee Meeting (4th Quarterly)
held at the James Young Room, Lerderderg Library,
215 Main Street, Bacchus Marsh on
Wednesday 19 August 2015 at 9.30am

Members:	Mr. Mike Said	Chairperson (External Representative)
	Cr. Tonia Dudzik	East Moorabool Ward Councillor
	Cr. John Spain	East Moorabool Ward Councillors
	Ms. Linda MacRae	External Representative
Auditor:	Mr. Mark Holloway	HLB Mann Judd (VIC) Pty Ltd
Officers:	Mr. Rob Croxford	Chief Executive Officer
	Mr. Satwinder Sandhu	General Manager Growth and Development

Rob Croxford
Chief Executive Officer

AGENDA

1. OPENING OF MEETING 4

2. PRESENT 4

3. APOLOGIES 4

4. CONFIRMATION OF MINUTES 4

5. MATTERS ARISING FROM PREVIOUS MINUTES 4

Nil. 4

6. CLOSED SESSION OF MEETING TO THE PUBLIC 5

7. DISCLOSURE OF INTERESTS OR CONFLICTS OF INTEREST 5

Nil. 5

8. AUDIT AND RISK COMMITTEE WORKPLAN 6

8.1 Audit and Risk Committee Charter 6

8.2 Outstanding Audit Committee Resolutions and Audit Report Recommendations - Final Quarter Ending June 2015 6

9. OFFICER REPORTS 7

9.1 Moorabool Business Continuity Plan Project Outline 7

9.2 LGPRF – Final Quarter 2014/15 Progress Report 7

9.3 Risk Management – Final Quarter Report 7

9.4 Asset Management Report 7

9.5 Financial Report 7

10. OTHER REPORTS 8

10.1 Compliance with Legislation and Policies 8

10.2 Significant Legal Matters Update 8

11. INTERNAL AUDIT 9

11.1 Appointment of Internal Audit Service Provider, Tender – Provision of Internal Audit Services 9

11.2 Presentation by HLB Mann Judd – Internal Auditors 9

12. EXTERNAL AUDIT 10

Nil. 10

13. VAGO PERFORMANCE REPORTS 10

Nil. 10

14. CORRESPONDENCE 11

14.1 MAV 11

14.2 DELWP 11

14.3 VAGO 11

14.4 OTHER 11

15. GENERAL BUSINESS 12

16. MEETING CLOSURE 12

1. OPENING OF MEETING

The Chairperson, Mr. Mike Said opened the meeting at 9.30am.

2. PRESENT

Mr. Mike Said	***Chairperson (External Representative)***
Cr. Tonia Dudzik	***East Moorabool Ward Councillor***
Cr. John Spain	***East Moorabool Ward Councillor***
Ms. Linda MacRae	***External Representative***

In Attendance

Mr. Rob Croxford	***Chief Executive Officer***
Mr. Mark Holloway	***HLB Mann Judd***
Ms. Vanessa O'Toole	***Manager People and Performance***
Ms. Michelle Morrow	***Minute Taker***

3. APOLOGIES

Mr. Satwinder Sandhu	***General Manager Growth and Development***

4. CONFIRMATION OF MINUTES

Resolution:

Moved: ***Ms. Linda MacRae***
Seconded: ***Cr. John Spain***

That the Audit & Risk Committee confirms the Minutes of the Audit Committee Meeting held on Wednesday 26 May 2015.

CARRIED.

5. MATTERS ARISING FROM PREVIOUS MINUTES

Nil.

6. CLOSED SESSION OF MEETING TO THE PUBLIC

Resolution:

Moved: Cr. John Spain
Seconded: Cr. Tonia Dudzik

That pursuant to the provisions of the Local Government Act 1989, the meeting now be closed to members of the public to enable the meeting to discuss the above matter, which the Council may, pursuant to the provisions of Section 89(2) of the Local Government Act 1989 (the Act) resolve to be considered in Closed Session, being a matter contemplated by Section 89(2) of the Act, as follows:

(a) personal matters;
(b) the personal hardship of any resident or ratepayer;
(c) industrial matters;
(d) contractual matters;
(e) proposed developments;
(f) legal advice;
(g) matters affecting the security of Council property;
(h) any other matter which the Council or special committee considers would prejudice the Council or any person;
(i) a resolution to close the meeting to members of the public.

7. DISCLOSURE OF INTERESTS OR CONFLICTS OF INTEREST

Nil.

8. AUDIT AND RISK COMMITTEE WORKPLAN

8.1 Audit and Risk Committee Charter

Resolution:

Moved: ***Ms. Linda MacRae***
Seconded: ***Cr. Tonia Dudzik***

That the Audit & Risk Committee receives the Audit & Risk Committee Charter Matrix.

CARRIED.

8.2 Outstanding Audit Committee Resolutions and Audit Report Recommendations - Final Quarter Ending June 2015

Resolution:

Moved: ***Cr. John Spain***
Seconded: ***Cr. Tonia Dudzik***

That the Audit & Risk Committee receives the updated status report on the Outstanding Audit Committee Resolutions and Audit Report Recommendations for the quarter ending June 2015.

CARRIED.

9. OFFICER REPORTS

9.1 Moorabool Business Continuity Plan Project Outline

The Chief Executive Officer, Rob Croxford, provided an overview pertaining to the status of the Moorabool Business Continuity Plan Project.

9.2 LGPRF – Final Quarter 2014/15 Progress Report

Resolution:

Moved: Ms. Linda MacRae
Seconded: Cr. John Spain

That the Audit & Risk Committee receives and notes the Final LGPRF Quarterly Progress Report and the Governance and Management Checklist to June 2015.

CARRIED.

9.3 Risk Management – Final Quarter Report

Resolution:

Moved: Cr. Tonia Dudzik
Seconded: Ms. Linda MacRae

1) That the Audit & Risk Committee receives and notes the Risk Management Report for the final quarter ending 30 June 2015.

2) That an action plan based upon reaching set targets from the JMAPP Audit be presented to the Audit Committee at its November 2015 meeting.

CARRIED.

9.4 Asset Management Report

Nil.

9.5 Financial Report

Nil.

10. OTHER REPORTS

10.1 Compliance with Legislation and Policies

Resolution:

Moved: Cr. Tonia Dudzik
Seconded: Ms. Linda MacRae

That the Audit & Risk Committee receives and notes the Compliance with Legislation and Policies register to June 2015.

CARRIED.

10.2 Significant Legal Matters Update

Resolution:

Moved: Cr. John Spain
Seconded: Cr. Tonia Dudzik

That the Audit & Risk Committee receives and notes the update on Significant Legal Matters pertaining to Moorabool Shire Council.

CARRIED.

11. INTERNAL AUDIT

11.1 Appointment of Internal Audit Service Provider, Tender – Provision of Internal Audit Services

Resolution:

Moved: ***Ms. Linda MacRae***
Seconded: ***Cr. John Spain***

That the Audit Committee receive and note that Council at its Ordinary Meeting on 5 August, 2015 resolved to accept the tender submission from HLB Mann for a three (3) year term, with an option of a further two (2) year term, for the provision of Internal Audit services commencing 1 July 2015.

CARRIED.

11.2 Presentation by HLB Mann Judd – Internal Auditors

Mr. Mark Holloway provided the Committee with an overview of his firm, HLB Mann Judd.

12. EXTERNAL AUDIT

Nil.

13. VAGO PERFORMANCE REPORTS

Nil.

14. CORRESPONDENCE

14.1 MAV

The Chair, with the consent of the Members, decided that Items 14.1 to 14.4 of the Agenda would be put to the vote as an aggregate.

Resolution:

Moved: ***Cr. John Spain***
Seconded: ***Ms. Linda MacRae***

That the Audit & Risk Committee receives and notes the correspondence received from the following:

- ***Municipal Association of Victoria (MAV)***
- ***Department of Environment, Land, Water and Planning (DELWP)***
- ***Victorian Auditor General's Office (VAGO)***
- ***Other organisations***

CARRIED.

14.2 DELWP

14.3 VAGO

14.4 OTHER

15. GENERAL BUSINESS

Cr. Tonia Dudzik sought information pertaining to the matter of Rate Capping.

RETURN TO OPEN SESSION – 11.30 AM

Resolution:

Moved: Cr. Tonia Dudzik
Seconded: Cr. John Spain

That the Meeting now return to Open Session.

CARRIED.

16. MEETING CLOSURE

The meeting closed at 11.30 am.

Confirmed: ……Chairperson

SPECIAL AUDIT & RISK COMMITTEE MEETING

Summary of Minutes

Special Audit and Risk Committee Meeting
held in the Council Chamber, 15 Stead Street, Ballan
on Wednesday 9 September 2015 at 2.45pm

Members:	Mr. Mike Said	Chairperson (External Representative)
	Cr. Tonia Dudzik	East Moorabool Ward Councillor
	Cr. John Spain	East Moorabool Ward Councillors
	Ms. Linda MacRae	External Representative
Auditor:	Mr. Martin Thompson	Crowe Horwath
Officers:	Mr. Rob Croxford	Chief Executive Officer
	Mr. Satwinder Sandhu	General Manager Growth and Development

Rob Croxford
Chief Executive Officer

AGENDA

1. OPENING OF MEETING 3
2. PRESENT 3
3. APOLOGIES 3
4. CLOSED SESSION OF MEETING TO THE PUBLIC 3
5. DISCLOSURE OF INTERESTS OR CONFLICTS OF INTEREST 4
Nil. 4
6. EXTERNAL AUDITOR 5
6.1 Closing Report to the Audit Committee – Year Ended June 30 2015 5
7. OFFICER REPORTS 6
7.1 2014/2015 Financial Statements 6
7.2 2014/2015 Performance Statements 6
8. GENERAL BUSINESS 8
Nil. 8
9. MEETING CLOSURE 10

1. OPENING OF MEETING

The Chairperson, Mr. Mike Said opened the meeting at 2.45pm.

2. PRESENT

Mr. Mike Said	***Chairperson (External Representative)***
Cr. Tonia Dudzik	***East Moorabool Ward Councillor***
Cr. John Spain	***East Moorabool Ward Councillor***
Ms. Linda MacRae	***External Representative***

In Attendance

Mr. Rob Croxford	***Chief Executive Officer***
Mr. John Gavens	***Crowe Horwath***
Mr. Steve Ivelja	***Manager Finance***
Mr. Phil Jeffrey	***General Manager Infrastructure***
Ms. Michelle Morrow	***Minute Taker***

3. APOLOGIES

Mr. Martin Thompson	***Crowe Horwath***

4. CLOSED SESSION OF MEETING TO THE PUBLIC

CLOSURE OF THE MEETING TO THE PUBLIC – 2.45 PM

Resolution:

Moved: ***Ms. Linda MacRae***
Seconded: ***Cr. John Spain***

That pursuant to the provisions of the Local Government Act 1989, the meeting now be closed to members of the public to enable the meeting to discuss the above matter, which the Council may, pursuant to the provisions of Section 89(2) of the Local Government Act 1989 (the Act) resolve to be considered in Closed Session, being a matter contemplated by Section 89(2) of the Act, as follows:

(a) personal matters;
(b) the personal hardship of any resident or ratepayer;
(c) industrial matters;
(d) contractual matters;
(e) proposed developments;
(f) legal advice;
(g) matters affecting the security of Council property;
(h) any other matter which the Council or special committee considers would prejudice the Council or any person;
(i) a resolution to close the meeting to members of the public.

CARRIED.

5. DISCLOSURE OF INTERESTS OR CONFLICTS OF INTEREST

Nil.

6. EXTERNAL AUDITOR

6.1 Closing Report to the Audit Committee – Year Ended June 30 2015

Mr. John Gavens of Crowe Horwath presented the Closing Report to the Audit Committee – Year Ended June 30, 2015.

Cr. Dudzik entered the meeting at 2.50pm.

7. OFFICER REPORTS

7.1 2014/2015 Financial Statements

Recommendation:

That the Audit and Risk Committee recommend to Council, in accordance with S132 of the *Local Government Act* (1989) that Council:

(a) Adopts "in principle" and submits the 2014/2015 Financial Statements to the Auditor-General for certification; and
(b) Authorises Cr. Spain and Cr. Dudzik to certify the 2014/2015 Financial Statements in its final form.

Resolution:

Moved: Cr. John Spain
Seconded: Cr. Tonia Dudzik

That the Audit and Risk Committee recommend to Council, in accordance with S132 of the Local Government Act (1989) that Council:

(a) Adopts "in principle" and submits the 2014/2015 Financial Statements subject to no material change to the Auditor-General for certification; and

(b) Authorises Cr. Spain and Cr. Dudzik to certify the 2014/2015 Financial Statements in its final form.

CARRIED.

7.2 2014/2015 Performance Statements

Recommendation:

That the Audit and Risk Committee recommend to Council, in accordance with S132 of the *Local Government Act* (1989), that Council:

a) Adopts "in principle" and submits the 2014/2015 Performance Statements to the Auditor for certification; and
b) Authorises Cr. Spain and Cr. Dudzik to certify the 2014/2015 Performance Statements in its final form.

Resolution:

Moved: Cr. Tonia Dudzik
Seconded: Cr. John Spain

That the Audit and Risk Committee recommend to Council, in accordance with S132 of the Local Government Act (1989), that Council:

a) Adopts "in principle" and submits the 2014/2015 Performance Statements subject to no material change to the Auditor for certification; and

b) Authorises Cr. Spain and Cr. Dudzik to certify the 2014/2015 Performance Statements in its final form.

c) The Committee thanks the officers involved in both the financial and performance statements and the agent of the Auditor General Mr. Martin Thompson and his staff for the quality of the papers presented.

CARRIED.

8. GENERAL BUSINESS

Nil.

At the request of the Chair, all officers, other than the Chair Mr. Said, Ms. MacRae, Cr. Dudzik, Cr. Spain and Mr. Gavens, adjourned from the meeting at 4.20pm to allow an in camera meeting to be held and did not return to the meeting.

The Minute Taker returned to the meeting at 4.30pm to finalise final proceedings.

RETURN TO OPEN SESSION – 4.30PM

Resolution:

Moved: ***Ms. Linda MacRae***
Seconded: ***Cr. Tonia Dudzik***

That the Meeting now return to Open Business.

CARRIED.

MOTIONS IN OPEN SESSION

Resolution:

Moved: Cr. John Spain
Seconded: Ms. Linda MacRae

That the following resolutions carried in Closed Session be recorded in Open session:

Item 7.1 - 2014/2015 Financial Statements

That the Audit and Risk Committee recommend to Council, in accordance with S132 of the Local Government Act (1989) that Council:

(a) Adopts "in principle" and submits the 2014/2015 Financial Statements subject to no material change to the Auditor-General for certification; and

(b) Authorises Cr. Spain and Cr. Dudzik to certify the 2014/2015 Financial Statements in its final form.

Item 7.2 - 2014/2015 Performance Statements

That the Audit and Risk Committee recommend to Council, in accordance with S132 of the Local Government Act (1989), that Council:

(a) Adopts "in principle" and submits the 2014/2015 Performance Statements subject to no material change to the Auditor for certification; and

(b) Authorises Cr. Spain and Cr. Dudzik to certify the 2014/2015 Performance Statements in its final form.

(c) The Committee thanks the officers involved in both the financial and performance statements and the agent of the Auditor General Mr. Martin Thompson and his staff for the quality of the papers presented.

CARRIED.

9. MEETING CLOSURE

The meeting closed at 4.32 pm.

Confirmed: …….Chairperson