

<b>AO.3</b>	<b>RIDDELLS CREEK MOVEMENT NETWORK STUDY</b>
<b>Officer:</b>	<b>Eng Lim, Manager Engineering and Resource Recovery</b>
<b>Council Plan relationship:</b>	<b>1. Connecting communities 2. Healthy environment, healthy people</b>
<b>Attachments:</b>	<b>Draft Riddells Creek Movement Network Study Report 2024 (under separate cover)</b>

### Summary

This report highlights the key findings from the penultimate study report for Riddells Creek Movement and Network Study (RCMNS). Included is a list of recommendations identified and refined following initial engagement with a small group of residents. The final list is ranked using a multi-criteria analysis.

Officers are planning for broader community consultation in March.

### Recommendation

**That Council endorses the release of the draft Riddells Creek Movement Network Study for four weeks of consultation in March 2024.**

### Background

The RCMNS aims to provide a strategic transport plan proposing infrastructure to accommodate long-term population growth within the Riddells Creek township boundary and to address the local community's transport concerns.

The study was conducted in three stages: Stage 1, Stage 2A, and Stage 2B. The table below summarises the four objectives of this study and the related tasks to achieve them.

Objectives	Tasks
Network aspiration (Stage 1)	Create an ultimate movement network plan that outlines the vision for the transport network in Riddells Creek. Analyse all inputs to the ultimate movement network, including Council documents, planning schemes and community feedback.
Gap Analysis (Stage 2A)	Identify gaps between this plan and the existing infrastructure in Riddells Creek.
Project Identification (Stage 2A)	Identify projects that will close the identified gaps and upgrade existing transport infrastructure to meet the specifications of the ultimate movement network.
Project Prioritisation (Stage 2B)	Define criteria to rank the list of projects in order of priority. Prioritise projects to assist Council with a multi-year capital works program.

During Stage 1 (financial year FY21/22), officers investigated relevant concerns and issues and prepared a desktop report. Subsequently, in 2022, officers conducted workshops and consultations with the community to gather insights and understand specific concerns related to transport infrastructure.

In the financial year FY22/23, Stage 2A works involved the development of the likely future township movement network, including mapping aspirational walking and cycling networks. Gaps between the existing transport infrastructure and the aspirational network were listed, and a long list of recommendations was produced to address these gaps. These recommendations include pedestrian projects, cycling projects, intersection upgrades, speed limit reductions, and amenity and streetscape improvements.

In the current financial year (FY23/24), Stage 2B works collected data via traffic and parking surveys between August and September 2023. The survey identified that there is ample parking to accommodate an increase in traffic volumes and parking demand within Riddells Creek. The survey data informed the prioritisation of the Stage 2B list of recommendations using a 'Multi-Criteria Assessment' (MCA) approach, which is described under the Discussion section.

## **Discussion**

The multi-criteria analysis (MCA) process adopts the following six key areas:

(1) Feasibility:

- Prioritise routes within Council land where Council has greater control over implementation and decision-making.
- Prioritise routes with minimal environmental and cultural heritage impacts, avoiding disruption to natural habitats or culturally significant sites.
- Prioritise projects that require minimal construction or infrastructure upgrades, ensuring earlier implementation and cost-effectiveness.

(2) Connectivity:

- Prioritise routes that connect to key destinations within the Riddells Creek town centre, enhancing accessibility and convenience for residents and visitors.

(3) Safety:

- Prioritise projects that improve safety for all road users, including pedestrians, cyclists, and motorists. This may involve traffic calming measures, improved signage, or dedicated pathways.

(4) Alignment with Movement and Place aspirations:

- Prioritise projects that address identified gaps in the existing movement and place network performance within Riddells Creek.

(5) Alignment with local strategy and policy:

- Prioritise projects that support the Council's objectives for walking and cycling, promoting active transportation and healthier lifestyles.
- Prioritise projects that provide additional community benefits, such as boosting tourism, supporting local businesses, or creating a safe route to school.
- Prioritise projects that have already been partially developed, reducing overall project time and cost.

(6) Stakeholder and community sentiments:

- Prioritise projects that have received strong support from the Riddells Creek community, reflecting the needs and preferences of residents.
- Prioritise projects that require minimal external stakeholder approvals, facilitating faster implementation and minimising potential delays.

The MCA process involved assigning weights and scores to various criteria based on their relative importance. Additionally, key performance indicators (KPIs) were developed for

each assessment criteria, with each KPI assigned a score between 1 and 5 based on a pre-defined scoring guide.

The complete weighting and scoring guide for the MCA is presented in Appendix C of the RCMNS draft report. This guide provides further details about the evaluation process and the specific criteria used to prioritise projects.

#### Impact of Amess Road Development

The consultant was requested to assess the impact of any Amess Rd development as per the developer's current proposal as a conservative approach.

The assessment showed that due to the ongoing development of Amess Road and the expected 22.02% increase in overall traffic volume in 20 years (by 2043), several key intersections within the Riddells Creek township will require significant upgrades to maintain smooth traffic flow and facilitate safe pedestrian movements. Regardless of the ultimate increase in traffic, the increase figure used is expected to be within an acceptable tolerance level for use in the RCMNS.

The consultant conducted a comprehensive traffic analysis to identify these critical intersections and recommend specific high-level treatments, such as signalisation or roundabout construction, to ensure their efficient operation in the future.

The table below shows a list of key intersections reviewed with the result of intersection performance in 20 years, based on two likely future options. The Department of Transport and Planning will be invited to provide feedback as part of the consultation process, as some of the recommendations fall within their jurisdiction for further action.

Intersection	Base case	Proposed roundabout option	Proposed signals option
Riddell Road and Kilmore Road	well over capacity in both peaks significant congestion on Riddell Road	at capacity in the PM peak	near capacity in the AM peak
Station Street and Kilmore Road	over capacity in the PM peak	near capacity in the AM peak	below capacity in both peaks
Bolithos Road and Kilmore Road	over capacity in the AM peak at capacity in the PM peak	below capacity in both peaks	not required nor nominated as a project
Gap Road and Kilmore Road	well below capacity	not required nor nominated as a project	not required nor nominated as a project
Sandy Creek Road and Kilmore Road	well below capacity	well below capacity	not required nor nominated as a project

**Table 1 – Key Intersection Analysis**

#### **Consultation and engagement**

Following Stage 1 community consultation and consideration of critical issues highlighted in the previous briefing paper, Council officers involved in the study were contacted by the Riddells Creek Community Planning Group (RCCPG) in June 2023. The RCCPG, having reviewed the August 2022 Council report outlining draft recommendations for the Riddells

Creek community, expressed awareness through the project's website timeline of further community engagement opportunities related to the analysis stage.

As part of their commitment to enhanced collaboration with Council, the RCCPG has been actively developing a community-driven vision and critical infrastructure priorities for Riddells Creek town to inform Council planning works.

Two Council engineering officers met with the RCCPG on two occasions, on 6 July 2023 and again on 9 November 2023. Key summaries from those meetings include:

- In the July meeting, Council officers presented the draft recommendations from Stage 2A of the Study, an aspirational plan containing over 90 recommendations for further investigation and prioritisation.
- They explained that Stage 2B (2023 - 2024) will involve the development of a multi-criteria analysis (MCA) supported by a traffic and parking analysis (August - September 2023) and a broader community consultation (February - March 2024).
- The RCCPG presented their "What Riddell Wants (Infrastructure)" priorities, focusing on transport, pedestrian, and bike movement. They acknowledged significant alignment between their priorities and the community feedback received to date.
- Both parties agreed to a follow-up meeting to further discuss prioritisation.
- The RCCPG committed to collating feedback and providing input to Council officers by October 2023.
- In the November 2023 Meeting, the RCCPG shared their work (Appendix D) detailing their thought process, emphasis on walkability, top 10 and 30 prioritised projects and proposed project assessment criteria.
- Council officers confirmed that the RCCPG's top 30 projects would serve as an initial input to the MCA process, which already incorporates "Stakeholder and community sentiments" as one of its six assessment criteria.
- Additionally, the community group identified 15 new projects they desired for the township, outlined in Table 12 of the attached Riddells Creek Movement Network Study, which were also included in the prioritisation process.

The consultants and Council officers met several times to consider the following carefully:

- A detailed review of the traffic and parking survey.
- The development and application of the Multi-Criteria Assessment (MCA) approach on all recommendations, including new ones suggested by the community group.
- Incorporate the community group's vision for walkability and the "What Riddell Wants" initiative.

This has resulted in the RCMNS producing 112 comprehensive projects to be evaluated, prioritised, and scored based on the MCA criteria and associated cost estimates.

Appendix B of the draft RCMNS summarises the recommendations.

The Council's MCA framework addresses a broader scope of traffic and transport needs along with active transport considerations, ensuring fairness and equal opportunity for projects addressing different aspects of movement within the community.

The process followed by officers in the RCMNS demonstrates the council's commitment to transparency and community engagement. Officers ensured that diverse perspectives were considered in the project prioritisation process by providing the Riddells Creek Community Group (RCCG) with an opportunity to offer their feedback. It is worth noting that the RCCPG provided their list of top 30 prioritised projects focusing primarily on walkability.

This collaborative approach demonstrates a balanced perspective, considering specific community priorities and the overall Council's vision for the Riddells Creek transport network.

Officers ranked the 112 projects in priority order and identified the top 30. This review includes validating each project against the traffic and parking survey while balancing prioritisation with other transport modes for Riddells Creek. 16 of the RCCG's top 30 projects have remained in the final top 30 priority list, as indicated in the table below.

Project Number	Rank	Project Type	Location/Road Name	Road Name Start	Road Name End	Community Rank
99	1	SHARED PATH	SUTHERLANDS ROAD	RACECOURSE ROAD	LIONS PARK	2
85	2	WOMBAT CROSSING	SUTHERLANDS ROAD	STATION STREET		22
84	3	WOMBAT CROSSING	STATION STREET	SUTHERLANDS ROAD		22
75	4	SPEED LIMIT REDUCTION 50 KM/H TO 30 KM/H	STEPHEN STREET	SUTHERLANDS ROAD	HAMILTON STREET	9
74	5	SPEED LIMIT REDUCTION 50 KM/H TO 30 KM/H	MAIN ACTIVITY AREA	STATION STREET / HAMILTON STREET / FITZGERALD STREET		9
33	6	SHARED PATH	BOLITHOS ROAD	ROYAL PARADE	KILMORE ROAD	20
88	7	P.O.S. CROSSING	SUTHERLANDS ROAD	NO. 5		
43	8	SHARED PATH	AMESS ROAD	WOHL COURT	SUTHERLANDS ROAD	13
35	9	SHARED PATH	AMESS ROAD	KILMORE ROAD	WOHL COURT	12
44	10	SHARED PATH	SUTHERLANDS ROAD	YELLOWGUM AVENUE	AMESS ROAD	14
37	11	SHARED PATH	MELVINS ROAD	ROYAL PARADE	MAHONEYS ROAD	21
34	12	SHARED PATH	RACECOURSE ROAD	AMESS ROAD	SOUTHBOURNE ROAD	29
32	13	SHARED PATH	GAP ROAD	ROYAL PARADE	SOMERVILLE LANE	5
71	14	SPEED LIMIT REDUCTION 50 KM/H TO 40 KM/H	KILMORE ROAD	FILMER PLACE	MELVIN ROAD	9
36	15	SHARED PATH	GAP ROAD	SOMERVILLE LANE	KILMORE ROAD	5
112	16	SHARED PATH & WOMBAT CROSSING	RIDDELLS CREEK PRIMARY SCHOOL CAR PARK	RIDDELLS CREEK PRIMARY SCHOOL CAR PARK		30
104	17	PEDESTRIAN CROSSING	SANDY CREEK ROAD	SANDY CREEK ROAD		10
30	18	SHARED PATH	SANDY CREEK ROAD	BUSH COURT	KILMORE ROAD	
67	19	SHARROWS	STEPHENS STREET	SUTHERLANDS ROAD	HAMILTON ROAD	
58	20	SHARROWS	HAMILTON STREET / FITZGERALD STREET	STEPHEN STREET	SUTHERLANDS ROAD	
24	21	REGIONAL TRAIL	KILMORE ROAD	FLOUR MILL LANE	RIDDELLS CREEK	11
38	22	SHARED PATH	MAHONEYS ROAD	NO. 7	MERRIFIELD STREET	28
11	23	FOOTPATH	SEXTON STREET	NO. 13	KILMORE ROAD	18
46	24	SHARROWS	STATION STREET	KILMORE ROAD	STEPHEN STREET	
101	25	P.O.S. CROSSING	MAIN ROAD	MAIN ROAD		6
54	26	SHARROWS	MERRIFIELD STREET	SOMERVILLE LANE	KILMORE ROAD	
19	27	FOOTPATH	SUTTON STREET	SOMERVILLE LANE	MAHONEYS ROAD	
4	28	FOOTPATH	SOUTHBOURNE ROAD	RACECOURSE ROAD	PARKVIEW TERRACE	3
1	29	FOOTPATH	SOMERVILLE LANE	MELVINS ROAD	SANDY CREEK ROAD	15
76	30	STREETSCAPING	STATION STREET	SUTHERLANDS ROAD	HAMILTON STREET	

**Table 2 – Top Thirty Priorities**

Since an early version of the RCMNS has already been out for consultation to a small community group in 2023, officers recommend the whole document be provided for consultation allowing the community to see the finished product before Council considers adopting it.

**Collaboration**

Officers prepared this report with the assistance of external stakeholders (material provided from the consultation and engagement process with Riddells Creek community members) and internal staff, including key contributions from the Strategic Planning team and The Department of Transport and Planning (DTP) on arterial roads.

As part of the upcoming community consultation, officers will share the findings of the study with DTP for further comment, particularly on the advocacy section for future arterial road and intersection upgrades.

**Innovation and continuous improvement**

The Riddells Creek Movement Network Study reflects Council's commitment to identify and address the community's concerns about transport, infrastructure development and population growth in Riddells Creek now and into the future. Once the study is adopted, officers will look at opportunities for innovation and continuous improvement when designing and constructing the recommendations.

**Relevant law**

In accordance with the *Gender Equality Act 2020*, a Gender Impact Assessment has been conducted in relation to the subject matter of this report.

The gender impact assessment recommends that, as far as it is practical, the document be planned to provide equity of access for all current and future users. The Mobility and Road Safety Strategy applies to all residents and visitors.

It also endeavours to provide equity of consideration of issues and opportunities to all, including gender considerations. Officers will seek gender-specific feedback as a part of the final consultation process.

**Relevant regional, state and national plans and policies**

The following documents informed the RCMNS:

- Road Management Act 2004
- Victorian Road Safety Strategy 2021 to 2030
- Towards Vision Zero
- Movement and Place Framework

**Relevant Council plans and policies**

The RCMNS will seek to improve connectivity and movement and provide transport choices to the community, including walking trails and bike paths. It relates to two of the Council Plan 2021-2031 strategic objectives: *Connecting Communities and Healthy Environment, Healthy People*.

Other relevant Council plans and policies include:

- Mobility and Road Safety Strategy 2023 - 2032
- Shirewide Footpath Plan 2023
- Positive Aging Strategy 2020
- Disability Action Plan 2021 – 2024
- Walking and Cycling Strategy 2014

**Financial viability**

The study is funded by this financial year's budget. The recommendations from this study will result in potential new capital projects, subject to future budget decisions and planned for within the long-term financial plan.

At the same time, officers will be exploring opportunities from multiple sources of funding to fund some of these actions through external State and Federal grants such as the Transport Accident Commission (TAC), the Department of Transport and Planning, as well as any other applicable grants based on the grant selection criteria specific to each funding source.

Some recommendations are the responsibility of other agencies (such as the Department of Transport and Planning), and staff would engage in advocacy to promote the related RCMNS recommendations.

**Sustainability implications**

This study intends to support the Council's commitment to managing its infrastructure, considering long-term environmental and financial sustainability, and ensuring that the traffic and transport network supports a sustainable community and environment.

Any project to be developed from this study's recommendations will consider any social and/or environmental impact specific to each project and the affected community members will be consulted before its implementation.

**Officer declaration of conflicts of interest**

All officers involved in the preparation of this report have declared that they do not have a conflict of interest in relation to the subject matter.