

AO.2	DRAFT KYNETON MOVEMENT NETWORK STUDY
Officer:	Eng Lim, Manager Engineering and Resource Recovery
Council Plan relationship:	2. Healthy environment, healthy people
Attachments:	DRAFT Kyneton Movement Network Study - Stage 2 (under separate cover)

Summary

This report highlights the key findings from the penultimate study report for the Kyneton Movement and Network Study (KMNS), which provides a list of recommendations based on the traffic analysis and references to other Council plans and strategies.

Officers are planning for a broader community consultation for six weeks in April 2024.

In addition, officers propose a new resolution to supersede the 24 November 2021 Scheduled Council meeting resolution, recognising the KMNS is a Council Plan action and that officers want to meet the published completion date.

Recommendation

That Council:

1. **Endorses the release of the draft Kyneton Movement Network Study for a 6-week consultation beginning in April 2024; and**
2. **Endorses the progression of the Kyneton Movement Network Study as a separate process from the Kyneton Urban Design Framework.**

Background

Initial work began on a version of the *Kyneton Movement Network Infrastructure Study* in 2010 and identified existing movement network requirements for the town. Subsequent investigations, including the *Kyneton Urban Design Framework* (Kyneton UDF) in 2008 and the *Kyneton Structure Plan* in 2013, laid the foundation for future planning. A 2018 draft KMNS faced community opposition, necessitating a revised approach.

Council is also updating the Kyneton UDF, focusing on the public realm and movement network needs within the town centre as defined by the Commercial 1 Zone. Following community consultation, expected later in 2024, the final Kyneton UDF will reflect the town centre movement network contained in the Kyneton Movement Network Study (KMNS).

This is important to note as the 24 November 2021 Scheduled Council Meeting resolution identified that the Kyneton UDF should be completed before the KMNS progresses, as follows.

That Council:

1. **Direct that work on the Kyneton Movement Network Study be suspended pending the completion of the Kyneton Urban Design Framework.**
2. **Direct that work on the Kyneton Movement Network Study will recommence on completion of the Kyneton Urban Design Framework.**
3. **Direct that traffic and parking investigations are undertaken to support and inform the Kyneton Urban Design Framework.**

4. Resolves to suspend work on the Kyneton South Framework Plan, until the completion of the Kyneton Urban Design Framework.

Stage 2A Overview:

Completed in June 2023, KMNS Stage 2A thoroughly reviewed the existing movement networks, strategic directions, and community feedback - identifying gaps, issues, and constraints within Kyneton's movement network.

Stage 2B Overview:

KMNS Stage 2B focuses on developing movement network projects and recommendations to address current issues and cater to future demands. It includes estimating future traffic demand using a strategic transport model.

Discussion

Some of the key findings identified from this report are below:

- A notable uplift in traffic volumes is forecast in the Kyneton region to 2041 during the PM peak period (3-6 pm).
- There would be noticeable congestion in parts of the network in the future baseline scenario, most significantly on Mollison Street.
- The Edgecombe Street connection (once the bridge is built) would be well utilised as it becomes the key north-south corridor, along with Mollison Street.
- The two future network scenarios would result in significant congestion relief on Mollison Street, given that part of the north-south traffic is redistributed to Edgecombe Street.
- The traffic demands are similar for both scenarios presented.
- Future peak-hour traffic demands would be well within the theoretical capacities of each road within Kyneton.

The consultants identified preliminary recommendations and projects based on past work, community feedback, and a desktop review. Future modelling assessments have considered projected growth in land use and vehicular volumes and underpinned several revised high-level recommendations in areas such as Public Transport, Walking and Cycling, Freight, Traffic Operation, and Car Parks.

Pages 33-50 of the attachment '*draft Kyneton Movement Network Study*' lists the detailed recommendations. The screenshots below reflect some of the high-level recommendations developed for each category.

It is important to note that Mollison Street, High Street and Piper Street within the Kyneton town centre are managed by the state road authority, the Department of Transport and Planning (DTP).

Public Transport

No.	Identified Need/Focus Area	Recommendations	Timeframe ¹	Cost ²	Priority ³
PT1	Bus access, connections, and routing	<ul style="list-style-type: none"> Advocate to PTV to review bus routes to better serve education and industrial precincts on Edgecombe Street. 	Short-term	Low	High
		<ul style="list-style-type: none"> Trial on-demand flexible and accessible bus services in Kyneton outside of peak periods to key destinations (e.g. the town centre, community centres, etc.). 	Medium-term	Moderate	Medium
PT2	Bus efficiency and frequency	<ul style="list-style-type: none"> Advocate to PTV to review the frequency and schedule of bus services to increase services during peak periods matching with the train schedule. 	Short-term	Low	High
		<ul style="list-style-type: none"> Investigate the feasibility of trialling an on-demand shuttle service between the railway station and the town centre during peak tourist seasons. 	Medium-term	Moderate	Medium
PT3	Sustainable public transport	<ul style="list-style-type: none"> Advocate for bus operators and/or to PTV to replace existing fossil fuel forms of transport with hybrid or electric fleets. 	Medium-term	Moderate	Medium
PT4	Bus infrastructure	<ul style="list-style-type: none"> Review (on-site) existing infrastructure of all bus stops within Kyneton in conjunction with patronage and advocate to PTV to upgrade high-priority bus stops to the current standard (including DDA tiles, pad, shelter, etc.). 	Short-term	Moderate	High
PT5	Railway station	<ul style="list-style-type: none"> Advocate to railway authorities (VicTrack, PTV, etc.) to upgrade facilities at the railway station, including improved pedestrian access and bicycle parking to cater for future growth as well as additional car parking. 	Short-term	Moderate	Medium

Walking and Cycling

No.	Identified Need/Focus Area	Recommendations	Timeframe ¹	Cost ²	Priority ³
AT1	Access to Kyneton Railway Station	<ul style="list-style-type: none"> Ensure the delivery by the developers of traffic signals at the Mollison Street/Campaspe Drive intersection and a shared path on the northern side of Campaspe Drive between Mollison Street and Village Green Drive. 	Short-term	Low	High
		<ul style="list-style-type: none"> Develop cycling/walking routes identified in AT2 and AT3 to enhance access and connections to the railway station. 	Long-term	High	High
		<ul style="list-style-type: none"> Prioritise/expedite the delivery of a shared path in/adjacent to the railway reserve extending from the south end of the approved subdivision at 22 Village Green Drive to Mollison Street (partly funded by developers). 	Short-term	Low	High
		<ul style="list-style-type: none"> Seek funding from DTP to install pedestrian-operated signals at the railway crossing (across Mollison Street, on the northern side of the crossing). The indicative trigger point is when the shared path in the railway reserve is built to Mollison Street. 	Medium-term	Moderate	Medium
		<ul style="list-style-type: none"> Extend the existing footpath/shared path in/along the railway corridor (one or both sides) as part of the rezoning/development of greenfield sites in Kyneton South. 	Long-term	High	Low
AT2	Campaspe River Trail	<ul style="list-style-type: none"> Widen the river trail between the southern end of Wedge Street and the eastern terminus to match upgraded sections to the west/northwest. 	Short-term	Moderate	High
			Short-term	Moderate	High

Traffic Operation

No.	Identified Need/Focus Area	Recommendations	Timeframe ¹	Cost ²	Priority ³
TR1	Operation of Mollison Street	• Signal rephasing at the Mollison Street/High Street intersection.	Short-term	Low	High
		• Extend the southern right turn lane (re-line marking) by relocating the existing bus just north of Simpson Street to the frontage of the Mechanics Institute (in the form of an indented bay).	Short-term	Low	High
		• The above projects are subject to further assessment and will require approval from DTP.			
TR2	Rat runs on Begg Street, Bodkin Street and New Street	• As per TR1.	Short-term	Low	High
		• Consider implementing the following traffic management treatments as appropriate: <ul style="list-style-type: none"> ○ Install speed humps on Bodkin Street and Welsh Street (one-way section); ○ Install bus-friendly speed humps on Begg Street and New Street; ○ Mark parking bays (hockey sticks) on both sides of Bodkin Street and New Street (north of Bodkin Street) to create a narrowing effect; and ○ Install a splitter island on Bodkin Street approach to New Street; or ○ Restrict access to New Street, Bodkin Street and/or Begg Street to a left-in left-out arrangement at High Street and Mollison Street. This could be a temporary measure until the Edgcombe Street bridge 	Short-term	Low	High

The study recommendations have also been categorised into short, medium and long-term goals. These goals are categorised in three different colours and tabulated as below.

Recommendation Type	Likely Delivery timeframe	Likely level of costs
Short-term	0 - 5 years	\$10,000- \$250,000
Medium-term	5-10 years	\$250k- \$1M
Long-term	10 years+	More than \$1M

Top 30 projects

Based on the long list of recommendations, a prioritisation process was undertaken by adopting a 'Multi-Criteria Assessment' (MCA) approach.

The multi-criteria analysis (MCA) process adopts the following criteria, which are categorised into 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 Kyneton town centre, enhancing accessibility and convenience for residents and visitors

- Prioritise routes that complete critical gaps in the existing movement network

3. Safety:

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

4. Alignment with Movement and Place aspirations:

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

5. Alignment with local strategy and policy:

- Prioritise projects that support 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 Kyneton community, reflecting the needs and preferences of residents;
- Prioritise projects that require minimal external stakeholder approvals, facilitating faster implementation and minimising potential delays.

The complete weighting and scoring guide for the MCA is presented as Appendix K of the draft *Kyneton Movement Network Study* report. This guide provides further details about the evaluation process and the specific criteria used to prioritise projects for development in this study.

The top 30 projects are listed below.

Rank	Road Name	Project	Start	End
1	Edgecombe Street at existing shared path connection through Education Precinct	Priority crossing with kerb outstands	n.a	n.a
2	Kyneton Town Centre	Area speed limit reduction (30km/h or 40km/h)	n.a	n.a
3	Edgecombe Street	Carriageway reconfiguration (shared bicycle and parking lane) and kerb outstands (narrowing effect and reducing crossing distance)	High Street	Beauchamp Street
4	Streets surrounding town centre (bounded by Piper/Mair, Victoria, Donnithorne/Bodkin & Wedge)	Speed limit reduction (to 40 km/h)	n.a	n.a

Rank	Road Name	Project	Start	End
5	High Street at Market Street Car Park ROW access	Priority crossing with kerb outstands	n.a	n.a
6	Piper Street	Wombat crossing with kerb outstands	Ebden Street	Powlett Street
7	Edgecombe Street (post the construction of a bridge at Campaspe River)	Road upgrade and reconfiguration	High Street	Future Campaspe River bridge
8	Kyneton Town Centre	Convert on-street parking spaces to accessible parking spaces (case-by-case basis)	n.a	n.a
9	Kyneton Town Centre	Undertake accessible parking audit	n.a	n.a
10	Edgecombe Street (post the construction of a bridge at Campaspe River)	Speed limit reduction (to 40 km/h)	Epping Street	Beauchamp Street
11	New Street	Traffic calming (speed cushions and hockey sticks)	High Street	Begg Street
12	Begg Street	Speed cushions	Mollison Street	Ross Street
13	Bodkin Street	Traffic calming (speed humps, hockey sticks, splitter island at New Street)	Mollison Street	New Street
14	Mollison Street into Market Street	Restrict right turn movements during peak times (short term)	n.a	n.a
15	Mollison Street	Priority crossing with kerb outstands	Simpson Street	Welsh Street
16	Mollison Street	Priority crossing with kerb outstands	Hutton Street	Bowen Street
17	High Street/Edgecombe Street (post the construction of a bridge at Campaspe River)	Intersection upgrades (traffic signals)	n.a	n.a
18	Mollison Street/High Street	Intersection upgrades (right turn extension and signal mods)	n.a	n.a
19	Edgecombe Street (post the construction of a bridge at Campaspe River)	On-road cycle lanes/shared path	Beauchamp Street	Pleasant Hills Road
20	Wedge Street	On-road cycle lanes/shared path	Beauchamp Street or Yaldwyn Street	Simpson Street

Rank	Road Name	Project	Start	End
21	Beauchamp Street or Yaldwyn Street	On-road cycle lanes/shared path	Edgecombe Street	Campaspe River Trail
22	High Street, Epping Street, Edgecombe Street	Install on-street accessible parking in/around the Education Precinct	n.a	n.a
23	Yaldwyn Street E (north side)	Construct footpath	Mollison Street	Victoria Street
24	Wedge Street (west side)	Construct footpath	Baynton Street	Jennings Street
25	Pohlman Street (south side)	Construct footpath	Ebden Street	Powlett Street
26	Donnithorne Street (south side)	Construct footpath	Powlett Street	Wedge Street
27	Lauriston-Reservoir Road (south side)	Construct footpath	Mollison Street	Harpers Lane
28	Epping Street (south side)	Construct footpath	Edgecombe Street	Barton Street
29	Victoria Street (west side)	Construct footpath	Mair Street	Beauchamp Street
30	Beauchamp Street (north side)	Construct footpath	Wedge Street	Powlett Street

Note: n.a denotes not applicable.

Advocacy to the Department of Transport and Planning (DTP)

Within the top 30 projects, the following projects summarised in the table below will require advocacy and approval of DTP.

Rank	Road Name	Project
2	Kyneton Town Centre	Area speed limit reduction (30 km/h or 40 km/h)
4	Streets surrounding town centre (bounded by Piper / Mair, Victoria, Donnithorne / Bodkin & Wedge)	Speed limit reduction (to 40 km/h)
5	High Street at Market Street Car Park ROW access	Priority crossing with kerb outstands
6	Piper Street	Wombat crossing with kerb outstands
10	Edgecombe Street (post the construction of a bridge at Campaspe River)	Speed limit reduction (to 40 km/h)
14	Mollison Street into Market Street	Restrict right turn movements during peak times (short term)
15	Mollison Street	Priority crossing with kerb outstands
16	Mollison Street	Priority crossing with kerb outstands
17	High Street/Edgecombe Street (post the construction of a bridge at Campaspe River)	Intersection upgrades (traffic signals)
18	Mollison Street/High Street	Intersection upgrades (right turn extension and signal modifications)

Previous Council Resolution

The 24 November 2021 Scheduled Council meeting resolved:

That Council:

- 1. Direct that work on the Kyneton Movement Network Study be suspended pending the completion of the Kyneton Urban Design Framework.**
- 2. Direct that work on the Kyneton Movement Network Study will recommence on completion of the Kyneton Urban Design Framework.**
- 3. Direct that traffic and parking investigations are undertaken to support and inform the Kyneton Urban Design Framework.**
- 4. Resolves to suspend work on the Kyneton South Framework Plan, until the completion of the Kyneton Urban Design Framework.**

Officers undertook a draft "Issues and Opportunities" report for the KMNS to support and inform the Kyneton UDF.

Resolution 2 indicates that the KMNS should recommence on completion of the Kyneton UDF. The Kyneton UDF is not complete therefore, officers have provided a recommendation superseding the November 2021 decision to enable this study to progress further without contravening an existing Council resolution. This new resolution is reflected as recommendation number 2 of this report.

Consultation and engagement

Officers recommend undertaking community consultation for six weeks from April to early May 2024, recognising that there is a two-week school break during this proposed period.

Collaboration

Officers prepared this report with the assistance of internal staff and external stakeholders and internal staff, including key contributions from the Strategic Planning team and The Department of Transport and Planning (DTP) on arterial roads.

Innovation and continuous improvement

The Kyneton Movement Network Study reflects Council's commitment to identify and address the community's concerns about transport, infrastructure development and population growth in Kyneton 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 provides 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 plans and policies were referred to in drafting this KMNS:

- Identify any regional, state or national plans or policies applicable to the subject matter of the report.
- Road Management Act 2004
- Victorian Road Safety Strategy 2021 to 2030
- Towards Vision Zero
- Movement and Place Framework

Relevant Council plans and policies

The KMNS 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 Ageing Strategy 2020-2025

- Disability Action Plan 2021 – 2024
- Walking and Cycling Strategy 2014

Financial viability

This financial year's budget funds this study. The recommendations from this study will result in potential new capital projects, subject to future budget decisions.

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, the Department of Transport and Planning as well as any other applicable grants based on the grant selection criteria specific to each funding source.

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, environment and community.

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.