

# Gisborne Futures Transport Review

Recommendations Report

24 August 2023





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	NAME	DATE	SIGNATURE
Prepared by	Caitlyn Mulvogue-Pasquali	24 August 2023	
Reviewed by	Hesara Weliwitiya	24 August 2023	
Approved by	Knowles Tivendale	24 August 2023	

### Addressee:

Attn: Isobel Maginn  
 Macedon Ranges Shire  
 40 Robertson Street  
 GISBORNE VIC 3437  
 AUSTRALIA

### Another Project By:

Movement & Place Pty Ltd  
 ACN: 625 377 595

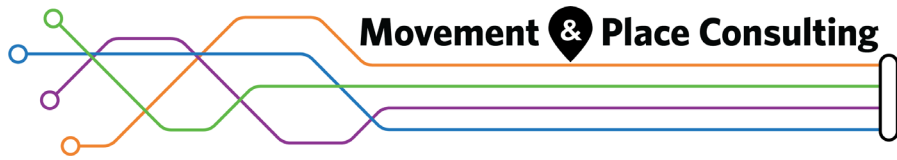
### Trading As:

#### **Movement & Place Consulting**

ABN: 85 375 284 892  
 PO BOX 8101, DANDENONG VIC 3175  
 info@movementandplace.com.au  
[www.movementandplace.com.au](http://www.movementandplace.com.au)

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## 1 Introduction

In 2020, Macedon Ranges Shire Council (MRSC) released the Draft Gisborne Futures Structure Plan and Urban Design Framework (UDF). These documents plan Gisborne's future character and growth of approximately 6,000 residents to 2036. The Structure Plan outlines key strategies and actions across various themes such as housing, activity centres, economic growth, landscape, and movement and transport. The Urban Design Framework sets a preferred built form and design priorities for the town, including building design and massing, streetscape plans, and precinct plans. To inform these plans, MRSC undertook additional studies, including a Transport Impact Assessment, to assess the Gisborne Futures plans.

Macedon Ranges Shire is currently undergoing a review and update of the Gisborne Futures reports and recommendations. As COVID-19 has changed people's travel habits, and slowed growth rates, it is vital that the recommendations of the reports adapt to these changes. In addition, the 2020 TIA found that Gisborne will see a significant increase in congestion, which will be challenging to mitigate through road infrastructure works.

Instead, past recommendations should be reviewed with this context, and new recommendations to future-proof Gisborne's transport network and transform Gisborne into a place for people should be developed.

To review these documents and provide relevant recommendations, Movement & Place Consulting (M&PC) have:

- Undertaken a review of the Cardno Transport Impact Assessment, Gisborne Futures UDF and Structure Plan
- Reviewed the Movement + Place Framework (M+PF) classifications for Gisborne
- Workshopped aspirational M+PF classifications with the Project Working Group from Macedon Ranges Shire and representatives from the Department of Transport and Planning
- Developed a future vision for transport in Gisborne and future mode share targets
- Developed a list of recommendations for each mode of transport to support the vision and help achieve mode share targets.

This report seeks to synthesise and update recommendations from previous work to reflect the current situation in Gisborne, and future visioning.

## 2 Background

### 2.1 Gisborne's Future Growth

Gisborne is steadily growing, with the population increasing by 4,200 (28%) from 2011 to 2021. The Gisborne Futures Structure Plan forecasts the Gisborne population grow to 20,454 residents in 2036. Since the COVID-19 pandemic, these growth projections have reduced to 20,170 residents by 2036. Despite the reduction, this is still a significant increase in population that must be planned for.

The project aims to set a protected settlement border around Gisborne and New Gisborne, to ensure that future development does not cause the town to sprawl and lose its country town character. There are a number of development areas within the protected settlement boundary identified for residential development along:

- Fersfield Road
- McKim Road
- Ross Watt Road
- Willowbank Road
- The western side of Station Road (in New Gisborne).

In addition, smaller undeveloped sites have been identified, such as on Melton Road (south of the Golf Club) , and larger areas have been identified for future expansion, extending the settlement boundary to the west of New Gisborne development area, north of Gisborne Station, and east of the business park and Kilmore Road.

In 2020 the Gisborne Futures Background Technical Analysis report estimated a residential land supply to be approximately 2,692 lots, which will bring a significant increase in population to these currently undeveloped areas. Certain roads will see a significant increase in traffic volume due to future developments, including:

- Ferrier Road
- Fersfield Road
- Hamilton Road
- Ross Watt Road
- Sheedy Road
- Willowbank Road.

Should standard development patterns and densities continue, these low-density developments on the fringe of Gisborne will cause an increase in car use. These developments are not within walking distance of the Gisborne Town Centre, and there are not currently accessible attractive transport alternatives for residents.

### 2.2 Transport Impact Assessment

A Transport Impact Assessment (TIA) of the Gisborne Futures project was prepared in 2020. Transport modelling was undertaken to 2046 to predict the effect of the forecast growth in Gisborne. Various scenarios were modelled, including with and without development linked to Gisborne Futures, and key intervention options (for example, duplication of Station Road).

The TIA found that as the population increases, Gisborne will see a significant growth in traffic along key roads including:

- Aitken Street
- Bacchus Marsh Road
- Kilmore Road
- Melbourne Road
- Saunders Road
- Station Road.

The TIA proposes a number of road and intersection widenings to provide for the predicted traffic growth. However, road widening has a range of negative impacts that undermine the overarching vision for Gisborne.

These negative impacts are significant and affect the very essence of what it means to live in Gisborne, including:

- Loss of majestic tree canopy
- Reduced safety for all road users
- Increased cost of living (from more car use and higher maintenance costs)
- Reduced pedestrian amenity
- Less space for safe bicycle riding to schools.

Road widening does not 'upgrade' the place and will only reduce traffic congestion temporarily. Road widening projects undermine key liveability factors including health outcomes, safety, community connection and resilience. Road widening may erode the character of Gisborne and make it feel more and more like just any other suburb of Melbourne. In addition, widening the road will reduce the safety of vulnerable road users, such as pedestrians and bicycle riders. Distances required to cross the street will increase, decreasing safety for those crossing especially at locations without dedicated crossing infrastructure. Drivers travelling in wider lanes and streets are also more likely to drive faster than those driving in narrower streets.

Significant investment in road widening is therefore an inappropriate approach to deal with Gisborne's future transport issues, and providing more safe transport options will be more impactful in reducing traffic congestion while retaining the ambience and achieving the vision for Gisborne's future. See Appendix A for M&PC's full peer review of the TIA.

In all scenarios modelled, the assessment finds if Gisborne growth occurs in the typical manner (low density at the edges), it will experience significant congestion, with arterial roads including Melbourne Road, Station Road, Aitken Street, and Kilmore Road exceeding their theoretical capacity. However, the background growth scenarios used in the modelling did not consider the location or intensity of growth that could be seen in the future. Instead, it assumes all growth will be low density and built at the edges of the Gisborne township.

Low density development and growth at the fringe of any town increases car use, because the edge is not within walking distance to the shops and services in the town or village centre. This is true even for metropolitan areas, with research proving that car use increases relative to the geographic size of a town or city (and car use does not increase with population).

If the modelling considered land use scenarios including most residential growth around strategic locations such as Gisborne Station and the town centre, car use and traffic congestion would be lower.

This stems from the fact a greater proportion of residents would be within walking distance or a bicycle ride from the services located in the town centres.

Due to a lack of integration between transport and land use in the modelled scenarios, the key findings focus solely on road widening to reduce traffic congestion. Such an approach would be counterproductive. It would entrench car use and force people to drive well into the future without providing reasonable alternatives and negatively impacting on the other transport options that do exist.

The approach outlined in the modelling also comes at the expense of the environment, local character and safety (of all road users). The benefits of increased road capacity are quickly eroded. Research shows that 60% of the benefits evaporate by encouraging people currently walking or using other modes to drive instead, people travelling at different times to travel in the peak, and people currently avoiding the area decide it is now worth travelling through the previously congested area. The remainder of the benefits are typically eroded over the following two years as growth and land use change occurs to take advantage of the additional capacity.

Active transport and public transport are briefly addressed in the report, however, the impacts of these modes are not rigorously considered in the report. These modes can be congestion busting if planned and prioritised properly, however the report only considers minor works that are complementary to extensive road widenings (which completely undermine the minor other works by making roads more difficult to cross).

In summary the modelling and improvements considered seek to consolidate more traffic onto Station Road, rather than finding options to reduce traffic on Station Road and encourage people to use other alternative access routes and modes.

## 2.3 Gisborne Futures Urban Design Framework and Structure Plan

The Gisborne Futures Urban Design Framework (UDF) and Structure Plan are the two documents informing much of the Gisborne Futures project, and its vision and planned actions and recommendations. See Appendix A for M&PC's full peer review of the UDF and Structure Plan.

### 2.3.1 Gisborne Futures Draft Structure Plan

The Structure Plan provides an overview for several themes, including movement and transport.

The movement and transport vision outlined in the Structure Plan is:

*Provide a movement network which connects communities through a range of transport options – public transport, cars, walking and cycling to move people safely, efficiently and easily within Gisborne and which manages the impacts of external freight movements to reduce adverse impacts on local amenity.*

The Structure Plan addresses all modes of transport and provides high level plans for the future movement and transport network of Gisborne. The Structure Plan provides a strong foundation for changing the way in which Gisborne grows and moves, with some areas that should be revised. M&PC's comments on the Structure Plan are organised into three categories:

- Housing Diversity
- Avenue Trees
- Public Transport.

#### Housing Diversity

Housing diversity and density characteristics have been outlined in the Gisborne Futures Structure Plan. The areas within 800m of the Gisborne and future New Gisborne town centres do not achieve a



great enough density to achieve the transport vision. It will increase car use and traffic congestion, without providing more local shops and services that people can walk to. In addition, density for development around the New Gisborne town centre is not specified. To reduce future reliance of private vehicles in this area and increase local economic activity and viability within both centres, residential development within the Gisborne and New Gisborne town centres should be 4 – 6 storeys. In the first instance this would only apply to strategic parcels of land in the town centre upon further analysis.

### Avenue Trees

Protecting against incremental loss of mature street trees is addressed within Section 12 Landscape and Environment, specifically within Objective 19 *Maintain trees and vegetation that contribute to Gisborne’s highly valued green, leafy character*. There is significant potential and strategic desire within Council and community to formalise the protection of these street trees. Loss of these trees tends to result from road and intersection widening projects.

Council should decide what the community priorities are – increased road space or avenues of canopy trees that set the village character apart from other towns. Prioritisation of the avenue trees could be treated as any other piece of significant infrastructure, with a monetary value placed on it and therefore considered in the costs of projects. This may influence alternate designs to be developed, to avoid the loss of avenue trees.

### Public Transport

The public transport network outlined in the Structure Plan shows the existing and potential future public transport network within Gisborne. The existing route undertakes a loop around Gisborne and travels up to New Gisborne via Chessy Park Drive. To increase efficiency of the bus services within Gisborne, there is potential for a higher frequency direct service along Aitken Street and Station Road between Willowbank Road and Gisborne Station. Ideal service frequency would be headway of 5 minutes between services. This would provide riders consistency and reliability in the services. To complement this frequent corridor, feeder services could be provided throughout Gisborne’s residential areas, including the growth areas. Note that this ideal service frequency will not be feasible unless there is greater land use intensity in Gisborne Town Centre and in the New Gisborne Centre around the train station

## 2.3.2 Gisborne Futures Draft Urban Design Framework

The Urban Design Framework for the Gisborne Futures project provides indicative design and design guidelines for public realm developments. A key focus of the UDF is increasing pedestrian comfort and safety, promoting attractive public places, and creating safer environments for bicycle riders. However, there are areas that could be strengthened to achieve the vision for Gisborne. Our comments of the UDF address car parking and bicycle riding.

### Car Parking

The UDF states that parking occupancy in Gisborne’s town centre during the weekday peak period does not exceed 66%. However, many parking areas in in-demand locations including Brantome Street, Aitken Street, and Hamilton Street are at 80 – 100% occupancy. This indicates the existing parking supply, in in-demand locations, is not being managed effectively to spread the parking demand. The community will lack confidence in parking management if they are told that 33% of the spaces are available when their experience is observing much lower rates of availability in specific areas. A parking framework should be established to guide best practice parking management.

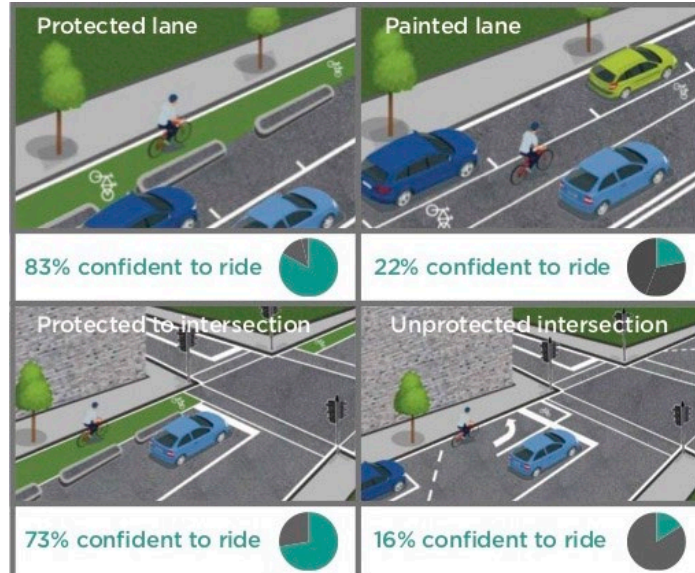
### Bicycle Lanes

On road bicycle lanes proposed in the UDF do not encourage bicycle riding to the extent that is required. Due to the road speeds and vehicle volumes, particularly within the town centre and along Station Road, most households will not feel that it is safe enough for their family members to ride

alongside vehicles with minimal spatial separation. The high volume of heavy freight vehicles is also a significant factor that contributes to an unsafe bicycle riding environment.

Providing bicycle lanes which have greater spatial separation from traffic greatly increases rider confidence (see Figure 2-1). Protected bicycle lanes encourage risk-averse cohorts including the elderly and youth, to consider riding their bicycles for most daily transport needs.

**Figure 2-1: Bicycle rider confidence**



Source: City of Melbourne (2018)

## 3 Vision and Mode Share

### 3.1 Vision for transport in Gisborne

Through collaboration with MRSC and DTP, M&PC have developed a vision for the future of Gisborne's transport.

Gisborne's future transport network will:

- Support active and sustainable travel choices which are integrated with and well connected to key local destinations by safe and high-quality networks.
- Integrate with and protect Gisborne's natural environment, particularly the tree-lined avenues and Indigenous habitat.
- Provide a safe and enjoyable multi-modal transport network, which enables independent travel for users of all ages and mobility levels.
- Promote Gisborne town centre as a destination village to be enjoyed, through prioritising the pedestrian experience and economic activity.
- Provides a reliable parking experience through best practice parking management.
- Enrich Gisborne's public realm through active and vibrant streets designed for pedestrian comfort and enjoyment, creating places for people.
- Include a high frequency public transport corridor, connecting key activity centres..

### 3.2 Mode share targets 2021 – 2050

To complement the transport vision, and assist in implementation of the vision, M&PC have developed future mode share targets. Two methods of setting the mode share targets were considered:

- **Aspirational:** Targets are set by calculating the existing mode share, envisioning the aspirational future of transport, and then calculating the required shift to achieve the aspirational future.
- **Capacity-based:** The capacity of key intersections was calculated and used to estimate the maximum number of vehicle trips the road can support in the peak hour in each corridor. Future development in each corridor is analysed to estimate the trip generation that each will need to be supported. By understanding the volume to capacity forecast in each corridor, we can then estimate the mode shift required to eliminate traffic congestion from each corridor. Through that, the private vehicle mode share is generated based on the capacity of each corridor. Active and public transport modes will then need to support the remaining latent travel demand – informing their required mode shares.

It was decided that capacity-based mode share would be the most appropriate for Gisborne's situation due to physical constraints of the landscape on Gisborne's road network. Capacity-based targets would allow mode share targets to be developed based on the capacity of the existing road network, rather than targets necessitating changes to the road network.

According to 2016 Australian Bureau of Statistics journey to work data, 95% of trips undertaken in Gisborne are estimated to be by private vehicle, with the remaining 5% split between public transport and active transport (2% and 3% respectively).

To estimate the capacity of the road network, three key intersections within the Gisborne town centre was assessed. These locations were selected as they formed a cordon around the town centre, in which a large proportion of people would need to traverse through to access the various services

provided in Gisborne. The three intersections assessed included Robertson Street/Aitken Street, Hamilton Street/Aitken Street, and Kilmore Road/Melbourne Road (see Figure 3-1 below).

**Figure 3-1: Assessment of traffic capacity at three key intersections (six entry points)**



Source: Nearmap (2023)

All three intersections are currently roundabouts, with one lane in each direction. Without any road widening upgrades, the maximum capacity was estimated within a range bounded by a 'low' circulation flow and a 'high' circulation flow.<sup>1</sup> The entry capacity for these two scenarios was calculated to be 4,500 vehicles per hour for the 'high' circulation flow scenario, and 7,500 vehicles per hour for the 'low' circulation flow scenario.

Future travel demand was estimated using Annual Average Daily Traffic (AADT) volumes and background growth rates (supplied from the Department of Transport – Traffic Volumes for Freeways and Arterial Roads dataset) as well as the additional travel demand resulting from the indicative future dwelling growth in Gisborne. The number of households has been estimated to grow to 7,118 in 2036, and a trip generation rate of 10 trips per day per household was assumed (in-line with the approach taken by the Macedon Ranges Shire).

Peak hour travel demand was assessed against the hourly capacity. The mode share required to ensure the intersections operate at or within capacity for both the 'high' and 'low' circulation scenarios are outlined in Table 1 overleaf.

<sup>1</sup> Using empirical data for a single lane roundabout with one circulating lane - Figure VA3.3 from the Supplement to AGRD Part 4B Roundabouts was used to estimate the entry capacity for the six entry points. The 'low' circulation flow scenario assumed 250 veh/h of circulation flow and the 'high' circulation flow scenario assumed 500 veh/h of circulating flow.

**Table 1: Mode share 2040 to 2050**

Scenario	2040		2046		2050	
	Car	Other	Car	Other	Car	Other
<b>Mode share ('high' circulation)</b>	57%	43%	53%	47%	51%	49%
<b>Mode share ('low' circulation)</b>	63%	37%	59%	41%	56%	44%

To ensure the existing roundabout capacity is preserved, a significant increase in public and active transport trips will need to be supported within Gisborne. Should Gisborne see an increase in residential density in close proximity of the Gisborne and New Gisborne town centres, the use of active transport for local trips is expected to increase.

## 4 Recommendations

### Recommendation Area 1: Walking

- A. Prioritise pedestrian movement within retail and community precincts in activity centres and around school zones through safe crossing opportunities, slow traffic speeds, canopy trees and attractive public realm
- B. Install raised pedestrian thresholds at key vehicle crossovers and intersections within and close to town centres and in proximity to schools or community facilities. Examples of locations which should be considered for these treatments include:
  - Brantome Street
  - Fisher Street
  - Robertson Street.
- C. Explore behaviour change programs that encourage and normalise walking for transport such as Walk to School days, Walking School Bus, and Open Streets

Behaviour change programs which specifically target school students, such as Open Streets, are often highly successful. Open Streets focusses on streets surrounding a school and dedicates one street to active transport arrivals and departures. This allows students to explore their neighbourhood and interact with their community in a safe way.

The first Open Streets trial took place in March 2021 at Brunswick East Primary School, and has since been trialled or will be trialled at seven additional schools across the City of Merri-bek. Surveys following 2022 Open Streets trials found that 60% of respondents rode more and 46% walked more following the Open Streets days at their school.

Traffic counts from Tuesday 24 October 2018 on Station Road (near 176 Station Road, New Gisborne) show that morning traffic peaked at 8:30 and afternoon traffic peaked at 15:15, both times in line with school start and finish times. These behaviour change programs which encourage students out of cars are critical for Gisborne's transport network. A concerted effort to improve and prioritise the pedestrian environment within a walking catchment will be needed to support such behaviour change programs.

Streets in Gisborne and New Gisborne that could be investigated for closure as a part of an Open Streets program include Ferrier Street and Fisher Street (between Aitken Street and Prince Street).

- D. Improve pedestrian wayfinding in Gisborne Town Centre and areas within 800m of the town centre to communicate navigational and travel time information to key destinations on foot. This will improve the information available for pedestrians within the town centre, as they will be able to orient themselves more easily. In addition, by providing information on distances to key destinations, such as the Botanic Gardens, visitors will be more likely to walk to these areas.
- E. Create an entrance avenue of canopy trees and high quality pedestrian paths along Ross Watt Road

This will allow residents of the future residential neighbourhood at 89 Ross Watt Road have safe, attractive, and comfortable access to and from the development.

**F.** Create continuous prioritised pedestrian connections along all eight entrance avenues

- Bacchus Marsh Road
- Hamilton Road
- Kilmore Road
- Melbourne Road
- Melton Road
- Ross Watt Road
- Saunders Road
- Station Road/Baringo Road

**G.** Install high quality pedestrian infrastructure on all avenues, including lighting and seating

This will increase comfort and safety for pedestrians when using these paths which travel directly to the town centre. Pedestrians will be unlikely to walk if the infrastructure they are provided with is uncomfortable. In addition, it will provide a positive first impression for visitors when entering Gisborne, increasing perceptions that Gisborne's natural environment should be explored out of the car.

## Recommendation Area 2: Bicycle Riding

**A.** Provide low-stress bicycle riding infrastructure including off-road paths and protected bicycle lanes improve segregation from traffic, particularly along Strategic Cycling Corridors and Primary Cycling Routes along Aitken Street and Station Road.

Moray Street in South Melbourne an example of pedestrian and bicycle rider separation and prioritisation at a roundabouts. Each leg of the crossing has raised zebra (wombat) crossings for pedestrians. Painted bicycle lanes are provide alongside these wombat crossings, and continue alongside footpaths, fully separated from the road. Pedestrian crossing signs are on either side of the road at each leg of the roundabout to ensure drivers are fully aware of the presence of pedestrians. While regional areas in Victoria have not implemented this treatment as of August 2023, there are a number of regional areas, such as Warrnambool, which provide raised pedestrian crossings across each leg of a roundabout, which is similar to this treatment, simply lacking a bicycle lane alongside the pedestrian crossing. Figure 3-1 below shows an example of a Moray Street roundabout at the intersection with Dorcas Street.

Figure 4-1: Moray Street roundabout, South Melbourne



Source: Port Adelaide Bicycle User Group (2018)

- B. Explore behaviour change programs that encourage and normalise bicycle riding for transport such as *Ride to School* and *Ride to Work* days

Currently MRSC does not promote ride to work days, however, on 24 March 2023, a number of schools across the Shire participated in National Ride2School Day. Willowbank Primary School participated for the first time in 2022, and reported approximately 90% of students rode a bicycle or scooter to school on the day. Gisborne Primary School has also participated over recent years. Council should advertise these events, and encourage schools across Gisborne to participate.

- C. Explore initiatives to encourage and facilitate e-bike usage such as e-bike subsidies if purchased through local retailers

E-bike subsidies are known to be very successful in increasing e-bike usage. A study in Oslo, Norway found that 47% of people surveyed found that the City of Oslo e-bike subsidy was the most influential factor in influencing their decision to get an e-bike. A subsidy could be explored in conjunction with the State Government, which has previously provided a subsidy for Zero Emissions Vehicles, demonstrating willingness to incentivise sustainable travel.

- D. Investigate the feasibility of providing off-road shared paths along one side of all eight entrance avenues

Shared paths along entrance avenues, along with other improvements, will support direct access to town centres by active transport modes.

- E. Design a Shared User Path loop around New Gisborne that connects biodiversity areas across major barriers such as the freeway and railway, to Jacksons Creek and the sports precinct



This shared loop around Gisborne would provide an attractive and interesting recreational path for pedestrian and bicycle recreation. In addition, it would also provide a safe prioritised route for residents to access town centres from anywhere in Gisborne, should they wish to ride. Figure 3-2 below is an indicative route that the shared loop could take.

- F. Request that the Department of Transport and Planning through Regional Roads Victoria improve the bicycle riding facilities along the Calder Freeway corridor with a dedicated path rather than the existing on-road lanes

Currently, bicycles are permitted to ride on the shoulder of the Calder Freeway, however, this poses significant safety risks for the bicycles particularly when crossing exit lanes. Bicycle riders should instead be provided with a separated and dedicated path within the Calder Freeway corridor.

- G. Work with VicTrack and V/Line to create a Shared User Path along the railway corridor

A shared path along the railway corridor would provide access to the industrial areas in New Gisborne, as well as provide a separated path which could be used by residents across Macedon Ranges Shire.

### Recommendation Area 3: Public Transport

- A. Review the bus timetable to ensure appropriate alignment with train services and reduced travel time between stops, in particular focus on timely journeys to and from schools and workplaces in Gisborne

Bus timetables currently do not align with the train timetable, with some buses arriving at Gisborne Station two minutes after a train had departed. People will be unlikely to accept a lengthy wait, and therefore will likely just drive to the station to arrive when is convenient.

Bus timetables are currently based on the worst-case traffic scenario, ensuring buses travel at the lowest possible speeds and have long dwell times at bus stops to remain in line with the timetable. These timetables should be reviewed to ensure travel times are appropriate, and bus services align to the train timetable (in both directions).

- B. Increase the frequency of bus services along Station Road

Increasing frequency of these services will increase flexibility and cater for more trips. People will be more likely to catch the bus between the town centre and railway station if buses are provided at convenient times. The timetable should try and cater to all types of trips, including short shopping trips, school trips, and commuting. This recommendation could initially be supported by recommendation 3C below.

During the morning peak, Route 473 travels from Gisborne Station in a loop down to Willowbank Road and the town centre, providing three services between 7am and 9am on weekdays, with one service only running to the town centre and back. These low frequencies do not allow ease of use for those potentially using the bus, and do not allow flexibility. These services also do not provide access to every peak time train services into Melbourne, forcing many to drive.

- C. Explore opportunities for Council managed bus services between the Gisborne Town Centre and Gisborne Railway Station

Council should take stock of all transport assets within the community, including from organisations such as the RSL, aged care facilities, health care, and other community

groups such as sporting clubs. These organisations often have access to buses and vehicles, which may be underused in the morning and afternoon peaks. Council could negotiate with these organisations to provide additional services between the Gisborne Town Centre and Gisborne Station. This assists in demonstrating demand to State departments for increased service frequency.

- D. Connect local bus routes operating in residential areas of Gisborne into the high frequency Station Road corridor

## Recommendation Area 4: Road

- A. Provide a signalised intersection at the intersection of Station Road and Robertson Road

A signalised intersection will prioritise safe pedestrian movements more than a roundabout with raised intersections. People attending the Aquatic Centre currently experience issues finding nearby parking and are unlikely to use the parking across Station Road at John Aitken Reserve, as there are no nearby safe crossing opportunities.

In addition, the current roundabout often requires repairs due to damage from freight vehicles. This can be mitigated by widening the roundabout intersection, however, that would not improve safety for pedestrians and would increase the number of trees requiring removal for the upgrade works.

- B. Provide traffic calming treatments south of the roundabout in Aitken Street, Hamilton Street, and Melbourne Road, to slow traffic as it approaches the town centre
- C. Trial a 30km/h speed limit in Gisborne Town Centre

30km/h speed limits are internationally recognised as best practice for areas of high pedestrian activity. The chance of pedestrian survival when hit by a car travelling at 40km/h is 60%, however, survival increases to 90% when speed limit is reduced to 30k/h. In addition, stopping distance is significantly reduced when travelling at 30km/h than 40km/h.

Figure 3-3 overleaf shows an indicative zone for a 30km/h zone, encompassing key town centre streets.

Figure 4-2: Indicative 30km/h zone



Source: Google Maps with M&PC analysis (2023)

D. Extend 60km/h speed limit on Bacchus Marsh Road to Mulgutherie Way

The 60km/h speed limit on Bacchus Marsh Road should be extended to encompass the entire residential area of Gisborne on Bacchus Marsh Road to increase the safety of those turning to/from Hamilton Street and Mulgutherie Way. This also improves comfort of pedestrians and bicycle riders on Bacchus Marsh Road/Robertson Street.

E. Reduce vehicle speeds on other sections of Bacchus Marsh Road such as around Macedon Ranges Specialist School in Bullengarook

This would improve safety of people in these areas, such as specialist school students, and would only slightly increase the travel time of vehicles using Bacchus Marsh to access Gisborne. While this would not increase the travel time significantly, small, incremental changes such as this could amount to a few minutes added to the travel time for this route. Eventually, freight vehicles may begin using alternate routes as Google Maps recognises travel time increases.

F. Explore opportunity for Station Road and Morrow Road intersection to be upgraded to left in/left out treatment

The proposed signalised Ross Watt Road and Station Road intersection could include re-alignment of Ross Watt Road to align with Morrow Road, whilst the roundabout solutions do not.

It would be preferable to avoid re-aligning Ross Watt Road, to reduce costs and loss of trees. Morrow Road traffic levels are small, and a left in/left out arrangement would suffice, provided there was provision for northbound vehicles from Morrow Road to U-turn at the Ross Watt Road intersection.

G. Update Prince Street to a Local Access Street south of Hamilton Street in Structure Plan to improve pedestrian comfort and priority to the primary schools

As Gisborne Primary School is bordered by Prince Street, and St Brigid's Primary School is nearby to Prince Street, it is important to avoid encouraging Prince Street as a preferred traffic route.

- H. Explore closure of Brantome Street from Fisher Street to 73A Brantome Street to support safety of the primary school students

This section of Brantome Street could be closed to traffic and used as active open space for the schools without affecting any other property access arrangements. Access for the properties on the southern half of the block can be retained. Northbound movement between Howey Street and Fisher Street is currently restricted, therefore the closure would have minimal impact on through movements.

- I. Rename either of Hamilton Road and Hamilton Street to avoid confusion and improve emergency service response times

## Recommendation Area 5: Parking

- A. Explore parking management options to improve availability and distribute demand more evenly across Gisborne Town Centre

Parking in Gisborne's town centre is not currently at capacity, however, certain highly desired areas of parking are often at capacity, such as along Brantome Street, or the Coles car park (on a Saturday).

Pricing specific parking bays that are in highest demand will help to distribute demand to nearby parking areas which are less utilised. Council would be unlikely to make a profit from these fees, which should only be applied to improve reliability of the parking experience for users.

Areas where consolidated parking with payment could be considered include existing parking areas where demand is high, on Aitken Street between Hamilton Street and Robertson Street and Hamilton Street between Aitken Street and Brantome Street. Payment could be set as low as Council desires, any payment will still work to distribute parking across all parking areas, and introduce the idea of paid parking to the community.

- B. Improve wayfinding signage to parking in Gisborne Town Centre

Redistribution of parking demand will be facilitated by supporting drivers to know where they are able to park. Time restrictions of parking should be clearly shown on the wayfinding signage to allow drivers to understand where they should park for their trip purpose based on time restrictions.

## Recommendation Area 6: Freight

Gisborne is a common route for freight vehicles travelling between Bacchus Marsh and areas in the south-west to areas to the north, such as Bendigo. The amount of freight vehicles which travel through Gisborne leads to reduced safety outcomes for pedestrians, bicycle riders, and drivers. It also causes damage to Council assets, such as the roundabout at Robertson Street and Station Road. A Western Link Road, between the Calder Freeway and Bacchus Marsh Road has been in consideration for a number of years to allow trucks to by-pass Gisborne. However, this road would have significant impact on areas of significant environmental value in the north-west of Gisborne, and therefore is not recommended. Some recommendations listed above in the Recommendation Area 4: Road section will work to reduce attractiveness of Gisborne as a through route for freight vehicles over time.

However, to mitigate freight impacts on the Gisborne public realm in the short term, M&PC recommends:

- A. Explore opportunities for additional heavy and long vehicle parking along Station Road, such as in the John Aitken Reserve parking area or in service lanes to the south
- B. Formalise heavy and long vehicle parking on the eastbound verge of Robertson Street

## Recommendation Area 7: Land Use

- A. Increase built form intensity around town centres to facilitate levels of activity required to sustain business viability and increase walking trips and local economic activity

New businesses become viable when a certain threshold of new residents locate nearby. As more residences locate within 400m of the town centres, footfall increases significantly, given that more trips can be made with a five to ten minute walk.

- B. Aim to have at least 150 people (residents plus jobs) per hectare in the town centre

This will facilitate the required amounts of footfall needed for business viability in the town centre.

- C. Support development of townhouses within 800m of Gisborne and New Gisborne town centres (Incremental Change 2 area in Structure Plan)

To support viability of the town centres, and reduce the need for continued suburban development on the fringes of Gisborne, townhouses within walking distance to the town centres should be supported.

A recent study from Monash University shows that 20-minute neighbourhoods do not only require population thresholds, but also found critical walking thresholds of 400m, 800m and 1.2km, at which the likelihood of walking decreases. People living within 800m (ten-minute walk) of most everyday services have a high chance of choosing walking over other modes. To capitalise on these behaviours, and support business viability, higher density dwellings (townhouses) should be supported.

- D. Avoid approving retail and office land uses outside the town centre

This will reduce fragmentation of necessary services. It would be undesirable if a major trip attractor, such as a supermarket, were to locate on the fringes of Gisborne, such as in the business park, due to the land being less expensive and available. This would increase the number of vehicle trips made by Gisborne residents, as services are not in a central location.

Council must undertake additional work to understand and decide the specific retail and office land uses that should be avoided outside of the town centre.

## Recommendation Area 8: Environment

- A. Protect the avenues of canopy trees along entrance roads to Gisborne and New Gisborne

This will create attractive entrances to Gisborne, showcasing Gisborne's unique character and landscapes.

- B. Avoid incremental loss of avenue trees in any road expansion works and plan for replacement and renewal of each avenue respecting the life expectancy of the specific tree species used
- C. Plan for roadside verges in new developments to support large canopy trees

This will ensure new developments and streetscape continues to contribute positively to Gisborne's unique leafy character.

- D. Create a biolink around New Gisborne that connects from the sports precinct to Jacksons Creek on either side of the township and seek to replicate that around Gisborne to create a 'figure 8' biolink hugging both townships and focussed on Jacksons Creek

A biolink will be an active transport route which connects through Gisborne's areas of environmental significance and parks and open space.

This will be linked to Recommendation 2F. This will allow attractive recreational walking and riding links around Gisborne and New Gisborne, becoming a potential tourist attraction as well as increasing amenity of Gisborne residents.

It will link areas around Gisborne that are of natural significance, such as the Gisborne Nature Conservation Reserve in New Gisborne, Jacksons Creek Reserve and the Botanic Gardens in Gisborne's centre, and a nature corridor north of Hamilton Road in New Gisborne. In addition, the indicative route runs alongside the Rosslynne Reservoir reserve to the west of Gisborne.

## Intersection Recommendations

Below are high-level recommendations for eight specific intersections throughout Gisborne. These recommendations will improve ease of movement and reduce conflict between different modes of transport. Pedestrian and bicycle rider safety and comfort are prioritised across all intersections below.

### Aitken Street - Hamilton Street - Melbourne Road

- Provide protected and separated bicycle lanes within the roundabout
- Install raised zebra (wombat) crossings to reduce vehicle speeds on each approach and increase pedestrian priority between each part of the town centre

### Brantome Street - Fisher Street

- Provide raised zebra (wombat) crossings to reduce vehicle speeds in the area and improve pedestrian priority and safety across all legs of the intersection
- Widen footpaths in front of the schools, while protecting canopy tree root zones

### Hamilton Street - Brantome Street

- Provide raised zebra (wombat) crossings across all legs of the intersection
- Redesign the pedestrian crossing across the northern leg of Brantome Street to improve alignment with the footpath
- Widen kerb outstands on southern leg of Brantome Street
- Improve lighting of the area and consider installing pedestrian crossing lights

### Hamilton Street - Prince Street

- Resurface and widen the footpath around this intersection as appropriate
- Install raised zebra (wombat) crossings across the northern leg of Prince Street and western leg of Hamilton Street

### Hamilton Road - Baringo Road

- Ensure that pedestrian and bicycle rider safety is paramount in the design and construction of future intersection improvements

### **Robertson Street - Brantome Street**

- Provide kerb outstands across all legs of the intersection
- Explore opportunity for installation of a roundabout with raised zebra (wombat) crossings
- Ensure protection and separation of bicycle riders within future intersection designs

### **Robertson Street - Prince Street**

- Provide raised pedestrian crossings across all legs of Robertson Street and Prince Street

### **Aitken Street/Station Road - Robertson Street**

- Provide protected and segregated bicycle facilities along the east side of Aitken Street / Station Road and on the northern side of Robertson Street
- Provide for segregated and prioritised bicycle and pedestrian movements across all legs of this intersection in future intersection upgrades
- Install traffic signals at this intersection

## 5 Conclusion

Gisborne's projected growth will have a significant impact on the transport network should residents continue to use cars as the primary mode of transport. A continued rise of car use will increase congestion on Gisborne's roads, with the want to duplicate certain roads such as Station Road likely to steadily increase in the community. Works such as this will erode Gisborne's unique character over time, due to removal of avenue trees. In addition, Gisborne is currently growing outward at the fringes of the town. This further entrenches the need for cars for everyday journeys, as new developments are far from the town centre. Outward growth also reduces the country town feeling of Gisborne, leading to a more suburban feel.

To retain Gisborne's unique character, travel behaviours need to change. Without more safe transport choices, Gisborne will feel more like a suburb of Melbourne constrained by traffic congestion. Residents should be encouraged to not use the car for short trips, independent student travel should be encouraged, and public transport within Gisborne should be more convenient and attractive. These changes in behaviour will be facilitated by the interventions outlined in this report. The recommendations developed by M&PC focus on assisting smart and sustainable growth and movement within Gisborne.

An increase in the safety and comfort of pedestrians and bicycle riders through these recommendations should work towards achieving the 2050 mode shift away from cars. In addition, through increasing density and the number of residents who live within 800m of town centres will be critical in increasing likelihood of walking for everyday trips, and business viability of town centres and increase economic activity.

Increasing the density residents within 800m of the town centre also will have an impact on public transport use. Public transport is currently not an attractive or widely used transport mode within Gisborne due to inconvenient bus timetables and slow route travel times. Through improving the bus timetable (frequency and synchronisation with trains), the likelihood of the increased user catchment close to the town centre is greatly increased.

Due to Gisborne's location, bisected by the Calder Freeway, it is a common through route for freight vehicles. This is a significant and complex issue for Gisborne. M&PC has undertaken a high-level analysis of other potential options for freight routes to avoid Gisborne, however, due to the complexity of the issue, no suitable alternative was found. Instead, incremental changes, such as on Bacchus Marsh Road, can be used to reduce the attractiveness of this route.

All recommendations outlined in this report seek to retain the characteristics that Gisborne's residents value, while reducing the negative impacts that growth in vehicles on Gisborne's roads will bring. MRSC's Gisborne Futures project will be a strong tool in setting a vision for Gisborne, and can support Gisborne into becoming an attractive place for people, and unique regional destination.



## Appendix A Peer Review Memo

# MEMO

**TO:** Isobel Maginn – Macedon Ranges Shire Council  
**FROM:** Knowles Tivendale, Movement & Place Consulting (M&PC)  
**DATE:** 9 February 2023  
**SUBJECT:** Peer Review Findings

As a part of the Gisborne Futures Update being undertaken by Macedon Ranges Shire, M&PC have undertaken a peer review of documents previously developed for the Gisborne Futures project including the:

- Traffic and Transport Report prepared by Cardno
- Gisborne Futures Structure Plan and Urban Design Framework (UDF).

The following memo details our reflections.

## Cardno Traffic and Transport Report Review

The Traffic and Transport Report explores future traffic and transport scenarios, and their impact on the transport network. The report discusses VITM modelling and SIDRA intersection capacity modelling undertaken to understand likely future traffic conditions and congestion. Future transport and traffic scenarios explored through the modelling were measured at 2031 (an interim scenario) and 2046 (ultimate scenario) and are:

- *Do nothing* - no Gisborne Futures development
- *Do minimum* - background traffic growth and Structure Plan development
- *Reference case* - base traffic growth and known network improvements including:
  - Station Road duplication between Saunders Road and Calder Freeway
  - Intersection upgrades along Station Road
  - General improvements along Kilmore Road
  - Upgrade road networks where development is likely
- *Reference case + Option 1*: Station Road duplication between Robertson Street and Calder Freeway
- *Reference case + Option 2*: Western Link Road (WLR)
- *Reference case + Option 3*: Eastern Link Road (ERL).

In all scenarios, the assessment finds if Gisborne growth occurs in the typical manner (low density at the edges), it will experience significant congestion, with arterial roads including Melbourne Road, Station Road, Aitken Street, and Kilmore Road exceeding their theoretical capacity. However, the background growth scenarios used in the modelling did not consider the location or intensity of

growth that could be seen in the future. Instead, it assumes all growth will be low density and built at the edges of the Gisborne township.

Low density development and growth at the fringe of any town increases car use, because the edge is not within walking distance to the shops and services in the town or village centre. This is true even for metropolitan areas, with research proving that car use increases relative to the geographic size of a town or city (and car use does not increase with population).

If the modelling considered land use scenarios including most residential growth around strategic locations such as Gisborne Railway Station and the town centre, car use and traffic congestion would be lower. This stems from the fact a greater proportion of residents would be within walking distance or a bicycle ride from the services located in the town centres.

If the modelling considered a relocation of the Secondary College into the village centre, car use in the peak would be even lower, because fewer parents would feel the need to drive their child to school and those trips would not involve doubling back through the roundabouts in the centre of town.

Due to a lack of integration between transport and land use in the modelled scenarios, the key findings focus solely on road widening to reduce traffic congestion. Such an approach would be counter-productive. It would entrench car use and force people to drive well into the future without providing reasonable alternatives and negatively impacting on the other transport options that do exist.

The approach outlined in the modelling also comes at the expense of the environment, local character and safety (of all road users). The benefits of increased road capacity are quickly eroded. Research shows that 60% of the benefits evaporate by encouraging people currently walking or using other modes to drive instead, people travelling at different times to travel in the peak and people currently avoiding the area decide it is now worth travelling through the previously congested area. The remainder of the benefits are typically eroded over the following two years as growth and land use change occurs to take advantage of the additional capacity.

Active transport and public transport are briefly addressed in the report, however, the impacts of these modes are not rigorously considered in the report. These modes can be congestion busting if planned and prioritised properly, however the report only considers minor works that are complementary to extensive road widenings (which completely undermine the minor other works by making roads more difficult to cross).

Modelling for the Station Road duplication option shows an increase in capacity for Station Road north of Robertson Street. The report states that the current capacity of Station Road forces trips from the Calder Freeway to use the Melbourne Road interchange, rather than exiting at Station Road in New Gisborne. In addition, the report states that duplication of Station Road reduces use of Saunders Road and Kilmore Road.

These impacts imply that duplication of Station Road discourages accessing Gisborne's town centre by means other than Station Road. This directly contradicts a strategy supporting Objective 25 of the Gisborne Futures Structure Plan, which states that alternative access into Gisborne's town centre by Kilmore Road should be promoted to ease demand on Station Road.

In summary the modelling and improvements considered seek to consolidate more traffic onto Station Road, rather than finding options to reduce traffic on Station Road and encourage people to use other alternative access routes and modes.

It should be noted that the difference in travel time via Melbourne Road is only 1 minute, so the benefits of reducing this travel time are very low, and are likely to be outweighed by the reduction in priority for pedestrians (walking to, from and around the village).

## Gisborne Futures Structure Plan

The Gisborne Futures project is primarily informed by the Structure Plan and Urban Design Framework, both of which outline key objectives, actions, and priorities that will influence the future development and growth of Gisborne. The future vision of Gisborne sees a '*village in the valley*' identity of Gisborne maintained through considered growth and transport networks. Pedestrian and bicycle rider safety and comfort are prioritised, with extensive plans for shared paths, bicycle lanes, and pedestrian priority areas mapped. In addition, the importance of Gisborne's mature street trees and leafy streets are recognised within both documents.

Our comments on the Structure Plan are organised into four categories:

- Housing Diversity
- Avenue Trees
- Public Transport
- Other Comments.

### Housing Diversity

Housing diversity and density characteristics have been outlined in the Gisborne Futures Structure Plan, with five geographic areas identified for increased density.<sup>1</sup>

The *Incremental Change 1* area (areas within 400m of the Gisborne town centre) is earmarked to undergo the greatest change, with medium density housing. The preferred housing types for this area are townhouses and units (up to two storeys), dual occupancy dwellings, and detached dwellings, with townhouses and units (up to three storeys) permissible but not recommended.

This does not achieve a great enough density to impactfully achieve the transport outcomes sought. It will increase car use and traffic congestion, without providing more local shops and services that people can walk to. In addition, density for development around the New Gisborne town centre is not specified. To reduce future reliance of private vehicles in this area and increase local economic activity and viability within both centres, residential development within the Gisborne and New Gisborne town centres should be 4 – 6 storeys. In the first instance this would only apply to strategic parcels of land in Aitken Street.

### Avenue Trees

Protecting against incremental loss of mature street trees is addressed within Section 12 Landscape and Environment, specifically within Objective 19 *Maintain trees and vegetation that contribute to Gisborne's highly valued green, leafy character*. There is significant potential and strategic desire within Council and community to formalise the protection of these street trees. Loss of these trees tends to result from road and intersection widening projects.

Council should decide what the community priorities are – increased road space or avenues of canopy trees that set the village character apart from other towns. Prioritisation of the avenue trees could be treated as any other piece of significant infrastructure, with a monetary value placed on it and therefore considered in the costs of projects. This may influence alternate designs to be developed, to avoid the loss of avenue trees.

### Public Transport

The public transport network outlined in the Structure Plan shows the existing and potential future public transport network within Gisborne. The existing route undertakes a loop around Gisborne and travels up to New Gisborne via Chessy Park Drive. To increase efficiency of the bus services within

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<sup>1</sup> The five areas include: *Incremental Change 1, Incremental Change 2, Incremental Change 3, Areas developing under Development Plans and Future Urban Growth Zone (see Figure 4 on page 17)*

Gisborne, there is potential for a higher frequency direct service along Aitken Street and Station Road between Willowbank Road and Gisborne Station. Ideal service frequency would be headway of 5 minutes between services. This would provide riders consistency and reliability in the services. To complement this frequent corridor, feeder services could be provided throughout Gisborne's residential areas, including the growth areas. Note that this ideal service frequency will not be feasible unless there is greater land use intensity in Gisborne Town Centre and in the New Gisborne Centre around the train station.

### Other Comments

Other comments regarding actions and objectives of the Structure Plan are:

- **Intersection and Road Upgrades Action 3: Signals are proposed at the intersection of Station Road and Ferrier Road, as development within existing residential land proceeds to the west.** This action is supported. This will improve safety and accessibility for students and families of New Gisborne Primary School.
- **13.1 Intersection and Road Upgrades Action 7: Realignment and upgrade of the intersection at Ross Watt Road and Morrow Road as part of the McKim Road Development Plan.** There is potential for Morrow Road to become a left in/left out road rather than undergo realignment with Ross Watt Road. Morrow Road is a local road, providing access to approximately 45 dwellings. Use of this road is unlikely to significantly increase, and there are no changes planned for in the UDF or Structure Plan. Therefore, it may be more cost effective to upgrade the road to left in/left out, with access supported by nearby roundabouts.

As Morrow Road is located 150 metres from the intersection of Station Road and Calder Freeway interchange roundabout, the inconvenience will be minimal accounting for additional travel time of less than 30 seconds. This would be more cost effective than realignment, and also potentially protect several mature avenue trees from removal.

- **13.2 Walking and Cycling Objective 28, Action 3: Provide 'Copenhagen Style' bike lanes to separate cycle, pedestrian, and vehicle traffic on the SCC within the town centre, where possible.** The provision of a well-connected network of Copenhagen style bicycle lanes within Gisborne can significantly increase the number of people riding a bicycle. This action, however, only considers *Strategic Cycling Corridors* within the 'town centre' and only captures a 400-metre length of Aitken Street. All *primary cycling routes* within the town centre outlined in the Structure Plan should also be considered, which would include Hamilton Street and Robertson Street.

## Gisborne Futures Urban Design Framework

The Urban Design Framework for the Gisborne Futures project provides indicative design and design guidelines for public realm developments. A key focus of the UDF is increasing pedestrian comfort and safety, promoting attractive public places, and creating safer environments for bicycle riders.

Our comments of the UDF are organised into three categories:

- Car Parking
- Bicycle Lanes
- Other Comments.

### Car Parking

The UDF states that parking occupancy in Gisborne's town centre during the weekday peak period does not exceed 66%. However, many parking areas in in-demand locations including Brantome Street, Aitken Street, and Hamilton Street are at 80 – 100% occupancy. This indicates the

existing parking supply, in in-demand locations, is not being managed effectively to spread the parking demand. The community will lack confidence in parking management if they are told that 33% of the spaces are available when their experience is observing much lower rates of availability in specific areas. A parking framework should be established to guide best practice parking management.

This can be done through parking management options, such as reviewing time restrictions, or gradually introducing paid parking in high demand areas. The price of parking does not have to be high to influence some users to park in other areas further from their destination.

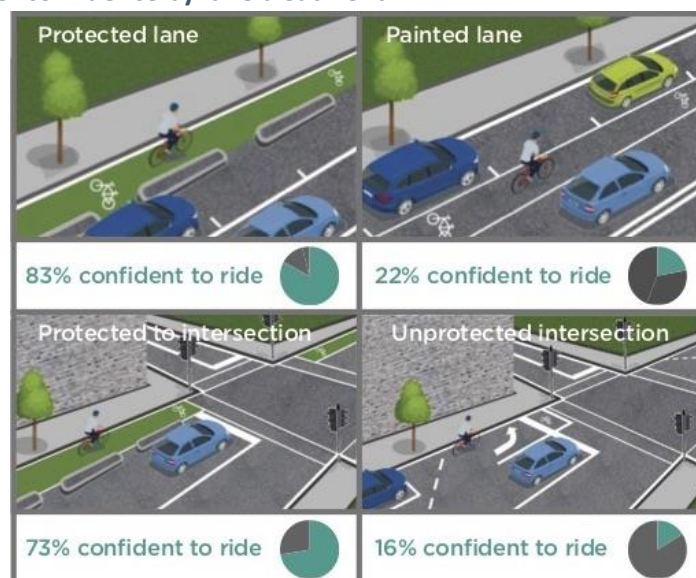
Upgrades to the public realm and pedestrian priority throughout the town centre will also assist in spreading the demand for parking. Improved public realm outcomes will turn Gisborne into an attractive destination for pedestrians and increase the comfort and experience of walking through the town centre.

### Bicycle Lanes

On road bicycle lanes proposed in the UDF do not encourage bicycle riding to the extent that is required. Due to the road speeds and vehicle volumes, particularly within the town centre and along Station Road, most households will not feel that it is safe enough for their family members to ride alongside vehicles with minimal spatial separation. The high volume of heavy freight vehicles is also a significant factor that contributes to an unsafe bicycle riding environment.

Providing bicycle lanes which have greater spatial separation from traffic greatly increases rider confidence (see **Error! Reference source not found.** overleaf). Protected bicycle lanes encourage risk-averse cohorts including the elderly and youth, to consider riding their bicycles for most daily transport needs.

**Figure 1: Bicycle rider confidence by lane treatment**



Source: City of Melbourne (2018)

Protected bicycle lanes should be provided along key streets and to destinations throughout Gisborne, such as:

- Station Road
- Aitken Street (to Willowbank Road)
- Robertson Street
- Brantome Street (to Fisher Street)

- Willowbank Road.

Protected lanes along these roads allow access to key destinations such as Gisborne Secondary College, the town centre, and the train station. Providing safe active transport routes to schools will work to greatly to reduce traffic congestion in Gisborne, as children will be able to take themselves to school (also increasing their independence and wayfinding skills).

### Other Comments

Other comments and recommendations regarding the UDF are listed below:

- Improvements to the pedestrian experience and public realm throughout the Gisborne town centre are supported. However, there are a number of additional improvements which could be considered:
  - Prioritise pedestrian movements in the town centre by minimising the number of crossovers
  - Provide priority pedestrian crossing opportunities in the town centre to create an unimpeded pedestrian network. Strategic locations should be considered including on Brantome Street at the intersection of Robertson Street to facilitate access to and from the IGA
  - Zebra crossings are planned on some legs of the roundabout intersection of Aitken Street, Melbourne Road and Hamilton Street. The topography at these sites lend itself to increased vehicle speeds. Installing traffic calming treatments prior to the proposed pedestrian crossing will increase pedestrian priority and safety.
- Signalising the intersection of Robertson Street and Aitken Street (currently a roundabout) is generally supported. This will greatly improve pedestrian safety between John Aitken Reserve and the town centre. In addition, it is observed that the existing roundabout is frequently damaged by heavy vehicles driving over it, requiring regular maintenance. A signalised intersection would resolve this issue.
- Additional car parking and vehicle access is to be avoided on primary street frontages along Robertson Street, Aitken Street, Brantome Street, and Prince Street. This is a strong action towards maintaining and strengthening the village feel. The Shire should also consider extending this to include Hamilton Street between Aitken Street and Brantome Street. The uninterrupted store frontages along this corridor is similar to Aitken Street.
- Formalisation of heavy vehicle parking is planned for on Robertson Street, opposite the Caltex service station. It would be beneficial to consider a freight rest area for both directions of travel. Due to the physical constraints along the southern side of Robertson Street, alternative locations could be explored. With a reconfiguration of parking at John Aitken Reserve, might enable a freight vehicle parking area to be provided. If supported by high quality pedestrian crossing facilities across Aitken Street, this would increase local economic activity.
- Upgrading the intersections on Robertson Street at Brantome Street and Prince Street is supported. As activity along Robertson Street, Brantome Street, and Prince Street intensifies, it will be important to upgrade these intersections from unsignalised T-intersections. This will improve safety for drivers and pedestrians. Should these intersections be upgraded to roundabouts, pedestrians should be provided with raised zebra crossings to increase their priority at these intersections.

If you have any queries regarding this matter please contact me on +61 412 213 770.

– ENDS –

