

Agenda

Council Meeting
Wednesday 24 August 2022 at 7pm
Gisborne Administration Centre
40 Robertson Street, Gisborne

Table of contents

1	Acknowledgement of Country	4
2	Recording of live streaming of this Council meeting	4
3	Present	4
4	Apologies	4
5	Conflicts of interest	4
6	Petitions	4
7	Deputations and presentations to Council	4
8	Adoption of minutes	4
9	Mayor's report	5
9.1	Mayor's Report - July to August 2022	5
10	Record of meetings of Councillors and Council staff	7
10.1	Record of Meetings of Councillors and Council Staff July - August 2022	7
11	Director Planning and Environment reports	13
PE.1	Gisborne Futures Phase 3 Consultation Report and Next Steps	13
PE.2	Roadside and Footpath Trading Policy	24
PE.3	School Crossing Supervisor Advocacy Program Participation	28
12	Chief Executive Officer reports	53
CX.1	Community Satisfaction Survey Results 2022	53
13	Director Corporate reports	58
COR.1	Contracts to be Awarded as at August 2022	58
COR.2	Governance Rules Update	60
COR.3	Quarterly Report for period ending 30 June 2022 and Carry Forwards	64
COR.4	Municipal Association of Victoria Rule Review	70
14	Director Community reports	73
COM.1	Community Funding Scheme 2022/23 Allocations	73
COM.2	Small Projects Grants	85

15	Director Assets and Operations reports	89
	AO.1 Report in response to petition requesting the sealing of Noonan Grove and Christian Street Woodend.....	89
	AO.2 Riddells Creek Movement Network Study	93
16	Notices of motion and rescission	127
	No. 46/2022-23: Notice of Motion - Barrm Birrm	127
17	Urgent business	129
18	Confidential reports	130
	18.1 Community Service Planning.....	130

1 ACKNOWLEDGEMENT OF COUNTRY

Macedon Ranges Shire Council acknowledges the Dja Dja Wurrung, Taungurung and Wurundjeri Woi Wurrung Peoples as the Traditional Owners and Custodians of this land and waterways. Council recognises their living cultures and ongoing connection to Country and pays respect to their Elders past, and present.

Council also acknowledges local Aboriginal and/or Torres Strait Islander residents of Macedon Ranges for their ongoing contribution to the diverse culture of our community.

2 RECORDING OF LIVE STREAMING OF THIS COUNCIL MEETING

This meeting is being recorded and streamed live on the internet, in accordance with Council's 'Live Streaming and Publishing Recordings of Meetings' policy, which can be viewed on Council's website.

3 PRESENT**4 APOLOGIES****5 CONFLICTS OF INTEREST****6 PETITIONS****7 DEPUTATIONS AND PRESENTATIONS TO COUNCIL****8 ADOPTION OF MINUTES****Recommendation**

That Council confirms the minutes of the Scheduled Council Meeting of Macedon Ranges Shire Council held on 27 July 2022 and the Unscheduled Council Meeting of Macedon Ranges Shire Council held on 16 August 2022, as circulated.

9 MAYOR'S REPORT**9.1 MAYOR'S REPORT - JULY TO AUGUST 2022****Summary**

This report provides an update from the Mayor on recent Council activities and initiatives of a shire wide nature.

Recommendation

That Council receives and notes the Mayor's report.

Mayor's report

By the time of this council meeting there will be only one week left until the official first day of spring and the much anticipated annual Kyneton Daffodil and Arts Festival. It is always jam packed full of events and things to see and do. I am looking forward to the return of the Doggie Dash and the Grand Parade, which were held off in recent years due to Covid restrictions.

Winter, and particularly August, sees many of our community groups remaining indoors and taking a break, but Councillors and Council staff have still been invited to the many meetings, events and award ceremonies during this time, despite the cooler weather. Below are some highlights of what has been happening around the Shire in the few weeks since the last scheduled Council meeting.

Councillors were pleased to be invited to or involved in the following:

Recognition and award ceremonies

- Macedon Ranges Venturer Unit Queens Scout Presentation for Maya Russell and Harrison Claydon on 6 August
- Malmsbury CFA Annual Awards Dinner on 13 August
- Victory in the Pacific ceremony at Kyneton RSL on 15 August
- Vietnam Veterans Day ceremony at Kyneton RSL on 18 August

Events

- Local Council zoom discussions regarding the School crossing supervisor program, arranged by City of Monash Council 28 July
- Romsey Region Business and Tourism Association's Breakfast at Glen Erin at Lancefield 29 July
- Community meeting regarding the former Kyneton Primary School site on 29 July
- Lancefield under 15 girls football match - under lights - 29 July
- Community tree planting at Hanging Rock on 1 August to celebrate National Tree planting day and kick off Platypus month 31 July
- Community refugee mentorship information session at The Social Foundry, Kyneton 15 August

Councillor delegates meetings

- Goldfields Library Corporation Board Meeting 29 July

- Municipal Association of Victoria Emergency Management Board Advisory committee meeting 1 August
- Workspace Australia Board Meeting in Bendigo 11 August
- Loddon Campaspe Mayors and CEOs group of Councils meeting 12 August
- Audit and Risk Committee meeting of Macedon Ranges Shire Council 17 August
- North Central Region Municipal Association of Victoria Delegates meeting 19 August

Kyneton Kindergarten Official Opening

Councillors joined the Honourable Ingrid Stitt MP, Minister for Early Childhood and Mary-Anne Thomas MP, State Member for Macedon at the official opening of the Kyneton Kindergarten on 8 August. All guests were welcomed to the opening with a smoking ceremony and tour of the new facility.

International Youth Day

I had the pleasure of attending an event to celebrate International Youth Day arranged by Mary-Anne Thomas MP, State Member for Macedon, assisted by our Youth staff and representatives of our Leaders in the Loop program made up of young people between the ages of 12 and 25.

We were engaged in working groups to look at what were the important issues for, and questions of, youth in our region. Topics varied from improving policy to support a greater uptake of electric vehicles, to ways to engage better with youth and their families and peers in the areas of mental health, vaping, and respectful relationships.

Current community Consultations

- Kyneton Cool Changes survey, closes 9 September 2022
- Macedon and Mount Macedon Cool changes survey closes 9 September 2022
- Woodend Five Mile Creek Master Plan submissions close 5pm 11 September 2022

Other consultations will be opening over the coming weeks, so be sure to take a look at our Have Your Say page on our website, or subscribe to our many e-newsletters to get the latest information on events and consultations within the Shire.

Mayor Anderson

Macedon Ranges Shire Council

10 RECORD OF MEETINGS OF COUNCILLORS AND COUNCIL STAFF**10.1 RECORD OF MEETINGS OF COUNCILLORS AND COUNCIL STAFF JULY - AUGUST 2022****Summary**

Rule 31(a) of Council's Governance Rules requires a written record of matters discussed at specified meetings of Councilors and Council staff to be reported to the next practicable scheduled Council Meeting and recorded in the minutes of that meeting. This report provides a summary of meetings of Councillors and Council staff held since the last Council Meeting.

Recommendation

That Council receives and notes the record of meetings of Councillors and Council staff, as outlined in this report.

Record of meetings

Type of meeting	Councillor Briefing
Date and time	26 July 2022, 9:00am
Venue	Gisborne Administration Centre
Present - Councillors	<ul style="list-style-type: none"> • Cr Jennifer Anderson (Mayor) • Cr Rob Guthrie (Deputy Mayor) • Cr Dominic Bonanno • Cr Annette Death • Cr Anne Moore • Cr Geoff Neil • Cr Janet Pearce • Cr Mark Ridgeway • Cr Bill West
Apologies - Councillors	NIL
Present - officers	<ul style="list-style-type: none"> • Bernie O'Sullivan, Chief Executive Officer • Rebecca Stockfeld, Director Planning and Environment • Adele Drago-Stevens, Director Corporate • Maria Weiss, Director Community • Shane Walden, Director Assets and Operations • Travis Harling, Manager Finance and Reporting • Sarah Annells, Manager Safer Communities (via Zoom) • Bob Elkington, Manager Economic Development and Visitor Economy (Via Zoom)

	<ul style="list-style-type: none"> • Rob Ball, Manager Strategic Planning and Environment • Patricia Clive, Coordinator Governance • Christo Crafford, Coordinator Statutory Planning • Danni Findlay, Coordinator Economic Development • Allie Jalbert, Coordinator Local Laws • Krista Patterson-Majoer, Coordinator Environment • Lucy Webb-Wilson, Senior Officer Governance - Council Business • Damien Hodgkins, Senior Statutory Planning Officer
Apologies officers	NIL
Presenters	<ul style="list-style-type: none"> • Zane Williams, City Collective (via Zoom) • Laura Heyning, City Collective (via Zoom)
Items discussed	<ul style="list-style-type: none"> • Budget 2022/23 Process Debrief • VLGA Charter Champion • Draft Governance Rules Update • Draft Roadside Footpath Trading Policy – Endorsement to Consult • Barrm Birrm Update & Next Steps • Planning Matters • Riddells Creek Men's shed and Neighbourhood House • Woodend Community Centre Project Update – Presentation by Lead Design Consultant, City Collective • Agenda Review for 27 July Council Meeting • Planning Delegated Committee Agenda Review for 10 August 2022 • Other business
Conflicts of interest declared by Councillors and record of them leaving the meeting when the matter about which they declared the conflict of interest was discussed	<p>Cr Geoff Neil declared conflict with PE.3 ANNUAL GRANTS - PANEL RECOMMENDATIONS 2022-2023 EVENTS AND FESTIVALS GRANT PROGRAM on the Scheduled Council Meeting Agenda 27 July 2022</p> <p>Did they leave the meeting? Yes 12:42pm to 12:47pm</p>
Conflicts of interest declared by officers	<p>NIL</p> <p>Did they leave the meeting? N/A</p>

Type of meeting	Councillor Briefing
Date and time	02 August 2022, 8:30am
Venue	Gisborne Administration Centre
Present - Councillors	<ul style="list-style-type: none"> • Cr Jennifer Anderson (Mayor) • Cr Rob Guthrie (Deputy Mayor) • Cr Dominic Bonanno • Cr Annette Death • Cr Anne Moore (via Zoom) • Cr Geoff Neil • Cr Janet Pearce • Cr Mark Ridgeway • Cr Bill West
Apologies - Councillors	Nil
Present - officers	<ul style="list-style-type: none"> • Bernie O'Sullivan, Chief Executive Officer • Rebecca Stockfeld, Director Planning and Environment • Adele Drago-Stevens, Director Corporate • Maria Weiss, Director Community (via Zoom) • Patricia Clive, Coordinator Governance • Awais Sadiq, Coordinator Statutory Planning • Sean Morley, Coordinator Accounting • Naomi Scrivener, Manager Community Wellbeing • Evert Grobbelaar, Manager Statutory Planning • Lucy Webb-Wilson, Senior Officer Governance (Council Business)
Apologies officers	<ul style="list-style-type: none"> • Shane Walden, Director Assets and Operations
Presenters	<ul style="list-style-type: none"> • Craig Kenny (Mach 2)
Items discussed	<ul style="list-style-type: none"> • Investment Policy • Aged Care Reform Briefing #3 • Planning Matters • Other business
Conflicts of interest declared by Councillors and record of them leaving the meeting when the matter about which they declared	<p>Cr Geoff Neil declared conflict with an item in other business on the Romsey Ecotherapy Park</p> <p>Did they leave the meeting? Yes 12:10pm and did not return.</p>

the conflict of interest was discussed	
Conflicts of interest declared by officers	NIL Did they leave the meeting? N/A

Type of meeting	Councillor Briefing
Date and time	09 August 2022, 9:00am
Venue	Gisborne Administration Centre
Present - Councillors	<ul style="list-style-type: none"> • Cr Jennifer Anderson (Mayor) • Cr Rob Guthrie (Deputy Mayor) • Cr Dominic Bonanno • Cr Annette Death • Cr Geoff Neil • Cr Janet Pearce • Cr Mark Ridgeway • Cr Bill West
Apologies - Councillors	<ul style="list-style-type: none"> • Cr Anne Moore
Present - officers	<ul style="list-style-type: none"> • Bernie O'Sullivan, Chief Executive Officer • Rebecca Stockfeld, Director Planning and Environment • Adele Drago-Stevens, Director Corporate • Maria Weiss, Director Community • Shane Walden, Director Assets and Operations (via Zoom) • Travis Harling, Manager Finance and Reporting • Simon Finlay, Manager Open Space and Recreation • Sarah Annells, Manager Safer Communities • Amy Homes, Manager Community Strengthening • Rob Ball, Manager Strategic Planning and Environment • Patricia Clive, Coordinator Governance • Dean Frank, Coordinator Recreation • Althea Jalbert, Coordinator Local Laws • Julius Peiker, Coordinator Community Development • Krista Patterson-Majoor, Coordinator Environment • Lucy Webb-Wilson, Senior Officer Governance (Council Business)

	<ul style="list-style-type: none"> Michelle Nolte, Project Officer - Recreation PPT Silvana Predebon, Environment Policy and Sustainability Officer Craig Kingston, Municipal Building Surveyor
Apologies officers	NIL
Presenters	Richard Simon (Simon Leisure)
Items discussed	<ul style="list-style-type: none"> Gilbert Gordon Reserve Master Plan Review for Consultation Romsey Recreation Reserve Master Plan for Consultation Kyneton Showgrounds Master Plan Review for Consultation School Crossing Supervisor Program & Monash City Council proposal Community Funding Scheme – Funding Recommendations Victorian Transmission Investment Framework Design Planning Matters Agenda Review for 24 August Council Meeting (2 weeks prior to the meeting) Romsey Ecotherapy Park Other business
Conflicts of interest declared by Councillors and record of them leaving the meeting when the matter about which they declared the conflict of interest was discussed	NIL Did they leave the meeting? N/A
Conflicts of interest declared by officers	NIL Did they leave the meeting? N/A

Type of meeting	Councillor Briefing
Date and time	16 August 2022, 9:00am
Venue	Gisborne Administration Centre
Present - Councillors	<ul style="list-style-type: none"> Cr Jennifer Anderson (Mayor) Cr Rob Guthrie (Deputy Mayor) Cr Dominic Bonanno Cr Annette Death

	<ul style="list-style-type: none"> • Cr Anne Moore (workshops only) • Cr Janet Pearce • Cr Mark Ridgeway • Cr Bill West
Apologies - Councillors	<ul style="list-style-type: none"> • Cr Geoff Neil
Present - officers	<ul style="list-style-type: none"> • Bernie O'Sullivan, Chief Executive Officer • Rebecca Stockfeld, Director Planning and Environment • Adele Drago-Stevens, Director Corporate • Maria Weiss, Director Community • Shane Walden, Director Assets and Operations • Travis Harling, Manager Finance and Reporting • Simon Finlay, Manager Open Space and Recreation • Rob Ball, Manager Strategic Planning and Environment • Patricia Clive, Coordinator Governance • Lucy Webb-Wilson, Senior Officer Governance (Council Business) • Fiona Lang, Governance Officer
Apologies officers	NIL
Presenters	NIL
Items discussed	<ul style="list-style-type: none"> • Councillor Budget 2023/24 – Session 1 • Governance Rules Workshop • Hanging Rock Cricket Club Update • Loddon Campaspe Regional Employment & Innovation Corridor • Planning Matters • Other business
Conflicts of interest declared by Councillors and record of them leaving the meeting when the matter about which they declared the conflict of interest was discussed	<p>NIL</p> <p>Did they leave the meeting? N/A</p>
Conflicts of interest declared by officers	<p>Rebecca Stockfeld (Director Planning and Environment) declared an indirect conflict of interest in relation to the consideration of bequest.</p> <p>Did they leave the meeting? Yes (3:45pm – 3:47pm)</p>

11 DIRECTOR PLANNING AND ENVIRONMENT REPORTS

PE.1	GISBORNE FUTURES PHASE 3 CONSULTATION REPORT AND NEXT STEPS
Officer:	Isobel Maginn, Senior Strategic Planner
Council Plan relationship:	1. Connecting communities
Attachments:	Gisborne Futures Phase 3 Consultation Report (under separate cover) ⇒

Summary

This report presents the Gisborne Futures Phase 3 Consultation Report (Attachment 1) and a summary of key themes, submissions, officer response and further actions to progress work on the second draft of the Gisborne Futures project.

Recommendation**That Council:**

- 1. Endorse the Gisborne Futures Phase 3 Consultation Report and further actions to progress work to update the draft Gisborne Futures plans;**
- 2. Endorse the boundary for further investigation that will include areas 1,2,3,4 and 5 outlined in the Gisborne Futures Phase 3 Consultation Report as the maximum future development scenario, noting that there may be potential for these to be modified subject to further work on the plan;**
- 3. Provide an update to submitters and project subscribers; and**
- 4. Continue quarterly project updates to submitters and project subscribers.**

Background

The Gisborne Futures project commenced five years ago (with the neighbourhood character study beginning in 2017) and is a critical strategic project that the *Council Plan 2021-2031* identifies to progress.

This project has become more important with the introduction of the *Macedon Ranges Statement of Planning Policy* (MRSP) which was approved by the State government in December 2019. The project will be used to establish the protected settlement boundary for Gisborne.

Council presented the draft Gisborne Structure Plan, Urban Design Framework and Neighbourhood Character Study along with a range of supporting technical documents and research to the community for comment from 29 July 2020 to 11 September 2020. This was the third phase of consultation with the community on the project.

Following the 2020 community engagement process a new Council was elected.

At the 25 November 2020 Scheduled Council Meeting, a report on Council's Advisory Committees and Working Groups was presented with a recommendation that Council appoint delegates for the next 12 months to a number of advisory committees and external committees and organisations.

At this meeting it was resolved that the Gisborne Futures Councillor Project Group (CPG) would be expanded to include all nine Councillors as delegates and the meeting schedule amended to occur monthly.

A summary of consultation outcomes was presented to the 24 March 2021 Scheduled Council Meeting where Council resolved to note submissions and thanked the community for their input.

The regular CPG meetings held during 2021 presented an opportunity to provide Councillors with a comprehensive summary of key themes and issues, officer responses and detailed submission summaries based on the community feedback received as part of the 2020 engagement process.

A report was presented to the 8 December 2021 Planning Delegated Committee that outlined the schedule of CPG meetings held in 2021. At this meeting it was resolved that **Planning Delegated Committee note:**

1. ***That the Gisborne Futures Councillor Reference Group met on the following occasions over the past 12 months: December 2020 and January, February, March, April, May, July and August 2021.***
2. ***Council's decision of the Scheduled Council Meeting of 24 November 2021 for the Gisborne Futures Councillor Reference Group to meet as required.***
3. ***That in future submitters and email subscribers will be provided quarterly updates on the progress of Gisborne Futures.***

Discussion

This Gisborne Futures Phase 3 Consultation Report (Attachment 1) provides a summary of the feedback received during the 2020 engagement process and Council's response to this feedback. The report has been prepared as a general response to themes along with tailored responses to individual submissions to outline how Council has taken on board community feedback, what direction or requests have or haven't been supported and why.

Council has recorded all written submissions lodged in response to the Phase 3 consultation process with a submission number. Each submitter was sent an email or letter acknowledging Council's receipt of their submission that included their submission number.

While all care has been taken to accurately summarise the content of a submission, focus has been given to aspects of the submission that are directly relevant to the plans. Anecdotal, emotive, abusive and speculative content where appropriate has not been included in the summaries.

All submissions made to the project are available in full on Council's website with any identifying information removed (redacted).

The consultation report also includes a list of actions that have been identified to progress the project.

Summary of key themes, responses and actions for further work

Setting a protected settlement boundary

Township growth was the primary theme raised through consultation with approximately 30 submissions and 50 survey comments either expressing concern with the level of growth proposed or were opposed to further township expansion. Submissions have questioned the need for Gisborne to grow, and raised the need to update demographic and land demand and supply data.

Five submissions were received from landowners supporting the inclusion of their properties in the proposed township boundary. Six submissions did not believe that enough land had been set aside and that housing demand estimates were too conservative. There were 16 submissions requesting inclusion in the township boundary, or greater expansion of the boundary.

Response

Gisborne is identified in State and Local policies as a regional centre that is identified for growth. The *Macedon Ranges Statement of Planning Policy* (SPP) provides protected settlement boundaries around towns that have capacity for growth. The development of this policy identified the need for a revised structure plan that includes sufficient land to accommodate growth while also protecting Gisborne's neighbourhood and landscape character values.

It is not the role of the structure plan to change or alter the role and function of Gisborne within the Macedon Ranges settlement hierarchy. A key task for the Gisborne Futures project is to establish a longer term framework for that sets out a vision for Gisborne as a 'regional centre', while also setting a settlement boundary that will be protected through state legislation. If the current township boundary was considered sufficient it would have been established at the time the SPP was approved.

Feedback from the community has suggested a review of the proposed township boundary needs to be undertaken. In Section 4 of the Consultation Report (Attachment 1) a revised set of township boundary criteria has been created based on councillor and community feedback. An assessment of boundary investigation areas has been undertaken to revisit which areas are preferred for township boundary expansion. These have been provided as part of this report to provide a level of transparency about why some land has been chosen for further investigation, and why other areas have been left out.

There is further work required to understand the future layout and format of the Gisborne Business Park. Another key task is to determine the amount of residential land area that may be required, and what the thresholds are for economic viability of proposed activity centres and future community facilities, acknowledging that the data driving these considerations will need to be revised to reflect the latest ABS Census data and the 2022 context.

A series of options have been provided in the Consultation Report that consider possible land use scenarios to be used as the starting point for further work.

Actions for further work include:

- Define a settlement boundary to be used as the basis for further work on the plans.
- Consider the recently released 2021 Census data and update land supply and demand analysis to reflect the current information.

Planning for housing and neighbourhood character

The housing framework presented in the structure plan is the topic that has attracted the highest number of submissions. There is a common concern throughout the submissions that the character of Gisborne will be lost and comparisons have been made to other growth areas as examples of character that is not desirable.

There were concerns with infill development, various neighbourhood character precinct controls and a strong sentiment that Council is "permitting" or 'allowing' infill development to occur.

There are a number of submissions and comments that agreed with greater housing diversity in principle, at least six mentioned they would like to see it planned for in growth areas and not introduced to established areas.

At least 10 submissions and 47 survey comments were made regarding lot sizes either expressing concern with lot sizes in new growth areas or seeking retention of existing larger lot sizes within established areas. There was also support in submissions and survey comments for providing a diversity of housing options with nine acknowledging the need for more affordable housing options and eight hoping that housing would be more affordable.

Response

A key point raised by the Department of Environment, Land, Water and Planning (DELWP) in its submission is that it is no longer acceptable to specify dwelling typologies that are preferred. Planning should be based on a built form outcome and not on whether apartments, units or single dwellings are preferred.

In response to submissions concerned with a lack of direction for future growth areas, the revised structure plan can provide precinct maps that combine direction found within the plan and articulates character outcomes sought.

In terms of infill development and density, the planning system requires that planning for growth includes a range of housing types and distribution that reflects the needs of a diverse and inclusive community.

Currently, over 90% of Gisborne's housing stock comprises single dwellings on large lots. Increased density has a role to play in sustainable housing models, including to provide a critical mass to support neighbourhood activity centres and local employment opportunities therefore reducing car dependency and increasing the viability of public transport services, community facilities and the efficiency of infrastructure.

The draft plans provided two key strategic directions to achieve this:

- To accommodate infill development in existing residential areas that respects neighbourhood character.
- To plan for medium-density development as part of new growth areas that is located appropriate to shops, services and employment and education opportunities.

The Gisborne Futures project is not proposing to change existing policy around medium density development found at Clause 21.13-1 of the *Macedon Ranges Planning Scheme*. Currently the whole town is zoned General Residential. Under this zone, three storey development is permissible, and there are no minimum lot sizes.

A review of the neighbourhood character work is required to ensure that the built form controls will provide an appropriate outcome for existing residential areas.

The cost of land and housing has risen significantly in recent years, not just in Gisborne but across other key towns within the shire. There is also a reported limited supply of rental opportunities or short-term accommodation which increases housing stress within the community.

Planning for housing needs to be inclusive and cater for a diverse community, particularly for those in lower to moderate wage industries that provide essential services to the town such as aged care, education, child care, retail and hospitality. If people in these industries can't find places to live locally it can become increasingly difficult to find skilled staff. Having to commute long distances is not economically, environmentally or socially sustainable and may result in local worker shortages. For a household on a moderate income a unit or townhouse can be a relatively affordable alternative to a separate house.

Maintaining an adequate land supply for housing is another tool that can help to address housing affordability.

Actions for further work include:

- Prepare Precinct Plans for Gisborne that articulate the township character, policy direction and urban design drivers for specific parts of the township.
- Remove preferred housing typologies in the neighbourhood character study to focus on built form outcomes that can be achieved under the ResCode variations within the proposed schedules to the Neighbourhood Residential Zone.
- Test proposed ResCode variations to determine whether built form controls are sufficient in guiding density outcomes and whether other controls should be considered.
- Work with Council's Community Wellbeing team to investigate including policy guidance on appropriate locations for social housing in the structure plan.
- Review housing change areas to align with DELWP's criteria and methodology outlined in PPN90, with consideration given to the extent of areas covered with covenants, development plans and design and development overlays.

Economic and employment growth

Submissions have been made that do not agree with, or question Gisborne's role as a regional centre and the economic development principles that underpin this because employment, services and retail uses are accessible in surrounding areas. A number of submissions have suggested that the Gisborne town centre does not need additional retail space as there has always been vacancies in the town centre.

Response

As a regional centre, Gisborne will be required to provide for a diverse population that includes providing employment, housing, education, health, recreation and social opportunities. The Gisborne Economic and Employment Analysis (UE 2020) completed for this project provides the strategic justification for direction on economic and employment growth to support the role of Gisborne as a regional centre.

Actions for further work include:

- Include detail on the size and role of neighbourhood activity centres from the Gisborne Outline Development Plan in the draft structure plan.
- Explore options for policy guidance and planning scheme controls to ensure the vision for neighbourhood centres is embedded in nominated sites.

Future direction for the Gisborne Business Park

Three submissions provided general support for expansion of the business park. One submission does not believe sufficient land has been set aside for industrial and commercial land and that the business park will eventually be land-locked. Eleven submissions were made in opposition to the expansion of the business park.

The summary provided in the consultation report includes reference to submissions made during the 2019 consultation on the draft Gisborne Business Park Development Plan.

Response

Expansion of the business park was first proposed in the Macedon Ranges Residential and Industrial Land Review (2000) and strategic work since then has progressively reviewed and justified the need for the expansion of the business park. The layout and format of the

business park, including the most appropriate zone to use, the location and urban design principles will be explored through the re-draft of the structure plan.

Actions for further work include:

- Review layout of business park and residential development in Investigation Area 1.
- Update the draft structure plan to include revised land supply and demand figures and articulate objectives to protect and support the business and employment role of the Gisborne Business Park.

Landscape and environment

A high number of submissions mentioned the landscape and environment. This highlights how much the community values their surrounds and the setting of the town. Submission topics include environmental risks (climate change, bushfire, flooding), environmental values (biodiversity and habitat, waterways, trees and vegetation), township entrances and edges, landscape features, views and vistas, parks and open space and wildlife concerns.

Response

Climate change, sustainable design and protection of the environment are considerations that underpin many of the planning policies and direction that is provided broadly in the draft plans. It is acknowledged that these considerations can be discussed more explicitly in the plans. In particular, a section on climate change as an overarching principle can be included in the revised draft structure plan. It is also acknowledged that the project would benefit from having a greater focus on bushfire, along with revised focus on specific concerns related to landscape and environment values.

Actions for further work include:

- Include a section on climate change as an overarching principle in the revised draft structure plan.
- Prepare a bushfire risk assessment of Gisborne to better understand and respond to bushfire hazards.
- Include mapping of biodiversity values in the background report and reference in the structure plan where appropriate.
- Include an implementation action for Council to prepare a tree study to develop policy, planning controls and other mechanisms to strengthen protection controls for significant trees on private property.
- Include an action to investigate how to encourage a palette of indigenous or native species to enhance biodiversity in new estates.
- Strengthen discussion and design response to township entrances and gateways in the plans.
- Review content of the plans to strengthen recognition of Gisborne's location in a Distinctive Area and Landscape.
- Prepare analysis and mapping of known wildlife habitats and include objectives, strategies and/or actions in the structure plan that specifically address these.

Movement and transport

How people move around, walking, cycling and driving, was the subject of many submission and survey comments. Movement and access is addressed broadly at a township scale through the draft structure plan and at a more detailed streetscape level in the draft urban design framework.

A number of submissions opposed general township growth raising concerns that the township should not grow further due to traffic congestion issues. There was doubt whether existing transport infrastructure has capacity, or that sufficient future infrastructure will be delivered to support an increase in traffic volumes. Many did not support duplication of Station Road.

Numerous submissions were made in support of improvements to the walking and cycling network, others would like to see an increased emphasis on walking and cycling and there were various requests for footpath improvements throughout the town.

The concept for a potential western link road attracted a high number of submissions, there were a number in support and at least 27 that expressed concern with or outright do not support the concept of the Western Link Road.

Response

In 2018 when the Gisborne Futures project commenced, Council and Regional Roads Victoria (RRV) commissioned a detailed traffic model to test a number of options to determine what potential transport infrastructure projects could deliver the most benefit to the township.

Concerns that the duplication of Station Road could alter the character of Gisborne, converting the central corridor of the town into a high-capacity throughput rather than a rural main street, are valid. The 2013 plans for duplication of Station Road are not currently supported by Council, as per its decision in 2017. It is for this reason Council and RRV commissioned the detailed traffic model.

The Gisborne Futures Structure Plan does include a conceptual alignment for a potential western link road. The conceptual alignment is not a precise location and was included to be transparent about the investigation, and to get a feel from the community about whether this is something that is generally supported.

Actions for further work

- Undertake an assessment of the Gisborne town centre using the Department of Transport's (DoT) Movement and Place framework that recognises that streets not only keep people and goods moving, they're also places for people to live, work and enjoy.
- Include summary discussion on the findings of the traffic modelling exercise, including road and intersection capacity outputs, in the structure plan.
- Continue discussions with DoT regarding the future operation of Gisborne's road network.
- Review traffic modelling and investigate alternative locations for a Gisborne bypass.
- Review movement infrastructure requirements and principles to support the existing and growing community.

Cultural heritage

A number of submissions mentioned actions regarding heritage and cultural heritage with one commending the cultural heritage investigation undertaken by the Wurundjeri.

There were four submissions and a similar number of survey comments that did not believe the Gisborne Futures project went far enough in representing the recommendations of the Wurundjeri Cultural Values of Gisborne report.

Response

The Gisborne Futures project has provided an opportunity for Macedon Ranges Shire Council and the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (Wurundjeri) to work together in improving the way in which cultural values and cultural heritage management occur within planning. As part of this, Wurundjeri elders contributed to a cultural values survey, both augmenting known existing cultural values, and identifying further cultural values. The Gisborne Futures plans have included the recommendations outlined in the Wurundjeri Cultural Values of Gisborne report.

Education and community services

There were some submissions in support of the direction for community infrastructure outlined in the draft plans however there was also a common concern threaded within various submissions and survey responses that Gisborne does not have the 'infrastructure' required to support ongoing growth. This is mentioned in relation to physical infrastructure such as roads, open space and footpaths but also through access to community infrastructure such as education, health, child care, community meeting spaces and so on. Above all else, people wanted to see planning for an additional secondary school/education facilities with this mentioned in three submissions and seven times in the survey comments.

Response

A high-level community infrastructure assessment was undertaken by Ethos Urban as part of the background analysis. This work investigated current community infrastructure supply and gaps in service as well as identifying the future community infrastructure requirements of a growing town. In particular, the work identified that Gisborne has an undersupply of spaces for youth and community arts and the structure plan recommends delivery of a community hub that provides for all residents.

In terms of secondary education, the consultant team contacted Department of Education and Training during the early stages of the project (2018) seeking advice on the education needs of Gisborne as it grows. The advice received was that there would not be sufficient demand for an additional state secondary school, however the plan contains direction to continue to work with the state government, land owners and service providers to ensure schools and education facilities are provided as required.

Actions for further work:

- Follow up with the Department of Education and Training on demand for secondary education in the region to check if previous advice has changed.
- Investigate current capacity of community services and facilities and refresh the assessment of community infrastructure.

Urban design framework

A number of submissions and comments left in the survey related to the draft Urban Design Framework (UDF) are concerned with the 'look and feel' of shops. The greatest response to the UDF was regarding building heights and the impact this will have on township character, with over 20 submissions and 35 survey comments objecting to the concepts put forward in the plan. Some of these specifically stated that heights above two storeys are inappropriate while others do not support anything above three storeys.

15 written submissions and 10 comments in the survey raised concerns that there is not currently adequate car parking in the town centre, and the plans need to find additional car parking solutions.

Response

Currently Gisborne town centre does not have any enforceable built form controls or height limits. The 2008 UDF provides some direction however it was never formally implemented through the Macedon Ranges Planning Scheme and therefore only has limited statutory weight in decision-making.

Higher building limits in the draft UDF are targeted at sites that have capacity for future development and the 'blanket' application of building heights as depicted in the UDF can be reviewed, along with more detailed analysis into the floorspace requirements to support commercial development opportunities.

In regards to car parking, surveys identified that when occupancy was highest in the town centre, one in three spaces were available. The data revealed that there was adequate supply across the town centre broadly, and that concerns with lack of supply is likely focussed in key locations of activity at peak times. The plans can be reviewed to identify additional car parking opportunities.

Actions for further work include:

- Clarify in the UDF that built form diagrams are illustrating general building envelopes or building massing and not a proposed final outcome in terms of upper level breaks and design detail.
- Prepare policy and a schedule to the proposed Design and Development Overlay that is specific to the town centre as part of the implementation of the UDF.
- Prepare a plan of the town centre that shows existing and potential floor space to test the capacity of the town centre as an outcome of built form controls on development opportunity sites.
- Review the 'blanket' application of building height controls so they target development opportunity sites.
- Review streetscape plans to consider formalisation of parking on Robertson and Aitken Streets and to highlight where additional on-street car parking is being made available.

Gisborne Futures - Next Steps

Over the next few months Council will seek to complete the further work/actions outlined in the Gisborne Futures Phase 3 Consultation Report.

Council is seeking to complete this work and a 'refresh' of the draft Gisborne Futures Structure Plan, Urban Design Framework and Neighbourhood Character Study to enable the next phase of community consultation in 2023.

Following this next round of community consultation Council will seek to finalise the plans and prepare a planning scheme amendment to implement the Gisborne Futures plans.

Consultation and engagement

The Gisborne Futures plans were endorsed for consultation at the Ordinary Council Meeting held on 24 June 2020, before the onset of the 'second wave' of COVID restrictions in July 2020 when there was a greater sense of optimism that Victoria had made it through the worst of the pandemic.

As a result of rising Covid-19 numbers and the subsequent lockdown in early July 2020, a revised communications plan for the Gisborne Futures Phase 3 consultation process was prepared with a greater focus on online activities. Feedback was invited from a broad range of stakeholders and community members.

As outlines in Consultation Report the community engagement process in 2020 resulted in:

- 220 written submissions
- 647 survey responses, with hundreds of comments left in the survey
- Over 40 phone calls and email enquiries
- 10 public and stakeholder webinars were held with over 80 participants attending
- 14 meetings and targeted consultations

At the 8 December 2021 Planning Delegated Committee it was resolved that Council provide quarterly updates to the community on the Gisborne Futures project. A general update outlining project progress and next steps was provided in March 2022 and July 2022.

Collaboration

Council undertook stakeholder mapping and sought feedback on the draft Gisborne Futures plans from a range of government departments, service providers, community groups and statutory bodies. Where relevant, feedback from these is summarised in the Phase 3 Consultation Report. Of note is continued discussions with the Department of Transport regarding Gisborne's movement network, discussions with DELWP centred around planning for housing and other relevant topics, and discussions with Greater Western Water regarding infrastructure upgrades underway to safeguard water supply and increase waste water capacity within the township. Council will continue to collaborate with relevant stakeholders throughout preparation of the next draft of the Gisborne Futures Plans

Innovation and continuous improvement

Council is committed to continuous improvement on the Gisborne Futures project. Council has identified a significant amount of further work in response to community and agency feedback. Council will continue to liaise with industry professionals and government agencies to update the draft Gisborne Futures Structure Plan, Urban Design Framework and Neighbourhood Character Study.

Relevant law

This is consistent with the *Planning and Environment Act 1987* and the Macedon Ranges Planning Scheme.

This report does not have any direct or indirect human rights implications under the *Charter of Human Rights and Responsibilities Act 2006*.

In accordance with the *Gender Equality Act 2020*, a Gender Impact Assessment was not required in relation to the subject matter of this report.

Relevant regional, state and national plans and policies

The report is consistent with regional and state planning policies including:

- *Plan Melbourne 2017-2050*
- *Loddon Mallee South Regional Growth Plan 2014*
- *Macedon Ranges Statement of Planning Policy 2019*

Relevant Council plans and policies

This report seeks to progress a priority in the Council Plan 2021-2031:

Strategic Objective 1 – Connecting Communities.

Integrate land-use planning, and revitalise and protect the identity and character of the shire.

Progress the Gisborne Structure Plan, incorporating the Neighbourhood Character Study and Town Centre Urban Design Framework Plan to a Council meeting for a decision on further steps required to confirm the future inclusion in the Macedon Ranges Planning Scheme.

Gisborne Futures has considered a range of relevant Council plans and policies in the preparation of the draft Structure Plan, Neighbourhood Character Study and Urban Design Framework.

Financial viability

Gisborne Futures to date has cost \$710,000 to prepare which includes expenditure on consultation, technical reports including an extensive traffic modelling exercise and preparation of draft documents.

The 2022/23 Council Budget has approved additional funding of \$70,000 to complete the further work outlined in this report and produce a refreshed set of draft documents. In addition to funding, staff resources at approximately 1.5 EFT have been allocated to the project.

Further funding and staff resources will be required to undertake the planning scheme amendment process.

Sustainability implications

A new draft of Gisborne Futures will be prepared with the directions outlined in the Gisborne Futures Phase 3 Consultation Report. As Gisborne grows there will be social and environmental impacts that will continue to shape the town and its future. Through the preparation of the 'refreshed' draft Gisborne Futures Structure Plan, Urban Design Framework and Neighbourhood Character Study, Council will seek to use the Victorian Planning Provisions and other avenues to mitigate these impacts.

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.

PE.2	ROADSIDE AND FOOTPATH TRADING POLICY
Officer:	Sarah Annells, Manager Safer Communities
Council Plan	3. Business and tourism
relationship:	2. Healthy environment, healthy people
Attachments:	Draft Roadside and Footpath Trading Policy (under separate cover) ⇒

Summary

The Roadside and Footpath Trading Policy will provide guidance about the placement of temporary items on Council owned and managed land and roads (including footpaths) and sets out guidelines for the operation of mobile trading facilities.

Revisions have been made to the current Roadside and Footpath Trading Policy to update the policy and incorporate policy for mobile trading facilities. These revisions form the draft Roadside and Footpath Trading Policy. It is intended to undertake public engagement about the draft Roadside and Footpath Trading Policy.

Recommendation

That Council endorse the draft Policy for public consultation in September 2022.

Background

The current *Roadside and Footpath Trading Policy* (the Policy) was adopted by Council at the Ordinary Council Meeting on 28 August 2019 after an extensive and comprehensive review of the previous policy. The purpose of the Policy is to provide guidance to individuals, businesses and organisations seeking to place temporary items on Council owned and managed land and roads (including footpaths) for the purposes of footpath trading.

The draft revised policy (attachment 1) incorporates the Mobile Trading Guidelines in accordance with The Council resolutions adopted at the 25 May 2022 Scheduled Council Meeting.

Discussion

The draft Roadside and Footpath Trading Policy has been prepared and it is intended to take this out to public engagement seeking feedback on attachment 1.

The key changes made from the existing Policy to attachment1 can be summarised as:

- Addition of mobile trading guidelines that take into consideration feedback received in the June survey (and the previous 2018/19 survey)
- Technical amendments to align with the Council Plan 2021 – 2031 and the Municipal Public Health and Wellbeing Plan 2021 – 2025.
- Technical amendments updating legislation references.
- Amendments to clarify other permit requirements for fixed items and heritage overlays (eg. Planning and building)
- Addition of proposal to introduce semi-fixed outdoor dining furniture options from 2024 (pending review of the Local Law due to be completed by September 2023)
- Clarification of accessibility considerations for the pedestrian zone

- Broadening of language for permit expiry and renewals – to provide greater flexibility and enable future changes to the duration of permits for renewal alignment with public liability expiry
- Allowance for businesses to place items outside neighbouring businesses where appropriate
- Other technical amendments for clarity of requirements

Consultation and engagement

Council Officers conducted a targeted stakeholder questionnaire in June 2022 seeking their feedback to help identify opportunities to improve the existing Policy. The Survey was open from 8-23 June and was promoted in Council's E-news reaching 1800 businesses. It was also directly emailed to 119 businesses with existing Roadside and Footpath Trading permits.

There were 36 responses to the targeted stakeholder survey, with approx.60% being from retail or restaurant/café and a variety of other businesses making up the other 40%. 90% of businesses who responded indicated they had a current permit.

Feedback themes about the current policy businesses want us to consider –

- Council has too much control over what can and cannot be done, and businesses should be able to manage their own furniture, policy too rigid, only small fees should apply
- Comments that the policy seems to relate to town businesses, and not those out of towns
- Enforcement needed for businesses who do not get permits and for businesses who put furniture in the wrong place impacting pedestrian zones (accessibility for wheelchair access raised as an issue)
- Positive feedback about Council reviewing the policies for businesses in the region, the importance of attracting visitors to support the local economy, footpath trading should be encouraged as it brings movement and colour to retail precincts

Semi-fixed furniture feedback

- 63% interested in semi-fixed furniture options
- Reasons – makes trading easier/more desirable, gives more options to businesses, helpful for small businesses in towns, safer than weighed down things on windy days, improved shopfront appearance and town appeal.
- Some commentary that businesses should be allowed to permanently fix things to the pavement, while others commented about the hazards permanently fixed furniture presents.

Mobile trading feedback themes

- Ensuring mobile traders do not directly compete with existing local businesses as it may be detrimental to businesses, ensuring there is not a duplication of offerings with local businesses, considering select locations for mobile trading that does not compete with local businesses and ensuring mobile traders pay adequate fees (in line with what rates costs are for bricks and mortar stores)
- Ensuring impacts on amenity are effectively managed – waste management, traffic management, no power cables across footpaths, etc.

- 9% interested in adding a mobile trading permit to their existing business
- Some positive feedback indicating mobile trading is a good idea

Other feedback

- Reducing red tape for permits, burden of needing to renew the permit every year (note that 12 months is the max permit period in the current Local Law – this can be reviewed in next Local Law and the policy wording has been amended in the proposed draft to allow more flexibility for this in future).

Consultation was also carried out internally with staff from Statutory Planning, Building, Engineering, Operations and Economic Development, with their input incorporated into the draft Policy.

Collaboration

Attachment 1 was benchmarked against other Council's policies, including City of Greater Bendigo, Melton City Council and City of Ballarat.

Innovation and continuous improvement

As a part of the review feedback was sought from internal and external stakeholders and attachment 1 was benchmarked against other Council's policies.

Relevant law

Local Government Act 1989 (Victoria)

Local Government Act 2020 (Victoria)

Macedon Ranges Shire Council General Purposes and Amenity Local Law No 10 of 2013
(and subsequent Local Laws made by Council)

Liquor Control Reform Act 1998 (Victoria)

Road Management Act 2004 (Victoria)

Road Safety Act 1986 (Victoria)

Disability Discrimination Act 1992 (Commonwealth)

Equal Opportunity Act 2010 (Victoria)

Tobacco Act 1987 (Victoria)

Food Act 1984 (Victoria)

Macedon Ranges Planning Scheme

In accordance with the *Gender Equality Act 2020*, a Gender Impact Assessment has been conducted in relation to the subject matter of this report. It is recommended that action is taken to endorse the draft Roadside and Footpath Trading Policy. Additionally, based on findings from the gender impact assessment, it is also recommended that as far as is practical, action is taken to ensure that people of all genders, ages and abilities are able to use our public spaces and enjoy our vibrant streetscapes.

Specifically, it is recommended that:

The draft Roadside and Footpath Trading policy:

- Will ensure there is are specific safety/accessibility statements within the policy where applicable.

- Provides clear requirements that are enforceable for all businesses to ensure safe and accessible footpaths are for all to use, and which are not negatively impacted by roadside and footpath trading.
- Requires footpaths to be clear of trading related furniture items once the business closes, which helps create safer streetscapes after dark.
- Enables safe and responsible roadside and footpath trading, creating vibrant streetscapes for all to enjoy.
- Is applied equitably to all businesses who use Council land and roads for trading activities

This recommendation will deliver safe and accessible access to Council roadsides and footpaths for both businesses and users of all ages, genders and abilities and has been incorporated into the draft policy being considered.

Relevant regional, state and national plans and policies

None applicable

Relevant Council plans and policies

The following Council policies and plans were used in the preparation of the Draft Policy:

Smoke Free Outdoor Areas Policy 2017

Economic Development Strategy 2021 – 2031

Municipal Public Health and Wellbeing Plan 2021 – 2025

Financial viability

As the implementation of attachment 1 is a function of the Local Laws Team there is no additional financial impact to this draft policy

Sustainability implications

None applicable

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.

PE.3	SCHOOL CROSSING SUPERVISOR ADVOCACY PROGRAM PARTICIPATION
Officer:	Sarah Annells, Manager Safer Communities
Council Plan relationship:	2. Healthy environment, healthy people 4. Delivering strong and reliable government
Attachments:	1. Monash School Crossing Supervisor Proposal - Attachment 1 - Advice - Monash City Council (D21-166179) ↓ 2. 2022-23 SCSP Funding Announcement CEO Macedon Ranges Shire Council ↓ 3. Monash School Crossing Supervisor Proposal - Attachment 3 - Presentation to local government D22-90119 ↓ 4. Monash School Crossing Supervisor Proposal - Attachment 4 ↓

Summary

Council has been invited to participate in an advocacy program lead by Monash City Council. The purpose of the program is to advocate for additional funding for Council's School Crossing Program from the State Government. Council currently receives partial funding for the program, however this is provided on a year to year basis and covers less than half the cost of the service. Council is committed to continuing this important service and is seeking a more equitable and sustainable funding model from the state government to help alleviate the cost to ratepayers.

Recommendation

That Council

- 1. Join the Monash City Council led advocacy campaign seeking a sustainable funding model for School Crossing Supervisors; and**
- 2. Request that a representative of Macedon Ranges Shire Council staff participate on the representative committee established to lead the advocacy campaign.**

Background

An increasing number of Councils across Victoria are reviewing the sustainability and cost share of the school crossing supervisor program. The reviews are occurring due to increasing costs to Councils, the reduction in the proportion of costs paid by the State Government and a desire to have a stable and sustainable service.

In December 2021, the City of Monash Mayor wrote to all Councils (including Macedon Ranges Shire Council) and the Municipal Association of Victoria seeking feedback on the question of sustainability and appropriateness of local government funding and the provision of school crossing supervision services (Attachment 1).

On 28 July 2022, the City of Monash presented a proposal to lead a joint Council advocacy campaign with the aim of 'relieving local government of the financial burden created by the state government for councils to provide school crossing supervisor services' (Attachment 3).

Further correspondence was received on 29 July (Attachment 4) after the meeting with a revised proposal. Monash City Council is seeking a commitment from Victorian Councils to participate in an advocacy piece highlighting local government's concern about the sustainability of the program and seeking reform to the way road safety around schools is managed. The costs for participating in the campaign will be \$1,500 for rural/peri-urban Councils and \$3,700 for others (based on 35 Councils participating). The work would be led by the Monash City Council with support from a representative committee.

Discussion

Current Situation for Macedon Ranges Shire Council School Crossing Supervisor Services

- Council provides school crossing supervisors at 21 school crossings (20 partially funded by State Government, 1 fully funded by Council), with 10 of those on VicRoads declared arterial roads and 11 on local roads.
- Council employs 21 permanent part time (plus three converting from casual to permanent part time) crossing supervisors that work morning and afternoon shifts for one hour to one hour 15 minutes depending on the location requirements.
- Council employs 15 – 20 casual reliever staff to provide coverage for leave and staff vacancies. Reliever coverage has averaged about 52 hours per fortnight for the past year.
- Local Laws officers also provide reliever coverage when the relievers are unavailable to cover an absence. Local Laws Officers have covered 74.25 hours of school crossing supervisor shifts in the past year.
- Council currently has permanent staff vacancies across four crossings and has 10 casual reliever staff. Recruitment is about to commence to fill vacant roles and boost the casual pool.
- The service sits within the Local Laws Unit and is managed by the Team Leader Business Support and School Crossings with oversight by the Coordinator Local Laws. The service currently requires approximately 0.6 EFT support by the Team Leader and Business Support Team.

Council Costs 2021 - 2022

Description	Amount
Permanent Crossing Supervisor Staff Costs	\$257,855
Casual Crossing Supervisor Staff Costs	\$83,610
Local Laws Officer Relief Costs (approx.)	\$3,006
Business Support Costs (approx. 6EFT excl. Coordinator)	\$48,649
Equipment / Uniform Costs	\$4,326
Other Operating Costs (excl. crossing infrastructure costs)	\$503
Operational Expenses Total	\$397,949
State Government Financial Contribution (for 20 Crossing Supervisors only)	\$117,230
Gap Funded By Council	\$280,719

On 24 June 2022, Council received advice from the Department of Transport (DOT) that the School Crossing Supervisor funding for 2022- 2023 will be increased by approximately 20% (attachment 2). If the funding provided this year increases, it is estimated that will bring the funding to approximately \$140,600, but there is no guarantee or indication of what the funding will be beyond 2023 and will still leave a funding deficit of over \$243,000 per annum with the gap widening as Council costs increase (noting that some of the total operational costs would continue to be borne by Council).

Current Challenges

- The current funding contribution to Council by State Government is based on the number of approved crossing supervisors on crossings that meet specified levels of pedestrian and vehicle counts. The amount allocated per annum is at the discretion of the State Government and not a set amount. There are no guaranteed funding contributions or service agreements in place.
- The annual funding provided to date by the State Government falls well short of the costs incurred by Council to run the school crossing supervisor service, and the shortfall increases each year as the funding does not have a CPI increase built in. Any increases are at the discretion of the State Government as the State budget allows.
- The demographic of school crossing supervisor staff have high absentee rates requiring hands-on management of rosters and a high need to backfill roles. Staff turnover rates are also high requiring recruitment drives on average twice per annum.
- DOT has indicated they will be moving from a pedestrian/vehicle count approach toward a risk based approach for future crossing supervisor funding. Many Councils are concerned that will lead to reduced grant funding for Councils. We have asked to be one of the trial Councils to provide feedback to DOT on their risk assessment tools in the hope we can influence that and gain an understanding of what the changes are they intend to make, however no further information has been forthcoming.

The supervision of school crossing across the Macedon Ranges Shire is an important service provided for the safety of school children in areas where there is high traffic volume and high number of children (which occurs at the start and end of school as a combination of parents driving children to school, children walking and cycling to school and other transport moving on the roads). The service is valued by the community.

Because the service is provided to support a State Government function (education), it is reasonable that the State Government financially support the service and provide a level of funding to ensure the service is sustainable into the future meeting community needs.

The purpose of joining the City of Monash led campaign is to seek an increased and sustainable level of funding for the school crossing supervisor program from the State Government.

Consultation and engagement

As this is a decision relating to participation in a potential advocacy campaign no external consultation has been carried out at this time.

Collaboration

Council Officers and the Mayor participated in an online meeting facilitated by Monash City Council which had representation from a large number of Council's from across Victoria. If Council joins the advocacy campaign, we would be collaborating with at least 35 other Councils.

Innovation and continuous improvement

Participation in the campaign will provide opportunity for Officers to discuss issues with other Council and potentially identify opportunities for innovation and continuous improvement.

Relevant law

While there is no legal requirement for Council to provide a school crossing service we conduct the program in accordance the *Road Safety (Traffic Management) Regulations 2019*.

In accordance with the *Gender Equality Act 2020*, a Gender Impact Assessment was not required in relation to the subject matter of this report.

Relevant regional, state and national plans and policies

There are no regional, state or national plans applicable to this report

Relevant Council plans and policies

This advocacy program aligns with the *Council Plan 2021-2031* Strategic Objective 2 "Healthy environment, healthy people", particularly the priority "Encourage active and healthy lifestyles for people of all ages and abilities" as well funded and operated school crossings encourage families and children to walk to school.

It also aligns with *Council Plan 2021-2031* objective 4 "Deliver strong and reliable government" through the priority to "Lead advocacy engagement and enhance relationships with all tiers of government and key stakeholders."

Financial viability

It will cost \$1500 to join the advocacy program, which can be funded out of the existing operational budget for Safer Communities.

Sustainability implications

There are no sustainability implications applicable to this report

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.

Attachment 1



Cr Stuart James
Mayor
Oakleigh Ward Councillor

e Stuart.James@monash.vic.gov.au

w stujaimes.com.au

t @crstuartjames **i** crstuartjames



10 December 2021

Cr Jennifer Anderson
Mayor
Macedon Ranges Shire Council
PO Box 151
KYNETON 3444

RECEIVED
21 DEC 2021

Dear Mayor

THE FUTURE OF SCHOOL CROSSINGS

We are writing to advise that Council has resolved at its meeting of 30 November 2021 to review its future role in funding school crossing supervision. Council's position is that as a service that essentially relates to schools, it is a responsibility for the State Government rather than Local Government. We know this is a matter that your Council has grappled with and we are very much aware of the lobbying and advocacy that has occurred in relation to the funding of this important service. We think State Government needs to do better and sincerely hope you too will be prepared to again relitigate the need for increased funding.

The Council resolution is as follows:

That Council:

1. That Council calls for tenders for the provision of School Crossing Supervision for the City of Monash for the period of 1 July 2022 to 31 December 2022 with two six months extension options for Council exercisable at its sole discretion.
2. That Council gives notice to the State Government and all Monash schools that:
 - a) It is seriously considering its future role in funding school crossing supervision as this is a service that relates to schools and the State Government's functions rather than local government functions;
 - b) With rate capping in place, it is difficult for Council to continue to simply provide the same level of services from year to year in circumstances where there is significant new emerging challenges which are deserving of Council funding consideration;
 - c) Council has a responsibility to its residents and ratepayers to regularly consider its spending priorities;
 - d) It views with concern that the share of funding contribution to school crossing supervision costs has increased by more than 50% for local councils since 1975 while the proportion of funding contributed by the State Government has almost halved;
 - e) it views the ongoing provision of school crossing supervision as an important service, but one that ought to be fully funded by the State Government as part of its responsibilities for funding education services in Victoria (a broad responsibility which should include getting children to and from school safely);

293 Springvale Road (PO Box 1) Glen Waverley VIC 3150 **Web** www.monash.vic.gov.au **Email** mail@monash.vic.gov.au
T (03) 9518 3555 **National Relay Service** (for the hearing and speech impaired) 1800 555 660
Language Assist 普通话 9321 5485 Ελληνικά 9321 5482 廣東話 9321 5481 සිංහල 7005 3002 Italiano 9321 5483
 Bahasa Indonesia 7005 3001 Việt Ngữ 9321 5487 தமிழ் 7005 3003 ಕನ್ನಡ 9321 5484 हिंदी 7005 3000



- f) it is keen to work collaboratively with the State Government and all Monash schools to transition to a new operating and funding model for school crossing supervision which does not impose costs on ratepayers and residents for a service that is unrelated to core local government functions and services; and
 - g) it will not make any changes to the current funding model or operation of school crossing supervision services for the 2022 school year, however there should be no assumption of Council funding beyond 2022.
3. That Council invites the State Government, schools and other interested stakeholders to provide any feedback to Council by 25th February 2022.
 4. That Council directs that officers provide further advice to Council by no later than the March Council meeting which should consider and include all feedback provided to Council and provide an officer recommendation on the future Council involvement and funding of school crossing supervision services in 2023 and beyond.
 5. That Council writes to the mayors of all other Victorian councils and the Municipal Association of Victoria seeking the views of other councils on the question of the sustainability and appropriateness of local government funding for, and provision of, school crossing supervision services.

In accordance with point 3 Council is seeking to understand where your Council sits in relation to the funding of this service including any feedback you may offer relating to the sustainability and appropriateness of Local Government funding and the provision of school crossing supervision services by **25 February 2022**.

I wish to make it clear that at this point Monash is considering its position and has not made any clear determination. We think it imperative to gain a sector wide view before Council makes its decision but Monash is also flagging its willingness to take an active leadership role in advocacy if there is a willingness from other Councils and MAV to work with us.

Your feedback can be sent via email to mail@monash.vic.gov.au addressed to Greg Talbot, Manager Community Amenity. Should your officers wish to discuss this matter further, please contact Andi Diamond CEO on 9518 3505. I can be contacted on 0413 184 250 if you wish to reach out to me.

Yours sincerely

STUART JAMES
Mayor

293 Springvale Road (PO Box 1) Glen Waverley VIC 3150 Web www.monash.vic.gov.au Email mail@monash.vic.gov.au
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Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

Mr Bernie O'Sullivan
CEO
Macedon Ranges Shire Council
PO Box 151
KYNETON VIC 3444

Dear Mr O'Sullivan,

SCHOOL CROSSING SUPERVISOR PROGRAM FUNDING ANNOUNCEMENT 2022/23

The School Crossing Supervisor Program, since its inception in 1975, has been an integral part of Victoria's road safety measures to create a safe child pedestrian environment around schools. The program has been an enduring partnership between the State and Local Government, and it is highly valued by the community.

The Victorian Government, in this year's state budget has provided a substantial increase in funding to support the operation of the 2022-23 School Crossing Supervisor Program. For the 2022-23 program, I am pleased to advise that Macedon Ranges Shire Council will be provided with an increase of approximately 20 percent of funding for each supervisor. This will be applicable for crossing sites that qualify for funding contribution under the School Crossing Supervisor Program. A funding confirmation letter will be sent to your Council's program contact together with a Purchase Order number in the coming weeks.

We acknowledge the importance of the program to the community and are committed to working with local government in its continual improvement.

We look forward to our ongoing collaboration as we strive to keep our most vulnerable community members safe on our roads.

Carl Muller
Head of Road Safety Victoria

24/06/2022





The Victorian School Crossing Supervisor model is failing:

- Victorian Government financial support for councils to provide the service has gradually decreased over time
- changing demographics are making it increasingly difficult to attract staff
- growing numbers of crossing sessions are unstaffed each day
- costs to councils are increasing each year





The increasing burden on councils and their local communities is unfair

- finance is being diverted from local government responsibilities
- council staff are required to fill the vacant shifts creating shortages, and less work being done
- the failing model is creating inefficiencies resulting in growing direct and hidden costs to councils

Northern Grampians Shire Council disagrees with government's new school crossing supervisors



By Anthony Pavesan

Updated December 23 2018 at 11:20am, first published December 21 2018 at 11:11am



Stawell school principals and school council members Robyn Jones, Kate Harney, Helen Giles, Lindy Chester, Trish Kennedy, Nick Lynch, Jim O'Brien and Karen Hyslop protest against crossing cuts in May. PICTURE: Paul Carracher

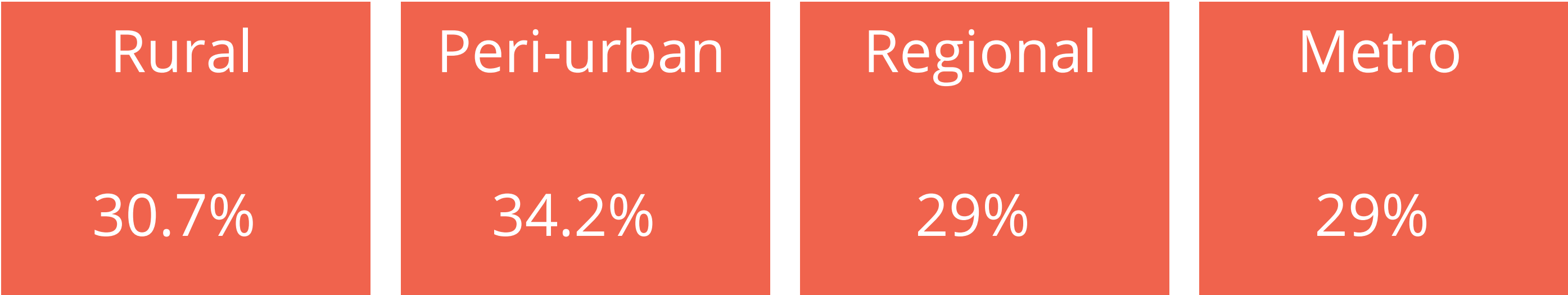
Northern Grampians Shire Council disagreed with the state government's move to make funding 50-50 between the state government and local councils for the School Crossing Program as of

What are other councils doing?

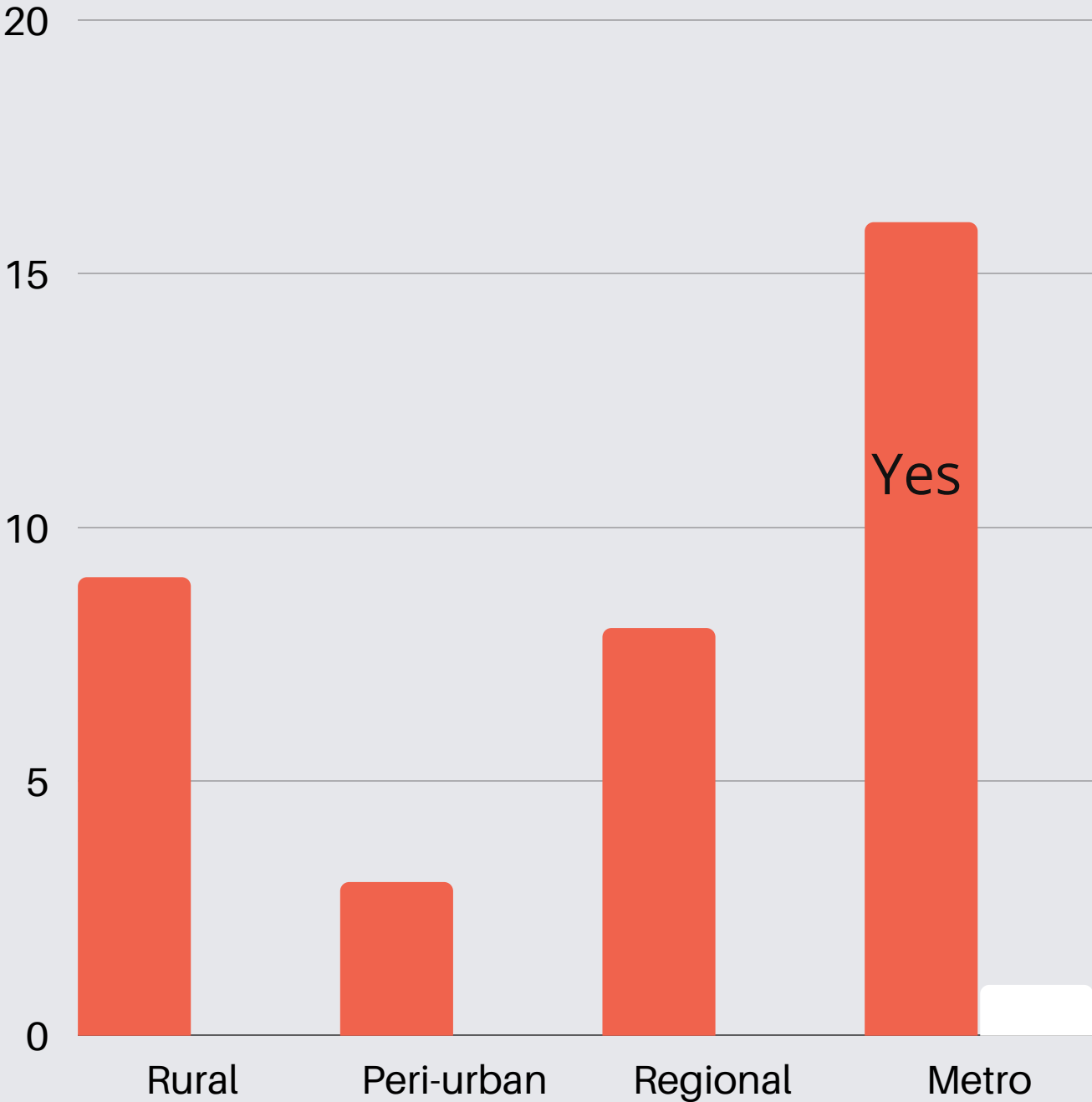
- Northern Grampians has withdrawn. School crossings are now government managed and funded.
- Southern Grampians has resolved to return the responsibility of the School Crossing Service back to DoT and the affected schools.
- Golden Plains has requested the service be 100% government funded.

Survey results

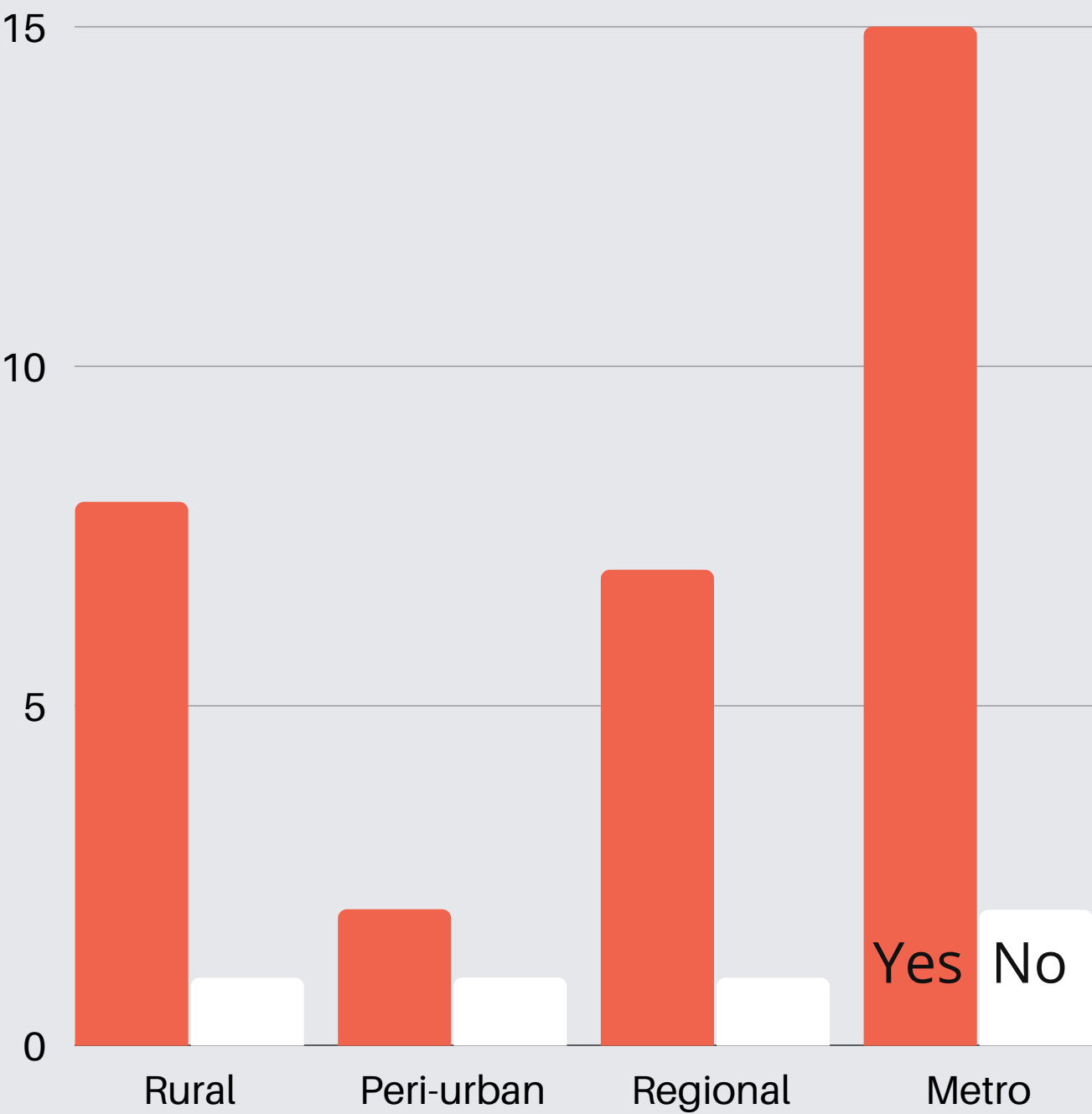
How much does the Victorian Government contribute to costs? (on average)



**If a session is
unsupervised due to
absence, do other
Council employees
cover the crossing?**

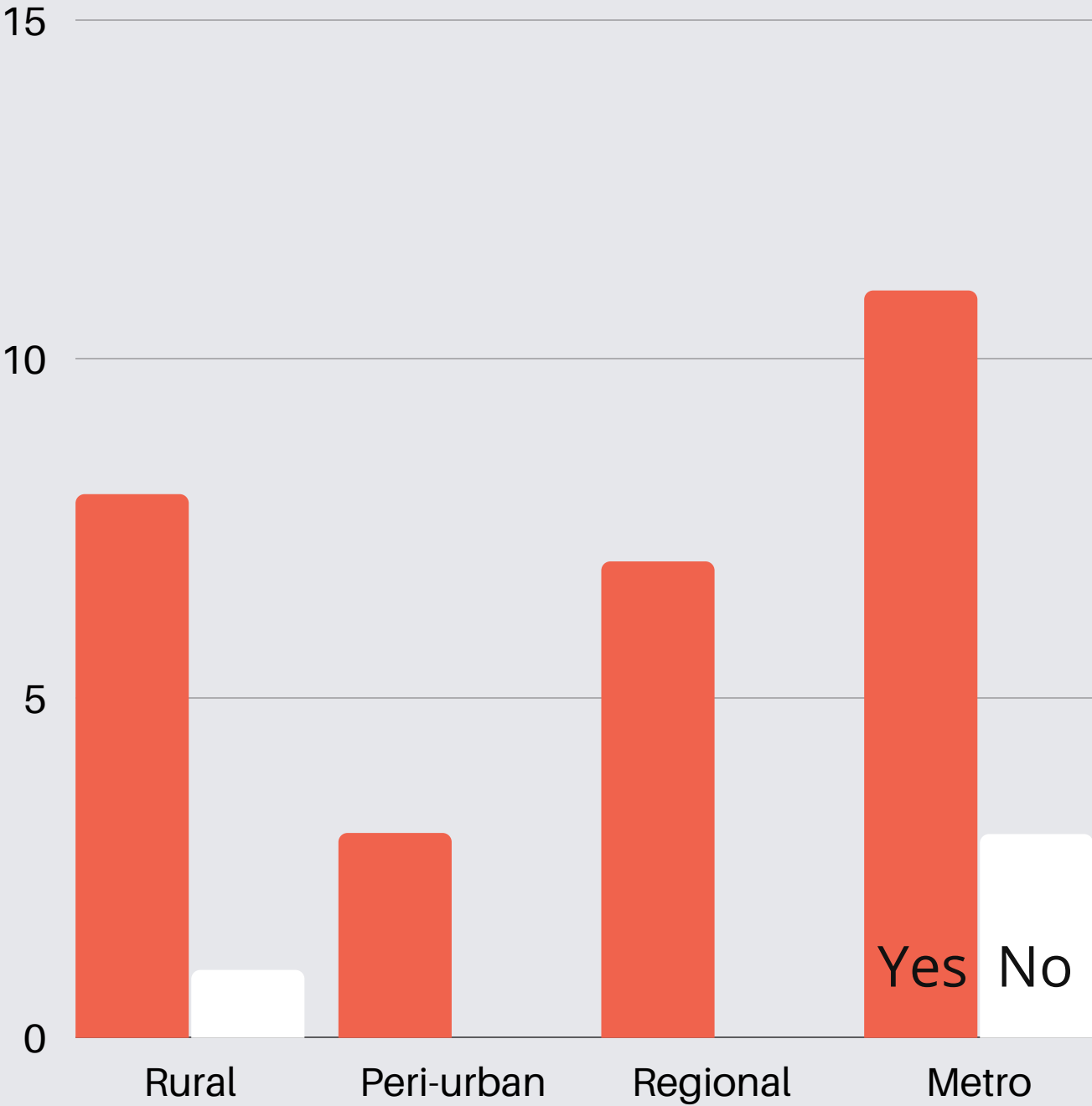


Do you have a shortage of people willing to participate as crossing supervisors in your municipality?



There is currently a view that the School Crossing Service is not sustainable.

Does your council share this view?



Some other key findings...

Metropolitan councils have the highest number of vacancies per week - some are managing 15-35 per week.

In Terms 1 and 2, many councils had unsupervised crossings:

- Rural - as many as 50
- Regional - between 22-54
- Metropolitan: While some had limited unsupervised sessions, many reported hundreds (140-600)

All respondents support full cost recovery from the Victorian Government.

Goal

Relieve local government of the financial burden created by the state government for councils to provide school crossing supervisor services.

Objective

From 1 July 2023 the Victorian Government will fund 100% of the total costs for the School Crossing Supervisor program.

When?

Likely September

Where?

It will be statewide

Who?

The City of Monash will lead a small committee representing metro, regional, peri-urban and rural councils

How?

High level statewide media coverage supported by local media and social media

The Campaign

Key messaging

The decades old state government School Crossing Supervisor model, which has served our communities well, is now broken and failing.

Local Government is handing back the service so that it can be fixed with 21st century solutions.

Local Government will always be partners.

What would the campaign look like?

A faded background image showing a crossing supervisor in a high-visibility vest and a pedestrian crossing a street. A red stop sign is visible in the background.

1

Councils write to government highlighting major problems

2

Councils meet with ministers to underscore the issues personally, and hopefully to negotiate solutions

3

Councils write to government (after appropriate gap) saying that they are no longer in a position to provide the service beyond 1 July 2023, (citing safety concerns and communities' inability to foot costs that are government responsibility).

4

Statewide media followed by local activity.

Stage 1 campaign

4 weeks

2 major launch events

Request meetings with major government stakeholders

- political
- public servants

Campaign kits would be provided to councils for local action: the kits would likely contain:

- fact sheets
- FAQs
- form letters (for MPs, School Councils, Ministers)
- images
- draft media releases
- social media icons and sample content

Digital design and printing

Coordination and help desk service

Budget

The estimated stage 1 delivery budget is \$45,000 (+GST). There will be some disbursements.

In the event a longer campaign is required approval will be sought before implementation and further expenditure.

Councils should budget for a shared contribution of up to \$100,000 (GST).

The total amount would be invoiced in tranches to ensure expenditure is minimised and managed appropriately.

Based on 35 councils participating and a cost split between metro/regional (80%) and rural councils (20%), indicative fees are:

Metro/regional - \$3,700
Rural Councils/ peri-urban - \$1,500

A more accurate assessment can be provided once the number of participating councils is confirmed.

Some questions...

Please send you answers to

Thalia Bennett at

Monashschoolcrossingadvocacy@monash.vic.gov.au

1

Will your council commit to the campaign?

- write to government flagging withdrawal
- information sharing
- financial contribution
- officer time
- Mayoral support through media activity

2

Will your council participate in the campaign coordination committee?

- oversight of campaign (incl budget), participate in delegation, liaise with councils
- will need to ensure there is metro, regional, peri urban, interface and rural experience
- appropriately skilled people with time to contribute

3

Each participating council will need a single point of contact to receive information. Who will be your council's representative?

Attachment 4

From: Micheline Williams
Sent: Friday, 29 July 2022 11:59 AM
To: Macedon Ranges Shire Council
Subject: FW: Thank you for discussing the future of the school crossing service
Attachments: Key Questions for Councils from MAV re School Crossing Supervisors.docx

From: Thalia Bennett **On Behalf Of** Stuart James (he/him)
Sent: Friday, 29 July 2022 11:49 AM
Subject: Thank you for discussing the future of the school crossing service

CAUTION: This email originated from outside of Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Colleagues,

Thank you to those who were able to attend yesterday's discussion on the future of the School Crossing Supervisor program.

It was great to hear the different perspectives from various Councils in different regions. Despite differing views on what outcome would be the best result, it is clear that the current model is failing and not up to scratch. The following key items were broadly agreed with;

- Victorian Government financial support for councils to provide the service has gradually, but significantly, decreased over time making it unsustainable to continue in its current form
- changing demographics are making it increasingly difficult to attract staff
- growing numbers of crossing sessions are unstaffed each day
- costs to councils are increasing each year

Whilst Councils are looking to the Victorian government to fully fund the program, the consensus from the meeting was that regardless of funding, the program is no longer fit for purpose and needs to change.

It was also made clear that the issue is highly emotive and one that requires careful management. Whilst some Council's may consider walking away from the program at some point in time, there are genuine concerns that issuing ultimatums to government around funding is undesirable given a range of risks especially around reputation, staff welfare and community concern.

Having heard from other Councils, we now propose to proceed with an advocacy piece highlighting local government's concern about the sustainability of the program and seeking reform to the way road safety around schools is managed. The costs for participating in the campaign will be around \$1,500 for rural/peri-urban Councils and \$3,700 for others (based on 35 Councils participating). The work would be led by the City of Monash with support from a representative committee.

It would be appreciated if you could indicate your support for this campaign via email schoolcrossings@monash.vic.gov.au by Wednesday 3 August or as soon as possible thereafter.

We understand that most Councils will need to seek formal support via Council resolutions and therefore an indication of support at this time is not considered binding, but rather to give Monash a clear direction as to what sort of numbers are interested in reform.

For those where a resolution is required, it would be appreciated if you could table this for consideration by Council as soon as practicable as we would like to move as soon as possible to meet the stated timeframes.

The questions we are seeking responses to are:

Question	Answer: Yes/No/Open	Comments, if any
<i>Will your council commit, in principle, to a campaign highlighting local government's concern about the sustainability of the program and seeking reform to the way road safety around schools is managed?</i>		
<i>Would your Council like to participate in the campaign coordination committee?</i>		
<i>Each participating council will need a single point of contact to receive Information. Who will be your Council's representative?</i>		

I have also attached the questions posed by MAV President - David Clark as requested during the meeting.

We look forward to hearing from you and in the meantime should you seek clarification or wish to discuss this matter further please contact Greg Talbot – Manager community Amenity on 0408 393 795 or via greg.talbot@monash.vic.gov.au

Regards,

Mayor Stuart James
City of Monash
Councillor for Oakleigh Ward

Mob: 0413 184 250



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Key Questions for Council's to ask of themselves when considering a future in the program. David Clark MAV

Is this a partnership with the State? No it isn't. In a partnership problems are worked out by the parties. The only two funding increases the sector has got in the last seven years are when Northern Grampians left the program in 2017 and when Monash suggested it might in 2022. For most of us funding covers 30-40% of the program costs and this is not sustainable in our current financial environment.

Is the program moving with the times? No it isn't. The operating model isn't fit for purpose. Are we up for an investment in technological solutions? Possibly. There appears however limited progress from the State to consider alternative solutions, both in a trial sense, let alone for implementation.

Are the problems of the program shared? No they are not. The State is not advancing technology driven solutions, nor is it showing any interest in your workforce challenges.

Is there a long term funding commitment to the program by the State? There is nothing beyond this financial year, meaning by rights you should be planning to fully fund the service from 2023-24 and reflecting this in your budget if it is your intention to continue.

Do we get any positive recognition for the program? Not sure, however my sense is that we are largely invisible unless there is a fault and that always finds its way to us.

If technological solutions are part of the future of the program and we are still the service deliverer's on the ground, there are significant planning impediments to the Council in seeking approvals that do not apply to the State, as well as significant community consultation obligations. This would lead us to believe the State is best placed to implement such change.

It is important for Council's to communicate their concerns about the program to DoT, however we advise against delivering an ultimatum for change or else, as this locks us in to having to test the offering. As the Monash led advocacy work says, we are questioning our future role in the service on the basis of the following matters (see above), plus your own local concerns and we seek DoT response in addressing these.

12 CHIEF EXECUTIVE OFFICER REPORTS

CX.1	COMMUNITY SATISFACTION SURVEY RESULTS 2022
Officer:	Lauren Wall, Manager Communications and Engagement
Council Plan relationship:	4. Delivering strong and reliable government
Attachments:	Nil

Summary

This report seeks to update Council on the results of the 2022 Survey and to provide a summary of key areas of focus for Council to enhance the perceptions of the community. The full results will be made available on our website for the community to access.

Recommendation

That Council notes the findings of the 2022 Community Satisfaction Survey.

Background

The Local Government Community Satisfaction Survey measures residents' perceptions about the performance of their Local Government Authority. The survey has been undertaken since 1998 with Local Government Victoria coordinating it on behalf of all participating councils.

The 2022 survey represents the tenth year that JWS Research has conducted the survey for Macedon Ranges Shire Council.

Council recognises these findings as one of many forms of community feedback it receives, with results indicating the perceptions of the community during a specific period.

This year's results show a decline recorded in most categories. The overall performance index for Council shifted four points negatively compared to last year.

Overall, Council's performance is 50 compared to the state average of 59 (out of 100).

Compared with the state-wide average, Council's performance is significantly higher with respect to waste management, with performance ratings improving to the highest level in the last five years.

The three areas where Council's performance is significantly lower, when compared with the State average, is in planning and building permits, population growth, local streets and footpaths.

Discussion

Detailed below are Council's core performance measures for 2022. A green box represents an improvement on 2021, whereas an orange box indicates remaining the same and red indicates a decrease.

Council saw improvements across two areas in 2022- waste management and community decisions. Results stayed the same this year for customer service and the remaining four areas of focus had their index score decrease.

Performance Measure	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Overall performance	58	60	59	59	55	56	56	56	58	54	50
Consultation and engagement	54	55	47	52	51	52	54	52	51	49	48
Community decisions	N/A	N/A	N/A	52	49	52	51	51	52	47	48
Sealed local roads	N/A	N/A	N/A	51	51	48	48	49	54	49	43
Waste management	74	72	76	72	71	72	68	68	68	67	71
Customer Service	69	70	69	65	65	67	70	65	70	66	66
Overall Council direction	49	52	48	54	48	52	51	48	52	44	42

Top-performing service areas

Waste management is the area where Council performed best in 2022 (index score of 71). The second best performing area was appearance of public areas, and art centres and libraries (each with an index score of 66). COVID-19 response (index score of 64) is Council's next highest rated service area, down four points since 2021. Council's COVID-19 response continues to be a key positive influence on overall ratings.

Low-performing service areas

Council rates lowest in the areas of unsealed roads (index score of 37) and building and planning permits (index score of 39). These service areas both recorded significant falls since 2021 (eight and four index points respectively).

Residents in the East Ward (index score of 31) report a significantly lower index score than the Council average for maintenance of unsealed roads.

The next two lowest performing areas are population growth (index score of 41) and slashing and weed control (index score of 42).

Consultation and engagement

These survey results are important to all of us, and are reviewed in full. Including by the Macedon Ranges Shire Council Chief Executive Officer, Executive Team and Managers, as well as the Mayor and Councillors. We welcome our community's review of the results, which will be published in full on our website.

Collaboration

The nature of this report did not require collaboration with other councils, governments or statutory bodies.

Innovation and continuous improvement

This survey provides community-led insight into our performance and highlights areas of concern. This information is invaluable as it guides our understanding of where focus, and potential change, is required. It also highlights what we are doing well and where we need to maintain our quality of performance, as well as innovate to further improve.

Below are key areas where there is an opportunity for improvement, including actions that Council is reviewing or implementing in response to the results.

Area	Opportunity for improvement
1. Maintenance of roads	<p>The design and construction/maintenance teams are currently working to map out the road maintenance program for the next 1- 4 years. Council has identified an opportunity to better communicate how the roads program works. One way is to develop a map showing what roads are Council roads and what roads are VicRoads/Department of Transport. Another opportunity is to develop Fact Sheets to summarise the Road Management Plan to inform our residents around proactive and reactive road works and the Fact Sheets and Maps could be inserted into a new project webpage dedicated for Roads projects. The above suggestions would also be complimented by enhanced social media promotion on the roads program and standing items in ShireLife.</p>
2. Town planning/permits/red tape	<p>There is approved budget to appoint another senior staff member to assist with assessment of planning permits.</p> <p>The planning team are undertaking a review to determine what can be done to improve time frames and working processes to reduce any unnecessary red tape.</p> <p>A recent change has been to dedicate two staff to VicSmart applications to ensure these are dealt with in 10 days. These are small planning permit applications that need direct focus to ensure we meet deadlines.</p> <p>Councillors have been briefed about planning applications and VCAT statistics, which will enable a discussion on other improvement opportunities.</p>
3. Community consultation	<p>The Community Engagement Policy was adopted at the June Council meeting and will provide direction and guidance for best practice engagement with the community. Following the creation of Community Engagement Guidelines in the second half of 2022, opportunities for consultation will be planned with the Executive and then communicated to the public in a variety of ways. Council will also communicate the outcomes of engagement post these activities to close the loop with the community.</p>
4. Council management	<p>Council has been in a period of great change and making sure we have the right skills and people in the right jobs. This focus on getting critical roles filled by skilled, experienced and collaborative people will help foster the trust between Council and the community.</p>

	<p>Council is committed to being consistent with our decision making and ensuring that the community knows how decisions are made. This is a product of good communication and something that Council is continuing to explore, such as broader engagement opportunities with the community in a variety of formats.</p>
5. Informing the community	<p>An audit of key publications and communications to identify gaps and ways to enhance the ways we communicate. This is already underway but will continue to evolve and will include face to face engagement opportunities, email updates, social and media promotion and the creation of key documents made available on our website.</p>
6. Public areas – general maintenance	<p>A strategic approach is currently underway with the development of the Open Space Strategy. The Open Space Strategy provides the overarching framework and strategic direction for open space planning at a high level.</p> <p>A real focus by the Open Space team over the next 12-18 months is to look for further opportunities to improve the appearance of Open Space areas and communicate what and how we are doing back to the community.</p>
7. Footpaths – walking tracks	<p>Based on the Shire-wide Footpath Plan as well as the Walking and Cycling Strategy, Council has developed a footpath construction program for the last 5 years and will be preparing for the next 5 years based on community feedback and priorities through the consultation process.</p> <p>These works are designed to tie in with the known development plans that are approved by the Planning team.</p> <p>The Asset Plan has identified a review of the Shire-wide Footpath Plan for the FY22/23, which provides another opportunity for the community to provide their input for future priorities.</p> <p>In addition, Council is also embarking on a few Network Movement studies including Kyneton, Woodend and Riddells Creek which would help support the roads, walking and cycling capital works program.</p>
8. Median strips– nature strips	<p>More residents are taking up the opportunity to landscape their nature strips in accordance with Council's Landscape Nature Strip policy. An opportunity exists for Council to promote this policy further to encourage more diversity in treatments of nature strips.</p>

Relevant law

In accordance with the *Gender Equality Act 2020*, a Gender Impact Assessment was not required in relation to the subject matter of this report.

Relevant regional, state and national plans and policies

There is no legislation or legal advice to be considered in relation to this report.

Relevant Council plans and policies

The report relates to the following Council plans:

- Community Vision
- Council Plan
- Financial Plan
- Municipal Public Health and Wellbeing Plan
- Early Years Plan

Financial viability

The financial and/or resourcing implications of what needs to be addressed in response to deficit areas of performance identified in the survey results will be considered.

Sustainability implications

The social, economic and/or environmental sustainability implications of addressing the deficit areas of performance identified in the survey results will be considered.

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.

13 DIRECTOR CORPORATE REPORTS**COR.1 CONTRACTS TO BE AWARDED AS AT AUGUST 2022****Officer:** Corinne Farley, Coordinator Contracts**Council Plan relationship:** 4. Delivering strong and reliable government**Attachments:** Nil**Summary**

This report provides details of contracts proposed to be awarded under a delegation from Council, from the date of the last report. Although this report recommends noting the power delegated to Council officers, Council has the power to:

- (1) direct that the Chief Executive Officer (CEO) award the contract under the direct delegation from Council; or
- (2) specifically delegate the power to the CEO.

Recommendation

That Council notes that the following contracts will be awarded by Council officers under delegated authority:

- (a) **C2023-6 Riddells Creek Leisure Centre Extension**

Background information

Council's delegated authority to its officers to award a contract is controlled by the financial value of the contract. The various financial limits of the authority are specified in Appendix 6 of the *Procurement Policy*.

Opportunity to review delegated authority

This report provides Council with a brief summary of proposed contracts, which are being advertised and also indicates whether or not delegated authority to award the contract exists.

C2023.6 Riddells Creek Leisure Centre Extension

This contract is for an extension to the current multipurpose room at the Riddells Creek Leisure Centre. The project will nearly double the size of the current multipurpose room at the leisure centre, creating more room for people to take part in activities such as dancing, martial arts and group fitness classes.

The Director Assets and Operations has delegated authority to award this contract.

Consultation and engagement

The nature of this report does not require any consultation or community engagement.

Collaboration

The nature of this report does not require collaboration with other councils, governments or statutory bodies.

Innovation and continuous improvement

Council reviews its Procurement Policy regularly, in accordance with the *Local Government Act 2020*. These reviews consider options for innovation and are part of continuous improvement processes.

Relevant Law

The *Local Government Act 2020* provides for Council to delegate powers to staff, including the power to award contracts.

In accordance with the *Gender Equality Act 2020*, a Gender Impact Assessment was not required in relation to the subject matter of this report.

Relevant regional, state and national plans and policies

There are no regional, state or national plans and policies that are relevant to the subject matter of this report.

Relevant Council plans and policies

The awarding of contracts is undertaken in accordance with the provisions of Council's Procurement Policy.

Financial viability

Funds for all contracts to be awarded, as listed above, have been provided in the capital works budget and future annual budgets.

Sustainability implications

Council's Procurement Policy requires staff to procure goods, services and works from suppliers who actively employ sustainable practices in their operations.

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.

COR.2	GOVERNANCE RULES UPDATE
Officer:	Patricia Clive, Coordinator Governance
Council Plan relationship:	4. Delivering strong and reliable government
Attachments:	DRAFT Governance Rules August 2022 (under separate cover) 📄

Summary

This report is seeking Council to approve amendments to the Macedon Ranges Shire Council Governance Rules to provide for electronic meetings as required by recent amendments to the *Local Government Act 2020*. As Council is making amendments by 2 September 2022, in line with a Ministerial Good Practice Guidelines, there will be no community engagement process on this specific change. However, Council intends to consult with the community, in the near future, on a substantial review of the Governance Rules. At that time the community will be invited to comment on this amendment as part of the process.

Recommendation

That Council:

- 1. Adopts the proposed Macedon Ranges Shire Council Governance Rules in Attachment 1, replacing the existing Governance Rules effective from 25 August 2022.**
- 2. Defers the Council Report including the revised draft Macedon Ranges Shire Council Governance Rules to be endorsed for community consultation to the October 2022 Scheduled Council meeting.**

Background

In March 2022, the State Government, through the *Regulatory Legislation Amendment (Reform) Act 2022*, amended the *Local Government Act 2020* (the Act) to allow Councils to conduct meetings by electronic means. Council is required to amend its Governance Rules by 2 September 2020 to provide for the conduct of electronic meetings after this date.

The Act requires Council to maintain Governance Rules to guide the conduct of Council's meetings. Council has commenced a process to review the effectiveness of the Governance Rules and to improve the application and understanding of the Governance Rules for Council and the community. However, the legislative requirements come into effect prior to the completion of the review process.

Discussion

The Governance Rules, first implemented in August 2020, provide guidance to Councillors, Council staff and the community on the conduct of Council meetings, Delegated Committee meetings, Community Asset Committees and other meetings under the auspice of Council meetings.

During the COVID-19 pandemic the State Government, through the *COVID-19 Omnibus (Emergency Measures) Act 2020*, allowed for temporary virtual Council meetings to ensure local government decision-making could continue through the emergency situation.

The Minister for Local Government issued a Ministerial Good Practice Guideline MGP:1 Virtual Meetings that provided the requirements for virtual Council meetings and committee meetings.

The provisions of the *COVID-19 Omnibus (Emergency Measures) Act 2020* were not permanent changes to the Act. The provisions were extended several times throughout the pandemic in line with the Government's emergency management declaration to ensure Council decision-making could be maintained.

Councils throughout Victoria requested the Minister for Local Government to amend the Act to enable Councils to continue virtual meetings beyond the pandemic as it provides flexibility for Council to hold meetings in a way that best supports good decision-making.

In March 2022, the State Government amended the *Local Government Act 2020* through the *Regulatory Legislation Amendment (Reform) Act 2022*, to allow Councils to conduct meetings by electronic means. All Victorian Councils are required to review and update their Governance Rules by 2 September 2022 (this is the date the provisions for electronic meetings comes into effect).

Council's Planning Delegated Committee currently meets exclusively online. This provides those involved in planning matters the opportunity to raise their concerns with the committee regardless of their location. The amended Governance Rules will ensure that the Planning Delegated Committee meetings can continue to be online and allow community participation in the planning process beyond 2 September 2022.

Amendments

The attached Governance Rules have been amended only to include clauses relevant to running electronic meetings. The amendments formalise the practices for "virtual" meetings implemented during the pandemic, such as Councillors confirming that:

- They can hear proceedings;
- They can see other members in attendance and can be seen by others;
- They can be heard (to speak).

The amendments to the Governance Rules appear at the end of the Governance Rules (in the newly added Part 9) so as not to impact the numbering of the remainder of the document, as this would require extensive changes to the Rules and our current understanding of relevant clauses to Council business. As part of the review of the Governance Rules consideration will be given to relocating the rules for electronic meetings more appropriately within the structure of the Rules.

Consultation and engagement

The Minister for Local Government has provided a Ministerial Good Practice Guideline MGP:3: Virtual Meetings, which provides guidance for amending the Governance Rules. Under section 60(5) of the Act if Council is adopting or amending a Governance Rule in line with the good practice guideline issued by the Minister then a process of community engagement is not required under section 60(4) of the Act.

To ensure Council meetings and delegated committee meetings can occur in accordance with the legislative amendments after 2 September 2022 there will be no community engagement on the proposed amendment. However, Council is undertaking a review of the effectiveness of the Governance Rules and will commence a community engagement process in the near future. At this time the community will be able to provide feedback on the provisions for the conduct of electronic meetings in the Governance Rules.

Following the community engagement process Council undertook in March 2022, additional changes to the Governance Rules have been identified which are substantially different. Given the work involved in redrafting the Governance Rules the version for community engagement due to Council in September 2022 will be deferred to the scheduled Council meeting in October 2022.

Collaboration

Collaboration is not required in relation to this report.

Innovation and continuous improvement

The amendments to the Governance Rules provide for innovation and continuous improvement in Council's decision-making processes. Electronic meetings will provide Council with the flexibility to hold meetings in a way that best supports good decision-making. The ability attend meetings electronically will allow Councillors or delegated committee members to manage their personal commitments and be involved in the decision-making processes.

Relevant law

The *Local Government Act 2020* has been amended by *Regulatory Legislation Amendment (Reform) Act 2022* to allow Councils to conduct meetings by electronic means.

Specifically, the amendments to Section 60 of the Act require Council to develop, adopt and maintain Governance Rules for

- (a) *the conduct of Council meetings (including holding Council by electronic means of communication);*
- (b) *the conduct of meetings of delegated committees (including holding meetings of delegated committees by electronic means of communications);*
- (c) *requesting and approval of attendance at Council meetings and meetings of delegated committees by electronic means of communication;...*

Sections 64 and 66 of the Act have also been amended to enable electronic meetings.

The draft Macedon Ranges Shire Council Governance Rules in Attachment 1 have been amended to provide for electronic meetings in line with the changes to the Act.

The implications of this report have been assessed and are not considered likely to breach or infringe upon the human rights detailed in the Victorian Government's *Charter of Human Rights and Responsibilities Act 2006*. These amendments will provide flexibility for people to participate in public life in accordance with section 18 of the Charter.

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 amendments to the Governance Rules provide flexibility for participation in Council decision-making and may assist women to participate in the decision-making processes, including Council meetings. These amendments may enable women to seek election as a Councillor in the future.

Relevant regional, state and national plans and policies

There are no specific plans and policies relevant to the amendments in the Governance Rules.

Relevant Council plans and policies

The proposed amendments ensures the Macedon Ranges Shire Council Governance Rules comply with the legislative requirements and enable Council and committee meetings to be held as determined by Council.

Financial viability

The cost of conducting electronic meetings under the amended Governance Rules are covered with in the current budget.

Sustainability implications

The amendments to the Governance Rules enable ongoing participation in the decision-making process of Council.

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.

COR.3	QUARTERLY REPORT FOR PERIOD ENDING 30 JUNE 2022 AND CARRY FORWARDS
Officer:	Travis Harling, Manager Finance and Reporting
Council Plan relationship:	4. Delivering strong and reliable government
Attachments:	Quarterly Report for period ending 30 June 2022 (under separate cover) ⇒

Summary

The Quarterly Report for the period ended 30 June 2022 is presented for Council's consideration and information. This report includes the following:

- Section 1 – Quarterly financial statements, including the mid-year budget position
- Section 2 – Capital works progress report
- Section 3 – Council plan actions – progress report
- Section 4 – Risk management report
- Section 5 – Implementation of Council resolutions
- Section 6 – People, Culture and Performance Report
- Section 7 – Governance schedule
- Section 8 – Councillor expenditure
- Section 9 – Councillor activities in the community

The report also provides a high-level summary of the organisation's performance to 30 June 2022.

Recommendation

That Council:

1. **Notes the Quarterly Report for the period ended 30 June 2022;**
2. **Notes the budget carry forwards as attached.**
3. **Notes the attached carry forwards are the final projects and amounts recognised at 30 June 2022, superseding carry forwards previously recognised for the 2021/22 Budget year;**
4. **Notes the net budget result for 2021/2022 after carry forwards is a deficit budget; and**
5. **Notes the potential net cash position outlined in the report, and that the final net cash position will be included in the 2022/23 mid-year budget review, after storm recovery claims are completed.**

Background

The Quarterly Report is provided in accordance with Section 97 of the *Local Government Act 2020* (Vic) ensuring that a statement comparing budgeted and actual revenue and expenditures is presented at an open Council Meeting.

This quarterly report is the first quarterly report reporting on the actions of the most recently adopted Council Plan that links directly to the Community Vision adopted by Council in June 2021.

The themes from the Community Vision have been adopted as strategic objectives of the Council Plan providing a strong link to both the documents. Reporting on the actions of the Council Plan fall under the following strategic objectives.

- Connecting communities
- Healthy environment, healthy people
- Business and tourism
- Deliver strong and reliable government

Discussion

Section 1 and 2 - Financial performance to 30 June 2022

Financials included in the report are subject to audit by the Victorian Auditor General's Office. Work has commenced on the audit with the final part of the audit to be undertaken in early September 2022.

The Income Statement reports an operating surplus of \$32,434,000 for the twelve months of the financial year ending 30 June 2022.

The operating surplus for the 12 months ending 30 June 2022 is \$8,434,000 favourable to budget. This is due to Grants and Contributions income (advancement payment of storm recovery grant and early payment of the 2022/23 Grants Commission grant). Contributing to revenue being \$19,100,000 above budget. Other income being \$10,000,000 above budget is due largely to storm recovery income (sales and site hire charges).

This additional income is offset by the increased expenditure of \$24,400,000 from within the materials and services category of expenditure. The higher expenditure relates to contractors undertaking storm recovery work as a result of the June 2021 storm event.

Capital expenditure totalled \$24,809,000 for the twelve month period which was \$32,081,000 under budget. The under spend in relation to the capital works program is directly linked to the impact of Covid 19. The lack of availability of contractors and materials across the sector is providing a challenge for the sector to deliver capital works programs. The lack of contractors and materials is also driving the price up to deliver a project as the contractors who remain delivering projects have an abundance of work and are able to submit tenders or quotes with a considerable price rise.

The cash balance of \$44,384,000 is higher than the budgeted amount of \$11,333,000, this is due to the value of carry forward Capital Works projects carried forward into the 2022/23 financial year, offset by the unbudgeted expenditure incurred for the June 2021 storm recovery.

Despite the unbudgeted expenditure relating to the June storm event Council remains in a strong financial position for the financial year to 30 June 2022. Council has submitted all claims seeking reimbursement for eligible costs incurred from the storm event, which are still being processed to be paid. There will be a cost to Council, this will not be finalised until all claims have been assessed and processed.

Section 3 to 9 – Quarterly Report to 30 June 2022

Sections 3 to 9 of the report provide Council an update on the progress of various Council Plan actions for the 2021/22 financial year, and includes reports relating to People Culture

and Performance and Risk Management. The report also includes a Governance Schedule and several other reports relating to Councillor Expenses and activities.

Cash Position

Each year at 30 June a reconciliation is undertaken to identify Council's actual cash position compared to budget. This process also identifies projects, both operating and capital that are required to be carried forward into the following financial year for completion.

After allowing for carry forwards, the cash position of Council at 30 June 2022 is a cash deficit of (\$5,073,718). The cash deficit is due largely to the timing of expenditure incurred by Council towards the June 2021 storm recovery efforts and the process that must be followed to submit claims to have expenditure assessed and reimbursed.

The table below provides a summary of the current cash deficit and a number of scenarios that provide a revised cash position after the claims are finalised.

Budget Management Position Summary - 30 June 2022						
Net Cash Surplus (deficit)						(\$5,073,718)
Outstanding Claims from the June 2021 Storm recovery						
Maximum amount to be refunded						\$5,435,753
Claim rates on outstanding claims			80%	90%	100%	
Claim amounts			\$ 4,348,602	\$ 4,892,178	\$ 5,435,753	
Revised Net Cash Surplus (deficit)						(\$725,116) (\$181,541) \$ 362,035

The scenarios above report that a revised cash result could range from a deficit of (\$725,116) to a surplus of \$362,035. It is expected the final amount paid to Council will not be finalised until October – November. Once claims are finalised, Council will be in a position to consider the final net cash surplus / (deficit). This will process will be included as part of the Midyear budget review at 31 December 2022.

The reconciliation below provides a summary of the calculations for the net cash deficit.

Net operating budget variance (deficit)					(\$3,909,544)
Net capital budget variance *					\$24,744,303
Net oncosts					\$42,270
Grants commission 2021/22 paid in 2020/21					
Operational					\$2,956,369
Capital					\$1,200,726
Loans for completed projects					
Kyneton Early Years					\$1,380,000
Lady Brooks Kindergarten					\$140,000
Gardiner Netball					\$200,000
Dixon Field No2					\$135,000
Less net budget carry forwards					(\$31,962,843)
Net Cash Surplus (deficit)					(\$5,073,718)

The net budget carry forwards at 30 June 2022 totalled \$31,962,843. The carry forward balance is made up of the operating carry forwards of \$6,543,416 and capital works carry forwards of \$25,419,427.

The high value is particularly impacted by several large projects (Shared Trail and Sports Precinct projects) included in the 2021/22 budget. Also included in the carry forwards are grant funds received in advance, being grants received in 2021/22 and the budget included in 2022/23.

Budget carry forwards from 2021/22 to 2022/23						
				Remaining Budget		Net Carry
No.	Projects In progress at the end of the year :			Income	Expense	Forward
1	Macedon Ranges Regional Sports Precinct			\$4,304,585	\$6,176,429	\$10,481,014
2	Macedon Shared Trails			(\$4,299,554)	\$10,026,431	\$5,726,877
3	Sheedy Road Gisborne			\$948,218	\$0	\$948,218
4	Barkly Square Field			(\$50,000)	\$750,000	\$700,000
5	Kyneton Museum - urgent roof works			\$0	\$508,241	\$508,241
6	Road Construction - Mount Gisborne Road Gisborne			\$0	\$497,610	\$497,610
7	Building Renewal - Kyneton Bowls Club			\$0	\$376,677	\$376,677
8	Bridge Renewal Program - Mission Hill Road Kyneton			\$0	\$319,785	\$319,785
9	Building Renewal Program - Kyneton Mechanics Institut			\$0	\$315,390	\$315,390
10	Hamilton Rd Riddells Creek			\$295,918	\$0	\$295,918
11	Road Construction - Chessy Park Drive New Gisborne			\$0	\$291,723	\$291,723
12	Woodend Community Centre Masterplan			\$0	\$390,426	\$390,426
13	Romsey Ecotherapy Park			\$0	\$281,985	\$281,985
14	Woodend Golf Clubhouse			\$0	\$264,834	\$264,834
15	Manna Gum Playground Upgrade			(\$288,480)	\$534,360	\$245,880
16	Riddells Creek Multi-purpose rooms			\$0	\$215,970	\$215,970
17	Gisborne Bowls Club bowling rink			\$220,648	\$0	\$220,648
18	Minor Capital Stabilisation			\$0	\$219,500	\$219,500
19	Road Construction - Jennings Street Kyneton			\$0	\$200,100	\$200,100
20	Kyneton Arts Centre-Red Brick Hall LRCI project			\$167,500	\$6,088	\$173,588
21	Net of other minor projects under \$150k			(\$5,080,924)	\$8,036,402	\$2,955,478
Grants received in advance						
	Grants Commision - Operational			\$4,463,722	\$0	\$4,463,722
	Grants Commission - Roads			\$1,869,259	\$0	\$1,869,259
- Negative Income, means grants to be received in 22/23 + Positive income means grant received in prior year and budgeted in 22/23						
Net budget carry forwards				\$2,550,892	\$29,411,951	\$31,962,843
Budget carry forwards represent unspent expenditure or unbudgeted income that needs to be made available to fund the completion of in-progress projects during the following financial year. Often, these in progress projects are intended to be undertaken over two or more years and are identified as in progress projects which require budget carry forwards in the Budget Reports adopted by Council in June each year. Budget Carry forwards are used to manage internal budgeting and project management, they do not form part of the Financial Statements.						

Consultation and engagement

Officers from across the organisation have contributed to the preparation of the Quarterly Report.

Collaboration

Collaboration with other councils, governments and/or statutory bodies was not required in relation the Quarterly Report.

Innovation and continuous improvement

The Quarterly Report forms part of a legislative requirement, which assists Council to deliver on its priority of strong and reliable government, whilst achieving its vision by following good governance processes and providing transparency to the community.

The Quarterly Report is reviewed by the Executive and incorporates feedback from various levels of management to enhance readability and allow for continuous improvement.

Relevant law

This report has been prepared in accordance with Section 97 of the *Local Government Act 2020 (Vic)* and is compliant with the requirements. The financial statements have been prepared in accordance with Australian Accounting Standards.

There are no human rights implications resulting from the completion of the Quarterly Report.

Relevant regional, state and national plans and policies

There are no regional, state or national plans or policies to be considered in relation to the subject matter of this report.

Relevant Council plans and policies

Sections 1 and 2 of the Quarterly Report, report on the financial status of Council with relation to the Council Budget. Section 3 of the Quarterly Report, reports Council's progress against each of the actions set out in the *Council Plan 2021-2031*.

Financial viability

The Quarterly Report provides information on Council's operating and financial performance for the quarter ending 30 June 2022. The financial statements within the report indicate that Council remains in a sound financial position.

Sustainability implications

In terms of financial sustainability, the financial statements within the report indicate that Council remains in a sound financial position.

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.

COR.4	MUNICIPAL ASSOCIATION OF VICTORIA RULE REVIEW
Officer:	Patricia Clive, Coordinator Governance
Council Plan relationship:	4. Delivering strong and reliable government
Attachments:	MAV State Council Special Meeting Agenda (under separate cover) ⇒

Summary

The Municipal Association of Victoria (MAV) is having a Special State Council meeting on Friday 16 September 2022 to consider and adopt changes to the MAV Rules. The current MAV Rules were approved in February 2013 and have been amended over time creating inconsistencies and challenges when applying the Rules. The MAV State Council in May 2021 adopted a resolution to undertake a full review of the MAV Rules. The changes are detailed in State Council Report – Proposed MAV Rules 2022 in Attachment 1 (from page 43).

Recommendation

That Council:

1. **Endorses the proposed changes to the Municipal Association of Victoria (MAV) Rules outlined in the MAV State Council Report Proposed MAV Rules 2022 to be considered at the MAV State Council meeting on Friday 16 September 2022; and**
2. **Endorses the Macedon Ranges Shire Council delegate attending (in-person or electronically) the MAV State Council meeting on Friday 16 September 2022 to support the proposed changes to the MAV Rules.**

Background

MAV has established Rules under the *Municipal Association Act 1907* to guide its operations. The current Rules were last approved in February 2013. Overtime the Rules have been amended which has created inconsistencies and challenges when apply them. State Council, in May 2021, adopted a resolution for the MAV Board to undertake a full review of the Rules.

The review process, outlined in the State Council Report at Attachment 1, was commenced in November 2021 with the release of a Discussion Paper seeking feedback. This was followed by a Directions Paper in April 2022 to clarify the kind of Rule changes contemplated. Written submissions were received on both papers. In June 2022, the MAV State Council meeting provided further direction to the Board. The Board has finalised the review of the Rules for consideration at the Special State Council meeting on 16 September 2022.

Discussion

There were three categories of Rule changes considered in the review process, in summary these were changes that:

- (1) modernise the Rules by moving to best practice;
- (2) have received support from the sector through the process; and
- (3) require further direction from the membership.

Following the resolution at the State Council meeting, in June 2022, that provided the direction for the third category of rule changes, draft MAV Rules were prepared. The MAV Board has proposed the draft MAV Rules be considered by the MAV membership at the Special State Council meeting on 16 September 2022.

In addition, to incorporating elements of contemporary good governance practices, the key changes are that the Rules become more logically structured and more reader-friendly. The structure, as outlined in the State Council Report (Attachment 1), is:

- Part 1 – Preliminary (includes the objectives of the Association, definitions, and amendments to the Rules)
- Part 2 – Membership and Membership Participation (includes participating and non-participating member councils, appointment and obligations of delegates)
- Part 3 – The State Council (includes annual and other meetings, submission of business, agenda and business papers)
- Part 4 – The Board (includes role and functions, conduct of meetings, internal auditor and Audit and Risk Committee)
- Part 5 – Management of the Association (provisions in relation to the MAV CEO)
- Part 6 – Financial (including revenue of the Association and Municipal Officers' Fidelity Guarantee Fund)
- Part 7 – General Provisions (Common Seal and Business Name)
- Part 8 – Transitional Provisions (includes general and specific savings provisions to ensure an orderly transition process between the two sets of Rules)
- Schedule 1 – Notification of appointment
- Schedule 2 – Election Procedures for President and Directors
- Schedule 3 – Regulations of proceedings of the State Council
- Schedule 4 - Nomination Form

The revised draft Rules will enable MAV to be:

- A strong sector leader;
- Modern and contemporary;
- Credible; and
- Well-governed.

The Board is seeking the Special State Council meeting to endorse the proposed MAV Rules. At this meeting Council's MAV representative, Mayor Cr Jennifer Anderson, will be required to vote on behalf of the Macedon Ranges Shire Council.

Consultation and engagement

There is no consultation or engagement process required by the Macedon Ranges Shire Council. Though as discussed above and in the State Council Report (Attachment 1) the MAV undertook an extensive consultation process. The Macedon Ranges Shire Council MAV representative, Mayor Cr Jennifer Anderson, is a member of the Board and has been involved in the review process.

Collaboration

There is no collaboration with other Councils required.

Innovation and continuous improvement

Endorsing the draft Rules will enable MAV to implement best practice governance in its operations and meeting practices.

Relevant law

The MAV is established under the *Municipal Association Act 1907* to represent all municipalities. Macedon Ranges Shire Council is a member of MAV.

In accordance with the *Gender Equality Act 2020*, a Gender Impact Assessment was not required in relation to the subject matter of this report.

Relevant regional, state and national plans and policies

There are no regional, state or national plans and policies applicable to this report.

Relevant Council plans and policies

There are no Council plans and policies applicable to this report.

Financial viability

There is no financial implications for this report.

Sustainability implications

There are no sustainability implications for this report

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.

14 DIRECTOR COMMUNITY REPORTS

COM.1	COMMUNITY FUNDING SCHEME 2022/23 ALLOCATIONS
Officer:	Julius Peiker, Acting Coordinator Community Development
Council Plan relationship:	1. Connecting communities
Attachments:	1. Community Funding Scheme 2022/23 Recommendations ↓

Summary

The Community Funding Scheme (CFS) is one of Council's annual grants programs that delivers direct benefit to the community each year.

A total of \$160,000 was advertised as available in the 2022/23 CFS. An additional \$16,968 has been carried forward from unspent 2021/22 Small Project Grant funds. Additionally, a further amount of \$9,638 funding was returned from the 2021/22 CFS due to groups being unable to complete delivery of their projects. This has been included in the final budget for this round, making a total of \$186,606 available for allocation in 2022/23.

In this round, Council received 23 applications with a total combined request of \$184,292. Officers recommend 21 applications for funding, with a combined value of \$174,868.00. A surplus of \$11,738 remains.

This report details the application evaluation process, in accordance with the scheme guidelines, and lists the projects recommended for funding in 2022/23.

Recommendation**That Council:**

- 1. Approves the 2022/23 Community Funding Scheme recommendations, as listed in Attachment 1 of this report.**
- 2. Notifies all applicants in writing of their grant application outcome, and provide the opportunity to receive feedback.**

Background

The annual CFS grants provide money to not-for-profit community groups for programs and initiatives that benefit residents of the Macedon Ranges and help achieve Council Plan objectives.

The four funding streams and maximum funding limits of each application are as follows:

- Community and cultural development projects, up to \$10,000 - Contributing to the enhancement or development of local community strength, health, wellbeing and culture, address critical social challenges, encourage all people to participate in community life or expressions of culture.
- Enhancing the effectiveness of local community groups, up to \$6000 - Directly supporting the operations of local not-for-profit organisations and community groups, and enhancing how committees and groups coordinate their local work and activities.
- Supporting local environmental priorities, up to \$10,000 - Responding to environmental issues that have been identified as priorities for action.

- Enhancing community places and infrastructure, up to \$12,000 - Improving the community outcomes we get from community places like public buildings, open space, reserves or streetscapes. Includes improved access, increasing useability, tailoring places to community needs and updating features.

All projects must demonstrate a commitment to accessibility, diversity, fairness and community wellbeing. They should also complement Council strategic directions and plans.

A robust assessment process is undertaken each year to determine the applications recommended for funding. Care is taken to ensure each recipient group is provided with the means to succeed in delivering their grant project, and for the community to benefit from its completion.

Council's CFS is supported by clear program aims and objectives. It enables the delivery of a broad range of projects that bring additional benefits to the community and supports local not-for-profit organisations.

At the 27 April 2022 Council Meeting, Councillors endorsed the 2022/23 CFS Grant Guidelines, which included a change to allow up to two grants to be allocated per organisation.

Discussion

Applications for the 2022/23 grants opened on Monday 23 May 2022 and closed Monday 27 June 2022.

Council received 23 applications for the CFS, where a total of \$184, 292 in funds were requested. This is a significantly lower number than previous years, however with COVID restrictions still in place for much of 2021, many community groups struggled to complete their Community Funding Scheme projects from the previous round. Council officers have received and authorised numerous annual extensions to projects that were incomplete by June 2022.

Attachment 1 provides a summary of recommended applications.

By providing the community groups listed in the attachment with the recommended funding, Council will enable them to deliver a broad range of projects to benefit the Macedon Ranges community.

All applicants will be notified in writing of the outcome of their application. Officer feedback is available to all applicants, and unsuccessful applicants will be encouraged to seek this. All successful applicants will be provided the relevant Funding Agreement documentation.

At the conclusion of projects, funded groups are required to complete a project acquittal. The acquittal report provides Council with confirmation that all funds were expended as per the project plan, and captures the outcomes and outputs achieved. In addition to ensuring the appropriate use of public money, this information helps to assess our success in delivering on the aims of the program and the community benefit derived from each funded project.

Consultation and engagement

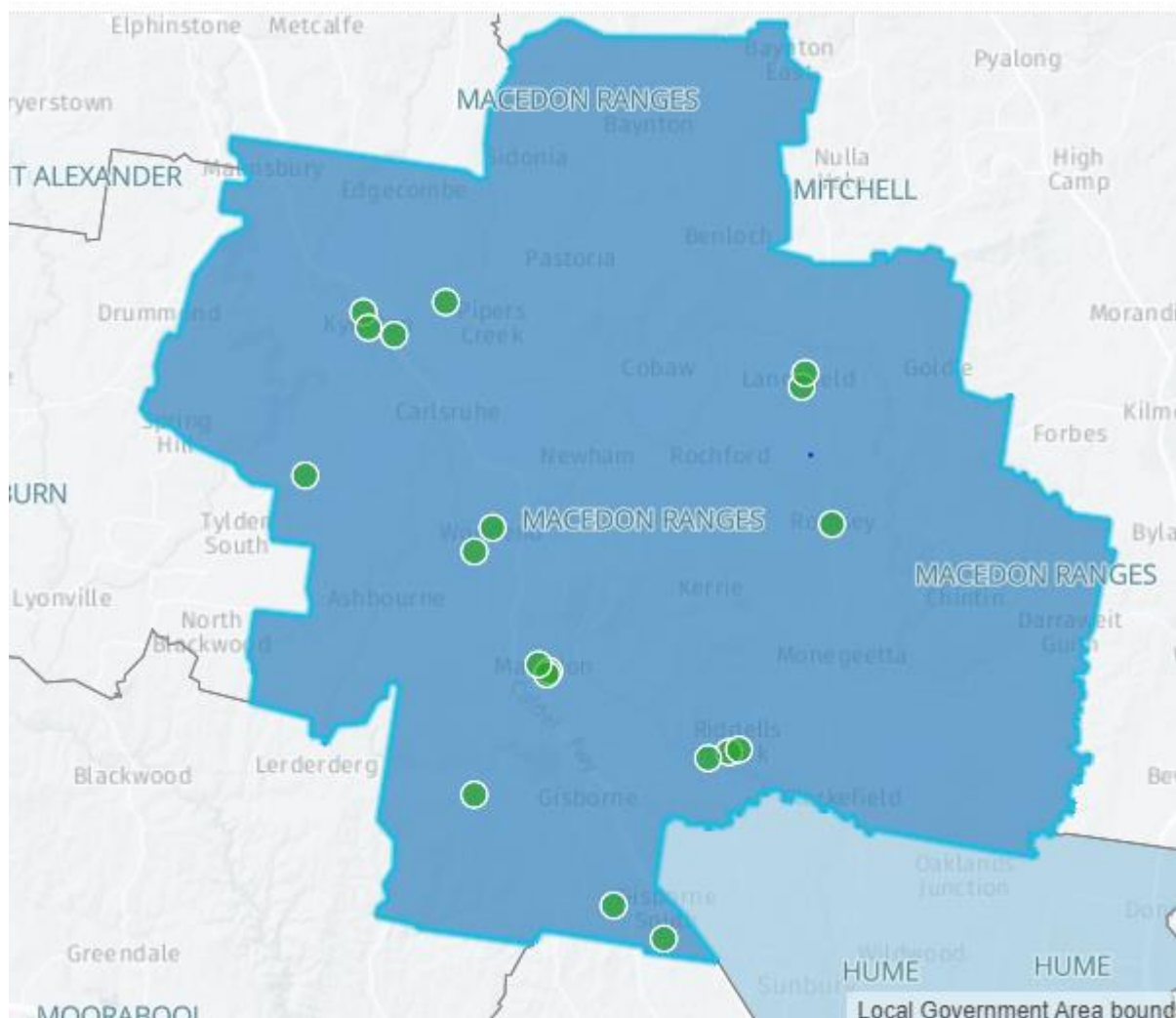
Engagement with the community on the 2022/23 CFS commenced 27 April 2022 after Councillors endorsed the 2022/23 CFS Grant Guidelines. The program was widely promoted in local newspapers and through Council's website and social media accounts.

As part of this promotion, two community information and grant writing workshops were facilitated prior to applications opening. Two people attended the Woodend session and the online session was cancelled due to lack of interest. Despite low attendance at these

sessions, a high volume of enquiries were received by Contact Officers across all departments and Council's Community Development Unit.

A total of 23 funding applications were received for the 2022/23 CFS, 18 less than in the previous year. It should be noted that officers have approved a large number of 12-month extensions to complete projects that were funded for the 2021/22 CFS program. Recipients were unable to commence the projects due to COVID restrictions largely in place up to December 2021. The fall in the number of applications for this round can be understood in this context.

Below is a map of the geographical spread of applications received across the shire. The map demonstrates an even spread.



All applications were independently assessed and scored by four Council officers, made up of two members of the Community Development Unit, a subject matter expert and another officer from across the organisation.

The assessment process promotes interdepartmental understanding and awareness of community groups, activities and needs. It also ensures that each application is assessed consistently and to the documented criteria.

Upon forwarding funding and service agreements to successful applicants, officers will invite applicants to complete a survey that examines their experience of applying for a grant. This feedback helps officers to review the effectiveness of CFS, and to implement continuous improvement strategies.

Collaboration

Collaboration with other councils, governments and/or statutory bodies has not been undertaken in relation to this report.

Innovation and continuous improvement

A significant improvement in the delivery of the CFS in 2022 has been the implementation of the SmartyGrants online grants management software. This platform has provided a user-friendly front-end customer application and efficient back-end staff administration processes.

Additionally, as indicated at the 27 April Scheduled Council Meeting, officers will undertake a comprehensive review of the CFS and present an options paper for Council to consider later in the year.

Relevant law

Council's CFS complies with requirements listed in the *Local Government Act 2020* related to disbursement of public money and managing conflicts of interest.

The proposal does not limit any rights contained in the Charter of Human Rights and Responsibilities.

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

Of the 21 projects recommended for funding, it was determined that one application is specifically pro-gender equity, promoting the LGBTQIA+ community. Officers note there is one project specifically funding a men's toilet refurbishment, however the funding recommendation includes a requirement for the applicant to participate in consultation with Council officers to ensure regulatory requirements are met. All other applications represent gender inclusiveness.

Relevant regional, state and national plans and policies

There are no regional, state or national plans or policies to be considered in relation to the subject matter of this report.

Relevant Council plans and policies

The CFS directly relates to the Council Plan priority of Connecting Communities. Council greatly values the work of local not-for-profit groups providing services that are responsive, relevant and accountable. They connect people, reduce social isolation and contribute to a diverse and vibrant community. It is recognised that the activities of these groups can enhance economic, social, cultural and environmental wellbeing.

As per 2022/23 CFS Grant Guidelines, applications that addressed Council's wellbeing priorities as articulated in the Municipal Public Health and Wellbeing Plan 2021 – 2025 received higher scoring.

Numerous other strategic Council documents are cited in the 2022/23 CFS Grant Guidelines as strengthening applications if applicants referred to them.

Financial viability

A total of \$186,606 is available for allocation for the 2022/23 CFS. Applications recommended for funding total \$174,868.00, resulting in an overall surplus of \$11,738.

Sustainability implications

Economic, social and environmental issues have been considered as part of the assessment of grants, as per the CFS guidelines.

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.

Attachment 1 - 2022/23 Community Funding Scheme – Recommendations for Funding

Organisation	Project title	Project description	Stream	Amount recommended
University of the Third Age, Kyneton	Ready for Anything!	Our project encompasses six different sub-projects that aim to promote accessible and inclusive programs, activities and events that are educational, social, cultural and motivational that will add positively to ageing peoples' good health. The projects are: Greek immersion day with food/dance; intergenerational community folk dance; a conducted historical garden visit; an educational curated art museum tour; a Chinese cultural experience, and the establishment of a U3A choir that culminates in a concert.	1	\$9,429.00
Macedon Ranges Literary Association	The Pub that Saved the Community - Remembering Ash Wednesday (Working Title) Script Development	This project seeks funding to commission the development of the script of a real-time, present-tense evocation of what happened on the night of 16 Feb 1983, when the township of Macedon was engulfed in flames and 300 people & their animals sheltered at the Railway Hotel. The play will honour the experiences of survivors & celebrate what was done to protect & rebuild lives, livelihoods, property & country. A play reading will be performed at the 2022 Mountain Writers Festival, 40 year anniversary of Ash Wednesday in Feb 2023 and a full production of the 2023 Mountain Writers Festival. The play will tour and there will be ongoing performances for schools state-wide.	1	\$10,000.00
Sunbury and Cobaw Community Health	Puppy Pride 2023	Puppy Pride is a public facing event where people in the LGBTQIA+ community can connect, reduce isolation and increase LGBTQIA+ visibility and Pride. Puppy Pride celebrates LGBTQIA+ identity alongside community allies that include other attendees, local services and supportive businesses. Puppy Pride offers free access to entertainment, dog demonstrations, LGBTQIA+ market stalls, food vendors and local services in the beautiful setting of the Kyneton Botanic Gardens.	1	\$10,000.00

Attachment 1 - 2022/23 Community Funding Scheme – Recommendations for Funding

Lancefield Neighbourhood House	Extinct - Lancefield Megafauna Festival	This project is seeking funding to extend the number of tours offered to Wil-im-ee Mooring as part of the Extinct-Lancefield Megafauna Festival. Tours to Wil-im-ee Mooring are rare and are one of the popular features of the festival, and have been booked out every year we have run them. The festival itself attracts many visitors which has proven to be beneficial to retail and accommodation businesses. It involves many residents and community groups and educates us all about the Megafauna and Indigenous history of Lancefield.	1	\$4,000.00
Macedon-Woodend Scout Group	Purchase of hike tents, camp cookers and BBQs.	Macedon-Woodend Scout Group is a newly merged Group and is rapidly growing in youth members due to the successful vibrant outdoor program. This project proposes to provide 8 lightweight hike tents for the Venturer Group (14 -18 year olds); and 6 hike cookers to facilitate their active program. We are also seeking two four burner bbq's to assist our cub and scout sections (7-14 year olds) in cooking on their camps.	2	\$3,400.00
Romsey Neighbourhood House Inc.	Feed It Forward Equipment and resources	This project seeks to expand the freezer capacity used for the Feed It Forward (FIF) project. Romsey Neighbourhood House currently operates FIF in partnership with Lancefield Neighbourhood House, to deliver monthly community lunches, provision of free freshly cooked frozen meals, sharing of produce surpluses and donated food, education about cooking and eating fresh, nutritious meals, and engaging volunteers and community to connect, contribute, share and enjoy. FIF has delivered over 8,000 meals to the local community since its inception. The ongoing storage of meals is essential to provide the much needed meals to it recipients. The project also requires funds to ensure the staple ingredients used to prepare meals is reliable and stable.	2	\$6,000.00

Attachment 1 - 2022/23 Community Funding Scheme – Recommendations for Funding

Kyneton and District Adult Riding Club	Enhancing and improving safety, training and engagement for Kyneton and District Adult Riding Club	This project aims to increase participation in equestrian sport through the acquisition of a defibrillator and other safety equipment and training. A large number of our members are 55+ years of age, a significant obstacle for participation is the lack of vital lifesaving equipment, most importantly, a defibrillator. Other obstacles include a lack of training equipment: headsets to enable participants to hear instructions while riding, updated safe, portable training equipment and essential catering items to encourage participation through training and social days.	2	\$5,531.00
Riddells Creek Neighborhood House Inc.	Storage for Access	We are seeking funds to purchase and install a new storage system at the Riddells Creek Neighbourhood House, to increase the amount of accessible storage space for social groups, House activities and use by other Riddells Creek Community Groups. In 2020 there were 5 social groups that stored equipment and materials in the storage cupboard this has now increased to 9 putting a strain on the existing space. To facilitate community usage, industrial storage units are required, ensuring the space is accessible and space efficient.	2	\$5,162.00
Riddells Creek Neighbourhood House Inc.	Building Capacity in Child Safety	This project is to provide free and local training and support for community organisations in Riddells Creek around the New Child Safe Standards (the Standards) that have been adopted by the Victorian Government and are to be implemented by 1st July 2022. This will support organisations to review their current Child Safe Policies and procedures and include the New Child Safe Standards (the Standards). The training will also provide an opportunity for groups to connect and support each other.	2	\$2,555.00

Attachment 1 - 2022/23 Community Funding Scheme – Recommendations for Funding

Rural Australians for Refugees Inc. - Macedon Ranges	Enhanced Promotion Toolkit	This project is to support the development of an enhanced promotion toolkit for Rural Australians for Refugees (MRRAR). This includes; increasing promotional material and practical items such as gazebos and tables for events and activities. Currently, all funds raised are allocated to the direct support of asylum seekers and refugees. Over the past fifteen months there has been a sharp increase in the number of members involved and activities undertaken. This project will further support this growth which will result in more much needed support for asylum seekers and refugees in Victoria.	2	\$4,372.00
Friends of Maxwell Street, Tylden	Maxwell Street Reserve Walking track and gates.	This funding would allow "Friends of Maxwell Street Tylden" to fund a walking path, gates and bollards to the Maxwell Street reserve in Tylden. This would improve access for older residents of the Macedon Ranges and would provide a clearly defined path for bike riders. This would also help protect vulnerable flora including chocolate lillies, native orchids and the rare type 2 geranium. This is the last remaining publicly accessible area in Tylden and is highly utilised by locals.	3	\$10,000.00
South Gisborne Tennis Club	Accessible picnic setting and area.	The project is to replace picnic setting with an All Accessible table and seats secured to a new concreted area, therefore opening the area up to all. Currently the area is sandy/muddy ground that is unsuitable and poses a risk to all in the community when accessing the area. The current wooden picnic settings are 16 years old and have rotted and warped.	4	\$12,000.00

Attachment 1 - 2022/23 Community Funding Scheme – Recommendations for Funding

Woodend Golf Club Inc.	WOODEND GOLF CLUB COMMUNITY PATHS PROJECT	The project will upgrade existing paths to minimise the risk of slips and trips, injury and damage to golf carts from uneven surfaces, protect playing surfaces from damage from carts and areas of native habitat and to improve access around the course. This will also improve year-round utilisation which will support club sustainability. It will also benefit the broader community by better integrating these high-quality spaces with other open spaces, supporting greater recreation, community health and wellbeing. This will help achieve key council plan objectives relating to Connecting communities (#1) and Healthy environment, healthy people (#2).	4	\$12,000.00
Lancefield Bowling Club Inc.	Lancefield Bowling Club - Refurbishment of Male Toilets	The Lancefield Bowling Club's existing Male Toilets are approx 60 years old and need to be refurbished to meet current OH&S/Regulations. This includes: re-sheeting of walls; replacement of vinyl floor; electrical retrofit to current energy efficient standards; Upgrade/replacement of toilets/urinals and vanity unit; relocate & rewire hand dryer; retiling; construct new store room & create new airlock leading to toilets. Repainting ceilings, walls & doors.	4	\$12,000.00
Friends of Bald Hill Reserve	Install Seating in the Shelter, Development of a Design for a Brochure and Interpretative Signage for the Shelter.	This project will install seating in the shelter at Bald Hill reserve and develop a design for interpretative signage, a brochure and visitors map in consultation with MRSC Environment Team and Taungurung. This project also aims to develop a design for a free-standing Taungurung Welcome Sign reflecting their unique history, culture and knowledge systems in consultation with Taungurung Land and Waters Council.	4	\$12,000.00

Attachment 1 - 2022/23 Community Funding Scheme – Recommendations for Funding

Kyneton Community House	Access	This project is to resurface the driveway at Kyneton Community House to improve access to the disabled car park and bathroom, improve through-way access down the side of our building for those unable to navigate without mobility aids and improve access to the Community Garden by establishing pathways that are wheelchair and mobility aid friendly.	4	\$9,020.00
Riddells Creek Tennis Club Inc.	Tennis Court Resurfacing	This project is to resurface 2 existing hardcourt tennis courts at the Riddells Creek Recreation Reserve. Two of the courts were constructed in 2013 and are now due for a major upgrade and maintenance due to normal wear and tear. The club has a lease with MRSC that states the club is fully responsible for the maintenance of the courts - including court resurfacing. The club has a duty to its members and users to keep the courts in a safe and playable condition.	4	\$6,000.00
Bullengarook Pony Club	Bullengarook Equestrian Arena Upgrade	This project aims to undertake arena surface upgrades, where top up arena sand is required to be sourced, delivered and levelled on the existing arenas. This will significantly improve the safety of riders, horses and pedestrians at the Bullengarook Recreation Reserve. The upgrades will also ensure the facilities can continue to be used for major events and training. Having suitable, safe facilities ensures the sustainability and viability of these clubs in the community groups. It also improves safety, access, usability for the wider community who have access to this public space.	4	\$12,000.00

Attachment 1 - 2022/23 Community Funding Scheme – Recommendations for Funding

Macedon and Mount Macedon Community House	MMMCH Landscape Design & Construction Project (Stage 1- Design Component).	Funding is required to procure landscape architectural services for the MMMCH Landscape Design & Construction Project. This will enable the co-design of selected precincts proposed on the northern and western flanks of the property including: a 'welcoming' destination space, indigenous native garden, edible food permaculture garden & sensory garden. This will enable delivery of the following initiatives: permaculture courses delivered on site in collaboration with M.R.F.E.C; a volunteer gardening program; edible garden food share; space for outdoor arts related activities; gatherings and drop in; etc.	4	\$11,999.00
Riddells Creek Lions Club	All-inclusive Double BBQ and Power	This project is to establish an all-inclusive BBQ in one of the only communal spaces within Riddells Creek. The design of BBQ will focus on inclusion, all genders and ages to support our ever increasing population. This project supports the principals and directions highlighted in the MRSC Open Space Strategy by 2013, Walking and Cycling Strategy 2014, Sports and Active Recreation Strategy 2018 - 2028. Remaining funds will assist the coordination of the power to service this new location.	4	\$12,000.00
IR Robertson Reserve	IR Robertson Reserve Pavilion Usability Enhancement	This project is for the installation of a reverse cycle air conditioner and foldable tables and stackable chairs for the IR Robertson Reserve Pavilion. This will make the meeting room more comfortable, enhance the flexibility and usability of the space and increase attendance and productivity during the meetings, events and rallies. This will support increased community participation in sport and leisure, increased the strength and sustainability of local community groups, and maximise shared usage and flexibility.	4	\$5,400.00
Total Funding Recommended				\$174,868.00

COM.2	SMALL PROJECTS GRANTS
Officer:	Melissa Telford, Community Project Officer
Council Plan relationship:	1. Connecting communities
Attachments:	Nil

Summary

The Small Project Grants program supports projects and initiatives that:

- support local needs;
- are unlikely to be funded by other Council funding programs; and
- align with Council Plan priorities.

Council's Small Project Grants budget for 2022/23 is \$30,000 and not-for-profit groups can apply for a maximum of \$1,500 per application.

Applications are assessed against set criteria outlined in the Small Project Grants guidelines. Funding recommendations are presented monthly at a Scheduled Council meeting for review and/or approval.

This report details the process of evaluation and lists recent applications received.

Two applications have been received, seeking a total of \$3,000 in funding. The applications have been evaluated against the eligibility criteria and all are deemed to be eligible.

Recommendation

That Council approves the awarding of:

- 1. A Small Project Grant of \$1,500 to Macedon Mount Macedon Community House (MMMCH), for their Garden & Grounds Maintenance Equipment Procurement Project, to support the purchase of gardening equipment for use by volunteers and participants in horticulture based programs being delivered by MMMCH in collaboration with Macedon Ranges Further Education Centre.**
- 2. A Small Project Grant of \$1,500 to Sunbury Macedon Ranges Veteran's Cricket Club, for the purchase of team apparel to support the group to expand their membership and enter a new over 70's team.**

Background

The Small Projects Grants program (previously known as the Community Grants program) has been operating since 2018. Unlike other funding schemes, the program is open for applications year round, except during the caretaker period leading up to a Council election.

Eligibility criteria

The Small Project Grants program provides incorporated, community-based not-for-profit groups operating or established within the shire the opportunity to submit one application per year for funding. The program is also available to non-government and government schools for projects that are outside of the accepted responsibilities of the school and the Victorian Government.

The Small Project Grants guidelines, available on Council's website, outline the eligibility requirements of applicants and the assessment methodology. The document also provides guidance on the projects or activities that will/will not be funded through the program.

Assessment Process

Applications are initially reviewed to determine eligibility. Eligible applications are assessed and scored against the program criteria, based on the responses provided in the online application form. However, eligibility does not guarantee funding.

Where applications are deemed ineligible, they are not assessed and scored.

The assessment criteria and scoring matrix are outlined in the guidelines, to assist applicants with the preparation of their applications. Eligible applications are assessed according to six criteria, as detailed below:

Score	Criteria	Details
Pass/Fail	Demonstrating eligibility	Compliance with section 6 of the guidelines
20%	Describing your project	A brief description of the project aim
10%	Unlikely to be funded by other funding programs	The project timing/scale/amount of funding sought is not compatible with other funding programs
30%	Demonstrating community need and benefit	Why the group needs to do the project How the community will benefit from the project/activity
20%	Supporting Council Plan priorities	Promotes or contributes to the achievement of one or more Council Plan priorities
20%	Demonstrating good project planning	The project group practices good governance, considers risks, complies with regulations or similar and has an appropriate budget.

Application summaries and funding recommendations are presented to Council at a Scheduled Meeting for consideration.

Discussion

Two applications have been received, seeking a total of \$3,000 in funding. The two applications have been evaluated against eligibility criteria and meet program requirements.

Applicant	Project description	Amount requested	Recommendation
Macedon Mount Macedon Community House	Garden and Grounds Maintenance Equipment	\$1,500	\$1,500
Sunbury Macedon Ranges Veteran's Cricket Club	Team Apparel	\$1,500	\$1,500

Consultation and engagement

Information regarding the Small Project Grants program is publicly accessible on Council's website. Officers consult with applicants regarding their applications and seek internal advice as necessary. Council's Community Projects Officer, has consulted with the applicant from Sunbury Macedon Ranges Veteran's Cricket Club in determining eligibility, who reported the membership is 60-70% based in Macedon Ranges Shire and that the organisation address listed is that of the Secretary, not where the organisation is based. Council's Sport and Recreation team was also consulted to confirm that the group use the reserve and have been supported by Council in doing so.

Collaboration

Council has not undertaken collaboration with other councils, governments and/or statutory bodies in relation to this application.

Innovation and continuous improvement

Council is committed to innovation and continuous improvement in relation to the Small Project Grants. Officers regularly review the promotion of the program and seek out new ways to encourage new and diverse community groups to access this small grants program.

Relevant law

A Gender Impact Assessment was conducted to ensure Council meets obligations under the *Gender Equity Act 2020*. It was determined that whilst neither application is specifically identified as pro-gender equity, one application has a focus on accessibility, equity and inclusion and therefore represents gender inclusiveness. Mount Macedon Community House promotes inclusion of all needs and abilities e.g. engaging local residents with additional needs and carers groups. Sunbury Macedon Seniors Cricket Club has a focus on increasing the accessibility of cricket to a wider audience with varying activity and ability levels, in particular those in the over 70 age group. At this stage, the club has only male participants. They have advised Council officers that they wish to expand membership and participants to include all genders.

Relevant regional, state and national plans and policies

Nil

Relevant Council plans and policies

The Small Project Grants program supports Council's priorities of connecting communities, promoting healthy environments and healthy people and delivering strong and reliable government.

Financial viability

Council's Small Project Grants budget for 2022/23 is \$30,000. Grants of up to \$1,500 are available for eligible projects. At time of writing, no grants have been committed to Small Project Grants in 2022/23, with a total of \$30,000 of allocated funds available, prior to the review of applications contained within this report.

Should these two Small Project Grants be endorsed as per the officer's recommendation, the remaining \$27,000 of allocated funding will be available for further eligible projects until 30 June 2023.

Sustainability implications

There are no social, economic or environmental sustainability implications to be considered in relation to this report.

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.

15 DIRECTOR ASSETS AND OPERATIONS REPORTS

AO.1	REPORT IN RESPONSE TO PETITION REQUESTING THE SEALING OF NOONAN GROVE AND CHRISTIAN STREET WOODEND
Officer:	Istvan Marton, Team Leader, Engineering Designs and Investigations
Council Plan relationship:	2. Healthy environment, healthy people
Attachments:	Nil

Summary

This report responds to a petition received by Council to seal a portion of Noonan Grove, Woodend between Ashbourne Road and 19 Noonan Grove, and Christian Street between Noonan Grove and Corinella Street Woodend.

At the Scheduled Council Meeting of 27 April 2022 as part of Resolution 2022/35 Council requested this report to be received by Council at the August 2022 Scheduled Council Meeting.

Recommendation**That Council :**

- 1. Proceed with undertaking the next steps to prepare a detailed Special Charge Scheme for sealing of the unsealed section of Noonan Grove, for future Council consideration; including further public consultation and direct contact with benefiting residents with as outlined in the Special Charge Scheme for Infrastructure Works Policy;**
- 2. Not proceed with the sealing of the unsealed section of Christian Street, Woodend; and**
- 3. Advise the first named petitioner of this Council resolution.**

Background

Council received a petition with 34 signatories on 27 January 2022 requesting the Noonan Grove and Christian Street, Woodend sealing. The petition claims that the Council approved the subdivision around Beaumont Place connecting to the west end of Noonan Grove, which resulted in increased traffic flow from this developed site to Ashbourne Road. The petition also claims the completion of the Woodend train station carpark has resulted in people travelling down Corinella Road to access Ashbourne Road via Christian Street.

It is also mentioned in the petition that during the summer months, the extra traffic flows from the Beaumont Place development generate fine dust on Noonan Grove every time a car passes, which allegedly penetrates houses leading to extra cleaning and laundry costs.

At the Scheduled Council meeting on 27 April 2022 (Resolution 2022/35), Council resolved:

That Council:

- 1. Receives and notes the report***
- 2. Refers the petition to the Director Assets and Operations for investigation and requests a report back on the matter by August 2022;***
- 3. Notifies the petition organisers accordingly.***

Noonan Grove, between Ashbourne Road and 19 Noonan Grove, is an unsealed road classified as Category 4* ("unsealed collector"). Christian Street, between Noonan Grove and Corinella Road, is also an unsealed road classified as Category 5# ("Unsealed access").

* - Classification of road hierarchy in Council's Road Management Plan (Table 1.1, pg 14)

[Road Management Plan - Macedon Ranges Shire Council \(mrsc.vic.gov.au\)](http://mrsc.vic.gov.au)

Discussion

There are 21 dwellings currently abutting this section of Noonan Grove. Officers undertook traffic counts between 17 - 31 May 2022 to verify the claims in the petition. The observed average number of vehicle movements is 360 per day, consistent with the current categorisation and maintenance status of this section of the road.

Located just south of the Woodend railway line, Noonan Grove will experience very low or no increase in future traffic volume. No further developments are proposed connecting to Noonan Grove, with no significant future traffic impact.

Seven dwellings are currently abutting this section of Christian Street. Traffic counts were also undertaken during the same period as Noonan Grove, resulting in an average of 57 vehicle movements per day. This observed number of vehicle movements per day is also consistent with the current categorisation and maintenance status of this section of the road.

As evident from the traffic survey, Christian Street carries significantly lower vehicles. This was also confirmed anecdotally by a resident living along this stretch of road. Based on the evidence and anecdotal data, the predominant road use is by the immediate residents. There is no evidence of commuter cut-through movements as claimed in the petition.

Similar to Noonan Grove, Christian Street is located just south of the Woodend railway line, and therefore, Christian Street will experience very low or no increase in future traffic volume. Whilst Christian Street provides access to Woodend railway station, most traffic comes via Corinella Road, resulting in the low traffic count on Christian Street.

Consultation and engagement

Following Council's Resolution of April 2022, the first named petitioner has been advised of Council's resolution and is aware that officers are preparing a report on this matter for presentation to the August 2022 Scheduled Council meeting.

Officers undertook preliminary consultation as outlined in Council's *Special Charge Scheme for Infrastructure Works Policy* (Policy) with letters regarding the proposed special charge scheme hand delivered or mailed out, depending on the mailing address, on 16 June 2022.

The letter included the following details:

- an outline of potential proposed works,
- estimate of costs to each affected land owner, and
- sought an indication of support or not of the special charge scheme

During the three-week consultation process, there were also a few phone calls and emails received by officers who responded with clarifications to the enquiries.

The outcome of this consultation process after three weeks was as follows:

Within Noonan Grove,

- 21 letters sent
 - nine (9) replied YES,
 - four (4) replied NO and
 - eight (8) did not reply (therefore deemed to be a NO response)
- result: 42.8% support.

In Christian Street,

- seven letters sent
 - one (1) replied YES,
 - two (2) replied NO and
 - four (4) did not reply (therefore deemed to be a NO response)
- result: 14.2% support.

In the week commencing 18 July until 1 August, the lead petitioner emailed Council advising that there would be additional responses from those residents who were previously away. Officers have received another 5 YES responses for Noonan Grove and 1 YES for Christian Street.

The updated outcome of the consultation process, which includes the late responses, is shown below:

Within Noonan Grove,

- 21 letters sent
 - fourteen (14) replied YES,
 - four (4) replied NO and
 - three (3) did not reply (therefore deemed to be a NO response)
- result: 66.67% support.

In Christian Street,

- seven letters sent
 - two (2) replied YES,
 - two (2) replied NO and
 - three (3) did not reply (therefore deemed to be a NO response)
- result: 28.6% support.

As outlined in the Council's *Special Charge Scheme for Infrastructure Works Policy*, given that Noonan Grove achieves 66.6% support, Council should consider proceeding to the next phase under the Policy. The Policy details the requirement to prepare the special charge scheme for further consultation. In this next phase, officers will undertake a more detailed concept design plan, specifications, construction standards and a detailed cost estimate with specific apportionment for each affected dwelling.

For Christian Street, there is insufficient support to implement a special charge scheme under the policy.

Collaboration

Nil

Innovation and continuous improvement

Nil

Relevant law

Nil

In accordance with the *Gender Equality Act 2020*, a Gender Impact Assessment was not required relating to the subject matter of this report.

Relevant regional, state and national plans and policies

Nil

Relevant Council plans and policies

"Healthy environment, healthy people" – should either road in the future be proposed to be sealed, it would reduce resident summer dust concerns.

Financial viability

If the Council considered a Special Charge Scheme for Noonan Grove, the following costs would be considered for both Council and affected residents.

The high-level construction estimate with a breakdown of works for Noonan Grove:

- \$525K (Council contribution) and
- \$171K (for affected resident contribution)

For Christian Street, the overall total construction estimate is \$437K. However, the special charge scheme will not be implemented due to insufficient resident support.

For both roads, the estimate was calculated using current road construction works rates (July 2022).

Sustainability implications

Nil

Officer declaration of conflicts of interest

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

AO.2	RIDDELLS CREEK MOVEMENT NETWORK STUDY
Officer:	Eng Lim, Manager Engineering and Resource Recovery
Council Plan relationship:	1. Connecting communities 2. Healthy environment, healthy people
Attachments:	1. Riddells Creek Movement Network Study - Project Delivery Timelines and Tasks ↓ 2. Riddells Creek Movement Network Study - Consultation Report June 2022 ↓

Summary

This officer report is to update Council on the outcome of Stage 1 of the Riddells Creek Movement Network Study (RCMNS). Officers completed Stage 1 of the RCMNS in FY21/22 to address community transport and movement concerns. This report also highlights the next steps for Stage 2 activities.

Recommendation

That Council notes this report detailing the outcome of Stage 1 of the Riddells Creek Movement Network Study and outlining the next steps for Stage 2 of this study to be undertaken in the current 22/23 Financial Year.

Background

Following community budget submissions, Council initiated the Riddells Creek Movement Network Study (RCMNS) to guide the future of the Riddells Creek Township and address concerns relating to transport, infrastructure development and population growth in Riddells Creek.

The RCMNS is being delivered over two years, Stage 1 during the 2021/22 and Stage 2 during the 2022/23 financial years. Details are as summarised below:

- **Stage One** (2021/2022) of this project is now complete. It focused on identifying current transport infrastructure gaps, which will help Council prioritise the delivery of transport infrastructure improvements required for the existing Riddells Creek community;
- **Stage Two** (2022/2023) will focus on growth and, more specifically, addressing impacts on traffic and transport infrastructure associated with proposed population growth in Riddells Creek.

Officers will complete the RCMNS by the end of 2023 at the end of Stage two completion. Officers will present the RCMNS for Council's consideration and resolution in late 2023.

Discussion

Officers undertook two rounds of community consultation during the last financial year for Stage One, with two more rounds of community consultation planned in Stage Two.

Through the round one consultation process, Officers engaged with the Riddells Creek community to seek their local knowledge and perspectives in person and via the 'Have your Say' webpage.

Officers provided the following information to the community:

- **Face to Face workshop**

A presentation to the community members briefly introduced the project and key issues in Riddells Creek related to traffic and transport. Participants could provide feedback on five key questions (see Attachment 2, Appendix A).

Officers provided all participants with a copy of the workshop presentation via email. The report is also available on Council's webpage.

- **Online survey**

Council's "Have Your Say" webpage hosted the online survey (refer to the community survey report – Attachment 2).

There were some common themes that emerged from both the face to face workshop and the online community survey, which are summarised below:

- Sealed and unsealed roads: maintenance and capital improvement.
- Main Road Strategic Corridor: Car parking, pedestrian connectivity, intersection analysis, active transport and service roads.
- Intersection planning: A key element of traffic management. Critical intersections have been identified for future capital works programs.

The following issues were also raised by the community:

- Congestion
- Lack of pedestrian crossings
- Parking issues at Station Road (around Foodworks)
- Lack of parking in the township and around school
- Lack of disabled parking spaces
- Turning lanes on Main Road
- Safety concerns at Sutherland Road, Amess Road and Nursery Road
- Speeding issues
- Safety around school
- Congestion within the township
- Poor quality of the roads
- Lack of parking
- Geese holding up the traffic on Main Road
- Missing links and lack of footpaths
- Poor traffic management on Main Road
- Increase in heavy vehicles

More detailed descriptions of the feedback from the community survey and responses have been highlighted in the community consultation report (refer to Attachment 2).

Consultation and engagement

Council organised two avenues for community consultation in FY2021/22 as part of Stage 1 of the study, as described below:

- **Online community survey** – commenced on 1 April 2022 and closed on 1 May 2022. 45 participants completed the survey, with 290 items of feedback received.
- **Face-to-Face Workshop** – held on 5 April 2022 between 6:30 - 8:30 pm at the Riddells Community Centre. 52 participants attended and provided feedback;

The Online community survey sought further feedback from the broader community of Riddells Creek and Macedon Ranges Shire Council.

The Face-to-Face workshop enabled direct engagement with the community, residents, and business owners.

Next steps

The Stage 1 consultation feedback informs the scope of work for Stage 2. Council Officers are preparing a project brief for the consultant to investigate the key issues, review the future growth and existing gaps in traffic and transport and prepare a report. Stage 2 includes further community consultation seeking feedback on the recommendations raised via the consultant's analysis.

Following that, an action plan will be prepared and delivered through Council's future capital works program, subject to prioritisation and budget allocation.

Regarding issues related to arterial roads, Council officers will be liaising with the Department of Transport to seek input on the RCMNS. Council will advocate on behalf of the Riddells Creek community for any works required on arterial roads.

Officers will engage a consultant in the first quarter of the new financial year FY22/23, with a target completion of the full RCMNS by the end of 2023.

Attachment 1 outlines project delivery timelines and tasks.

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.

Stage 1 included involvement by officers from the Department of Transport (DoT) on arterial roads.

In the upcoming Stage 2 study, officers will request DoT to nominate one or two staff to participate in the RCMNS Project Working Group. This information should inform the RCMNS of DOT planning and provide transparency on areas of concern for future planning. On completion of the RCMNS Council's future responsibility will be one of advocacy 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. Officers will work closely with the appointed transport consultant who would be introducing best practices of transport planning and innovative ideas.

Relevant law

Nil

In accordance with the *Gender Equality Act 2020*, a Gender Impact Assessment was not required relating to the subject matter of this report.

Relevant regional, state and national plans and policies

Nil

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.

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.

Sustainability implications

This study intends to support 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.

Officer declaration of conflicts of interest

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



Attachment 1: Project Delivery Timelines and Tasks

No.	Task Details	Due Date
1.	Desktop review of internal and external information relating to the Riddells Creek Movement Network Study. Including but not limited to past and present plans and strategies, previous customer contact (Pathway customer requests) and crash statistics.	30 October 2020 (complete)
2.	Gap analysis. What actions arising from the desktop review have been completed or are outstanding.	30 October 2020 (complete)
3.	Detailed stakeholder analysis including community groups, Council and external agencies.	30 October 2020 (complete)
4.	Community consultations for Stage 1.	(Start 1 April 2022) – (Close 30 April 2022) (complete)
5.	Present report to community on Community Survey for Stage 1.	30 June 2022 (complete)
6.	Engage Consultant for Stage 2 RCMNS Study	29 August 2022
7.	Prepare first draft of Movement Network Study for Stage 2.	15 November 2022
8.	Undertake community consultation for Stage 2.	6 February 2023
9.	Inform Council of the outcome of January 2023 community consultation for Riddells Creek Movement Network Study Stage 2	Date TBC (likely to be March/April 2023)
10.	Prepare first draft of Movement Network Study for Stage 2.	30 June 2023
11.	Undertake community consultation for Stage 2 of the project	30 August 2023
12.	Finalise the full report for Movement Network Study	30 November 2023
13.	Allow six weeks for Council report timeframes. Council to consider endorsement of the Riddells Creek Movement Network Study.	Date TBC (Ordinary Council Meeting)



Riddells Creek Movement and Network Study Community Consultation Report

***Report Prepared by:
Harry Rehal - Traffic and Road Safety Engineer***

Report on community consultation

Riddells Creek Movement and Network- Phase 1

Introduction

The Riddells Creek Movement Network Study (RCMNWS) is initiated by Council as part of a transport and infrastructure planning strategy that will address rising concerns in relation to infrastructure development and population growth in Riddells Creek.

The RCMNWS will be staged over the 2021/22 and 2022/23 financial years, as summarised below:

- **Stage One** of this project focuses on identifying current transport infrastructure gaps which will help Council to prioritise the delivery of transport infrastructure improvements required for the existing Riddells Creek community.
- **Stage Two** will focus on growth and more specifically, addressing impacts on traffic and transport infrastructure associated with proposed population growth in Riddells Creek.

In line with Council policy, it is critical to seek community feedback as part of this study. Hence it was planned that two rounds of community consultation will be undertaken for Stage 1 and Stage 2 of the Riddells Creek Movement Network Study.

Through this consultation process, the Riddells Creek community will be given ample opportunity for them to share their local knowledge and perspectives as well as 'have their say' on this important project that will help shape the transport future of Riddells Creek.

Objective of this Report

This report provides an overall summary of the consultation process undertaken for Stage One of this study, highlighting the key issues raised by the Riddells Creek community.

Promotion of Community Consultation

The community consultation was promoted through the following avenues to reach out to as many members of the community as possible:

- Media release to local newspapers and on MRSC webpage
- MRSC notices in local media
- Facebook and Instagram posts
- Social Media post on Elderly group page.
- Posters at targeted locations in the community
- Direct invitations to key selected members of community.

Ways to participate

The following options were provided to enable easy access for community members to contribute their views and ideas:

- Have Your Say on MRSC webpage
- Attending one of the workshop held in venue at Riddells Creek township
- Sending comments by email
- Telephone discussion with Council officer

Phone numbers and email addresses were advertised for the community members requesting further information.

Target audience of Community Consultation

The **Face to Face** workshop was designed to engage directly with the local community members such as residents and business owners.

The **Online community survey** was designed to seek further feedback from the broader community of Riddells Creek and Macedon Ranges Shire Council.

Timing of Community Consultation and Participation

In Stage One of this study, Council organised two (2) avenues for community consultations, as described below.

- **Face to Face** workshop was held on 5 April 2022 between the hours of 6:30 pm to 8:30 pm at Riddells Community Centre. There were 52 participants for the face to face workshop
- **Online community survey** commenced on 1 April 2022 and closed on 1 May 2022. The survey was completed by 45 participants and there were 290 responses submitted by the participants.

Information provided during Consultation Process

The following information was provided to the community:

- **Face to Face** workshop

A presentation was presented to the community which provided a brief introduction of this project and key issues in Riddells Creek related to traffic and transport. As a part of the face to face workshop, all participants were asked to provide their feedback on 5 questions (refer Appendix A) which were included in the presentation.

A copy of the presentation was sent to all the participants who attended the workshop via email and was also made publicly available on the council webpage for other community members to review.

- **Online survey**

The online survey was hosted on the council's "Have Your Say" webpage mrsc.vic.gov.au/have-your-say and the survey was presented in a questionnaire format (refer to appendix B and C).

Key findings - What people said

The summary of the key issues raised by the community during the face to face workshop and through the online survey has been refined and attached with this report under Appendix. Please refer to the following appendix:

- **Appendix A:** Summary of responses for the face to face workshop.
- **Appendix B:** Summary of responses for the online community survey
- **Appendix C:** Details of responses received for the online community survey

There are common themes that emerged from both the face to face workshop and online community survey, which has been summarised below:

- **Sealed and unsealed roads:** maintenance and capital improvement.
- **Main Road Strategic Corridor:** Car parking, pedestrian connectivity, intersection analysis, active transport and service roads.
- **Intersection planning:** A key element of traffic management. Critical intersections have been identified for future capital works program:-

1. Main Road / Station Street



2. Hamilton Road / Gisborne-Kilmore Road



3. Sunbury-Riddell Road and Gisborne -Kilmore Road



4. Raws Lane / Gisborne Kilmore Road

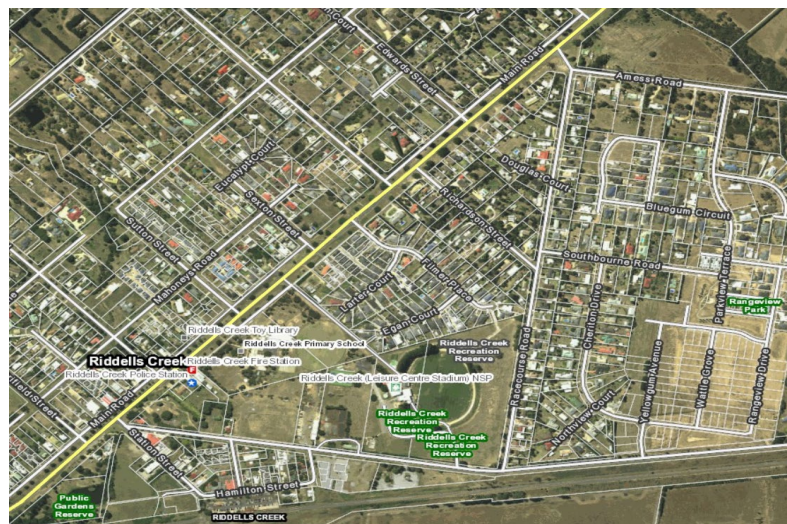


- **Pedestrian Connectivity:** Formal crossing improvements have also been identified

1. Station Street and Sutherlands Road



2. Continuation of the Shire-wide Footpath Plan and strategically link Racecourse Road



3. Richardson Street and Sutherlands Road with formal path networks



4. Railway Station and Shopping Precinct Traffic Management



Next Steps

Feedback from this consultation will help inform the scope of works for Stage Two. Council officers will prepare a project brief for the consultant to undertake a detailed investigation on the key issues received during the consultation and prepare a report in conjunction with the future growth and existing gaps in traffic and transport in Riddells Creek.

In Stage Two, there will be further community consultation based on future recommendations to be provided through the consultant's analysis.

Following that process, an action plan will be prepared and delivered through Council's future capital works program, subject to prioritisation and budget allocation.

With regards to issues related to arterial roads, Council officers will be liaising with the Department of Transport to advocate on behalf of Riddells Creek community.

In conclusion, Council is aiming to engage a consultant in the early month of the new financial year FY22/23, circa end of July 2022.

Appendix A

Community Workshop Questions Response Summary

1.) *What does a successful strategic Integrated Traffic and Transport Strategy look like for Riddells Creek?*

- 40km/h speed zone on Main Road and improved safety concerns on Main Road
- Providing safe connectivity and accessibility between the township and also to some of Key locations such as school, shops and stations.
- Providing safe pedestrian access and more pedestrian crossings.
- Improving the intersection of Station Road/ Main Road and Gap/Main Road
- Amess Road development.
- Improving unsafe pedestrian paths and constructing more footpaths for pedestrian and children.

2.) *What are the best things about living in Riddells Creek?*

- Open Space and Village lifestyle
- The Geese
- The environment
- The local school
- The local community
- Flora and fauna
- Railway station
- Creek and lake

3.) *What are your key concerns regarding existing traffic, transport and mobility infrastructure and service in Riddells Creek?*

- Congestion
- Lack of pedestrian crossings
- Parking issues at station Road around food works
- Lack of parking in the township and around school
- Lack of disabled parking spaces
- Turning lanes on Main Road
- Safety concerns at Sutherland Road, Amess Road and Nursery Road
- Speeding issues
- Safety around school

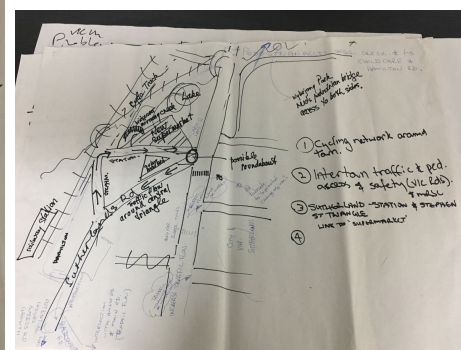
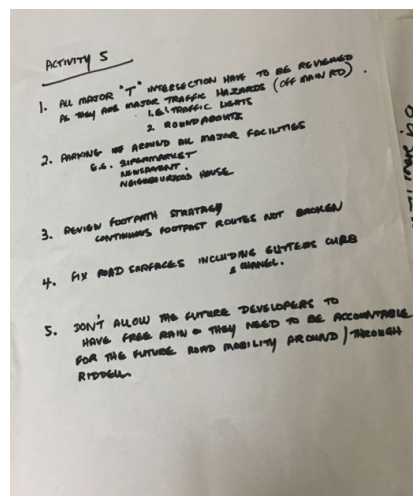
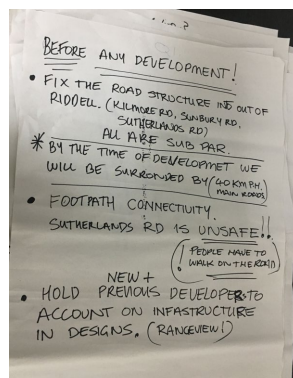
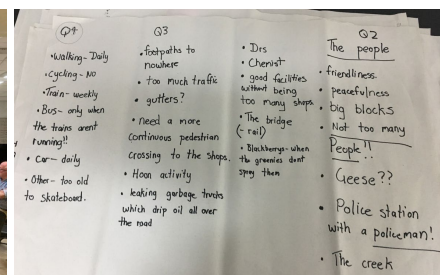
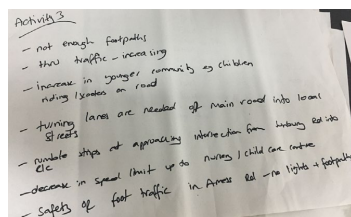
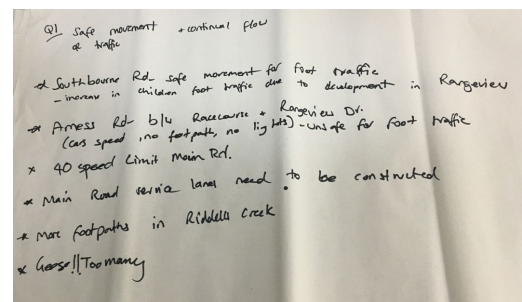
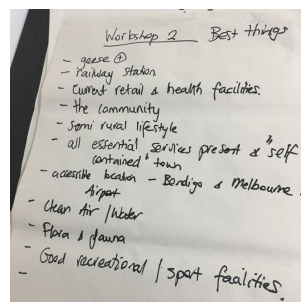
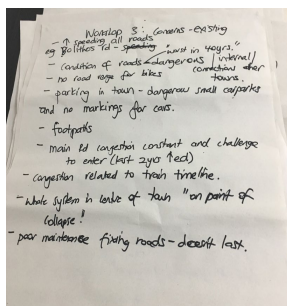
4.) *How often and when do you use the following forms of transport in Riddells Creek?*

- Walking- **High**
- Cycling-**Low**
- Train- **Medium**
- Bus- **Low**
- Car- **High**

5.) What are the top 5 priorities for Riddells Creek that you would like to be considered in an Integrated Traffic and Transport Strategy

- Review all major - intersections
- Provide more parking
- Improve footpath strategy
- More pedestrian crossing
- Reduce speed and more turning lanes on Main Road
- Improved safety around schools and more parking
- Better connectivity between Main Road and Sutherland Road

Sample Pictures: Comments summarised above

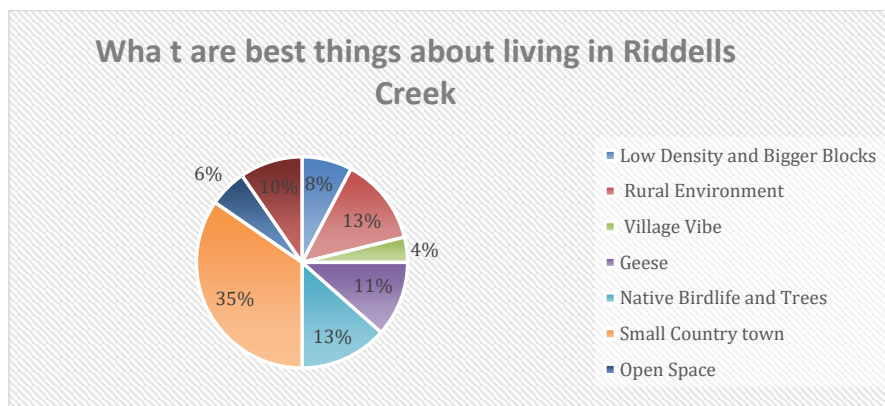


Appendix -B

Online Community Survey Response

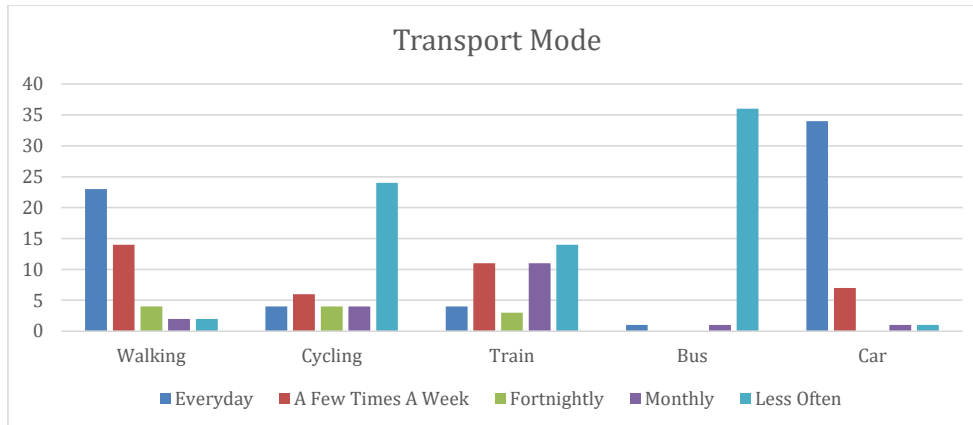
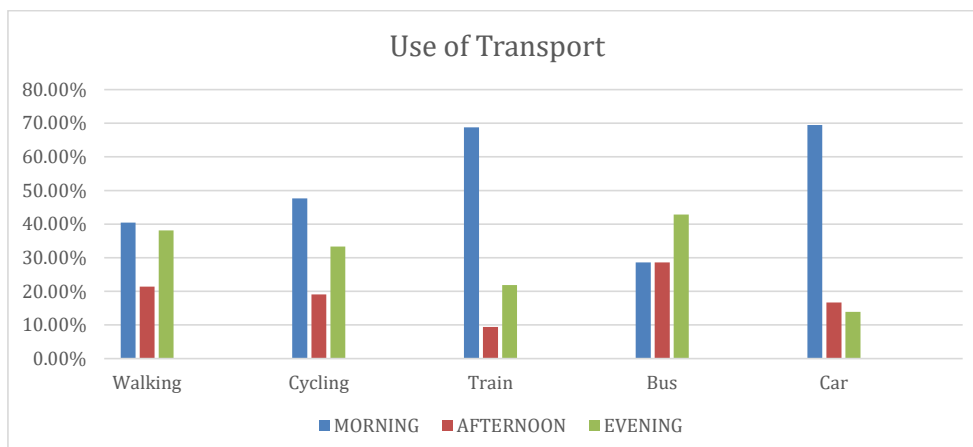
Q1.) What are the best things about living in Riddells Creek?

- Low density and bigger blocks
- Rural environment
- Village vibe
- Geese
- Native birdlife and trees
- Small country town
- Open space
- Good public transport
- Friendly community



Q2.) What does a successful strategic integrated traffic and transport strategy look like for Riddells Creek?

- Improved movement and safety for pedestrians
- Traffic lights at key intersections
- Increased parking near shopping centres and train station
- Improved roads
- Restricted turning movements
- Provide more pedestrian crossings
- Increase Vline frequency
- Limit urban development
- Lower speed limit in the township
- Dedicated bike lanes and improved bicycle paths

Q3.) How often do you use the following forms of transport in Riddells Creek?**Q4.) When do you use the following forms of transport in Riddell Creek?****Q5.) What are your key concerns regarding existing traffic, transport and mobility infrastructure and services in Riddells Creek.**

- Congestion within the township
- Poor qualities of the roads
- Lack of parking
- Geese holding the traffic on Main Road
- Missing links and lack of footpaths
- Poor traffic management on Main Road
- Increase in heavy vehicles

Q6.) What are the top five priorities for Riddells Creek that you would like to be considered in the strategy?

- Provide more parking spaces
- Provide more pedestrian crossings
- Provide better/more footpaths and bike paths
- Improve road conditions
- Maintain country town feel

Q7.) Please share any other comments/feedbacks. (Quotes taken from survey responses)

- Fully paved walkways throughout our parks and town which would improve personal safety; enhance the aesthetics of our town and surroundings and encourage more people to outdoor physical activity. It does not give me the opportunity to fully demonstrate the multiple poor and unsafe conditions that currently exist and has for many years, with regard to our pathways and walking tracks. I attach 1 photo which shows the faeces deposits by the geese in one of our main street pathways which is shared by our children, us and visitors to the town.
- Stop granting permits for excessive unit development complexes on every vacant block! Don't let greedy developers destroy the town.
- Lack of footpath are a problem. Can you put a school crossing corner of Amess Road and Main Street
- We have not long moved into Riddells Creek and we don't want a boom in housing or massive increase in population
- Please ensure adequate infrastructure is in place eg: ambulance, community health centre, age care infrastructure, sports and recreation facilities.
- Stop increasing population with increasing the car parking at the train station and supermarket
- I don't want estates, with tiny blocks and cramming in units into existing house blocks.
- Two years for this study is too long. But, if that's how long it's going to take. I'd suggest that council need put significant funding aside to prompt the works which will need to be completed. Now is the time to put it in the 3 year cap ex plan.
- Future proofing our area regarding EV Transportation and charging facilities, along with the fact trying to balance those who are physically active on horseback, walking dogs, push bike riding to name just a few as we understand that fossil fuels hurt our environment, hence making the conscious choice to offset carbon emissions should be at the fore front of the Riddell's Creek movement network plan along with the obvious traffic congestion and flows of us getting our grandkids to and from school (when you think of an average of x4 cars per household) for all to appreciate land

space, Greening of our area and finding the balance for all to live a great life especially when we purposely left suburbia to enjoy a more rural and country feel that Riddell's Creek gives us all.

Appendix –C

Details of responses received for the online Community survey

Riddells Creek Movement Network Study submission

Q1 What are the best things about living in Riddells Creek?

Answered: 44 Skipped: 3

#	RESPONSES	DATE
1	Low density; large allotments (1 acre +); substantial gardens and wildlife corridors for our community. Rural environment NOT urban environment.	4/22/2022 9:12 AM
2	Open spaces, village vibe, the geese	4/21/2022 2:34 PM
3	The quiet, peaceful lifestyle. Abundant native birdlife.	4/21/2022 11:12 AM
4	Quiet (except school times), bigger blocks (low density caps), everything you need but on a small scale.	4/15/2022 3:36 PM
5	Country living Small community spirit No traffic congestion Close to travel to city	4/11/2022 9:00 PM
6	Country town vibe. Large allotments, decent spacious housing development	4/9/2022 10:13 PM
7	The rural quiet country town aspect. With open space and bush surrounds.	4/9/2022 12:23 AM
8	Open outlook. Views over ranges. County feel. Quiet small town.	4/8/2022 11:10 PM
9	It's a beautiful small country area. I love the fact that geese have right of way across the road. I love the trees our forefathers planted for future generations (our benefit).	4/8/2022 5:39 PM
10	Country small town community	4/8/2022 10:31 AM
11	Country lifestyle and community	4/8/2022 8:44 AM
12	Open space, beautiful trees, active & friendly community.	4/7/2022 4:57 PM
13	Friendly people and clean air.	4/7/2022 3:06 PM
14	The rural feel of town..trees, wide verges..green, natural entry to town..creek,parks,geese. No big ,monolithic buildings.. Good train service with wonderful train station precinct..easy access.	4/7/2022 8:47 AM
15	Rural feel. Close to public transport. The Creek and associated Wybejong Park. Lake Park and Lions Park. Proximity to Melbourne. Friendliness of community members.	4/7/2022 8:38 AM
16	Not too many tourists, small town close to nature	4/7/2022 7:08 AM
17	Quiet rural community. Space.	4/7/2022 6:48 AM
18	The country feel. Quietness. Peacefulness	4/7/2022 6:01 AM
19	That it's a country community, it's away from more populated towns.	4/7/2022 6:01 AM
20	It is a small community. There are a lot of open spaces and parks.	4/7/2022 3:17 AM
21	Quietness and lack of traffic when off Main St and away from the shops.	4/6/2022 11:26 PM
22	Big blocks Country field	4/6/2022 10:12 PM
23	Friendly small community	4/6/2022 9:58 PM
24	Quiet, Community oriented and rural lifestyle	4/6/2022 9:53 PM
25	Small town with a small population.	4/6/2022 9:53 PM
26	That it's still a small country town	4/6/2022 9:40 PM
27	Small country feel	4/6/2022 9:39 PM
28	Small country town, country feel, large blocks, wide roads, big house setbacks. Safe, clean and friendly.	4/6/2022 9:11 PM
29	Country town Shopping facilities all together Creeks and bushland. Friendly. Excellent facilities.	4/6/2022 8:43 PM
30	Quiet small town	4/6/2022 8:23 PM
31	Having the country feel, and knowing the Locals	4/6/2022 8:09 PM

1 / 21

Riddells Creek Movement Network Study submission

32	Rural, open space, nature, community, peaceful	4/6/2022 7:50 PM
33	Country town feel, nice big blocks, geese, not overcrowded	4/6/2022 7:40 PM
34	Low density housing, small population size, housing designs with different features i.e. not cookie cut, trees and space	4/6/2022 7:30 PM
35	Quiet	4/6/2022 7:01 PM
36	Country feel, community while still being close to city	4/6/2022 6:51 PM
37	Country environment and small country town feel. Not having large urban development or housing estates. Kangaroos, wild life, birds, acreage blocks.	4/6/2022 6:45 PM
38	Space, quiet, nature	4/5/2022 8:15 PM
39	The character of the town...it doesn't have cookie cutter cheap looking developments along the main streets. That it is small yet close to bigger centers. The geese.	4/5/2022 7:35 PM
40	Alignment with surrounding landscape - Macedon Ranges, farmland, waterways. Lack of urban noise.	4/5/2022 5:11 PM
41	Country village feel, Trees, Horse riding club and the ability to ride our horses, Geese and our lake, train station, eating and country supermarket.	4/5/2022 11:55 AM
42	g	4/4/2022 5:11 PM
43	Quiet bustling town with some decent population spacing.	4/4/2022 3:49 PM
44	xx	4/4/2022 3:22 PM

Q2 What does a successful strategic integrated traffic and transport strategy look like for Riddells Creek?

Answered: 40 Skipped: 7

#	RESPONSES	DATE
1	Moratorium on further urban development and expansion until a strategic plan for the current shortfall and issues on traffic and transport infrastructure is developed, communicated and agreed to, by the community	4/22/2022 9:12 AM
2	A plan that fixes existing roads, footpaths, creek crossings and bike paths to improve movement and safety	4/21/2022 2:34 PM
3	Flow of traffic isn't impinged, yet safe for all users.	4/21/2022 11:12 AM
4	Maybe lights to assist with the busy school / park times. Possibly a roundabout at the corner Gisborne-Kilmore Rd and Riddell Rd, it's very hard to turn right into Riddells if you're coming from Sunbury!	4/15/2022 3:36 PM
5	Improved infrastructure Well maintained roads Sufficient infrastructure to manage increase in traffic flow Adequate car parking	4/11/2022 9:00 PM
6	More parking, roads maintained.	4/9/2022 10:13 PM
7	Limiting the amount of through and local traffic therefore limiting development in the area.	4/9/2022 12:23 AM
8	Maintaining the major roads to a better standard than what has been done in recent time. Ensuring infrastructure actually goes somewhere. Ensure infrastructure matches the character of the town. We don't need concrete everywhere.	4/8/2022 11:10 PM
9	More parking for the railway station. Station St. should be made into a one way street. Turning left onto Hamilton St, right into Stephen St past the station and down Station St to the T-intersection at Main Road where traffic lights could be necessary.	4/8/2022 5:39 PM
10	Room to move Room to park	4/8/2022 10:31 AM
11	Well managed roads in and out of town and better car and pedestrian management around school and shops.	4/8/2022 8:44 AM
12	A strategy that considers pedestrians and cyclists and equestrians (currently Riddells is very car/road based) Connections between northern and southern banks of Riddells Creek. Improved cycle connections to New Gisborne (especially new facilities like pool etc). Improved safety along Gap Rd (ie shared path or on road bike lane) and Kilmore Road (relocate 100km/h sign further west to beyond Nursery/Childcare)	4/7/2022 4:57 PM
13	Safe pedestrian crossings and well kept roads	4/7/2022 3:06 PM
14	Keeping cars moving..avoiding large trucks accessing tight intersections(Sutherland Rd from Station St)where shoppers and children cross..	4/7/2022 8:47 AM
15	Safe access into and around Riddells Creek for pedestrians and cyclists of all abilities. Safe parking. Extra parking - especially at the railway station. Lack of congested traffic.	4/7/2022 8:38 AM
16	Depending on what time you take Vline, it doesn't always stop in Riddells. Particularly if you work normal hours to 5. Mornings are good to go towards southern cross. But you can't get home unless you wait for 2 hours. Which makes me have to drive to Sunbury instead to catch metro. A bit ridiculous.	4/7/2022 7:08 AM
17	Roads need repair. Service road along Main Road should be extended. Space to get around cars turning right in Main Road. Parking in Station Street.	4/7/2022 6:48 AM
18	Growth is expected. But not in a large number. Look at the size of the blocks that are built. It shouldn't be about maximising land. Don't ruin this beautiful town with over population	4/7/2022 6:01 AM
19	Avoiding traffic congestion and having adequate parking at the shops and railway station. More pedestrian footpaths.	4/7/2022 3:17 AM
20	Sufficient parking in town for those coming in from the surrounds to shop, eat out, etc and for those visiting RC. A bike path on public ground along the train line or elsewhere vailable to be able to ride over to Gisborne and v.v. without riding on the connecting roads and	4/6/2022 11:26 PM

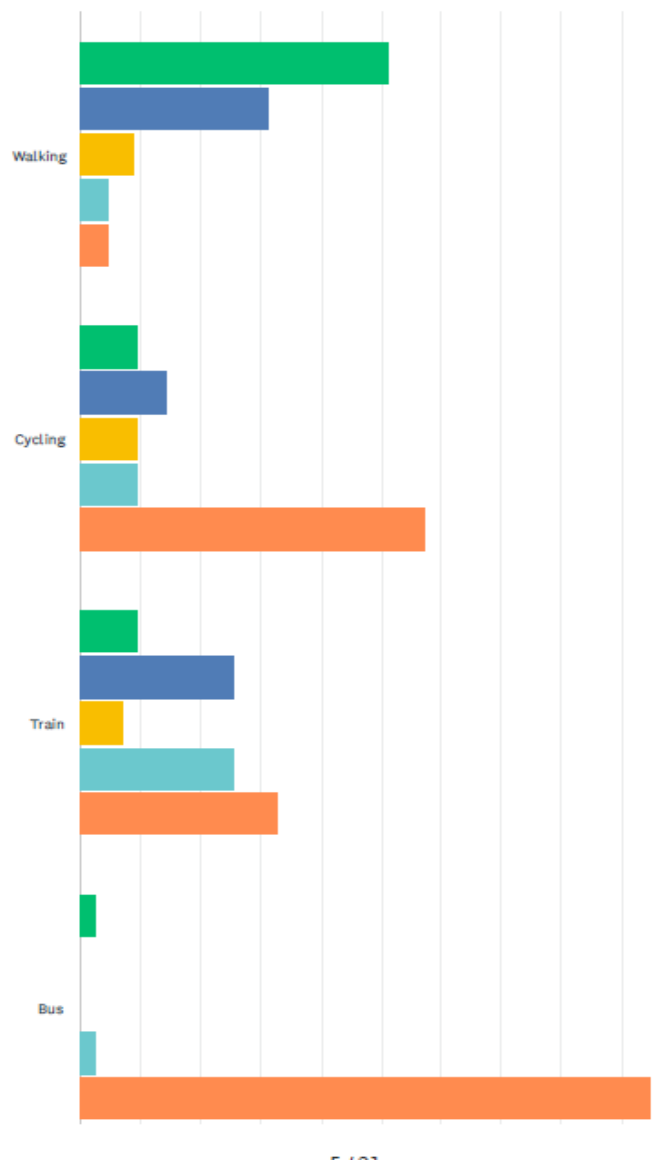
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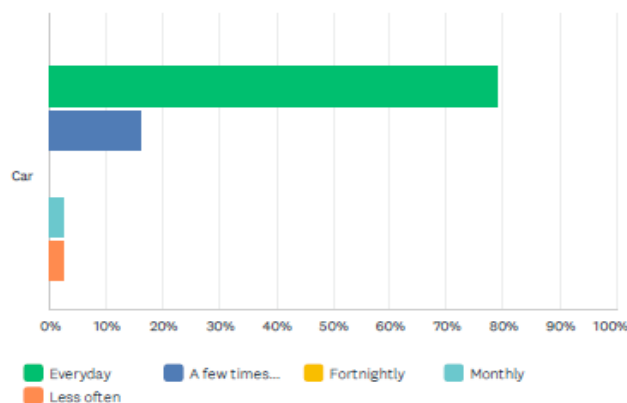
sharing with cars. Ensuring all unit developments have enough car parks, at least 2 per unit, a garage plus space in front, if small development, so residents are not forced to park on the streets. That is a 'look' we do not want. Couples and families generally have 2 cars. That is just how it is until we change society. Reducing car spaces will not change car ownership, it will force cars on to the streets.

21	Roundabout at the end of Riddle Road also I don't know why you waste the time putting in a double lane near the supermarket turning onto Kilmore Road but needed a roundabout or traffic lights money just wasted	4/6/2022 10:12 PM
22	Successful traffic and pedestrian movements in a safe way. Increasing traffic down the Main Street is extremely dangerous for kids catching buses. I have witnessed multiple near misses of kids running across main street near Amess Road	4/6/2022 9:58 PM
23	Good traffic management, public transport and walkways	4/6/2022 9:53 PM
24	Increase public transport (trains) to the city. Dedicated and safe bike paths to neighbouring towns to give another option to commute that isn't car based.	4/6/2022 9:53 PM
25	Traffic congestion down the Main street is extremely dangerous for school kids crossing the road. Multiple kids running across the Main Road around Richardson street and Main Road intersection and Amess Road and Main Road intersection. Numerous school buses stopping on both sides on the Main Road with no safe way to cross the Main Street. Addition pedestrian crossing is required between Amess and Richardson Street before a school kid is run over.	4/6/2022 9:39 PM
26	Bike and footpaths for all "house size" blocks of land. Adequate parking in the town centre, specifically the Supermarket and train station. Ability to divert Romsey through traffic away from Riddell.	4/6/2022 9:11 PM
27	It looks like one that actually listens to what locals say then acts on what locals say not on what a consultant decides.	4/6/2022 8:43 PM
28	Minimizing through traffic on Main road so residents don't have extended wait times	4/6/2022 8:23 PM
29	Better roads, getting rid of the geese crossing the road as it's a ROAD HAZARD	4/6/2022 8:09 PM
30	Practical, allows for multiple modes of transport that allows for connections e.g. cycle to station, bus to station	4/6/2022 7:50 PM
31	Bike lanes, designs considerate of the environment,	4/6/2022 7:30 PM
32	More car parking	4/6/2022 7:01 PM
33	Improved public transport Speed limits	4/6/2022 6:45 PM
34	One that can manage the inevitable growth of the area, whilst balancing the relatively small major roads.	4/5/2022 8:15 PM
35	Keeps the small town character. Allows for the geese to remain. Takes into account suitable speed limits where there are high use areas (i.e. please reconsider the speed limit from the end of Williams lane to where it reduces to 70. It's currently 100 there but with the plants nursery and Goodstart childcare there are lots of cars turning in/off the road. Would make more sense if this area was not 100).	4/5/2022 7:35 PM
36	Residents will have access to an integrated public transport network, i.e. 5 minutes max walk to the station/bus for all on suburban size blocks (<1,000m ²), and timetable alignment between buses and Melbourne trains. Key roads to have minimal obstructions to traffic flow, with smart traffic controls at the Kilmore-Riddell and Kilmore-Station St intersections.	4/5/2022 5:11 PM
37	Integrated traffic should allow access on Amess rd for horse riders to get to Riddell's Creek pony club which has been here for over 50 years, push bike paths, next to prams and walkers. Have EV chargers on car parking spaces. Increase Traffic lights at T intersections such as Amess Rd & Kathryn crt, Southerlands road and Amess court. Racecourse rd and Amess rd, Rangeview drive and Amess rd, Kilmore rd and Amess rd.	4/5/2022 11:55 AM
38	f	4/4/2022 5:11 PM
39	Connecting a bus from Sunbury station to Gisborne station to connect onto a V/Line train network Also connecting Riddell's Creek to Romsey, Lancefield	4/4/2022 3:49 PM
40	xx	4/4/2022 3:22 PM

Q3 How often do you use the following forms of transport in Riddells Creek?

Answered: 45 Skipped: 2

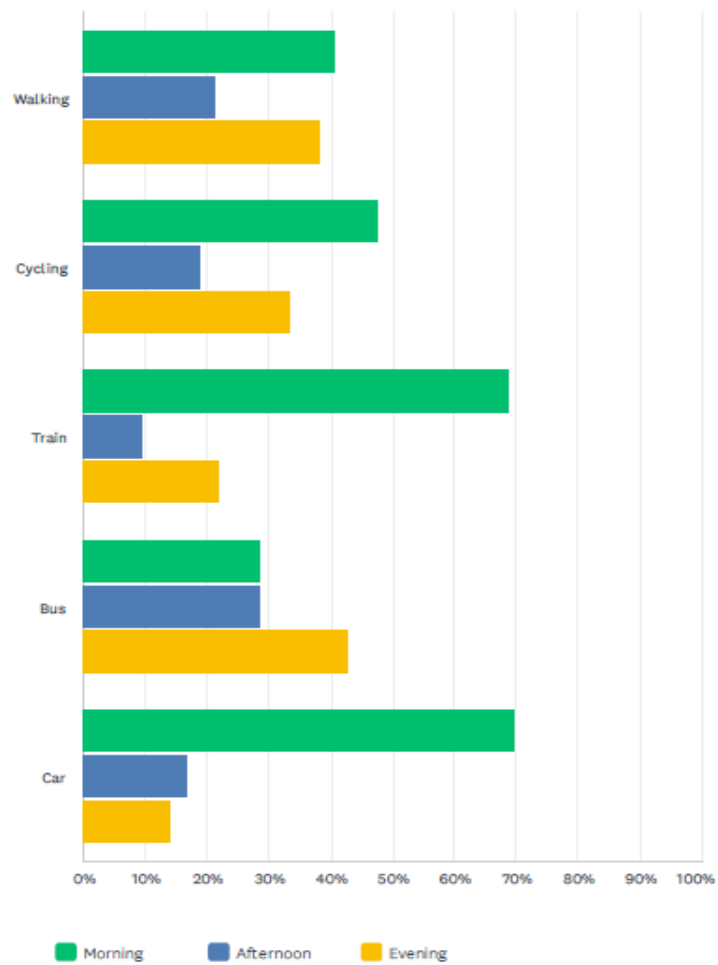




	EVERYDAY	A FEW TIMES A WEEK	FORTNIGHTLY	MONTHLY	LESS OFTEN	TOTAL	WEIGHTED AVERAGE
Walking	51.11% 23	31.11% 14	8.89% 4	4.44% 2	4.44% 2	45	1.80
Cycling	9.52% 4	14.29% 6	9.52% 4	9.52% 4	57.14% 24	42	3.90
Train	9.30% 4	25.58% 11	6.98% 3	25.58% 11	32.56% 14	43	3.47
Bus	2.63% 1	0.00% 0	0.00% 0	2.63% 1	94.74% 36	38	4.87
Car	79.07% 34	16.28% 7	0.00% 0	2.33% 1	2.33% 1	43	1.33
#	OTHER (PLEASE SPECIFY)					DATE	
1	Horse riding paths on Amess rd to allow riders to ride from their homes along Amess rd to cross Southerland's rd to have access to the Riddell's Creek Pony club which has been in town for around 50 years. Push bike riding or horse riding to the shops from Kathryn court onto Amess rd, along southerland's rd to the shops and back.					4/5/2022 11:57 AM	
2	xx					4/4/2022 3:23 PM	

Q4 When do you use the following forms of transport in Riddells Creek?

Answered: 43 Skipped: 4



	MORNING	AFTERNOON	EVENING	TOTAL	WEIGHTED AVERAGE
Walking	40.48% 17	21.43% 9	38.10% 16	42	1.98
Cycling	47.62% 10	19.05% 4	33.33% 7	21	1.86
Train	68.75% 22	9.38% 3	21.88% 7	32	1.53
Bus	28.57% 2	28.57% 2	42.86% 3	7	2.14
Car	69.44% 25	16.67% 6	13.89% 5	36	1.44

#	OTHER (PLEASE SPECIFY)	DATE
1	The above should be morning and evening (AH)	4/21/2022 2:35 PM
2	Train - morning, afternoon and evening by my children to get to places like TAFE in Bendigo and work in Sunbury, plus socialisation. Car - morning and evening with work.	4/21/2022 11:15 AM
3	A car at different times of the day.	4/8/2022 5:40 PM
4	This survey question should be designed to allow for multiple responses - ie if I catch the train I will drive/cycle to the train station and catch a train in both the morning AND in the evening. Similarly if I drive my kid to childcare I'll be doing that in the morning AND the afternoon	4/7/2022 4:59 PM
5	Car..any time	4/7/2022 8:49 AM
6	I walk to the shops and everything else I can. Therefore I walk in the morning, afternoon and evening. This survey only allowed me to choose one. Again, with the train I use it both morning and afternoon, depending on the need. This also applies to when I use my car.	4/7/2022 8:40 AM
7	Car mostly getting to and from Sunbury to get train to and from work. Sometimes train when I'm catching up w friends. Walking when walking dogs. You don't have an option to fill out mornings and evenings maybe that's why the vline is only good to catch in the mornings ☹️☹️ can't get back to Riddells after work	4/7/2022 7:12 AM
8	Walking and car at various times of the day and evening. Train morning and evening.	4/7/2022 6:50 AM
9	Car, both morning and evening, commuting to work. The survey won't allow both buttons to be ticked.	4/6/2022 11:27 PM
10	Car - morning, afternoon and evening	4/6/2022 9:41 PM
11	I walk every day all times of the day. I catch the train occasionally but my children catch trains every day. I cycle occasionally.	4/6/2022 8:45 PM
12	Should be able to choose more than one option in the above. We use walking and cycling morning afternoon and evening	4/6/2022 8:25 PM
13	Car for all times of day	4/5/2022 8:16 PM
14	It wouldn't let me select multiple options. Car would be at all times of day. Train, morning and evening.	4/5/2022 7:39 PM
15	Horse riding paths on Amess rd, to allow riders to ride from their homes along Amess rd to cross Southerland's rd to have access to the Riddell's Creek Pony club which has been in town for around 50 years. Push bike riding or horse riding to the shops from Kathryn court onto Amess rd, along southerland's rd to the shops and back.	4/5/2022 11:57 AM
16	xxx	4/4/2022 3:23 PM

Q5 What are your key concerns regarding existing traffic, transport and mobility infrastructure and services in Riddells Creek?

Answered: 36 Skipped: 11

#	RESPONSES	DATE
1	Happy with the train service. Dissatisfied with congestion around the centre of town. Access to the main road due to congestion compounded by the presence of the ever increasing population of geese that hinder traffic flow and soil roads and pavements.	4/22/2022 10:33 AM
2	State of Main Street (pot holes, pedestrian and geese safety)	4/21/2022 2:40 PM
3	The quality of the main roads aren't great. The dry asphalt fix doesn't do enough, I don't think.	4/21/2022 11:23 AM
4	Please see earlier comments	4/15/2022 3:47 PM
5	Lack of adequate parking at shops Increase in traffic down main road Deteriorating road conditions	4/11/2022 9:18 PM
6	My concerns are that I chose to live in a country town not an over developed suburb of Melbourne and I would like to see Riddells Creek stay that way!	4/9/2022 12:37 AM
7	Some of the project completed to date are pretty thoughtless. Eg - racecourse road footpath. Rather than shifting the exiting bus shelter the path does weird junctions around it. The termination of the path at the Northern end is dangerous.	4/8/2022 11:14 PM
8	There could be one or two more disability parking spots in front of shops, eg supermarket and doctor.	4/8/2022 5:53 PM
9	Train parking Shopping precinct parking	4/8/2022 10:33 AM
10	Parking and traffic movement around train station during drop off times and shops have lots of car movement with families around, with poor delineation between people and cars. Speed of vehicles coming into built up areas is excessive and not turning lanes on some main access roads like Amess rd.	4/8/2022 8:52 AM
11	Parking	4/7/2022 3:08 PM
12	Safety Trucks having access to Industrial Estate without doing 'dogleg' thru centre of town. Residents and nature priority..	4/7/2022 9:00 AM
13	Congested and unsafe intersections entering and exiting the main road. Unconnected footpaths and lack of footpaths. Motorists ignoring traffic speed signs - especially in Sutherlands Road. Pedestrians walking on roads (lack of footpaths) and not understanding the right way to walk on the road (i.e. facing traffic). Geese holding up traffic. Parked cars pulling out across the road into oncoming traffic lane, rather than staying in their lane and doing a u-turn at some point or driving the short distance to a road that will take them in the right direction. Congestion on Station Street. Unsafe walking from Lions Park across to supermarket/neighbourhood house precinct. Difficult for pedestrians to cross safely, especially with concrete trucks and associated with that industry heavy haulage trucks thundering down Sutherlands Road and ignoring speed limits. Delivery trucks blocking the road in the morning at the back of the supermarket at Sutherlands Road.	4/7/2022 8:51 AM
14	The whole Macedon ranges is full of potholes! Get cheaply fixed sometimes and with the next rain they are back! Plus fix the vline timetable so I can catch the train to AND from work..	4/7/2022 7:15 AM
15	Traffic travelling through the town makes it hard to access Main Road. Parking in Station St can be hard to find and dangerous to get out of when reversing. More parking required, particularly if the population expands much more. Road repair is sadly lacking.	4/7/2022 7:02 AM
16	No concerns with traffic as it flows well. I have never been delayed due to traffic. I have noticed a big increase in trucks	4/7/2022 6:06 AM
17	Inadequate parking at the shops and railway station. High volume for traffic on the main road at peak times. This has been worse since population growth in romsey. Lack of footpaths and having to walk on the side of the road with a pram.	4/7/2022 3:21 AM

18	The main road needs turning lanes put in at the major intersection such as sandy creek road and gap road. Also the state of the main road/Filmer place turning lane is a disgrace	4/6/2022 11:28 PM
19	See earlier lengthy answer.	4/6/2022 11:28 PM
20	Fix a few inspections we have before we get like Gisborne	4/6/2022 10:15 PM
21	No bike infrastructure for the option to ride my bike to work. The roads are 100kph, narrow and no shoulder. More roads is not an answer, the bigger the road network the more it costs to maintain and service. It's a poor solution to a complex issue.	4/6/2022 10:15 PM
22	Lack of footpaths and connection of housing estates in Rangeview is problematic. School kids walking down Amess Road from the multiple bus stops on the road due to lack of footpath.	4/6/2022 10:05 PM
23	Increased traffic, difficult to enter Main Rd from side streets, Geese, lack of walkways/bike tracks and public transport	4/6/2022 9:58 PM
24	Riddells needs urgent carparking infrastructure in town. Unable to park near Foodworks as inadequate car parking. Shops near post office has inadequate parking. Unable to walk due mobility issues and we have no footpaths to walk to supermarket down Sutherlands Road. The traffic down the Main street makes it unsafe for school kids to cross the road to catch school buses.. Supermarket staff park in the car park at the Lions Park so I can't even take the kids to the park. This is caused by increasing the population with multiple unit developments without increasing the infrastructure.	4/6/2022 9:53 PM
25	More footpaths to join to existing footpaths	4/6/2022 9:42 PM
26	Parking outside supermarket and train station is dangerous . Crossing the main road during peak times is time consuming and frustrating. Crossing main road bridge on foot or bike is dangerous. Footpaths go nowhere, no plan... the new footbridge is ugly and doesn't have a footpath leading up to it.	4/6/2022 9:25 PM
27	That local knowledge and ideas are ignored.	4/6/2022 8:47 PM
28	In busy times it can be hard to pull into main road from side roads and pull out of station st onto main road. My concern is that with development at Ames's Rd main rd will get busier. We need a road the goes around Riddell to reduce the through traffic.	4/6/2022 8:28 PM
29	Geese stopping the traffic when they are crossing, conditions of roads.	4/6/2022 8:13 PM
30	Not enough parking at station and more trains	4/6/2022 6:52 PM
31	Train frequency	4/6/2022 6:49 PM
32	Lack of suitable footpaths on the "older" areas.	4/5/2022 8:17 PM
33	The speed limit heading into town from Williams lane to where it reduces to 70. With the nursery and childcare center this is too fast.0	4/5/2022 7:43 PM
34	Poorly designed traffic control measures impeding traffic flow. A lack of safe walking tracks - separation from vehicles etc.	4/5/2022 5:15 PM
35	Increase of people/traffic to find a balance for locals who have animals dogs & horses, push bikes, prams, to go safely from Kathryn court to either go to horse events at the pony club or to go to the shops for groceries.	4/5/2022 12:09 PM
36	xx	4/4/2022 3:23 PM

Q6 What are the top five priorities for Riddells Creek that you would like to be considered in the strategy?

Answered: 38 Skipped: 9

ANSWER CHOICES		RESPONSES
1		100.00% 38
2		97.37% 37
3		84.21% 32
4		60.53% 23
5		57.89% 22

#	1	DATE
1	Moratorium on further urban expansion.	4/22/2022 10:33 AM
2	Safe pedestrian crossing over Riddells Creek on Gisborne-Kilmore Road (before someone gets killed)	4/21/2022 2:40 PM
3	Safe pedestrian/cycling access from the shops to Riddell Rd.	4/21/2022 11:23 AM
4	Safer traffic signals (roundabout/s and lights at busy intersections i.e. Merrifield and Gisborne-Kilmore Rd intersection	4/15/2022 3:47 PM
5	Improved road maintenance	4/11/2022 9:18 PM
6	Keeping development to a minimum.	4/9/2022 12:37 AM
7	Rural character	4/8/2022 11:14 PM
8	WIDE streets in all new developments.	4/8/2022 5:53 PM
9	Train parking	4/8/2022 10:33 AM
10	Main rd and Station st intersection including shop traffic.	4/8/2022 8:52 AM
11	Pedestrian/Cycle connection across Riddells Creek (ie join northern and southern banks)	4/7/2022 5:03 PM
12	Pedestrian crossings	4/7/2022 3:08 PM
13	Safety for residents	4/7/2022 9:00 AM
14	How Amess Road development will impact on increased traffic on already stressed intersections and how Amess Road development residents, and other town residents can be encouraged to walk and cycle rather than take the car.	4/7/2022 8:51 AM
15	Keep town small	4/7/2022 7:15 AM
16	Parking in Station St and in Main Road near the Post Office.	4/7/2022 7:02 AM
17	Keeping the country feel	4/7/2022 6:06 AM
18	The amount of growth	4/7/2022 6:04 AM
19	Avoiding too much traffic and congestion	4/7/2022 3:21 AM
20	Better road maintenance	4/6/2022 11:28 PM
21	Refer to my lengthy answer earlier. Can't rate in priority.	4/6/2022 11:28 PM
22	Traffic lights roundabout put near the supermarket	4/6/2022 10:15 PM
23	Cycling focus	4/6/2022 10:15 PM
24	Footpaths down Amess Road to connect	4/6/2022 10:05 PM
25	Public transport	4/6/2022 9:58 PM

26	Making it safe for kids to cross Main street between Richardston Street and Amess Road	4/6/2022 9:53 PM
27	Footpaths	4/6/2022 9:42 PM
28	Footpaths and safe crossings	4/6/2022 9:25 PM
29	That shopping remains focussed on the station street area.	4/6/2022 8:47 PM
30	Bike parking at school bus stops such as community house	4/6/2022 8:28 PM
31	Fixing the roads	4/6/2022 8:13 PM
32	Maintain country town feel	4/6/2022 7:42 PM
33	Carpark	4/6/2022 6:52 PM
34	Don't seal roads- I prefer dirt roads for environmental look and feel	4/6/2022 6:49 PM
35	Retaining character	4/5/2022 7:43 PM
36	Smart traffic controls on Kilmore Rd	4/5/2022 5:15 PM
37	Horse riding paths for existing property owners who ride around Riddell's Creek. Specifically Kathryn crt, Amess rd, Southerland's rd, to shops and back or to go to the PONY club.	4/5/2022 12:09 PM
38	x	4/4/2022 3:23 PM
#	2	DATE
1	Improvement in walkways, pathways and roads to cater for current traffic density and useage.	4/22/2022 10:33 AM
2	Accessible footpaths on existing roads to link village with high traffic areas such as Walter Smith reserve (instead of prioritising new estates)	4/21/2022 2:40 PM
3	Maintain country town feel	4/21/2022 11:23 AM
4	Give way signs for geese!	4/15/2022 3:47 PM
5	Increase in car parking around shops	4/11/2022 9:18 PM
6	Keeping the country town/village aspect	4/9/2022 12:37 AM
7	Active transport	4/8/2022 11:14 PM
8	Traffic lights at Main Road/Station St. or SMALL round-a-bout.	4/8/2022 5:53 PM
9	Shopping parking	4/8/2022 10:33 AM
10	School traffic movement and turning lanes	4/8/2022 8:52 AM
11	Off road cycle connection to New Gisborne	4/7/2022 5:03 PM
12	Good quality roads	4/7/2022 3:08 PM
13	Inclusive pedestrian paths	4/7/2022 9:00 AM
14	Ability of pedestrians and cyclists to walk into and out of Riddell's Creek. No safe access into the town across the creeks on the east or west. Plus once on the west side, unsafe to cross to Wybejong Park area. Also unsafe to cross double lines to enter Wybejong Park from the east.	4/7/2022 8:51 AM
15	Address vline stops, the train that stop in Gisborne might as well stop in Riddell's!	4/7/2022 7:15 AM
16	Road repair in general	4/7/2022 7:02 AM
17	Not to become another Gisborne	4/7/2022 6:06 AM
18	More footpaths	4/7/2022 6:04 AM
19	Adequate parking at shops	4/7/2022 3:21 AM
20	More factories to bring in more business/employment	4/6/2022 11:28 PM
21	better streetlighting	4/6/2022 10:15 PM
22	Increased public transport	4/6/2022 10:15 PM
23	Potential school crossing around Amess Road for school kids running across road.	4/6/2022 10:05 PM
24	Walk/bike tracks	4/6/2022 9:58 PM

12 / 21

Riddells Creek Movement Network Study submission

25	Connecting footpaths	4/6/2022 9:53 PM
26	Bike paths	4/6/2022 9:42 PM
27	Ability to park with ease - shops and train station	4/6/2022 9:25 PM
28	That reliance on cars is reduced so don't develop land into housing if it's not close to the existing infrastructure.	4/6/2022 8:47 PM
29	Reduce through traffic on Main Rd	4/6/2022 8:28 PM
30	Removing the geese since they are a hazard	4/6/2022 8:13 PM
31	Not to over complicate	4/6/2022 7:42 PM
32	Train frequency	4/6/2022 6:52 PM
33	Don't widen roads	4/6/2022 6:49 PM
34	Speed limits and adherence to speed limits	4/5/2022 7:43 PM
35	Better walking tracks	4/5/2022 5:15 PM
36	With increased traffic (4 cars per household), provide lights at intersections.	4/5/2022 12:09 PM
37	x	4/4/2022 3:23 PM
#	3	DATE
1	Improvement on Main Road traffic carrying capability, flow and access.	4/22/2022 10:33 AM
2	Widen main road and fix pot holes	4/21/2022 2:40 PM
3	Don't allow high density blocks on the ranges side of the main road.	4/15/2022 3:47 PM
4	Traffic flow will be impacted by any increase in population	4/11/2022 9:18 PM
5	Protecting and conserving surrounding bush land and native habitat	4/9/2022 12:37 AM
6	Properly designed & constructed	4/8/2022 11:14 PM
7	Repair all roads to a high quality not patchwork repairs.	4/8/2022 5:53 PM
8	Fencing -safety issue	4/8/2022 10:33 AM
9	Pedestrian access and shared paths and crossings to keep families safe as volume of traffic increases.	4/8/2022 8:52 AM
10	A 7:45am train to Southern Cross (if the 7:33am is cancelled it is over an hour between trains)	4/7/2022 5:03 PM
11	Clear signage	4/7/2022 3:08 PM
12	Bike lanes	4/7/2022 9:00 AM
13	Improved, safe parking and more parking. Ensure that vehicles (especially SUV's and large utes!) don't have to pull out across traffic.	4/7/2022 8:51 AM
14	Future expansion to keep the current wide road ie narrow roads with no street parking should NOT be allowed.	4/7/2022 7:02 AM
15	Fix the roads not just fill the holes	4/7/2022 6:06 AM
16	Maintain the duck pond area where the creek runs	4/7/2022 6:04 AM
17	Footpaths	4/7/2022 3:21 AM
18	Keep it small country town before we get swallowed up in subdivisions	4/6/2022 10:15 PM
19	Carparking in Station street near supermarket	4/6/2022 10:05 PM
20	Condition of roads.	4/6/2022 9:58 PM
21	Car parking at supermarket	4/6/2022 9:53 PM
22	Less geese numbers	4/6/2022 9:42 PM
23	Address the huge increase of traffic to/from Romsey	4/6/2022 9:25 PM
24	More parking at Station.	4/6/2022 8:28 PM

13 / 21

Riddells Creek Movement Network Study submission

25	Cutting the grass along the roadsides & maintenance of trees	4/6/2022 8:13 PM
26	footpaths required in most main residential streets	4/6/2022 7:42 PM
27	Access out of the school in peak times	4/6/2022 6:52 PM
28	Improve v-line timetable	4/6/2022 6:49 PM
29	Road improvements (i.e what areas are dirt that shouldn't be)	4/5/2022 7:43 PM
30	Cycling path linking Romsey, Clarkefield, Riddells, Gisborne, Woodend	4/5/2022 5:15 PM
31	With climate change, provide EV Car / transport Chargers at the shops parking or rail road car park	4/5/2022 12:09 PM
32	x	4/4/2022 3:23 PM
#	4	DATE
1	Improvement to the parking and access to the central shopping precinct.	4/22/2022 10:33 AM
2	Better signage to inform visiting moterist of geese crossing road	4/21/2022 2:40 PM
3	No more high density housing estates	4/15/2022 3:47 PM
4	Better street scapes/ walking paths	4/11/2022 9:18 PM
5	Maintenance of the towns existing amenities and landmarks	4/9/2022 12:37 AM
6	Properly maintained	4/8/2022 11:14 PM
7	All roadsides cleared of vegetation which becomes a fire risk.	4/8/2022 5:53 PM
8	Better maintenance on main access roads in and out of Riddell, including signage, barriers, turning lanes and bus stops.	4/8/2022 8:52 AM
9	Sealed roads	4/7/2022 3:08 PM
10	Avoid mixing trucks and school bus drop off points.	4/7/2022 9:00 AM
11	One way street down Station Street	4/7/2022 8:51 AM
12	Keeping the country look and feel	4/7/2022 6:04 AM
13	Railway station parking	4/7/2022 3:21 AM
14	Footpaths down Sutherland Road	4/6/2022 10:05 PM
15	Parking around railway station	4/6/2022 9:58 PM
16	Car parking at station	4/6/2022 9:53 PM
17	Parking around shop areas	4/6/2022 9:42 PM
18	Main road bridge- footpath required	4/6/2022 9:25 PM
19	Better street lighting	4/6/2022 8:13 PM
20	Bike path between Riddells and Gisborne	4/6/2022 6:49 PM
21	Pot hole management	4/5/2022 7:43 PM
22	Trucks delivering goods to shops, blocking cars especially during peak school drop off and pick up school hours with the increase population traffic	4/5/2022 12:09 PM
23	x	4/4/2022 3:23 PM
#	5	DATE
1	Restrict bicycle traffic to the service roads adjacent to the Main Road thus reducing congestion on the main road whilst enhancing traffic flow and safety	4/22/2022 10:33 AM
2	Bike lanes on key roads leading into town from Gisborne, Sunbury and Romsey	4/21/2022 2:40 PM
3	Create an alternative entrance to Wybejong Reserve - i.e next time the Church on Melvins Rd	4/15/2022 3:47 PM
4	Better pedestrian crossings/management	4/11/2022 9:18 PM
5	Existing Rd maintenance.	4/9/2022 12:37 AM

14 / 21

Riddells Creek Movement Network Study submission

6	Safe	4/8/2022 11:14 PM
7	Reduced speed sign in Station St.	4/8/2022 5:53 PM
8	Planning for future town growth with the expected population increase from Amess Rd and Daffidil farm developments	4/8/2022 8:52 AM
9	Drainage safe and efficient near roads	4/7/2022 3:08 PM
10	Encouraging safe passive spaces..parks	4/7/2022 9:00 AM
11	Pedestrian crossings from Lions Park to supermarket, then across Station street to currently vacant block.	4/7/2022 8:51 AM
12	Not increasing the traffics through the town.	4/7/2022 6:04 AM
13	Pedestrian crossings	4/7/2022 3:21 AM
14	Carparking problem at post office	4/6/2022 10:05 PM
15	Plan for growth	4/6/2022 9:58 PM
16	Footpath down Amess Road to rangeview estate	4/6/2022 9:53 PM
17	Regular public transport	4/6/2022 9:25 PM
18	Better street signs	4/6/2022 8:13 PM
19	Electric vehicle power stationd	4/6/2022 6:49 PM
20	Train parking	4/5/2022 7:43 PM
21	Lack of traffic lights at the T intersections of Amess rd	4/5/2022 12:09 PM
22	x	4/4/2022 3:23 PM

Riddells Creek Movement Network Study submission

Q7 Please share any other comments/feedback here:

Answered: 16 Skipped: 31

#	RESPONSES	DATE
1	Fully paved walkways throughout our parks and town which would improve personal safety; enhance the aesthetics of our town and surroundings and encourage more people to outdoor physical activity. Please note: It is absolutely painful that I cannot upload more than 1 photo. It does not give me the opportunity to fully demonstrate the multiple poor and unsafe conditions that currently exist and has for many years, with regard to our pathways and walking tracks. I attach 1 photo which shows the faeces deposits by the geese in one of our main street pathways which is shared by our children, us and visitors to the town.	4/22/2022 10:54 AM
2	Please fix the existing parts of town before shifting focus to new estates (as has been the case to date)	4/21/2022 2:45 PM
3	Stop granting permits for excessive unit development complex's on every vacant block! Don't let greedy developers destroy the town!	4/9/2022 12:43 AM
4	If the fire station was moved, and a better access road established linking Main rd to Sutherlands rd via the vacant block would reduce congestion around the shopping area and reduce train goers shortcutting down Racecourse rd to fast.	4/8/2022 8:54 AM
5	Families priority..footpaths .	4/7/2022 9:01 AM
6	My concern that by the time any improvements are implemented, the traffic situation and inability to safely move around Riddells Creek will have worsened.	4/7/2022 8:52 AM
7	Keep it rural.	4/7/2022 7:02 AM
8	We have not long moved into Riddells Creek and we don't want a boom in housing or massive increase in population	4/7/2022 6:07 AM
9	Better sporting facilities also needed get your act together Macedon ranges cancel and put the money back into the community other than Gisborne and Woodend and Macedon don't forget about the small towns	4/6/2022 10:15 PM
10	Lack of footpath are a problem. Can you put a school crossing corner of Amess Road and Main Street	4/6/2022 10:06 PM
11	Please ensure adequate infrastructure is in place eg: ambulance, community health centre, age care infrastructure, sports and recreation facilities.	4/6/2022 10:00 PM
12	Stop increasing population with increasing the carparking at the train station and supermarket	4/6/2022 9:53 PM
13	I don't want estates, with tiny blocks and cramming in units into existing house blocks	4/6/2022 9:44 PM
14	Two years for this study is too long. But, if that's how long it's going to take.. I'd suggest that council need put significant funding aside to preempt the works which will need to be completed. Now is the time to put it in the 3 year cap ex plan...	4/6/2022 9:36 PM
15	Don't let this be yet another pointless exercise where you consult and ignore local residents' input.	4/6/2022 8:48 PM
16	Future proofing our area regarding EV Transportation and charging facilities, along with the fact trying to balance those who are physically active on horse back, walking dogs, push bike riding to name just a few as we understand that fossil fuels hurt our environment, hence making the conscious choice to offset carbon emission's should be at the fore front of the Riddell's Creek movement network plan along with the obvious traffic congestion and flows of us getting our grand kids too and from school (when you think of an average of x4 cars per household) for all to appreciate land space, Greening of our area and finding the balance for all to live a great life especially when we purposely left suburbia to enjoy a more rural and country feel that Riddell's Creek gives us all.	4/5/2022 12:14 PM

Q8 Upload file/photo (if applicable):

Answered: 2 Skipped: 45

#	FILE NAME	FILE SIZE	DATE
1	IMG_5557 Small.jpeg	40.8KB	4/22/2022 10:54 AM
2	bridge.jpg	433.7KB	4/21/2022 2:44 PM

16 NOTICES OF MOTION AND RESCISSION**No. 46/2022-23: NOTICE OF MOTION - BARRM BIRRM**

I, Councillor Annette Death, give notice that at the next Meeting of Council to be held on 24 August 2022, I intend to move the following motion:

That Council:

- 1. Recognises the unique and special environmental and community values of Barrm Birrm;**
- 2. Advocates to the Victorian Government for the public purchase of the privately owned lots within the area known as Barrm Birrm for community benefit;**
- 3. Writes to the Honourable Lily D'Ambrosio MP, Minister for Environment and Climate Action and the Local Member for Macedon the Honourable Mary-Anne Thomas MP, Minister for Health to advise of this motion and Council's advocacy for Barrm Birrm; and**
- 4. Request staff to prepare a report outlining actions that can be undertaken to ensure the appropriate management of Barrm Birrm.**

DISCUSSION

The former Shone and Schultz subdivision in Riddells Creek, known as 'Barrm Birrm' (place of many yam roots), has high quality woodlands in private and Council ownership.

The land supports high conservation assets and a number of threatened flora species, and is an opportunity to provide much needed open space for the Riddells Creek community for passive recreation such as bushwalking, picnics and appreciating local biodiversity.

Unfortunately, due to a legacy of planning from the 1880s, this land is divided into 162 lots and owned by 98 different landowners. Due to the site's natural values, high fire risk and lack of services, the land is not considered to be suitable for development. As a result, current planning controls prevent development in the estate – creating frustration for some of its owners.

The use of the site by multiple landholders is degrading the natural values, via the destruction of flora from illegal camping, firewood collection, fencing, four wheel driving and dirt bikes. The resources required by Council to manage these threats is high and increasing.

The complex ownership of Barrm Birrm is hampering appropriate management of the site and increasing the fire risk to the adjoining Riddells Creek township.

Council's *Biodiversity Strategy 2018* outlines a series of actions aimed at achieving the transfer of Barrm Birrm properties to public ownership and, ultimately, the creation of a nature conservation reserve.

Council currently operates a "gift back" scheme to encourage the transfer of private land parcels to Council. This process is very slow and relies on the voluntary participation of landowners. A much more efficient and effective alternative to reflect the high conservation assets and threatened flora species on the site, would be public acquisition of the land. The State Government are best placed to progress a public acquisition process for the land.

As land prices are increasing rapidly in the region, moving on this issue in a timely manner is crucial.

17 URGENT BUSINESS

18 CONFIDENTIAL REPORTS**Recommendation**

That pursuant to section 66(1) and (2)(a) of the *Local Government Act 2020*, Council closes the meeting to the public to consider the confidential report(s) listed below, which are confidential on grounds provided in Section 3(1) of the *Local Government Act 2020*:

18.1 Community Service Planning

Confidential reasons**18.1 Community Service Planning**

This matter is considered to be confidential under Section 3(1) - a of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.