

10.7 COMMUNITY CYCLING CONSULTATIVE FORUM

Author: *Bumeke Jayasinghe - Senior Traffic and Transport Engineer*

File No: *CR/01/079*

Attachments: 1. *Community Cycling Consultative Forum - Community Membership*

Purpose

- 1.1 To appoint the community members for the Community Cycling Consultative Forum and to present the key findings from the Community Cycling Survey.

Background

- 2.1 On 18 May 2020, at the Ordinary Council Meeting, Council passed a Notice of Motion No.975 to initiate a Cycling Consultative Forum to explore options to improve the cycling experience within the Shire.
- 2.2 On 17 August 2020, at the Ordinary Council Meeting, Council endorsed the Terms of Reference for the establishment of the Community Cycling Consultative Forum and instructed the officers to commence a six (6) week community survey engagement process to collect data about cycling participation across the Shire and invite Expressions Of Interest (EOI) for community members to join the forum.

Key Matters

- 3.1 The Community Cycling Consultative Forum will provide a platform through which community representatives, Councillors and Council staff can meet to discuss and identify key issues confronting the cycling community.
- 3.2 Council officers released a Community Cycling Survey which included a questionnaire regarding cycling experience within the Shire for a six (6) week period between 19 October – 10 December 2020. Survey respondents were invited to register their interest in the Community Cycling Consultative Forum.
- 3.3 The forum members have been selected using the membership criteria outlined in the Cycling Consultative Forum – Terms of Reference. Details of the shortlisted community members are at Attachment 1.

COMMUNITY CYCLING CONSULTATIVE FORUM (CONT.)

Recommendation

THAT Council:

1. Endorses the appointment of the community members (Attachment 1) to the Cycling Consultative Forum.
2. Notes the summary of the key themes from the Community Cycling Survey.
3. Receives a report at a future Council meeting outlining key findings of the Forum/s and recommendations for future consideration of Council.

COMMUNITY CYCLING CONSULTATIVE FORUM (CONT.)

4. Financial, Resource and Asset Management Implications

- 4.1 Each community cycling forum is proposed to be facilitated by an external facilitator with specific experience in facilitating cycling engagement forums and specific user experience and knowledge of the Melbourne bicycle network and what constitutes best practice. The facilitator will also prepare a consultation summary report with recommendations for Council to consider. An external facilitator is expected to cost \$5000-\$7000.

5. Consultation

- 5.1 The Community Cycling Survey was out for community input for a six (6) week period between 29 October – 10 December 2020.
- 5.2 The Community Cycling Survey included a questionnaire related to the cycling experience within the Shire and survey participants were asked to register their nominations to the Cycling Consultative forum.
- 5.3 The Community Cycling Survey was advertised widely through Council's website, social media, local papers, prominent cycling user groups, local schools and youth groups.
- 5.4 Overall there was a high level of engagement with over 300 website visits and 181 completed surveys.

6. Sustainability Implications (Social and Environmental)

- 6.1 Cycling provides opportunities for greater social inclusion and community liveability.
- 6.2 Increased cycling participation within the Shire contributes to environmental outcomes including improved air quality, reduced greenhouse emissions and noise reduction.

7. Policy and Legislative Implications

- 7.1 There are no policy and legislative implications

8. Alignment to Council Plan

- 8.1 The key objectives of the forum align with all of Council's key strategic objectives which are advocacy, community participation, responsible planning, strong communities, supporting local jobs and quality investment, financial and organisational management and caring for our environment.

9. Conflict of Interest

- 9.1 No officers involved in the preparation of this report have any direct or conflict of interest in this matter.

COMMUNITY CYCLING CONSULTATIVE FORUM (CONT.)

10. Risk Implications

10.1 Risk Ranking is determined using [ROHS201-G1- Corporate Risk Matrix](#). Risk is identified as Low, Medium, High or Very High

Risk	Risk Ranking	Proposed Treatments	Within Existing Resources?
Scope of the Cycling Consultative Forum may not satisfy all prospective community members	Low	Scope clearly defined in Terms of Reference	Yes

11. DiscussionCommunity Cycling Consultative Forum – Expression of Interest

11.1 Survey participants were asked to register their interest in being part of the Community Cycling Consultative Forum - 72 out of the 181 survey respondents registered interest.

11.2 The Community Cycling Consultative Forum – Terms of Reference outline the following membership criteria:

- *A keen interest in cycling;*
- *A keen interest in local advocacy;*
- *Specialist knowledge and experience in the above interests is desirable but not essential;*
- *A balanced mix of cycling interests, experience, views and attributes to complement other members of the group;*
- *So far as is practical, an even geographical representation from across the Shire among members.*
- *Capacity to attend and participate in forum group meetings and activities as scheduled;*
- *Capacity to attend and participate in meetings with elected representative from all tiers of government to promote advocacy efforts; and*
- *Live, work or own land within the municipality*

11.3 All the applicants who registered interest were measured against the above criteria. Details of the shortlisted community members are included within Attachment 1 to the report.

COMMUNITY CYCLING CONSULTATIVE FORUM (CONT.)

Community Cycling Survey – Key Insights

11.4 Type of survey respondents

- 92% (166 out of 181) of those who participated in the survey live or work within the Shire.
- 72% (128 out of 177) of the survey respondents have been cycling for more than 12 months, 14% (25 out of 177) of the survey respondents have started to cycle again after a break of 12 months or more, 11% (20 out of 177) are new to cycling (less than 12 months) and 2% (4 out of 177) don't currently ride a bicycle.
- 31% (55 out of 176) of the survey respondents ride more than 4 hours a week, 65% (114 out of 176) of the survey respondents ride between 0-4 hours and 4% (7 out of 176) do not ride at all.

11.5 Reasons for cycling/ not cycling

- Survey respondents ride a bicycle mainly for exercise and recreational purposes (76%). Other uses include visiting friends/relatives (12%) and travel to work (8%).
- Main reasons for not riding to work or education is due to distance being too far (29%) and not being safe/comfortable (27%) using the available cycling routes.

11.6 Cycling experience within the Shire

- 51% of the survey respondents who ride in their local area felt comfortable and 49% felt uncomfortable.

11.7 On- road cycling

- 46% (83 out of 180) of the survey respondents ride on the road if it is required (not their preference), 36% (64 out of 180) of the survey respondents regularly ride on the road and 18% (33 out of 180) do not ride on the roads.
- Main reason for not riding on the road is feeling unsafe (24 out of 33 responses).
- 92% (166 out of 180) of the survey respondents indicated that there are not enough on-road cycling facilities within the Shire.
- Common themes from the written responses for suggestions to improve on-road cycling in Mitchell Shire:
 - Improved connectivity to key destinations, townships and broader bicycle network (19 responses);

COMMUNITY CYCLING CONSULTATIVE FORUM (CONT.)

- Wider shoulders on roads that do not have dedicated bike lanes (10 responses);
 - Provide Safe cycling infrastructure: dedicated bike lanes, wider cycle lanes and bike infrastructure on bridges (9 responses);
 - Bicycle infrastructure on Arterial roads (5 responses);
 - Safety Improvements – line marking, signage, repairing potholes on roads (7 responses); and
 - Promotional/ education programs (4 responses).
- Survey respondents were asked to rank (1 being the highest priority 5 being the lowest priority) a list of on-road priorities. Average rank for on-road priorities are as follows:

On-road cycling priorities	Average Rank
More on-road cycling facilities. For example: bike lanes, shared lane markings, priority at intersections, intersection crossing points	2.86
Enhanced on-road cycling facilities. For example: safe road crossings, segregated bike lanes, cycle roundabouts and coloured surface treatments	2.94
Reducing speed limits	2.96
More or improved local area cycling routes	3.04
Education awareness programs for cyclists' safety	3.08

11.8 Off- road cycling

- Recreational trails are the most common type of off-road bicycle infrastructure used (76% - 138 out of 177) within the Shire. Dedicated paths or shared paths are second most common at 62% (110 out of 177).
- 50% of the survey respondents indicated that they prefer riding off-road because they enjoy getting out in nature and exploring our natural environment.
- Common themes from the written responses for suggestions to improve off-road cycling in Mitchell Shire:

COMMUNITY CYCLING CONSULTATIVE FORUM (CONT.)

- Investment in recreational/ rail trails (44 responses);
 - Improved connectivity to key destinations, townships and broader bicycle network (40 responses);
 - Construct Mountain Bike Tracks/ Parks (34 responses);
 - Family friendly off-road cycle routes (4 responses); and
 - Other suggestions include: Safety improvements, regular maintenance of paths, provision of higher standard paths.
- Survey respondents were asked to rank a list of off-road priorities. Average for off-road priorities are as follows:

Off-road cycling priorities	Average Rank
Maintenance of existing paths	3.28
More off-road cycling facilities. For example: expanded and connected paths	3.35
Sealed paths	3.38
Improved trail signage	3.42
Enhanced off-road facilities. For example: water fountains, charging stations for e-bikes and seating	3.59
Mountain bike trails or BMX parks	3.82

Next Steps

- 11.9 Given the current uncertain situation around COVID-19, dates and venues for the Cycling Consultative Forum are yet to be confirmed. However, the project team is tentatively aiming to have the first forum meeting end of March/ early April.
- 11.10 At the completion of the forum/s, a report will be presented to the Council summarising the activities of the forum, key discussion topics by township and provide a recommendation for future actions for Council to consider.

Name	Suburb	What would make you more likely to cycle in Mitchell Shire?	Do you have any suggestions or project ideas for on-road cycling in Mitchell Shire?	What do we most need to do to encourage people to cycle more?
1. Carolyn van der Ree	WALLAN	<p>Bike paths, concrete or bitumen, following a creek or beside a road intersecting with other bike paths within towns and between major towns.</p> <p>Bike paths should not just stop forcing the rider to ride on the road for 300 metres before resuming (like in Watson St, Wallan).</p> <p>They should be wide enough to enable passing cyclists and link parks, communities and shops. This way more people would ride safely.</p>	It should be avoided for cyclists' safety and avoid road congestion	<p>Create better off road infrastructure, providing seats, shade, water fountains, etc, to cyclists.</p> <p>Promote the cycling network and educate about bike safety.</p> <p>Most importantly, keep cyclists off our roads where you can.</p>
2. Chloe Paxinos	WANDONG	Somewhere to ride!	None	Get into the schools

<p>3. Jenica Brooke</p>	<p>KILMORE</p>	<p>Lower speed limits on residential roads. Gold standard for bicycle and pedestrian safety is 30kph, not 50kph. Bike lanes on major roads. Proper wide, safe surfaced shoulders on the highway between towns. I would ride between Kilmore and Wallan if the shoulder didn't disappear heading north up Pretty Sally Hill, for example. Bike access to Kilmore East station. The 80kph road heading down to the station is pretty terrifying, and the surface is unrideable.</p>	<p>Fix the potholes!! The roads around here are very poorly maintained. The same spots get recurring potholes because they get patched up poorly. Potholes are an annoyance in your car, but they can be deadly on a bicycle. There are some spots where the surface has been rubbish for literally decades, and it never gets fixed properly (eg in front of 39 Mill Rd Kilmore), and other spots where an issue has been patched up but the underlying cause hasn't been addressed (eg the drainage problem on the corner of Tootle St and Powlett St Kilmore). It's a waste of ratepayer funds to keep patching up the same things repeatedly for years instead of fixing them properly once.</p>	<p>Safe, connected routes, that connect activity centres eg shops, with schools, and workplaces, and homes. Safe/secure parking facilities at destinations.</p>
<p>4. Leesa Neilson</p>	<p>BROADFORD</p>	<p>A dedicated bitumen walking / bike trail separate and well served from the road between Broadford and Kilmore. The youth share pools, gyms, schools, sporting teams and shops. There is no public transport that links the towns directly. A cycle path between the towns would decrease local traffic,</p>	<p>No, our roads are rural with 100km speed limits. They undulate and are too thin</p>	<p>Have bike paths</p>

		offer safe exercise and be a perfect length to commute by bike. Also be a nice jogging, walking path as well.		
5. Natalie Welch	WALLAN	Wider road shoulders and cleaner clear shoulders as for example the Northern Highway is extremely rough on a road bike it has a wide shoulder but there's so much debris on it you need to ride on the road. The road from Wallan out to Epping Kilmore road over the Hume over pass has no shoulder at all and on many occasions I've had close calls with cars.	A trail from Kilmore to Wallan even through to Broadford and even across to Wandong similar to the rail trail would bring tourists to the towns	
6. Pauline Duff	KILMORE	More cycling paths on the roads, or at least a safe edge to the bitumen road. A safe rail trail between the major towns.	All new housing developments should include bicycle lanes and paths between housing estates.	Make cycling SAFE in a Shire where most roads have 100 km/hr speed limit
7. John Cotter	BROADFORD	Better safety on country roads:- preferably sealed hard shoulders to ride out of the car lane, reduced speed limits on narrow roads without shoulders (eg Broadford-Wandong road), fewer ruts and potholes at road edges, cleaner edges to sealed roads, less loose gravel at the edges of roads (especially unsealed roads). Where there is space, a marked cycle lane. No kerbstones to cross in bikeways	Generally, sealed hardshoulders or separated bike lanes, especially on high speed narrow roads. If there is no room for bike lanes, then please consider reducing speed limits from 100kph. Road signs about cyclists on back roads. Clean up loose, gravel at the edges of roads. Please also see 12	Reduce life-threatening hazards caused by motorists: slower driving speeds, warning signs, more clearance between cars and cycles

		(eg entering Broadford from Kilmore) - I avoid bikeways when I have to keep dismounting.		
8. Kale Frost	WALLAN	More bike paths/trails. Greater access between Wallan, Beveridge, Kilmore and Broadford by bike. Bike/running paths between each town in the shire. Trails on old sydney road maintained for riding/walking/running.	Bike path from wallan to kilmore seperated by the road by barriers	create more trails that are safe and convenient (close to townships, connect towns)
9. Mitchell Dawson	BEVERIDGE	More cycle only tracks similar to the yea rail and safer access to Hume rail trail for work		Better safer roads
10. Richard Telford	SEYMOUR	More bike lanes. Dedicated bike lanes on bridges.	Single car lane for Anzac Ave, with the 2nd lane for bikes	Safe bike lanes

<p>11. Rory O'Hagan</p>	<p>BROADFORD</p>	<p>Bicycle paths</p>	<p>There needs to be a dedicated bicycle lane along the C311 and through the Kilmore township (the existing bike lane is completely inadequate). The main road through Kilmore is chronically overused by traffic that includes bicycles, motorcycles, cars, trucks, and semi-trailers. It is a dangerous thoroughfare for bicycles (which increasingly include school children commuting to / from school, commuters, and leisure and exercise cyclists. The addition of the Woolworths site at the northern entrance to Kilmore township will only compound the traffic problem around this area.</p>	<p>Provide the cycling infrastructure that makes cycling safe, and residents will use it. It will cut traffic congestion, promote sustainable travel, reduce pollution, and encourage residents to engage in the exercise and leisure that comes from cycling. It will also increase visitors into Mitchell Shire keen to use the cycle trails in and around the local area. We are lucky that we already have a cycle shop in Kilmore that caters for residents cycling needs. An overhaul of bicycling infrastructure is well overdue and would be massively welcomed by residents.</p>
<p>12. John Pyle</p>	<p>KILMORE</p>	<p>Better shoulders on the roads. Ideally wider and sealed, but where not practical at least grade the shoulders and mend some of those dreadful potholes and sharp dropoffs that are so dangerous to cyclists. Cars can cope with these, but if a cyclist has to move off the bitumen in a hurry it can be life-threatening if you hit a hole as</p>	<p>A map book or set of individual maps in paper or downloadable as .pdf or .gpx track files which would show short medium and long cycling routes throughout the Shire. This could be part of a "Visit Mitchell" initiative and combine the paths with visits to local businesses along the way. I</p>	

		you do. Even trying to get back onto the bitumen is a challenge on many bitumen roads with the sharp dropoff preventing you from doing so safely.	suggest you contact MBUG (Mitchell Bicycle Users Group - info@mbug.org.au) if you are interested in this project as they have done some work towards producing this	
13. Anthony Cuthbert	KILMORE	A continuous cycle path along the Kilmore Creek and its tributaries to the main shopping precinct without interruption or deviation. A dedicated Mountain Bike Park within riding distance of the Kilmore township.	Most of the secondary sealed roads in the shire have no shoulder forcing cyclists to ride in the lane where there is not enough space for opposing direction vehicles to pass if there is a cyclist. I would like shoulders fitted to all dual sealed roads both retrofitted and future upgrades as policy.	More dedicated wide cycling paths that connect housing estates to the CBDs of townships and schools that are fast and minimising the use of the ever increasingly busy roadways.
14. Alastair MacNab	SEYMOUR	Better access to dedicated cycling and pedestrian pathways. We have one of the best cycling tracks in the Talarook to Mansfield rail trail within a relatively short distance. But are forced to ride on a very dangerous road (roads) to access it from Seymour. It would be a great tourist attraction. It would offer safe means of riding and would be relatively easy to implement. Not to mention that Seymour being a river town has poor	Better access to dedicated cycling and pedestrian pathways. We have one of the best cycling tracks in the Talarook to Mansfield rail trail within a relatively short distance. But are forced to ride on a very dangerous road (roads) to access it from Seymour. It would be a great tourist attraction. It would offer safe means of riding and would be relatively easy to implement. Not	Make it easy. Make it connected. Make it safe

		<p>cycling access along the river. There are so many missing pieces of the puzzle. Wouldn't it be great if you could ride from town to Anglesea Rd and continue on the extension of the rail trail. "Build it and they will come"</p>	<p>to mention that Seymour being a river town has poor cycling access along the river. There are so many missing pieces of the puzzle. Wouldn't it be great if you could ride from town to Anglesea Rd and continue on the extension of the rail trail. "Build it and they will come"</p>	
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11 EXECUTIVE SERVICES

11.1 GENERAL BUSINESS ITEM - VALE ROSS GREGSON

Author: *Councillor Rhonda Sanderson*

File No: *GV/11/018*

Attachments: *Nil*

Condolence motion – Mr Ross Gregson

Ross Gregson was a long-serving Secretary of three local organisations up until his passing: the Mitchell Branch of the Vietnam Veterans' Association of Australia, the Seymour RSL Sub-branch, and the Seymour Vietnam Veterans' Commemorative Walk Inauguration Committee.

A quiet, unassuming man, Mr Gregson worked tirelessly as a volunteer with these three-local military-related service organisations and he will be sadly missed.

Recommendation

THAT Council write to Mr Gregson's family, the Seymour Sub-Branch RSL and Vietnam Veteran's Association expressing our sincere condolences on his passing on 4 January 2021.

11.2 GENERAL BUSINESS ITEM - VALE AUNTY ALICE SOLOMON

Author: *Councillor Rhonda Sanderson*

File No: *GV/11/018*

Attachments: *Nil*

Condolence motion – Aunty Alice Solomon

Alice Solomon was a long-term local Seymour resident who volunteered on numerous community groups and organisations, including: as a founding member, office bearer and presenter of community radio station 103.9 Seymour FM, Seymour Neighbourhood Renewal, The Seymour We Want, Jaambi and other organisations.

Alice was very proud of her indigenous heritage and sought to gently create understanding between people and was particularly interested in youth education e.g. volunteering as a children's story-teller at Seymour Library, presenting a youth-focused radio program on Seymour community radio and as an active participant in Seymour's Neighbourhood renewal homework program.

Alice was a winner of the 2006 Frances Pennington Award.

Recommendation

THAT Council write to the family of Aunty Alice Solomon expressing our sincere condolences at her passing.

12 NOTICES OF MOTION

12.1 NOTICE OF MOTION: NO. 996 - SPEED LIMIT, WANDONG

Author: Cr Louise Bannister - Councillor

File No: TR/11/009-02

Attachments: Nil

I hereby give notice of my intention to move the following motion at the Ordinary Council Meeting to be held on 15 February 2021.

MOTION

THAT Council officers write a letter to the Minister for Transport asking the State Government to make the review of the speed limit change in Wandong a priority.

1. Councillor Comment

1.1 Nil

2. Officer Comment

2.1 Council consulted with the community and approved a proposal to lower speed zones around Wandong Primary School to 40km/h. Given COVID related closures and reduced school operations in 2020 it was proposed that this would be installed and operational for term one of 2021 when school returned to normal operations. All speed zone changes must be approved by the Department of Transport. Unfortunately, this has not yet been approved for installation. After some revisions and work with the Department, this was formally lodged with them for approval and sign off in October 2020. After consideration the Department forwarded this to the Ministers office in November last year for final consideration and sign off. Unfortunately, the Ministers office has still not provided a response to this request and Council is unable to implement the speed zone changes until approved.

Signed: _____

Cr Louise Bannister

Date: 03 February 2021

12.2 NOTICE OF MOTION: NO. 997 - EXTENSION OF OPENING HOURS FOR LEISURE CENTRES

Author: Councillor Annie Goble

File No: RE/05/023

Attachments: Nil

I hereby give notice of my intention to move the following motion at the Ordinary Council Meeting to be held on 15 February 2021.

MOTION

THAT Council officers present a report to Council regarding the possibility of our gymnasiums being made available 24/7.

1. Councillor Comment

1.1 Nil.

2. Officer Comment

2.1 A report will be prepared for May Council Meeting outlining the infrastructure requirements for centres to allow 24 Hour access and the estimated cost implications for Council and feasibility for each existing facility.

Signed: _____

Cr Annie Goble

Date: 03 February 2021

12.3 NOTICE OF MOTION: NO. 998 - SUBDIVISION POLICY

Author: *Councillor Bill Chisholm*

File No: *PL/03/022*

Attachments: *Nil*

I hereby give notice of my intention to move the following motion at the Ordinary Council Meeting to be held on 15 February 2021.

MOTION

THAT Council officers prepare a report to Council to consider adopting as a basic planning principle in all relevant policies and forums that this Shire will not approve any subdivisions above 10 blocks that do not have more than one vehicle access point.

1. Councillor Comment

1.1 Nil.

2. Officer Comment

2.1 There was a previous Notice of Motion that responded to a similar matter in 2019. Notice of Motion No. 948 was reported to Council in October 2019 in relation to Multiple Access and Egress Points for New Developments.

2.2 I understand there is also an emergency aspect to the current request. This is an important consideration when we are planning for our future growth, regardless of land size or number of lots. In a greenfield setting, with a rural interface, the CFA strongly advise that residents must not attempt to drive vehicles out of subdivisions. The approach is outlined in the graphic below.

NOTICE OF MOTION: NO. 998 - SUBDIVISION POLICY (CONT.)



2.3 The CFA advise those residents at the bushfire threat edge to walk back at least two streets from the fire front. They also strongly advise the following:

- Never drive if you can see smoke or fire.
- Thick smoke will make it hard to see and traffic jams and accidents are likely.
- Keep the roads clear for the emergency services.

Signed: _____

Cr Bill Chisholm

Date: 03 February 2021

13 DELEGATES REPORTS

Nil Reports

14 GENERAL BUSINESS

Nil Reports

15 GENERAL BUSINESS**16 URGENT BUSINESS****17 CONFIDENTIAL BUSINESS****RECOMMENDATION**

THAT in accordance with Section 66(1) and 66(2)(a) of the *Local Government Act 2020*, Council resolves to close the meeting to members of the public to consider the following items which relate to matters specified under Section 3(1), as specified below.

17.1 Confirmation of Minutes of previous Confidential Meeting

s3(1)h confidential meeting information, being the records of meetings closed to the public under section 66(2)(a)

The Minutes of the previous confidential meeting of Council contain information that has been determined by Council to be confidential in accordance with s3(1) of the Local Government Act 2020.

17.2 RFT132497 - Backhoe Loader New Supply & Delivery

s3(1)(a) Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.

17.3 RFT132793 - Activation of Broadford Parks and Playspaces - Memorial Park Playspace Upgrade

s3(1)(a) Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.

17.4 Re-opening of Meeting to members of the public**18 DATE OF NEXT MEETING**

The next Ordinary meeting of Council is scheduled to be held on Monday 15 March 2021 at the Mitchell Council Chambers, 113 High Street Broadford, commencing at 7.00pm.

19 CLOSE OF MEETING