



**Macedon
Ranges**
Shire Council

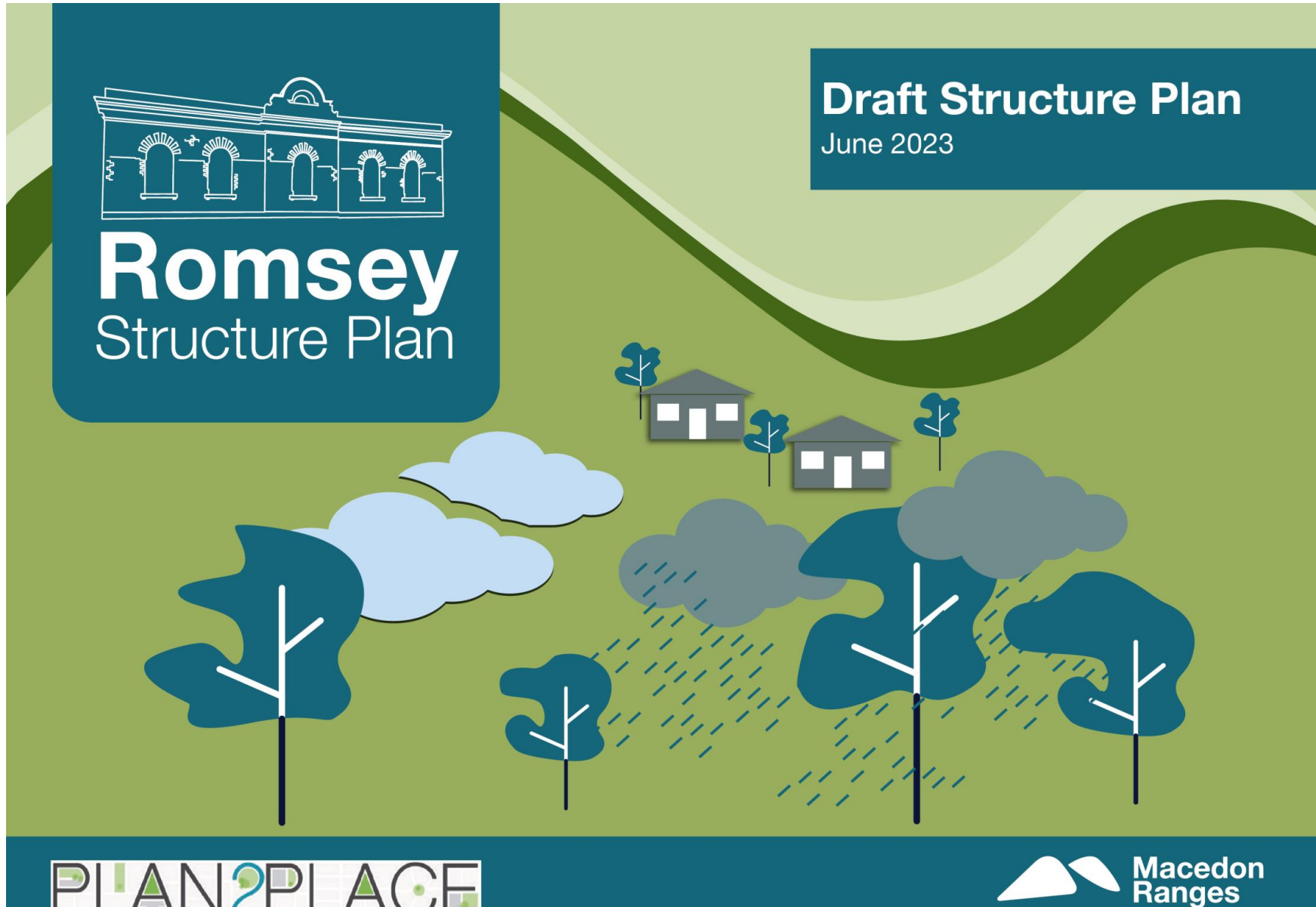
ATTACHMENTS

**Council Meeting
Under Separate Cover**

Wednesday 26 July 2023

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This report is the Draft Romsey Structure Plan (v1) for the Macedon Ranges Shire Council. It has been prepared with expertise, advice and inputs from the consultant team of Plan2Place Consulting, Design Urban, Spatial Vision, HipVHive, Obliqua Pty Ltd, Movement and Place Consulting Pty Ltd, Wayfarer Consulting, Cardno, Peter Boyle_Urban Design+Landscape Architecture and Tim Nott economic analysis and strategy using background reports and information provided by Council and from other government sources. The report issue date is May 2023.

Every reasonable effort has been made to validate information provided by the client, Council staff, stakeholders and other participants in the preparation of this report throughout the project during 2021 and 2023.

The report has been prepared in conjunction with the Macedon Ranges Shire Council and is based upon up-to-date information provided at the time of report preparation and finalisation.

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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, present and emerging.

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.

Version	Date	Notes
V1	5/4/2023	Draft 1 Prepared for Officer Review
V2	26/4/2023	Additional maps and map changes incorporated
V3	31/5/2023	Changes post Council officer and Councillor briefing
V4	23/6/2023	Changes following officer and Councillor review



obliqua pty ltd
sustainable land and bushfire management



Cardno

Peter Boyle_Urban Design+ Landscape Architecture

Tim Nott
economic analysis + strategy



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ABBREVIATIONS AND LEGISLATION

Abbreviations

BAL	Bushfire Attack Level
C1Z	Commercial 1 Zone
C2Z	Commercial 2 Zone
Council	Macedon Ranges Shire Council
DELWP	Department of Land, Environment, Water and Planning
DTP	Department of Transport and Planning
EPA	Environment Protection Authority
ESO	Environmental Significance Overlay
ESD	Environmentally Sustainable Development
GRZ	General Residential Zone
GWW	Greater Western Water
HWS 2018	Healthy Waterways Strategy 2018
IWM	Integrated Water Management
LSIO	Land Subject to Inundation Overlay
MRPS	Macedon Ranges Planning Scheme
MRSPP	Macedon Ranges Statement of Planning Policy
NRZ	Neighbourhood Residential Zone
PPF	Planning Policy Framework
RRWP	Romsey Recycled Water Plant
RRV	Regional Roads Victoria
RSP	Romsey Structure Plan
RLUS	Rural Land Use Study
SWM	Stormwater Management
UGB	Urban Growth Boundary
VPP	Victoria Planning Provisions
WSUD	Water Sensitive Urban Design

Numeric Abbreviations

GL	gigalitres
ha	hectares
%	percent
m ²	metres squared
kms	kilometres
sqm	square metres

Related Legislation and Regulations

Planning and Environment Act 1987 (P&E Act)



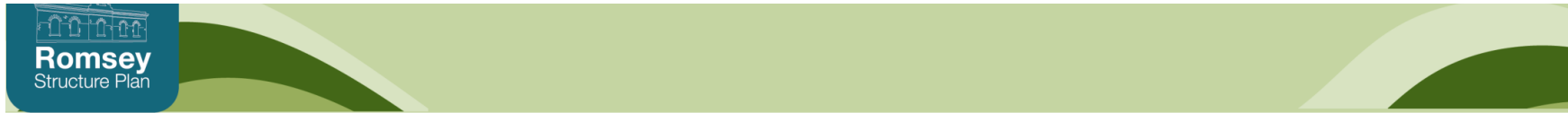


The Romsey Structure Plan has been developed to manage growth and development in Romsey to 2050.

The purpose and function of the Romsey Structure Plan is to plan for the future of Romsey by protecting the distinctive positive elements of the township and build upon its opportunities. This will guide the physical and natural environment, amenity and activities of the township and its growth.

The Romsey Structure Plan will replace the current Romsey Outline Development Plan which sets directions for the town to 2021. The structure plan will determine the settlement boundary for the town as required under the Macedon Ranges Statement of Planning Policy.



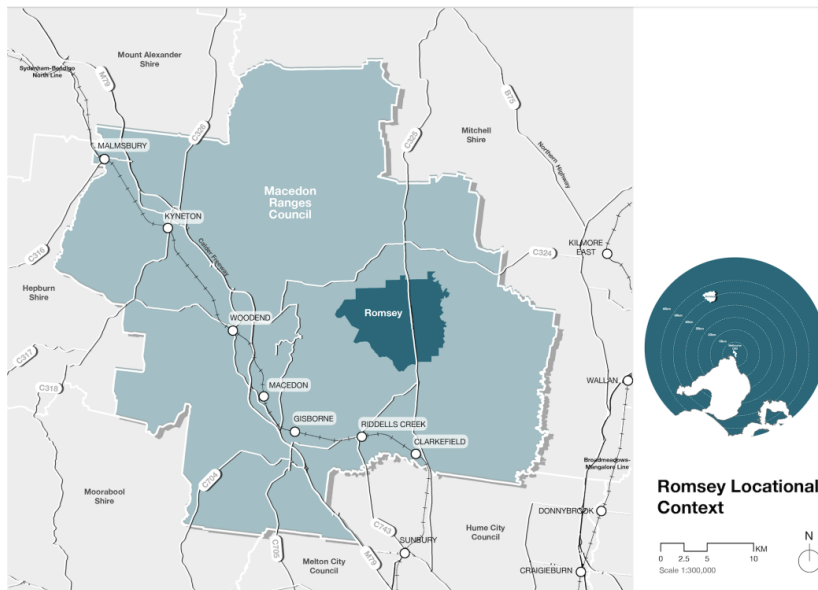


1. INTRODUCTION AND BACKGROUND

1.1 Regional context

Romsey is located within the Macedon Ranges Shire on the Lancefield-Melbourne Road, approximately 63km north-west of the Melbourne CBD.

Romsey sits within the peri-urban region of metropolitan Melbourne. This region has strong economic ties to the Melbourne Airport corridor and Sunbury while being predominantly rural in character.



1.2 About Romsey

The Wurundjeri Woi-Wurrung people are the traditional owners of the land around Romsey with the first European settlers arriving in the early 1850s.

The township is the major urban centre in the east of the municipality providing a regional lifestyle hub and service centre for the region. Surrounded by productive agricultural land, the township supports a range of retail, commercial and industrial activities. Residential properties range from small historic homes, suburban style development through to larger rural living lots.

The main street is the main spine of activity, and its spacious qualities are enhanced by the historic red-brick buildings and the mature European trees. The Five Mile Creek provides an attractive open space and walking spine east-west and is a valued component of the towns open space network.

1.3 Macedon Ranges statement of planning policy and distinctive landscapes

The Macedon Ranges Statement of Planning Policy (MRSP) sets a long-term vision and provides a framework to ensure the outstanding and valuable landscapes, layers of settlement history, impressive landforms, diverse natural environment, catchments and biodiversity of the Macedon Ranges are protected, conserved and enhanced and continue to be of special significance to the people of Victoria.

The MRSP relates to the declared area of the municipal district of the Macedon Ranges Shire Council. It was approved on 10 December 2019 and came into effect on 12 December 2019. The MRSP anticipates that Romsey will grow towards the lower end of a large district town, which is between 6,000 and 10,000 people.

To satisfy the requirements of the MRSP, Council needs to determine a protected settlement boundary for Romsey. The statement has already defined



protected township settlement boundaries for Kyneton, Lancefield, Riddells Creek and Woodend that require parliamentary approval to be changed.

This structure plan will provide the basis for the protected settlement boundary for Romsey. The MRSPP states that rezoning beyond a town boundary for township growth should not be considered until a protected settlement boundary has been finalised.

1.4 Policy Drivers

State policy

- Plan Melbourne (2017)
- Loddon Mallee Regional Growth Plan (2014)
- Macedon Ranges Statement of Planning Policy (2019)

State Government policy including Plan Melbourne (2017-2050) and the Loddon Mallee Regional Growth Plan (2014) identify Romsey as a town/rural centre providing localised services to rural and commuter communities with growth to be contained within settlement boundaries.

Plan Melbourne states that “development in peri-urban areas must be in keeping with local character, attractiveness and amenity. Growth boundaries should be established for each town to avoid urban sprawl and protect agricultural land and environmental assets”.

The Settlement objective within State Policy is “To plan and manage growth of settlements in the declared area consistent with protection of the area’s significant landscapes, protection of catchments, biodiversity, ecological and environmental values, and consistent with the unique character, role and function of each settlement.” State Policy at Clause 11.03-5S of the MRPS recognises the importance of distinctive areas and landscapes and their valued attributes.

Local planning policies

- Macedon Ranges Settlement Strategy (2011)
- Romsey Outline Development Plan (2009)

The Macedon Ranges Settlement Strategy identifies a settlement hierarchy for all towns within the Shire. Romsey is identified to grow from a district town to a large district town by 2036. This modest growth will reflect the more limited infrastructure available and the need to protect both the character of the town and the surrounding higher quality agricultural land.

The Romsey Outline Development Plan identifies a town boundary, various initiatives to manage growth and change and several land rezonings that have now been implemented by Council. The ODP has served its purpose and now needs to be renewed through the preparation of a new structure plan for the town.

Council prepared the Romsey Issues and Opportunities Paper in December 2018 which provided the basis for the Emerging Options Paper in 2022.



Both these documents provide the strategic background for the draft Romsey Structure Plan. The stages involved in the development of the structure plan are shown in **Figure 1**.

Key population, demographic and a range of other information for Romsey is provided in the town’s snapshot in **Figure 2**.



Figure 1: Stages in preparing the Romsey Structure Plan

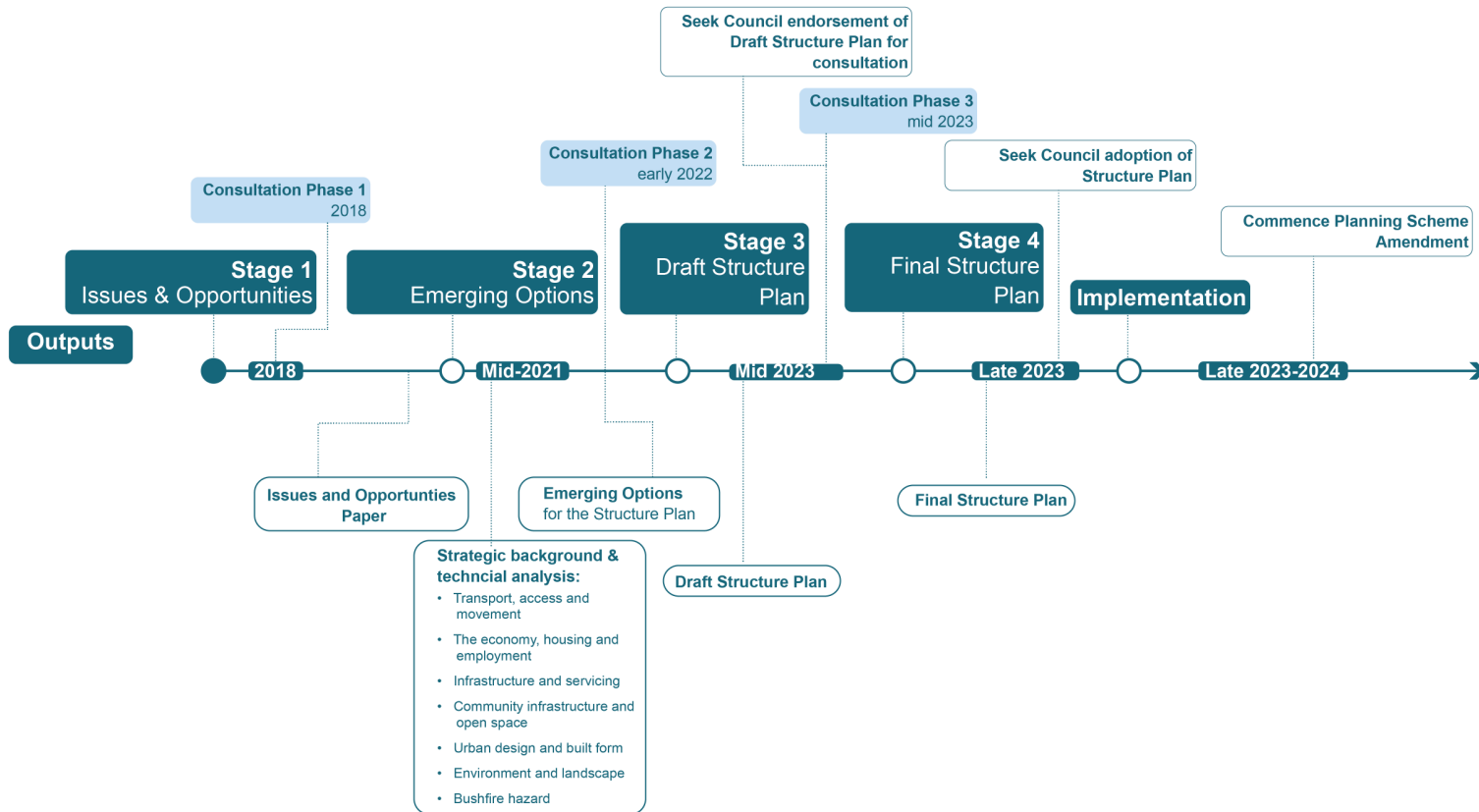
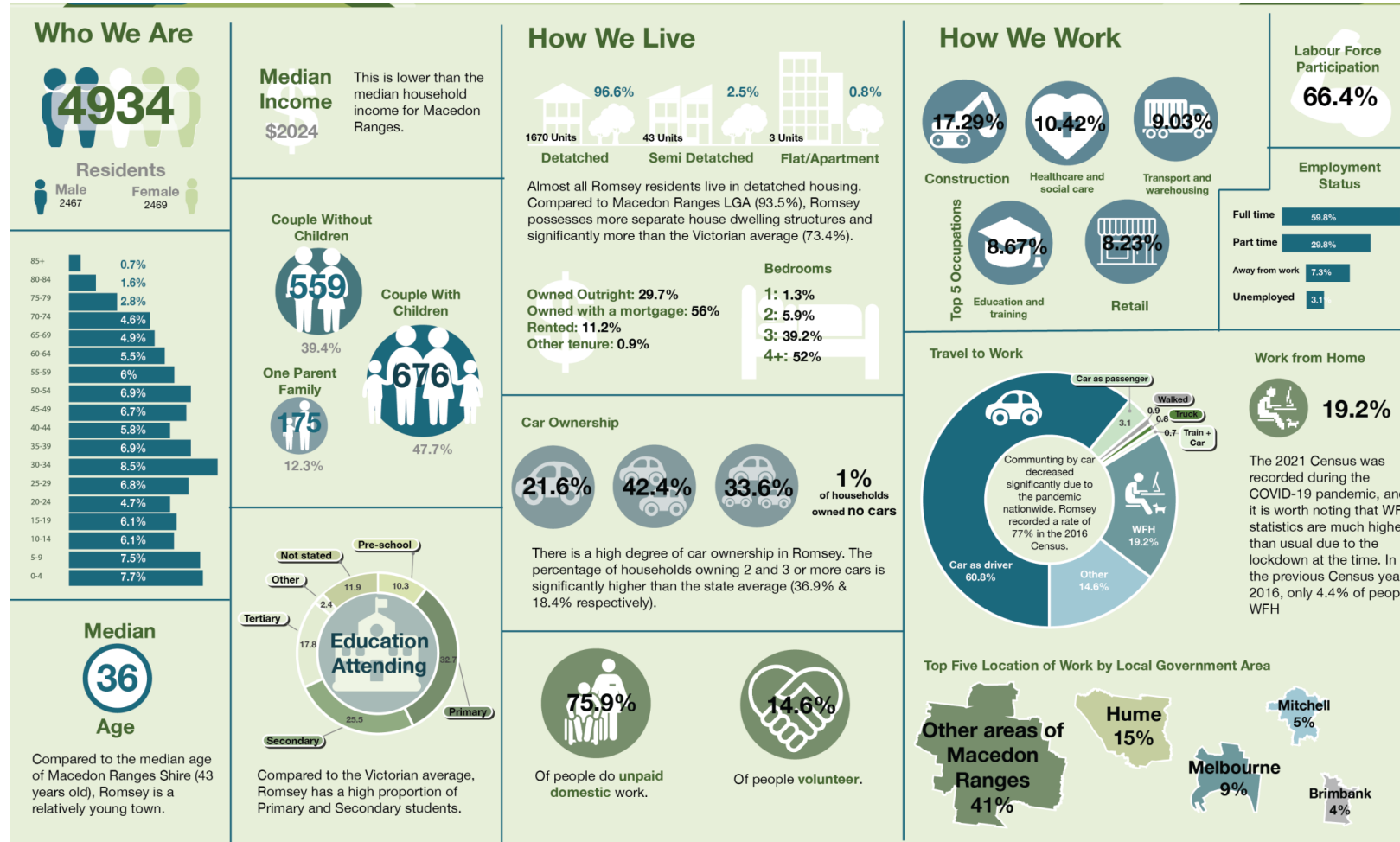




Figure 2: Key population, demographic and other information, Romsey 2021





2. COMMUNITY ENGAGEMENT

2.1 Engagement to date

The Romsey Community has been involved in developing the draft Structure Plan. There have been two formal opportunities to contribute to date through the:

- Romsey Issues and Opportunities Paper, December 2018.
- Romsey Emerging Options Paper, March 2022.

The feedback from each consultation has informed the development of the next stage of the structure plan and there are further opportunities to input.

What we heard

The community of Romsey is apprehensive about the impacts of growth on the town particularly on the township character and impact on the town's setting surrounded by productive agricultural land.

There are a range of community views around whether and where growth should occur in Romsey. These range from no growth to growth on multiple fronts – north, west, south and east.

Council conducted community engagement sessions via online and face to face channels in early 2022. A total of 416 survey responses and 58 written submissions were received. The general consensus towards the vision and objectives of the Emerging Options Paper was positively received.

Residents displayed strong support for reinvigorating the commercial services in the town centre, improving natural landscape features such as Five Mile Creek, upgrading infrastructure such as sewage, gas, electricity and transport networks before further development occurs. There was a very strong consensus from residents that the town should receive a secondary school and other amenities such as a pool, public library and sporting facilities. The importance of establishing a strong climate resilient town was also raised, addressing the need to provide for mitigation strategies related to renewables, water management and extreme weather events.

Residents expressed a strong desire to uphold the heritage value of the built environment, preserve natural features and maintain neighbourhood character within the township. Concerns were raised about housing diversity, which was seen as a potential threat to the established neighbourhood character of Romsey. Expansion of the existing settlement boundary was met with concern, with the majority of respondents preferring 'Option 1' to contain development within the boundary, as opposed to Options 2 and 3 from the Emerging Options Paper, which were received with apprehension. The loss of farmland was a concern for respondents as they feel it may threaten their livelihoods and the surrounding landscape character.

2.2 Further work to develop the structure plan

Following the release of the Emerging Options Paper and the feedback from the community, further investigation of the options for expansion was undertaken. This established the areas that best met the settlement principles that were tested and supported by the community through the consultation.

As the Emerging Options Paper outlined, while the existing town boundary could support additional residential, commercial and industrial growth, there was a need for expansion of the town boundary to enable realistic and viable development in the township. Seven investigation areas were assessed against a set of ten criteria. **Figure 3** shows the location of the investigation areas and **Appendix 1** provides the list of criteria each area was assessed against.

Areas 1, 2 and 3 are best able to meet Romsey's needs to 2050. Areas 4 and 5 could be considered after 2050 if further growth of the town was required. Areas 6 and 7 are not considered suitable for growth at any time. This has shaped the growth areas and protected settlement boundary proposed for Romsey.

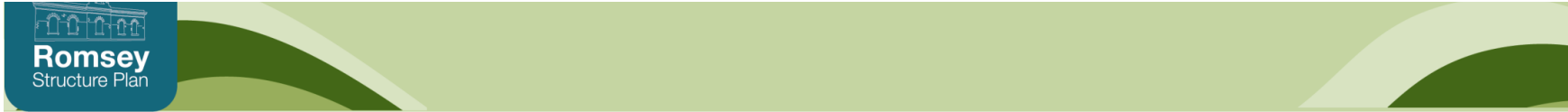
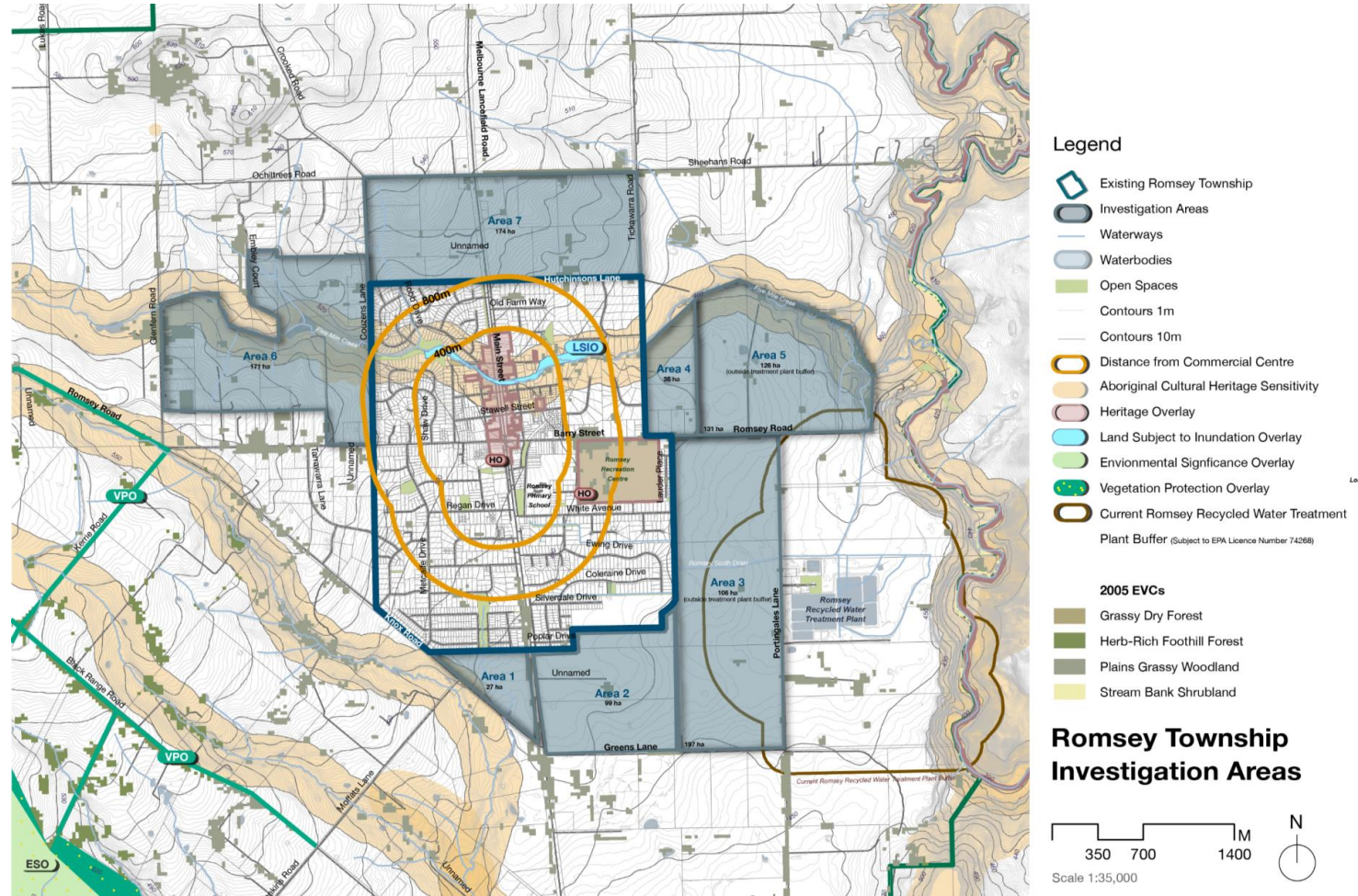


Figure 3: Romsey investigation areas





Romsey
Structure Plan

Romsey in 2050 will be a connected community in a township surrounded by rural landscapes. Building on its long and celebrated history as an attractive place, it provides a range of housing types and excellent facilities and services to support the community. The town's heritage and rural appeal is maintained through large open spaces, linear creek corridors, trees, landscapes, views to the surrounding countryside, good recreational facilities and enhanced heritage places. A vibrant town centre, new commercial and industrial areas, improved public spaces and better connectivity has created a more cohesive community with greater employment opportunities. Transport infrastructure ensures that residents can continue to enjoy the benefits of the township's rural location. The town is resilient and responding to the challenges of climate change.

Vision

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Principle 1



A town with a defined boundary

Provide a township settlement boundary with distinct physical breaks that protect surrounding agricultural land and environmental features

Principle 2



A walkable town

Increase walking and cycling in the town by providing permeable links and connecting development into the existing town structure.

Principle 3



A climate responsive town

Mitigate climate risk by locating environmentally sustainable development away from the areas of high bushfire and flooding risk.

Principle 4



An environmentally responsible town

Promote urban consolidation and a town structure that minimises reliance on vehicles and the emission of greenhouse gases.

Principle 5



A town with a vibrant heart and town centre

Reinforce the town centre as the commercial and civic heart by increasing economic and social activity around Main Street.

Principle 6



A town with a unique rural character

Protect and enhance the neighbourhood character of the town.

Principle 7



A well serviced town

Service the town's population by providing community and cultural facilities and sustainable energy and water resources.

Principle 8



A town where people live and work

Provide additional employment areas to meet the needs of the population.



3. ROMSEY TOWNSHIP FRAMEWORK PLAN

3.1 Key objectives

To create a diverse mix of appropriate, affordable, well designed and responsive housing.

To create additional jobs and activity in the township with a vibrant town centre and employment areas.

To ensure development is appropriate to the landscape setting and township character.

To ensure residents are provided with a variety of movement options that are safe, accessible, integrated and do not rely on vehicle ownership within the township.

To ensure the township provides community infrastructure to meet the social and cultural needs of its residents.

To create a more sustainable and climate resilient township.

3.2 Key strategies

3.2.1 Housing

- Facilitate a range of housing types in the township particularly within walking distance of the town centre to enable people to age in place and provide for more affordable housing options.
- Ensure infill development reflects the valued character of Romsey's residential neighbourhoods with respect to built-form, scale, setbacks and vegetation.
- Ensure future urban growth in Romsey respects and enhances the township's rural township character; heritage streetscapes; and Five Mile Creek.
- Manage housing growth and land supply within a protected settlement boundary.

3.2.2 Activities and employment

- Strengthen the role of the Romsey town centre as a local and regional destination for business, retail, entertainment and community activities that provides access to a range of services and facilities.
- Reinforce the town centre as the commercial and civic heart of the town with a high-quality urban realm responsive to the town's character.
- Create a consolidated, compact, walkable town centre that is active day and night.
- Ensure there is adequate land supply for future economic growth and local employment.

3.2.3 Landscape and natural environment

- Maintain settlement boundaries and a significant visual break between Romsey and Lancefield.
- Enhance the town's setting within a treed landscape.
- Enhance the biodiversity of Romsey.
- Extend and enhance the Five Mile Creek corridor and environs.
- Create a network of open spaces throughout the town to meet the varied open space requirements of the community.

3.2.4 Movement and transport

- Provide an accessible town with clear and direct movement networks that are safe, connected and designed to meet the capacity requirements of existing and future communities.
- Create a movement network that provides a high level of amenity and safety for pedestrians and bicycle riders.
- Improve public transport opportunities for Romsey.
- Create an urban structure that facilitates movement options that are safe, integrated, accessible and do not rely on vehicle ownership within the township.



3.2.5 Community infrastructure and culture

- Ensure the necessary future community facilities are planned to support the growth of the town.
- Ensure community facilities meet the needs of the local community, are accessible, fit for purpose and provide for a range of activities and groups.
- Ensure new development appropriately responds to and celebrates Aboriginal cultural heritage sites, places and values.
- Ensure new development appropriately responds to and celebrates post contact cultural heritage sites, places and values.
-

3.2.6 Sustainability and resilience

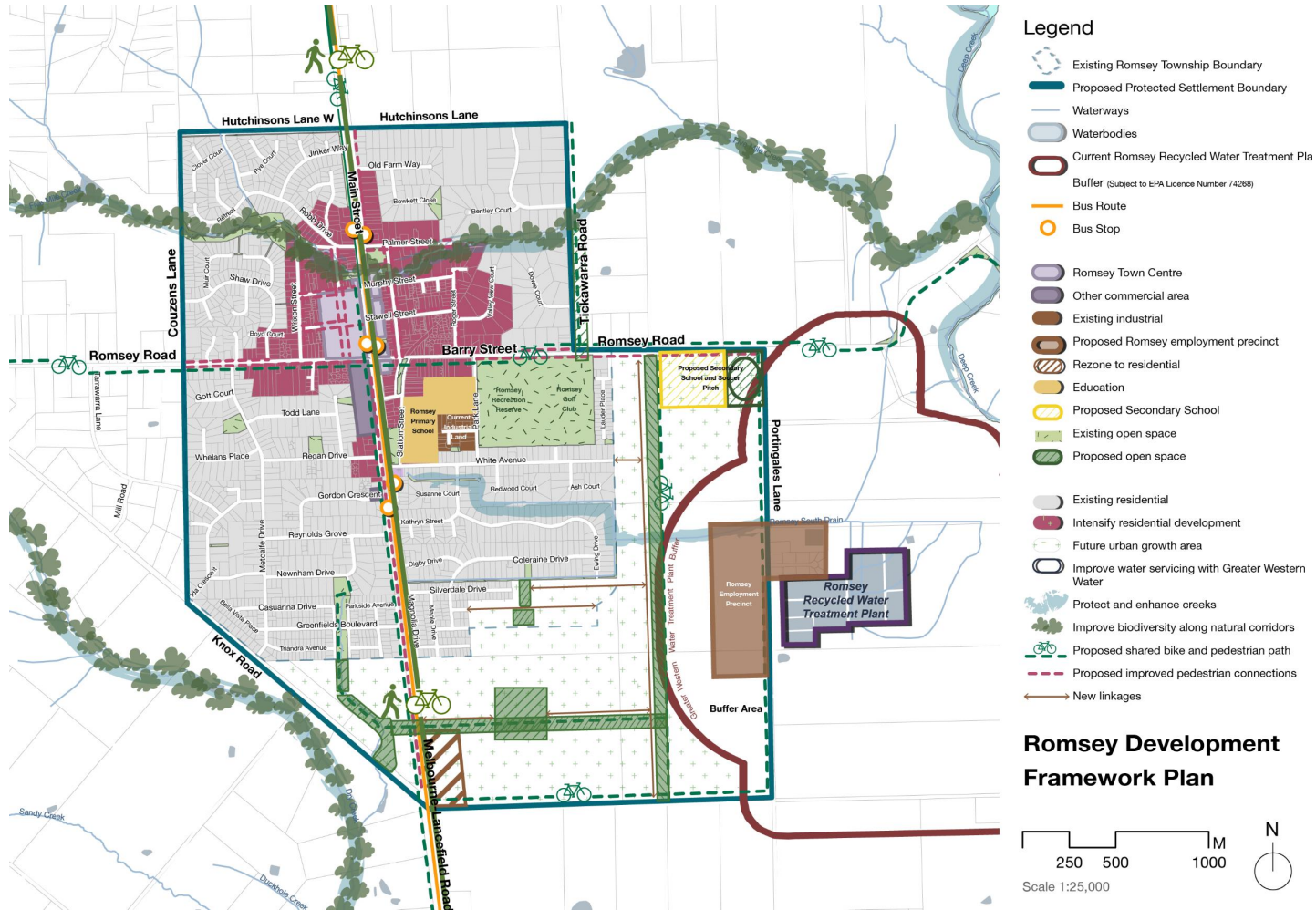
- Ensure new development increases the town's resilience to the impacts of climate change.
- Reduce potable water usage and minimise the volume of urban run-off and pollution that reaches local creeks and waterways.
- Transform the town's energy system and infrastructure to one focused on renewable energy and energy efficiency.
- Ensure new development improves the sustainability of communities and reduces impacts on the environment.



The Romsey Township Framework Plan is shown in **Figure 4**.



Figure 4: Romsey Township Framework Plan





4. HOUSING

To create a diverse mix of appropriate, affordable, well designed and responsive housing.

4.1 Housing diversity

Romsey will provide a greater variety of housing opportunities to ensure the needs of the community are met. While Romsey has a relatively young population with an average age of 36, and family types being couples (47.7%) or one parent families with children (12.3%), there are still a significant number of families that have no children (39.4%). Some of these households are part of an ageing cohort with very little housing to match their ongoing needs. Providing housing to enable ageing in place is a significant issue.

Romsey's housing market is attractive to purchasers looking at the Melbourne fringe with opportunities to buy a larger and cheaper lot within commuting distance of Melbourne.

It is anticipated that household size will decline from the existing 2.75 persons per household to 2.62 persons per household by 2041 as suggested by VIF2019.

Almost all residents of Romsey live in detached housing with only 3.3% of housing semi-detached or flats and apartments. Significantly 52% of housing is 4+ bedrooms with 39.2% being 3 bedrooms. This lack of housing diversity will mean that as the population changes and family structures change these people will not be able to find appropriate and affordable housing in Romsey. A target of 15% medium density housing was identified in the 2002 Outline Development Plan in order to improve housing choice in the township and to make more effective use of existing infrastructure. This has delivered some additional medium density housing but going forward more is required. Intensifying housing within walking distance of the town centre where there is existing infrastructure will remain the priority for medium density housing. These areas have good access to shops, services, open space, schools and public transport.

Greater housing diversity may be achieved by increasing the range of dwelling types including shop-top apartments, units and townhouses. Detached family homes of different sizes, and on different sized lots, provides for a range of affordability levels. There are many large and vacant lots in Romsey that provide the opportunity for well-designed multi-unit development that is not considered medium density.

It will be important for future medium density housing to provide a high level of amenity for residents, with quality buildings designed to reflect the character of its location.

A town such as Romsey should offer a range of housing. Under the Victorian Government's Big Housing Build, \$30M will be invested in social and affordable housing in the Macedon Ranges Shire. Council has adopted an *Affordable Housing Interim Policy* that supports and seeks to extend these initiatives with significant growth in social and affordable housing and renewed housing stock in well serviced locations such as Romsey.

Strategy 1

Facilitate a range of housing types in the township particularly within walking distance of the town centre to enable people to age in place and provide for more affordable housing options.

Actions

- Promote well designed medium density housing within convenient walking distance of the town centre.
- Retain residential land around the town centre within the township character area in the General Residential Zone (GRZ), to allow for medium density housing up to three storeys.
- Work with State and Federal governments to facilitate investment in Council owned seniors housing which is approaching its end of life.
- Support the subdivision of larger lots within the town centre and incremental change areas into dual occupancies or multi-unit developments provided that neighbourhood character requirements are met.
- Support the development of housing on upper levels of retail and commercial activities in the town centre.



4.2 Housing change areas

There are many areas around Romsey that have the potential for medium density infill development without impacting on the existing character of the area. The scale, intensity and amount of development will vary depending on a site's location and preferred future character. The following residential change areas have been identified.

Minimal change areas

Minimal Change Areas provide for a limited degree of housing growth and change in established residential areas. These areas have limited capacity for growth due to factors such as bushfire risk, and lack of sewage or have special characteristics such as heritage overlays limiting development outcomes.

Incremental change areas

Incremental Change Areas are where housing growth occurs within the context of existing or preferred neighbourhood character.

Substantial change areas

Substantial Change Areas are where housing diversity and intensity will be encouraged due to its location near jobs, services, facilities and public transport.

New areas

New areas are areas proposed to provide additional housing and diversity of housing in new neighbourhoods well linked to the existing township.

Housing change areas are shown in **Figure 5**.

4.3 Future residential growth areas

Township growth will be focused on areas to the south and east of the existing township boundary. Land to the north, and west was considered in the Emerging Options Paper but was ruled out due to a range of factors, particularly bushfire risk. Growth in any direction highlighted challenges, however growth to the south and east could be managed most efficiently. Further fine grain review highlighted

Strategy 2

Ensure infill development reflects the valued character of Romsey's residential neighbourhoods with respect to built form, scale, setbacks and vegetation.

Actions

- Include a new Neighbourhood Character policy for Romsey and guidance in the Macedon Ranges Planning Scheme on achieving preferred neighbourhood character in Romsey.
- Retain the General Residential Zone over the Township Character area to enable a range of townhouse, dual occupancy and multi dwelling developments to occur within a built form of 1-3 storeys and improve guidance through a schedule to the zone with additional neighbourhood character direction (See Section 10.4).
- Rezone residential land (other than the Township Character type) to Neighbourhood Residential Zone to enable a range of dual occupancy and housing to be delivered at 1-2 storeys in line with the preferred neighbourhood character and improve guidance through a schedule to the zone with additional neighbourhood character direction (See Section 10.4).
- Retain the Low Density Residential Zone over land in the north east of the township to reflect its minimal change status.
- Remove the redundant DPO14 from land around Desmond Crescent and Tarrawarra Lane and from 27 Pohlman Crescent.
- Revise the controls in DPO14 to facilitate a high quality, higher density residential development.
- Revise DDO18 following the introduction of addition of neighbourhood character guidance in the residential schedules.
- Encourage development that reinforces Romsey's valued semi-rural built and landscape character.

areas to the south and east of the GRZ zoned land was adequate to meet the towns growth needs to 2050. Land to the east (north of Romsey Road) could be further considered post 2050. Land to the west and north of the town was not considered suitable at all for township expansion.

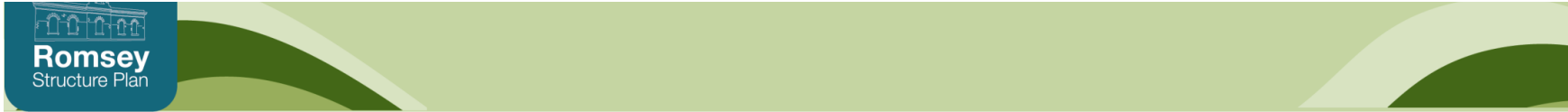
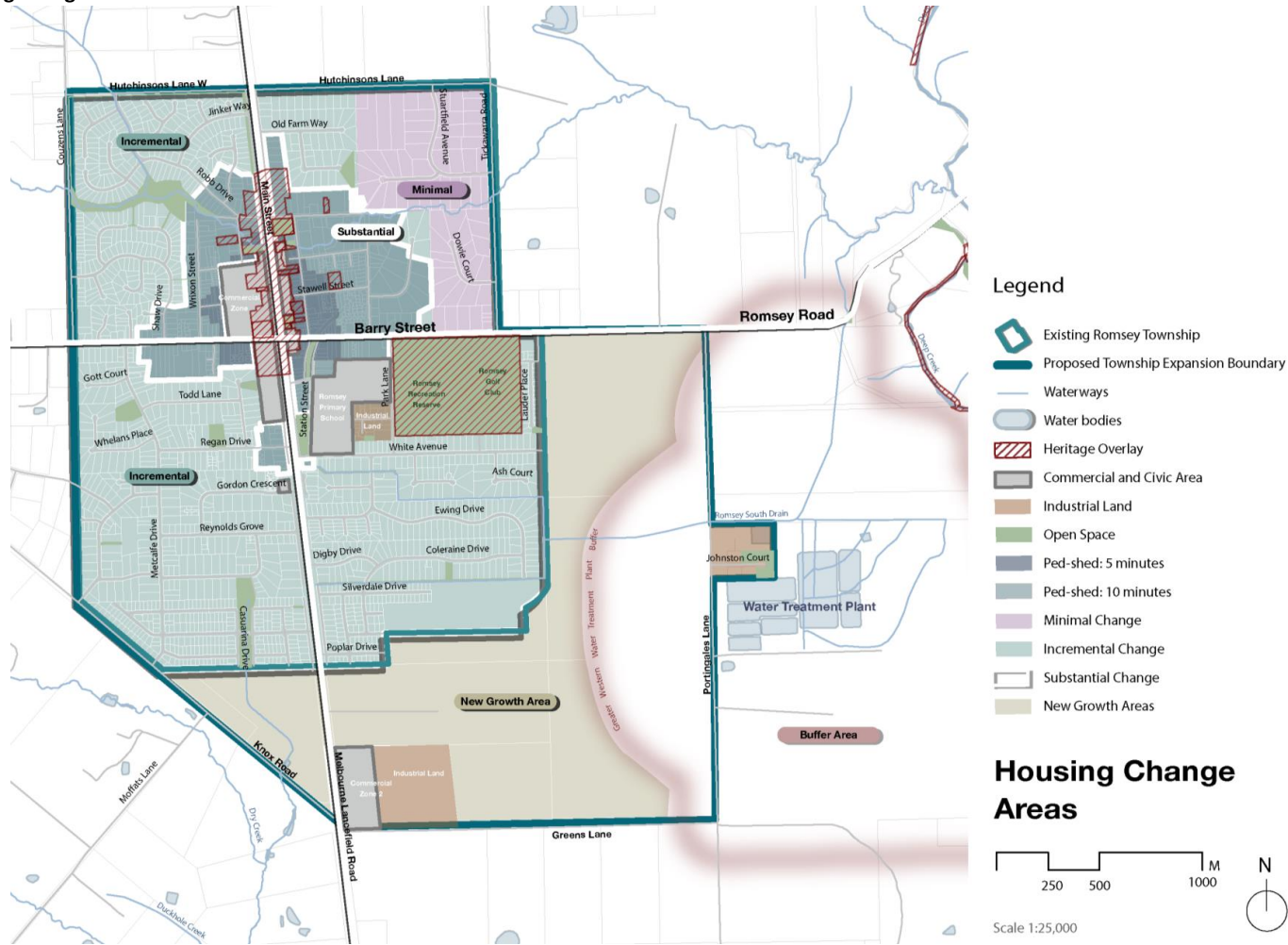


Figure 5: Housing change areas





Community consultation highlighted the desire to keep the footprint of Romsey as small as possible while allowing for population growth. This has resulted in an approach that enables some expansion of the existing township along with greater intensification within the existing boundary.

Growing the town south and east presents the opportunity to provide additional residential growth in light of lot supply becoming limited. Bushfire risk in the west and north makes these areas less safe as locations for urban expansion. Necessary infrastructure to service new dwellings to the east and south is also more readily available.

Romsey has been identified in the MRSPP for a protected settlement boundary. Once in place, the settlement boundary will require approval of both houses of State Parliament to be amended.

The protected settlement boundary for Romsey was extensively examined in the Emerging Options Paper with analysis of the current structure, landscape and environmental features to be protected, bushfire analysis, commercial and industrial growth needs, infrastructure assessment and a review of transport and community infrastructure. The extent of the boundary provides enough land supply to accommodate growth beyond 2050. Areas identified in Figure 7 as Stage 1 for residential growth, are estimated to deliver around 1065 lots providing supply to nearly 2041. Land supply will require ongoing monitoring.

Connecting new growth areas into the existing township will require careful attention to the existing street network and provide an opportunity to improve some of the challenges to achieving a walkable town. Building on the existing environmental and landscape features and enhancing those that have been lost due to land clearing will enable sympathetic development in keeping with the rural township character.

Smaller lots will be encouraged around open spaces and key connection streets to the town centre along with a wider range of residential typologies including townhouses, cluster housing and medium density housing.

Strategy 3

Ensure future urban growth in Romsey respects and enhances the township's rural township character; heritage streetscapes; and Five Mile Creek.

Actions

- Develop new residential areas in line with the guidelines outlined in Section 10.
- Connect new roads into the existing street network to form an interconnected network of streets and providing for the future expansion of the township within the protected settlement boundary.
- Ensure new roads are asphalt, sealed and provide opportunity for significant street tree planting within the public realm and opportunity for shared user footpaths to at least one side of the street.
- Ensure road reservation design is to give priority to Water Sensitive Urban Design and a strong vegetation theme.
- Road verges may consist of a combination of swale drains and roll-over kerbs, depending on necessary engineering design response.
- Orient lots to achieve good solar access.
- Have lots on the ends of street blocks oriented to face the short end of the street block to provide passive surveillance and avoid side fencing to these streets.
- Provide a variety of lot sizes.

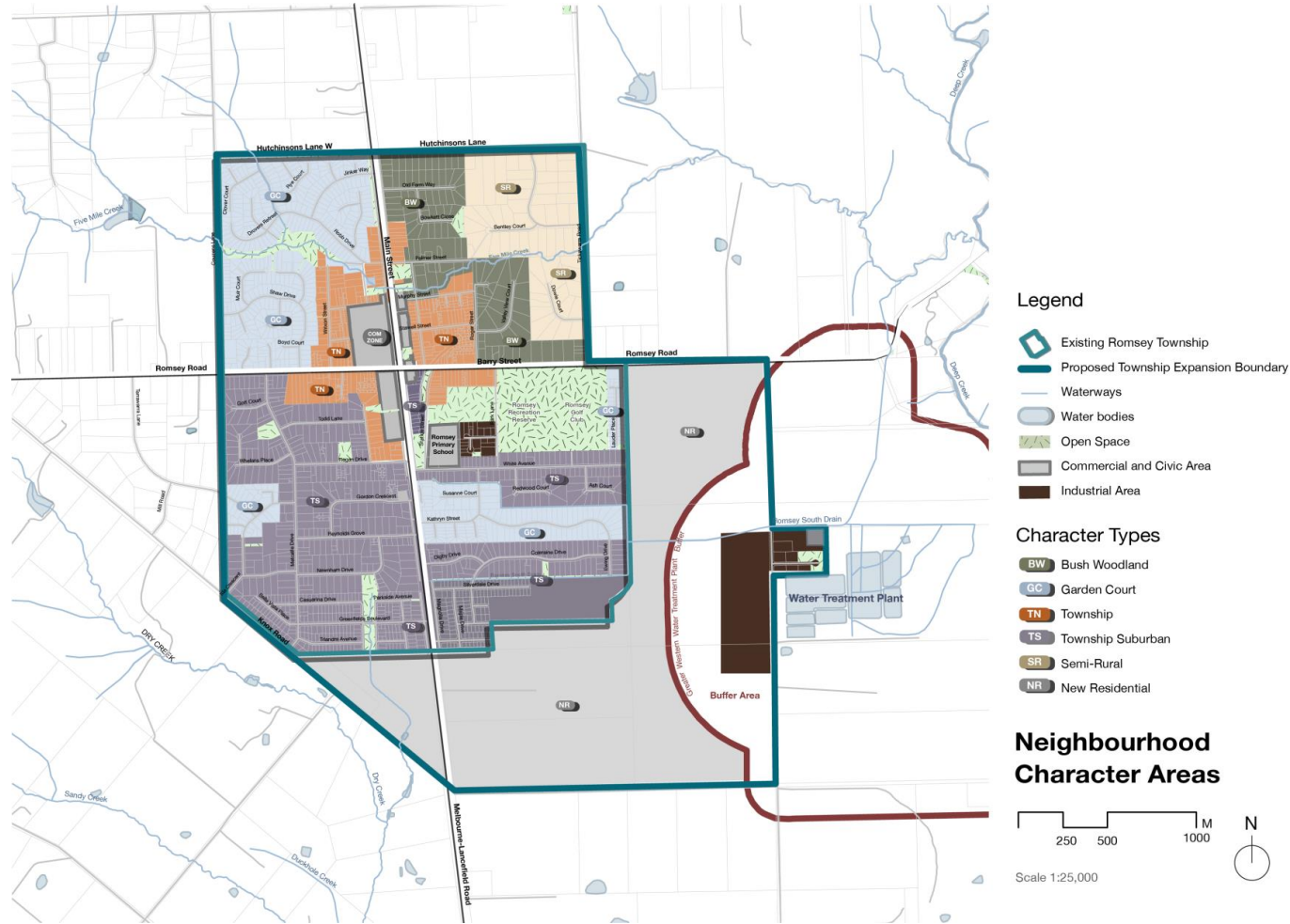
4.4 Neighbourhood character

The Romsey Residential Character Study (2012) has been used as a basis to reflect the need to link the study to housing change outcomes and that greenfield areas have now been largely developed.

Five character typologies have been developed reflecting the existing and preferred future character and design objectives for each character type. These are outlined in **Chapter 10** and mapped in **Figure 6**.



Figure 6: Neighbourhood character map





Strategy 4

Manage housing growth and land supply within a protected settlement boundary.

Actions

- Amend the Macedon Ranges Statement of Planning Policy to include the proposed protected settlement boundary for Romsey.
- Prioritise the development of land for housing within the existing ODP boundary.
- Rezone land on the east and west sides of Romsey-Lancefield Road to NRZ to facilitate high quality residential neighbourhoods as outlined in Figure 7.
- Monitor the supply of housing and review if additional land within the Protected Settlement Boundary should be opened up when supply drops below 400 lots or in 2031.
- Apply the DPO to Stage 1 land on the east and west side of Romsey-Lancefield Road to guide and stage development and infrastructure.
- Update the Romsey DCP based on the new structure plan.
- Prepare a staging plan for any newly developed residential areas to guide the timely and logical provision of new residential areas.
- Monitor residential growth and land supply on an on-going basis.
- Ensure that any future development considers cultural heritage values, housing diversity, landscape sensitivity, township character and the need for community infrastructure.

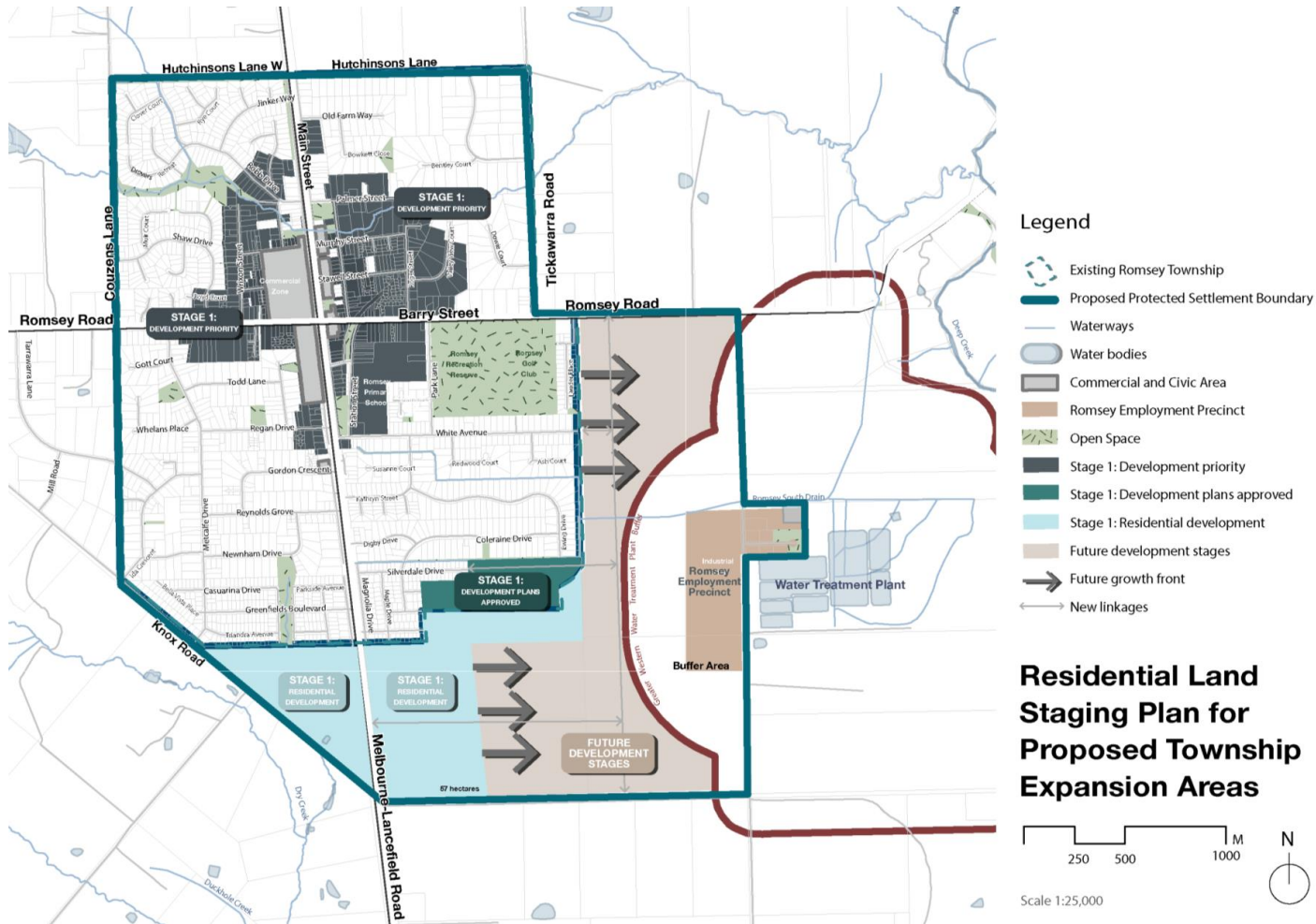


Residential land supply for proposed township expansion areas is shown in **Figure 7**.





Figure 7: Residential Land Staging Plan for proposed township expansion areas





5. ACTIVITIES AND EMPLOYMENT

To create additional jobs and activity in the township with a vibrant town centre and employment areas.

The town centre is the focus for activity and employment in Romsey. The town centre is supported by the functioning industrial precincts of Mitchell Court near the Romsey Primary School and Johnstone Court next to the Water Treatment Plant.

The town centre straddles the eastern and western sides of Melbourne-Lancefield Road with most business and community activities located between Murphy and Barry Street.

5.1 Town centre

Romsey acts as a small neighbourhood centre, providing a limited range of day-to-day goods and services to a local catchment with a small visitor services sector. There is a supermarket in town along with several other local retail, service and community offerings. There is currently 5,122 sqm of total retail floor space in the town centre of which retail activity comprises 38%. Other town centre activities include health and professional services, local government and community services, with light industrial activities comprising the remainder of the centre.

There are a number of vacant and under-utilised commercial properties in the centre along with significant vacant floorspace of 13% (compared with vacancies in typical main street centres in the 5% - 10% range). This, along with a significant loss of market share to other towns, means that Romsey's town centre is not performing at an optimum level. This impacts the vibrancy of the centre, the retail offer, local employment opportunities and results in people driving elsewhere to shop.

Improving the retail mix and the spatial and access conditions of the town centre along with population growth in the town and its local catchment provide the conditions for an additional 1,600 sqm of retail space. The provision of a full line supermarket will enable people to live and shop locally and bring people from

areas around Romsey into town. It is however important that this additional retail provision is located to consolidate the town centre rather than develop a new retail node.

An additional 1.5 – 2 hectares of land for development is required to meet long term commercial demand and can be provided by several vacant sites that are already zoned appropriately.

Consolidating the town centre into a walkable centre requires a concentration of those types of activities that foster walking. Consolidating the town centre and improving routes to the town centre has the potential to increase foot traffic which is essential to improving the viability of businesses and the town centre as a whole. Encouraging more people to live within 400m of the town centre will also potentially increase foot fall significantly. This needs to be anchored by a supermarket. Land south of Barry Road will focus on other commercial uses not of a convenience shopping function.


Romsey is largely a commuter settlement and relies on jobs in Melbourne and nearby towns. There are almost 2.5 resident workers for every local job in Romsey with many residents working in construction, transport and warehousing. Creating more jobs in Romsey to limit people's travel times and environmental impacts will benefit the whole town.

Strategy 5

Strengthen the role of the Romsey town centre as a local and regional destination for business, retail, entertainment and community activities that provides access to a range of services and facilities.

Actions

- Accommodate demand for commercial and retail land in the town centre through the development of existing vacant and development opportunity sites.



- Support development in the town centre which provides opportunities for night-time dining, entertainment, arts, cultural and tourism uses and residences in upper levels.
- Revise DPO 15 to reflect the Structure Plan, ensure it is facilitative and gives direction on appropriate uses and built form outcomes.
- Locate non-core retailing uses in commercial areas south of Barry Road to reflect existing land uses.
- Rezone Commercial 1 Zone land south of Barry Road to Commercial 2 Zone.
- Ensure that new developments reinforce pedestrian amenity, business presentation and streetscape activation through locating buildings and their entries at the front of properties and car parking to the rear or sides. See **Appendix 2** for Design Guidelines for the town centre.
- Support adaptive re-use of heritage buildings that contribute to the character of the town centre.
- Work with landowners to facilitate development on key sites such as the Romsey Pub, the former shopping centre on Main Road and the Pohlman Street west development site.
- Explore the creation of a public meeting place/space in the town centre such as near the church.
- Work with traders' organisations to help improve the vibrancy of the centre and the resilience of its stakeholders.

Strategy 6
Reinforce the town centre as the commercial and civic heart of the town with a high-quality urban realm responsive to the towns character.

Actions

- Implement the Precinct 1 objectives and design guidelines in Chapter 4.
- Support the establishment of a full-line supermarket of around 3,000 sqm with reorganisation of existing space and activity in the town centre.
- Work with landowners of vacant commercial land in the centre of town to redevelop their land for retail and commercial activities.
- Develop art and place making initiatives in the town centre with input from young people.

- Ensure that substantial new developments within the town centre are predominantly street-based and incorporate well-designed public spaces.

Strategy 7
Create a consolidated, compact, walkable town centre that is active day and night.

Actions

- Ensure that buildings are built with their main entrance on the property boundary, and any car parking is provided behind the building without direct access into the building.
- Optimize management of on-street parking to maximise commercial turnover.
- Locate on-site parking and longer stay parking to the rear or sides of buildings away from main streets and shop frontages.
- Ensure that dwellings on streets which link to the town centre, face the street, and avoid garages and bedrooms dominating front facades. This is to ensure a high level of passive surveillance is created to support walking to the town centre.

5.2 Industry in Romsey

There are three industrial areas in the town providing for additional employment uses with a variety of businesses including mechanics, auto repairs and gyms. The industrial and commercial land on the corner of Greens Lane has not been occupied or serviced to date.

Growth in industry is anticipated with demand estimates over the next 20 years suggesting that an employment precinct in the range of 10 to 17 hectares is required. Locating the precinct within the buffer of the wastewater treatment facility provides the opportunity for further expansion over time, or if a significant industrial land-user seeks to establish in the area. Use of treated wastewater would enable an efficient source of water and signal a shift to a more circular economy.

Improving the access and amenity of current and future industrial precincts will provide an attractive setting for future private investment into the town.



Strategy 8

Ensure there is adequate land supply for future economic growth and local employment.

Actions

- Develop a new Romsey Employment Precinct on the west side of Portingales Lane to support the growth of jobs and employment in the town.
- Ensure that shared user paths are provided on the west side of Portingales Lane prior to any additional development of the Employment Precinct
- Rezone Farming Zone land adjacent to Portingales Lane to Industrial 1 Zone.
- Incorporate a DPO into the Macedon Ranges Planning Scheme based on the layout shown in **Figure 8** to set out requirements for the Employment Precinct including:
 - Develop industrial design guidelines for the proposed new Romsey Employment Precinct.
- Provide a landscaped buffer between the Romsey Water Treatment Plant and residential areas.
- Provide a minimum 200 m buffer between the new Employment Precinct and any new residential development within proximity.
- Rezone commercial and industrial land on the corner of Greens Lane and Romsey-Melbourne Road to a residential zone.
- Include infrastructure provision to the new Employment Precinct is incorporated into the new DCP for Romsey (such as services, road upgrades, landscaping and other associated public works).



5.3 Growth within the buffer

The Romsey Recycled Water Plant (RRWP) provides opportunities for the further use of recycled water around town. Other opportunities could be explored including those for agricultural and industrial recycled water use. Locating new industrial areas and/or solar energy generators in close proximity to the plant and exploring options in the surrounding farming zoned land will enable this synergy to be capitalised on.

The extent of the buffer is a key determinant of growth options for the town. The existing buffer requirements of 1000m from the treatment ponds remain in place until such time as this can be resolved between Greater Western Water and the Environmental Protection Authority (EPA) Victoria.

Ensuring that the buffer area protects the operations of the RRWP and that compatible land uses/developments are allowed within this area is essential for the growth of Romsey.



5.4 Tourism development

Tourism is important in Macedon Ranges, although the Romsey area attracts a relatively small number of visitors. Lack of accommodation and conference facilities and other infrastructure is contributing to this. The local tourism industry, with its wineries, other food outlets and cultural producers will create job opportunities that may spill over into retailing, accommodation and manufacturing (breweries, distilleries, specialist food production, etc.) within the town. A multi-pronged strategy is needed to attract tourists and tourism to the town.

Strategy 9

Facilitate the necessary infrastructure and services to boost tourism opportunities in the town, building on existing tourism providers within the region.

Actions

- Continue to implement the Macedon Ranges Visitor Attraction Strategy working with the Romsey Region Business and Tourism Association.
- Support the development of tourist accommodation and facilities in the town centre to encourage overnight visitation and increased spending in the town.
- Provide overnight recreational vehicle accommodation and a dump point at the Lions Park given its key location on major travelling routes through the region.
- Extend and promote the regional walking and cycling trails as a tourism asset, extending the walking and cycling trail development from Romsey.
- Advocate to the State Government for funding to support the development of the regional walking and cycling trail through programs such as 'Victoria's Great Outdoors Program'.
- Work with Regional Roads Victoria (RRV) to create high quality entrances to the town.
- Improve the town centre and town entrance design to create a sense of arrival and place through public art, landscape and other place making initiatives.
- Locate tourism uses and associated tourist accommodation within or adjacent to the town centre.





Figure 8: Activities and employment





6. LANDSCAPE AND NATURAL ENVIRONMENT

To ensure development is appropriate to the landscape setting and township character.

Romsey is a picturesque town nestled in the shallow valley of Five Mile Creek, between the Macedon Ranges in the west and the hills rising above Deep Creek in the east. The eastern side of the town is relatively flat until it reaches the Deep Creek where rolling hills and deep valleys are found.

The ranges on the eastern and western sides of the township provide a highly visual landscape and visual setting to Romsey. High quality agricultural land to the north of the township is utilised for farming purposes and creates a separation or break between Romsey and Lancefield. Retaining this break has been identified in planning policy and its importance highlighted by the community.

Five Mile Creek traverses the township and is a significant feature and asset of the town used as a passive recreation corridor but public access is limited due to private ownership. Deep Creek is an ephemeral watercourse on the town's eastern boundary. Romsey South Drain is a narrow drain capturing stormwater runoff and directing it to Deep Creek.

6.1 Landscape

To the west of Romsey, the landform rises up slowly creating opportunities to view over the town and to the Mt. William ridge and Chinton Hills. The north-west area of town rises to a high point around Ochiltrees Road and falls steeply to the Five Mile Creek. Recent development in this area has required extensive cut and fill.

Strategy 10

Maintain settlement boundaries and a significant visual break between Romsey and Lancefield.

Actions

- Ensure the importance of this visual break is recognised in planning policy and through the establishment of the protected settlement boundary for Romsey.
- Maintain rural zones with 40ha minimum lot sizes between the towns.
- Advocate to the Victorian Government to make changes to the Rural Living Zone to either require a permit or prohibit inappropriate urban uses (such as accommodation, residential aged care facilities, education centres and similar) so that these types of uses are not located within green breaks/urban breaks between townships.
- Ensure that the roads between Lancefield and Romsey are heavily landscaped to maintain the visual separation of the two towns.

Tree canopy cover within Romsey is mainly confined to private property. Roadside trees are found along the main road leading into and through the township contributing to a definable and attractive character. Street trees are present on few of Romsey's other streets and only sporadically. The coordinated and widespread planting of locally appropriate street trees would increase canopy cover and benefit the town's character while also contributing to its climate resilience and biodiversity. A program of street tree planting would also increase climate change resilience and improve biodiversity.

The town setting amongst the rural areas and the range, and the trees along Main Street and throughout the town are recognised elements in the town's attractive character that warrant protection.

Strategy 11

Enhance the town's setting within a treed landscape.

Actions

- Identify opportunities to use native species to revegetate creeks and encourage restoration in appropriate locations.
- Extend the avenue of trees along the Melbourne - Lancefield Road, and renew awareness of the Avenue of Honour with signage and additional canopy trees.
- Prioritise tree planting along Barry Street to create a new landscape corridor contributing to the rural township character of the town.



- Plant street trees in ultimate locations as part of a vision for Barry Street including dedicated shared path facilities.
- Undertake street tree planting throughout the town prioritising areas shown in **Figure 10**.
- Undertake further studies to investigate protection of large canopy trees in the township to retain the landscape values.
- Encourage the planting of native and indigenous plantings in public and private spaces subject to the consideration of bushfire impacts.



6.2 Biodiversity

While the area around the Romsey township is largely cleared, the structure and future growth of the town can make a contribution to maintaining and enhancing biodiversity in the Shire. Deep Creek is identified as a waterway link that contains significant habitat patches, support threatened species and has strong community interest. Plans for Five Mile Creek have identified biodiversity as a key role which can assist with creating new connectivity across the landscape.

Strategy 11

Enhance the biodiversity of Romsey.

Actions

- Increase the planting of local understorey species in street and open space planting.
- Rethink the Romsey South Drain as a biodiversity corridor feeding Deep Creek.

- Ensure new development along the Romsey South Drain creates a naturalised water system.
- Enhance environmental assets of the town such as the Five Mile Creek.
- Manage roadsides as vegetation corridors contributing to biodiversity protection.
- Encourage the planting of species at the edges of town that are/will not become environmental weeds.
- Protect any identified remnant patches of Plains Grassy Woodland (EVC55).
- Ensure development is not located on the immediate edges of the creeks to limit impact on water quality.

6.3 Five Mile Creek

Five Mile Creek is a valued asset providing a range of biodiversity, health and wellbeing, environmental and social benefits to the community. Opportunities to expand the extent and public ownership of the creek environs while extending the values into the surrounding settlement will be essential.

The Five Mile Creek Masterplan provides a 10-year plan establishing a vision and priorities for improvements to the reserve. The Creek is a priority area for establishment of vegetation buffers along waterways by Melbourne Water and a priority bio-link within the Macedon Ranges Biodiversity Strategy.

Strategy 12

Extend and enhance the Five Mile Creek corridor and environs.

Actions

- Continue to implement the Five Mile Creek Masterplan.
- Encourage development along Five Mile Creek to interface with the park and trail through strategies such as low fencing, entrance points onto the park and balconies overlooking.
- Explore opportunities to acquire land/rezone land along the Five Mile Creek to the east of Main Street, creating a permanent walking and cycling path along the creek in public ownership.



- Create a minimum 3 m wide walking, cycling and horse trail from Greens Road through to Five Mile Creek within the buffer area, parallel to Portingales Lane linking new residents in the south to the Five Mile Creek open space network.



6.4 Open space

Open spaces in Romsey currently comprise a range of types including neighbourhood parks, natural and semi-natural spaces, a skate park, sports fields and organised recreation. Increasing the population of the town will result in a need for additional open space and linkages ideally within walking distance of all properties. An important part of the plan is to create a continuous open space

network that joins all of the new urban areas to the Five Mile Creek corridor. The north-south open space link would also form a buffer to the new industrial area adjacent to the Romsey Recycled Water Treatment Plant and be a fire break area. The proposed cross section for the east -west link is shown in Figure 9.

A range of different types of open space should be provided of a suitable size to meet the different needs of the community. Analysis of existing open space highlights a number of areas where open space provision needs improvement. The disconnected, curvilinear street network impacts access significantly.

Planning for organised sport has identified the need for increased provision of outdoor netball courts and the need to find a location for a soccer pitch.

Strategy 13
 Create a network of open spaces throughout the town to meet the varied open space requirements of the community.

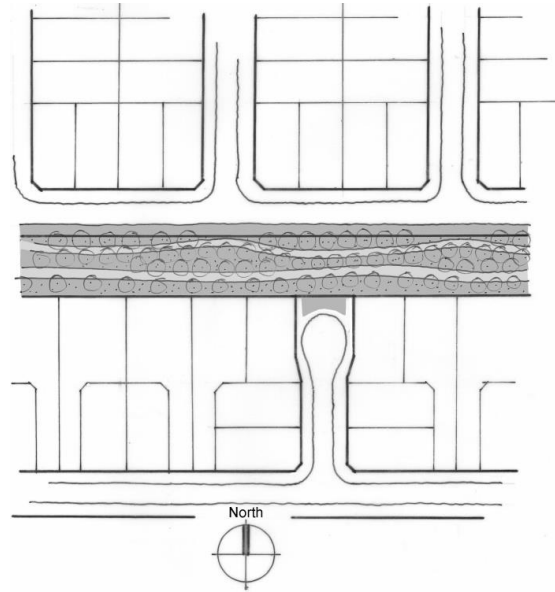
Actions

- Create a range of new open spaces as outlined in **Figure 9**.
- Rezone incorrectly zoned existing open spaces to Public Park and Recreation Zone as outlined in **Figure 9**.
- Reserve land for a new soccer pitch on Romsey Road within the water treatment plant buffer area with a potential new high school site.
- Provide new outdoor netball courts in line with the Romsey Recreation Reserve Masterplan.
- Establish new dog off leash areas.
- Ensure young people are engaged in the design process for recreational and open spaces in Romsey that are utilised by young people.

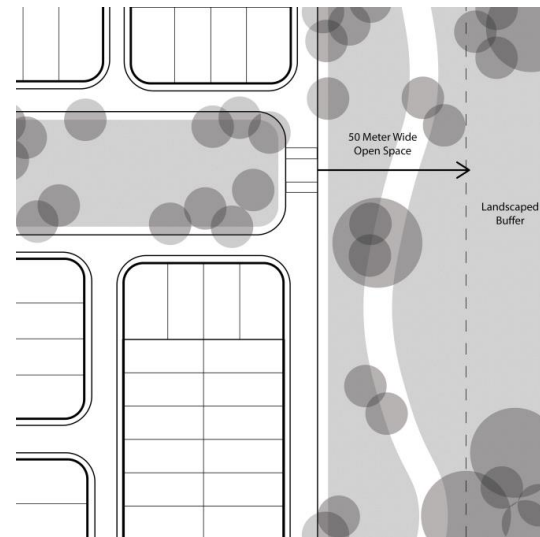
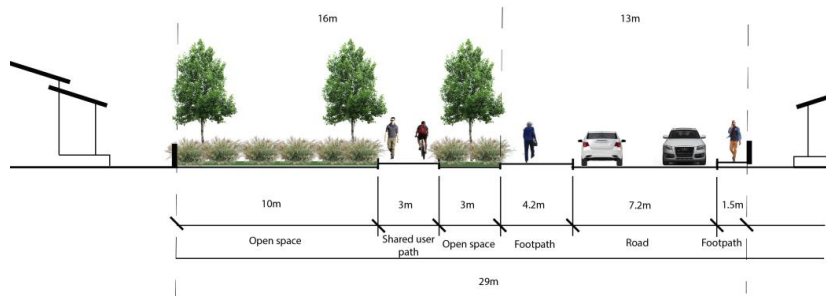
Romsey’s landscape and natural environment initiatives are shown in **Figure 10**.



Figure 9: Proposed cross sections of the new open space links



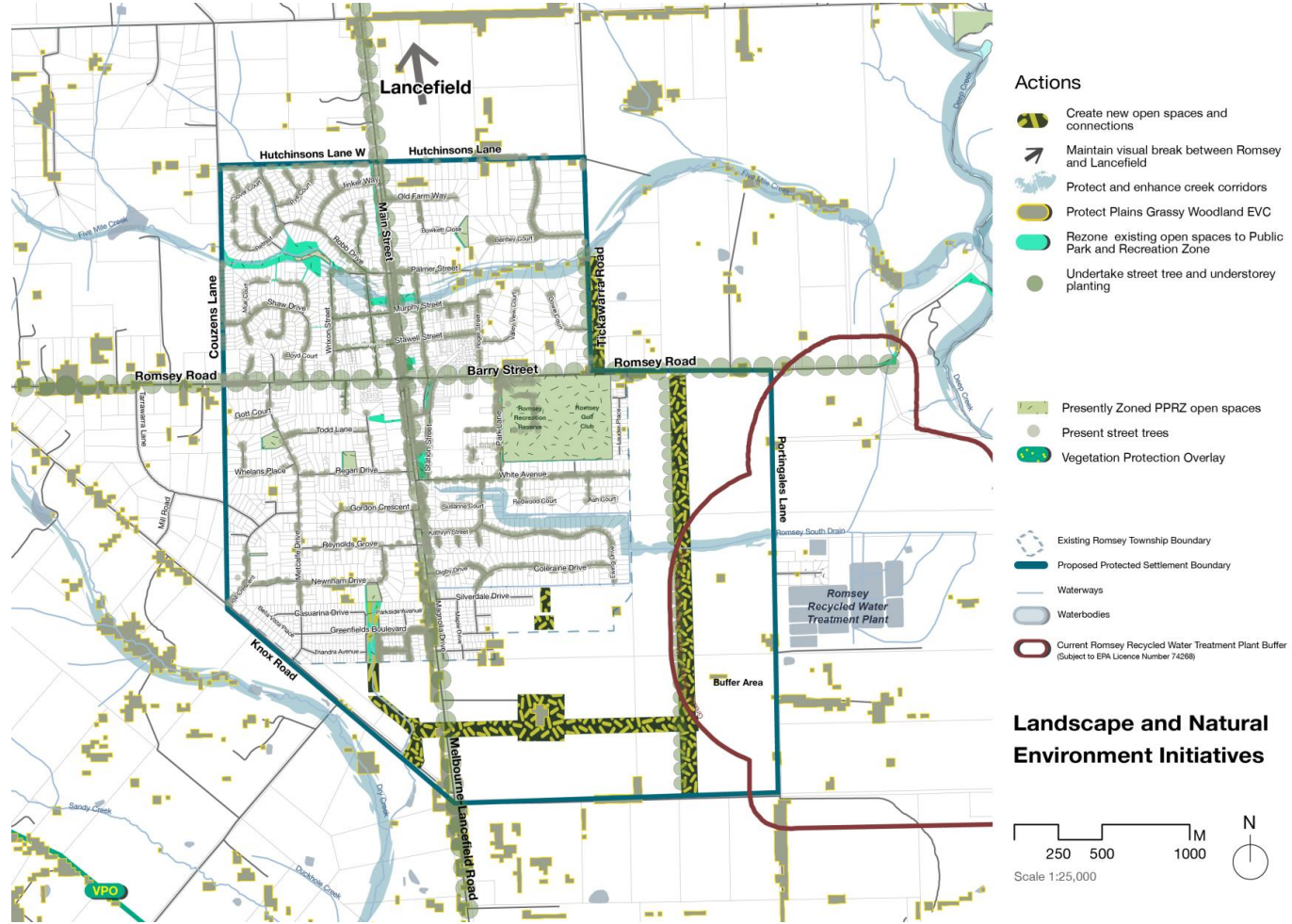
East – west open space and lot orientation



North – south open space and landscape buffer with lot orientation



Figure 10: Landscape and natural environment





7. MOVEMENT, TRANSPORT AND ACCESS

To ensure residents are provided with a variety of movement options that are safe, accessible, integrated and do not rely on vehicle ownership within the township.

The Romsey township road hierarchy is characteristic of similar regional towns across Victoria. It includes the north-south primary arterial, Melbourne-Lancefield Road (Main Road) along which the town is centred. The hierarchy also includes an east-west secondary arterial road, surrounding collector roads along the town's edges, and local access roads throughout the town.

Romsey is a highly car dependent town. This is mainly influenced by the lack of development intensity in the town centre, resulting in fewer local economic opportunities and an over-reliance on longer distance travel to Woodend, Wallan and Sunbury. Development of the Commercial 2 Zone at the southern edge of the township will increase car use rather than create real options for residents. This suburban form is not helped by fragmented pedestrian networks and minimal opportunities for bicycle riding segregated from vehicles. Reducing car dependence is critical to achieve Macedon Ranges' vision for the area and essential to create local economy, sustainability and community health benefits.

In planning Romsey's growth, it should be noted that maintaining a low-density suburban form will impact the viability of new services, and they will be difficult to access by walking or riding. This will exacerbate existing levels of car ownership and use and entrench the high cost of living for current and future residents. Containing jobs within the town and services including regular shopping, schools, health facilities and eateries and other social places will reduce the need for car dependency. Using the Movement and Place Framework will assist in moving the town's transport network to one that is more focused on active transport.

Managing the impacts of car parking and ensuring that the impacts of oversupply such as reducing opportunities for other uses, inducing more people to drive and the maintenance costs are central to the quality of the town centre and its long-term viability.

Strategy 14

Provide an accessible town with clear and direct movement networks that are safe, connected and designed to meet the capacity requirements of existing and future communities.

Actions

- Increase development intensity in the town centre and specifically along Main Street.
- Ensure any new development on Main Street is built up to the property boundary with the main entrance onto Main Street and any car parking at the rear of the building without a public entrance to the main building.
- Review the Romsey Development Contributions Plan to include upgrade works identified in **Figure 10**.
- Provide opportunities for larger vehicles to park near the town centre to support tourism within the town.
- Limit speeds on Glenfern and Knox Roads to 80kmh.
- Decrease speed limits across the town to 40km/h to improve safety for pedestrians and bicycle users.
- Consider restricting access to Stawell Street to be from the service lanes only, removing the intersections with the Main Street through lanes as part of a streetscape plan for the service lanes to enhance pedestrian safety, mode shift and quality of the town centre environment.
- Investigate parking provision on Main Street and outside Romsey Primary School on Station Street to determine the best use of road space for the community.

7.1 Active transport opportunities

Improving people's choices to walk and ride will rely on growth occurring in the core of Romsey's town centre and improving active transport networks to be useful, safe, comfortable and interesting. A lack of walking and cycling infrastructure beyond Main Street discourages people from travelling around Romsey by foot or bike due to safety concerns.



Based around a linear, grid network with a tree-lined main street, Romsey has the potential to be a very walkable township. Fifty percent of current Romsey households live within 1km of the town centre making errands to Main Street easily undertaken on foot. For the small number of households located further than 2km from Main Street, walking to any service needs to be really attractive, particularly compared to driving.

In Main Street, walkability is currently hampered by the low-intensity built form and vacant land which reduces pedestrian amenity and attractiveness. A lack of priority pedestrian crossing locations further inhibits walkability around the town.

Strategy 15

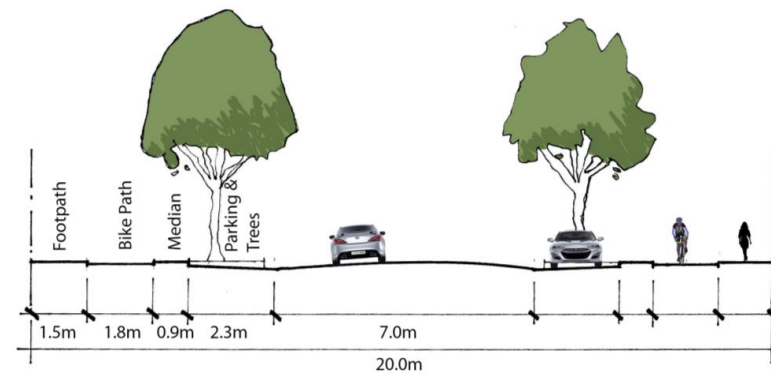
Create a movement network that provides a high level of amenity and safety for pedestrians and bicycle riders.

Actions

- Slow traffic on Main Street and provide pedestrian priority crossings in the town centre to improve safety for both drivers and pedestrians as the area becomes busier.
- Investigate locations for additional raised zebra (wombat) crossings around all legs of Barry Street and Main Street including at the intersection of those two streets, and at existing pedestrian refuges to promote pedestrian safety and easy road crossing.
- Work with RRV to install a signalised pedestrian crossing near bus stops in Main Street.
- Develop shared user path along Barry Street with safe crossing points for pedestrians and bicycle riders. See potential cross section **Figure 11**.
- Ensure the plan identifies future cycling and walking infrastructure including connections to bus stops.
- Prioritise the development of footpath infrastructure to the town centre, between key community and commercial destinations and around the school and childcare centres (priority being a 400m radius of the town centre).
- Provide an intertown shared user path from Romsey to Monegeeta and Clarkefield similar to the Lancefield connection.

- Improve tree canopy coverage across the whole town improving environmental conditions for walkers and cyclists.
- Conduct a DDA compliance assessment along Main Street and prioritise actions to address shortfalls for those of the community with limited mobility and disabilities.
- Establish an off-road shared user path network, particularly linking the Town Centre with the Recreation Reserve, Primary School, childcare facilities and Five Mile Creek to allow for safe bicycle travel both for transit and recreationally.
- Design and construct a shared user path along Five Mile Creek and work to extend this east and west of the current path in the town.
- Ensure new development areas are connected into the existing and proposed walking and cycling links into the town centre.

Figure 11: Potential Barry Street cross section





7.2 Public transport

Public transport services in Romsey are insufficient to meet the needs of existing and future residents. However, the lack of development intensity in the area makes public transport difficult to provide viably and ensures long wait times for funding of additional services. Bus services are provided on weekdays every hour from Lancefield to Sunbury via Romsey. These are not used by the number of people they need to be in order to be improved.

Most people from Romsey commuting to Melbourne either drive or access public transport by driving to Clarkefield Station. The lack of public transport caused by the lack of development intensity in the town centre where the bus stops are located is a significant issue that makes access to education, employment and services difficult for young people.

Focussing residential growth within walking distance of the Main Street corridor will help make public transport viable in future.

Strategy 16

Improve public transport opportunities for Romsey.

Actions

- Continue discussions and advocacy with DTP regarding improved public transport options for Romsey.
- Advocate to DTP to provide more frequent services and integrated timetables for public transport.
- Work with DTP to improve the shuttle bus service to Clarkefield Station with a mixture of public bus and volunteer car drivers to provide services which align with the V/Line train timetable.
- Consider working with non-profit community transport service providers such as Link Community Transport to expand the range of transport services on offer in Romsey.



7.3 Township expansion

As Romsey grows over the coming decades, new and wider roads will be required to facilitate urban expansion. As roads form a critical role in a place's urban structure, it is important that the allocation of space in these road reserves holistically improves movement options and where possible remedies previous poor decisions.

Portingales Lane and Greens Road will need to be sealed and widened to facilitate expansion to the south and facilitate a larger employment precinct. This road reserve also has potential to move truck movements out of the town centre. Any upgrade to Portingales Lane should focus on pedestrian and bicycle rider safety and prioritise provision of a shared user path that provides all people with a safe alternative to travelling by car. This will also improve safety and efficiency of truck movements along Portingales Lane, avoiding the need for truck drivers to be apprehensive about pedestrians and bicycle riders sharing the roadway with heavy vehicles.

Strategy 17

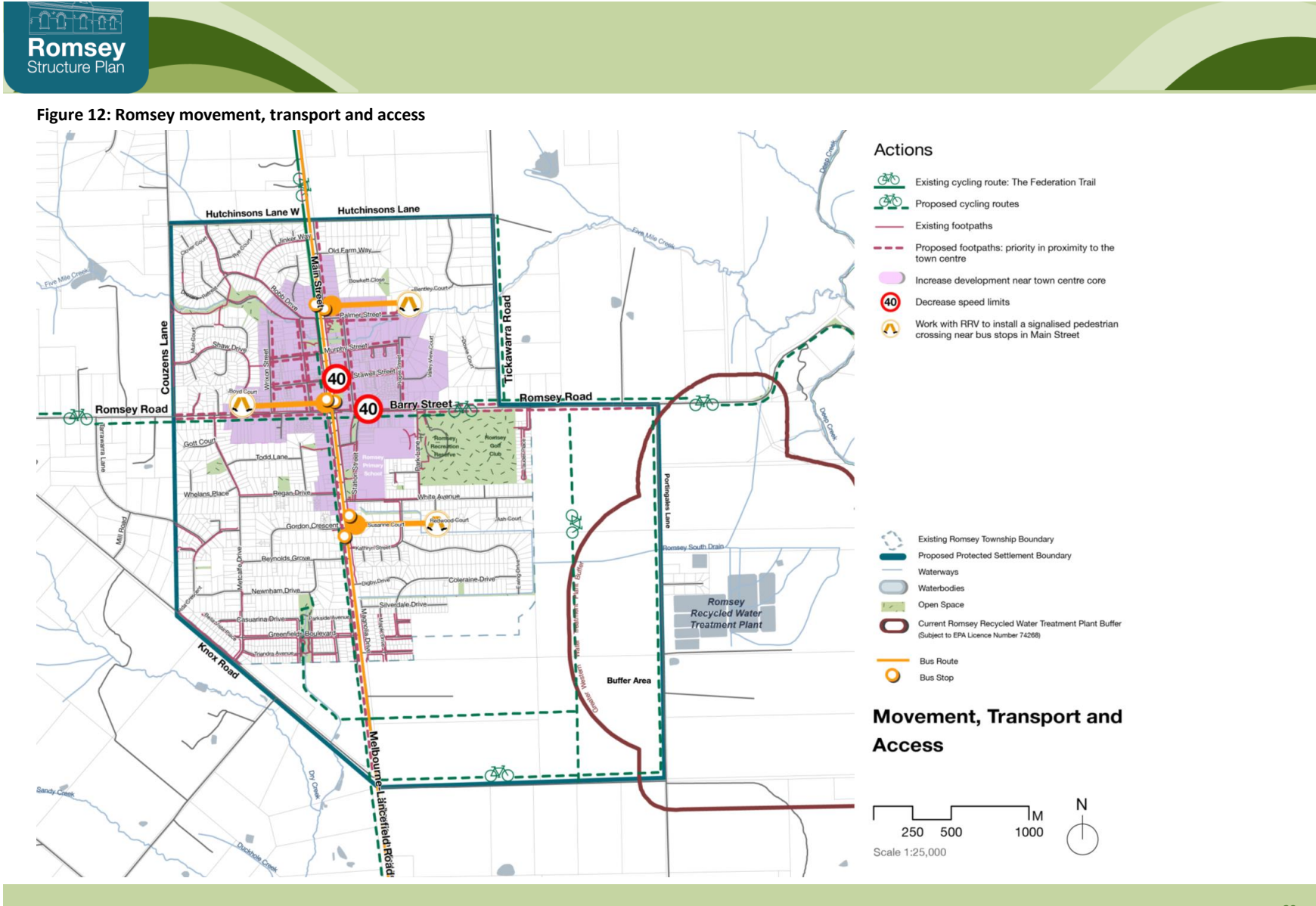
Create an urban structure that facilitates movement options that are safe, integrated, accessible and do not rely on vehicle ownership within the township.

Actions

- Upgrade Portingales Lane to ensure pedestrian and bicycle rider safety and better cater for heavier vehicles to support the expansion of the Romsey Employment Precinct and reduce traffic movements in the town centre.
- Consider options to improve the intersection of Greens Lane and Knox Road.
- Deliver a grid network of streets and connect into existing street networks as outlined in **Figure 11** (see Section 10 for further guidance).
- Advocate to RRV to ensure that new road works and upgrades respects the character and heritage of the town and aligns with neighbourhood character objectives.



Romsey's movement, transport and access is shown in **Figure 12**.



8. COMMUNITY INFRASTRUCTURE AND CULTURE

To ensure the township provides community infrastructure to meet the social and cultural needs of its residents.

The community is served by several local community and recreation facilities. The Romsey Community Hub provides library services, meeting spaces, programs and Council services. The town is also serviced by a CFA fire station, ambulance and police station. The Romsey recreation reserve and golf course provides local facilities including golf, football, lawn bowls and tennis and the Recreation Centre provides for a range of indoor sports.

8.1 New community facilities

It is important to preserve space for the facilities the community needs and desires as it grows to a large district town over the coming decades. Preserving the land for a high school and an aquatic centre have been identified and will be provided as the population grows.

Strategy 18

Ensure the necessary future community facilities are planned to support the growth of the town.

Actions

- Advocate to the Department of Education to review the provision of a secondary school in Romsey.
- Preserve the option for a P-9 school on the existing Romsey Primary School site.
- Reserve space on the south side of Romsey Road for a future high school within walking distance of the town centre.
- Ensure land uses adjoining the Romsey Primary School do not compromise the long-term viability of Romsey's education facilities.
- Undertake a feasibility study into the provision of an aquatic facility in the east of the shire.



8.2 Facilities for all

Ensuring new facilities and services are appropriate for all sections of the community as it grows is essential. An increasing population necessitates a proactive health and wellbeing response and improved medical, maternal child health and kindergarten facilities. Transport, access and telecommunications connectivity is a significant issue for young people, in terms of education, training, employment and sporting activity provision. Improving transport, accessibility and connectivity is critical to help confronting issues of social and economic isolation.

The engagement and involvement of young people in sport, recreation and other social pursuits is essential to strengthening their contribution to civic life and building social capital and cohesion.



Council through several strategies has worked with the community to identify specific requirements. Making the town more child-friendly, along with new and additional meeting spaces and design of recreational and other open spaces were identified by children and young people. Older people identified that an age-friendly town would concentrate on accessibility and affordable services, facilities, housing and transport.

The Sport and Active Recreation Strategy 2018 to 2028 identified that the town will need additional provision of sporting facilities of cricket soccer and outdoor netball over the coming decades.

Strategy 19

Ensure community facilities meet the needs of the local community, are accessible, fit for purpose and provide for a range of activities and groups.

Actions

- Identify locations for additional community meeting places in and around Main Street and other areas that cater for young people’s needs.
- Investigate the introduction of a community bus to improve community access to the town’s facilities.
- Investigate the provision of additional medical services, particularly for young people and families, maternal child health and kindergarten facilities.
- Engage with young people in the design of recreation and other open spaces to provide for their needs.
- Identify transport, access and telecommunications connectivity improvements to better support young people’s education, training, employment and sporting needs.
- Create enhanced nature play opportunities for children.
- Consider opportunities for increasing the range of sporting options for the town in the design and redevelopment of sporting facilities.
- Continue a staged implementation of the Romsey Park Sports Precinct Masterplan.

8.3 Heritage and culture

Aboriginal cultural heritage

Cultural values in this area are important within the landscape as Romsey is located close to Taungurung Country, the Deep Creek waterway, and the culturally important Hanging Rock reserve. Deep Creek was also likely an important Wurundjeri Woi-Wurrung travel route and source of resources facilitating travel to Will-ee-im Moor-ing (Mt William Greenstone Axe Quarry) and Taungurung Country.

Council and Wurundjeri Council have been working in partnership to ensure that cultural values and cultural heritage management occur within planning processes.

Strategy 20

Ensure new development appropriately responds to and celebrates Aboriginal cultural heritage sites, places and values.

Actions

- Work with Wurundjeri Council to consider early planning consultation to avoid existing cultural heritage and to provide advice regarding where sites and cultural places are prior to development approvals.
- Encourage the planting of indigenous plant species for their cultural values to the Wurundjeri Woi-Wurrung community and create habitat for fauna of importance to Wurundjeri Woi-Wurrung lore, culture, and have value.
- Undertake a cultural survey of culturally modified trees in the area and remaining remnant trees working with landowners to facilitate this process.
- Work with Wurundjeri Council for on-going involvement in landscape management in urban design, naming, as part of the effort to appropriately emphasise the Wurundjeri Woi-Wurrung clans.
- Where possible expand cultural protection of Deep Creek, offset greater than 200m and revegetate the area (recommendations driven by Waterways of the West Ministerial Advisory Committee).
- Identify and protect the local eruption points as cultural places with the support of local landowners.



Post-contact heritage

Evidence of the post contact development of Romsey can be found throughout the town but is most visible in Main Street. The street is lined with classic Australian architecture including battered corrugated iron structures, gothic bluestone churches, turn-of-the-century houses and the impressive red brick facade of the local Mechanics Institute. Many of these properties are protected under the heritage overlay however there is community concern that many other heritage worthy places are not protected.

Growth and development of the town will need to recognise the cultural and heritage value of these buildings, their curtilage and setting. They have a strong place value, contribute to the character of the town and provide tourism opportunities.

Strategy 21

Ensure new development appropriately responds to and celebrates post contact cultural heritage sites, places and values.

Actions

- Undertake a review of the heritage protections within Romsey and district as part of Council's ongoing heritage work including an assessment of places that are not currently protected.
- Renew awareness of the Avenue of Honour with signage and additional canopy trees.
- Explore opportunities to build on the heritage assets of the town for their intrinsic, cultural and tourism values.



Romsey's community infrastructure and culture is shown in **Figure 13**.

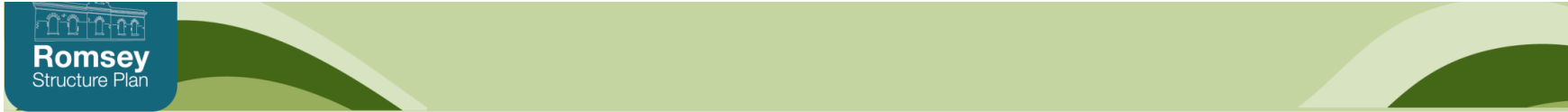
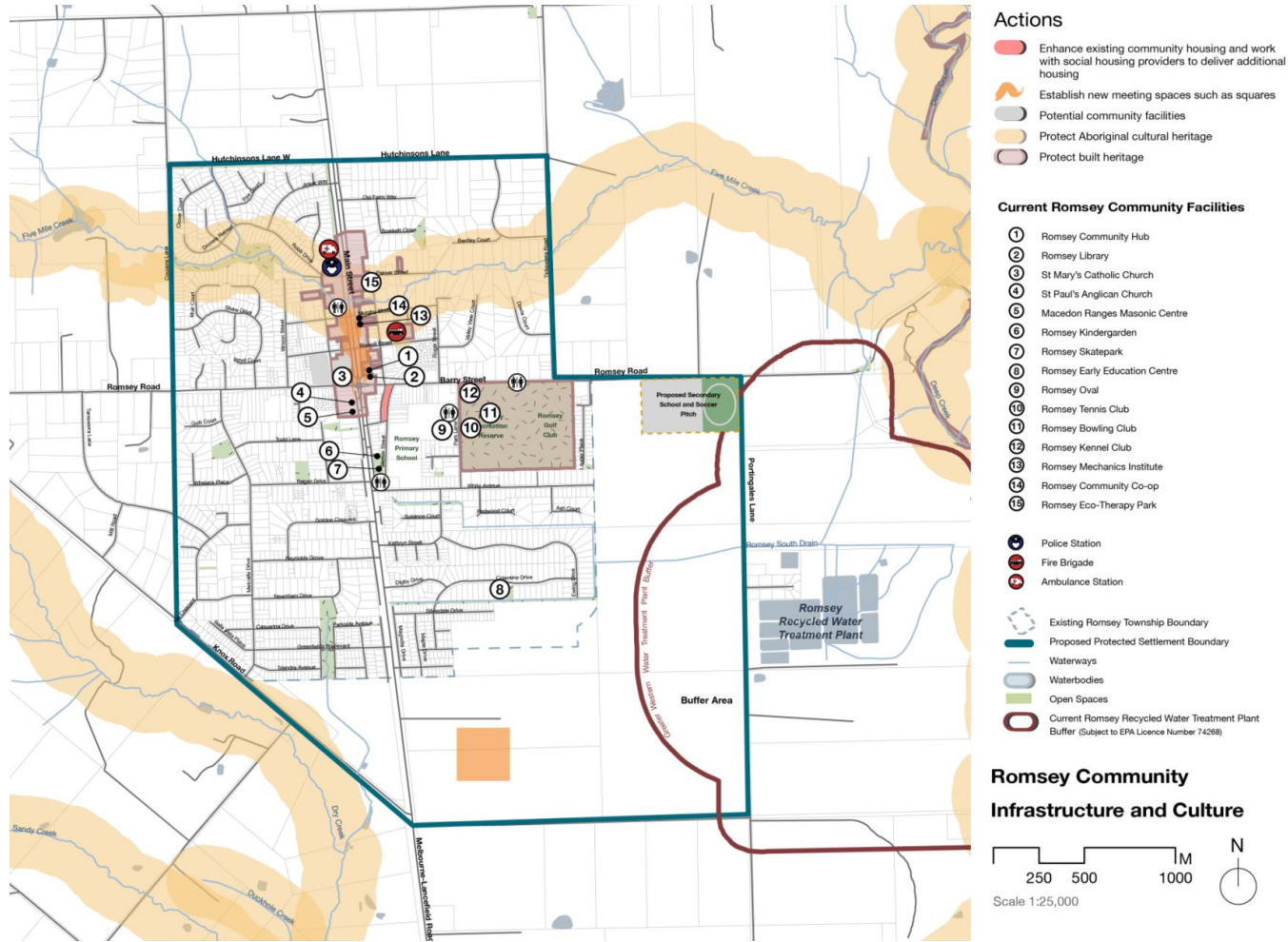


Figure 13: Romsey community infrastructure and culture





9. SUSTAINABILITY AND RESILIENCE

To create a more sustainable and climate resilient township.

9.1 Climate change

Romsey must be prepared for the effects of climate change and resilient to the challenges of increasingly hotter and drier conditions with heatwaves, drought and greater intensity of floods and storms. The community is concerned about these issues and has identified this as an important issue to be addressed in planning the future growth and development of Romsey.

Council’s 2021 Environment Strategy supports these goals by promoting climate change action and renewable energy generation, working with traditional owners to understand and identify cultural heritage, incorporating water sensitive design treatments when designing roadworks (like grass swales and filtration ponds), and improving waterway health and restoring riparian corridors as bio-links as a means of improving ecosystem connectivity across the Shire.

The benefits of greening and retaining water in the urban environment to mitigate the effects of the UHI effect are increasingly understood as are their impacts on community wellbeing and liveability. Vegetation and water retention make an important contribution to regulating the local climate through both the provision of shade and evapotranspiration which reduces the surrounding air temperature.

Increasing the tree canopy cover in the town and minimising impervious surfaces will reduce urban heat and increase the town’s amenity.

Areas of Romsey experience significant flood risk during heavy rainfall events. Flooding is an issue in areas adjacent to the Five Mile Creek corridor and south of White Avenue.

Strategy 20

Ensure new development increases the town’s resilience to the impacts of climate change.

Actions

- Work with Melbourne Water to identify areas at risk of flooding and ensure they are covered by suitable planning scheme controls to ensure the impact of flooding events on new development is minimised.
- Increase climate resilience of the town through reduced reliance on electricity and gas from the grid and support for renewable sources of energy through encouraging roof top solar, community projects.
- Work with Greater Western Water to explore opportunities for economic development through the reuse of their wastewater for irrigation or other industries that could use Class C water to relocate to the Romsey Employment Precinct and helping to create a circular economy.
- Continue to work with utility and service providers to ensure the town is adequately serviced and seek commitments for the timing of delivery upgrades.

Strategy 21

Reduce potable water usage and minimise the volume of urban run-off and pollution that reaches local creeks and waterways.

Actions

- Work with Greater Western Water to ensure there is adequate capacity within the Romsey Water Treatment Plant to facilitate the growth of Romsey and provide long term plans in place to deal with the impacts of climate change.
- Ensure new development meets new stormwater targets for harvesting (77%) and infiltration (22%) of impervious surface runoff as set out in the *Healthy Waterways Strategy 2018*.
- Advocate to Greater Western Water to finalise the buffer area required around the Romsey Water Treatment Plant in conjunction with the EPA to ensure this outcome feeds into the final Romsey Structure Plan.
- Ensure the finalised buffer areas are incorporated into the Macedon Ranges Planning Scheme via the appropriate planning overlays such as the BAO.
- Work with GWW to service growth to the south of the town through a dedicated sewerage pump station and rising main back to the RRWP. [determine if this requires land to be reserved]



9.2 Utilities

While Romsey has access to utilities including mains water, power, gas and telecommunications, there is a strong concern within the community about the quality of this infrastructure and its ability to handle additional population growth.

New developments provide the opportunity to ensure the most advanced technology is used to create, store and use utilities in both single dwelling development and at the subdivision level. This will improve environmental performance and reduce the burden on existing facilities.

Developments designed using ESD principles have the potential to produce their own power, to collect, store and re-use water efficiently, to have reduced heating and cooling demands and a reduced demand for fossil fuels. Integrated water management principles may also be applied to maintain safe and affordable water supply into the future. The benefits include a reduction in potable water use and supplementation of existing supply, and healthier waterways through a reduction in stormwater runoff.

Stormwater management will need to be one of the key principles for any new development. This will involve techniques such as use of domestic tanks, rain gardens, limiting site coverage, greater vegetation requirements and more pervious surfaces which may lead to a different development character to the existing.

The Romsey Recycled Water Plant (RRWP) treats sewage from Romsey and Lancefield and is planning a significant upgrade of the capacity and its workings to establish a buffer to residential development. This provides a number of opportunities for the town from wastewater reuse through to activities within the buffer.

Strategy 22

Transform the town's energy system and infrastructure to one focused on renewable energy and energy efficiency.

Actions

- Investigate options for a micro-grid or solar farm to power the growth of the township located within the RRWP buffer.
- Install public electric vehicle charging stations in the Main Street and around the town centre.
- Continue to advocate to Powercor to upgrade the existing power supply to Romsey to ensure sufficient capacity for the existing town and provision for any additional growth.
- Ensure development adequately address bushfire protection and flood events in planning new infrastructure.
- Ensure new development is not connected to gas.
- Explore opportunities to increase the use of renewables and improve flexibility and reliability of power supply such as rooftop solar, micro-grids or a potential community energy system with Powercor.

Rooftop solar in Romsey today (source Nearmap)





Strategy 23

Ensure new development improves the sustainability of communities and reduces impacts on the environment.

Actions

- Create a healthy urban forest across Romsey in both the public and private domain for shade and urban cooling.
- Ensure any new development near Five Mile and Deep Creek contributes to biodiversity conservation and improves waterway health and riparian habitat.
- Design new development with climate change in mind including orientation, provision of vegetation and shade canopy and thermal performance.
- Provide improved water sensitive urban design in all new development with best practice examples of integrated water management (IWM), stormwater management (SWM) and water reuse. (see MRSC Stormwater Guidelines and Policy)
- Work with CASBE to lobby State Government for higher sustainability standards in subdivision and building design.
- Require new developments to provide underground reticulated electricity and telecommunications services.



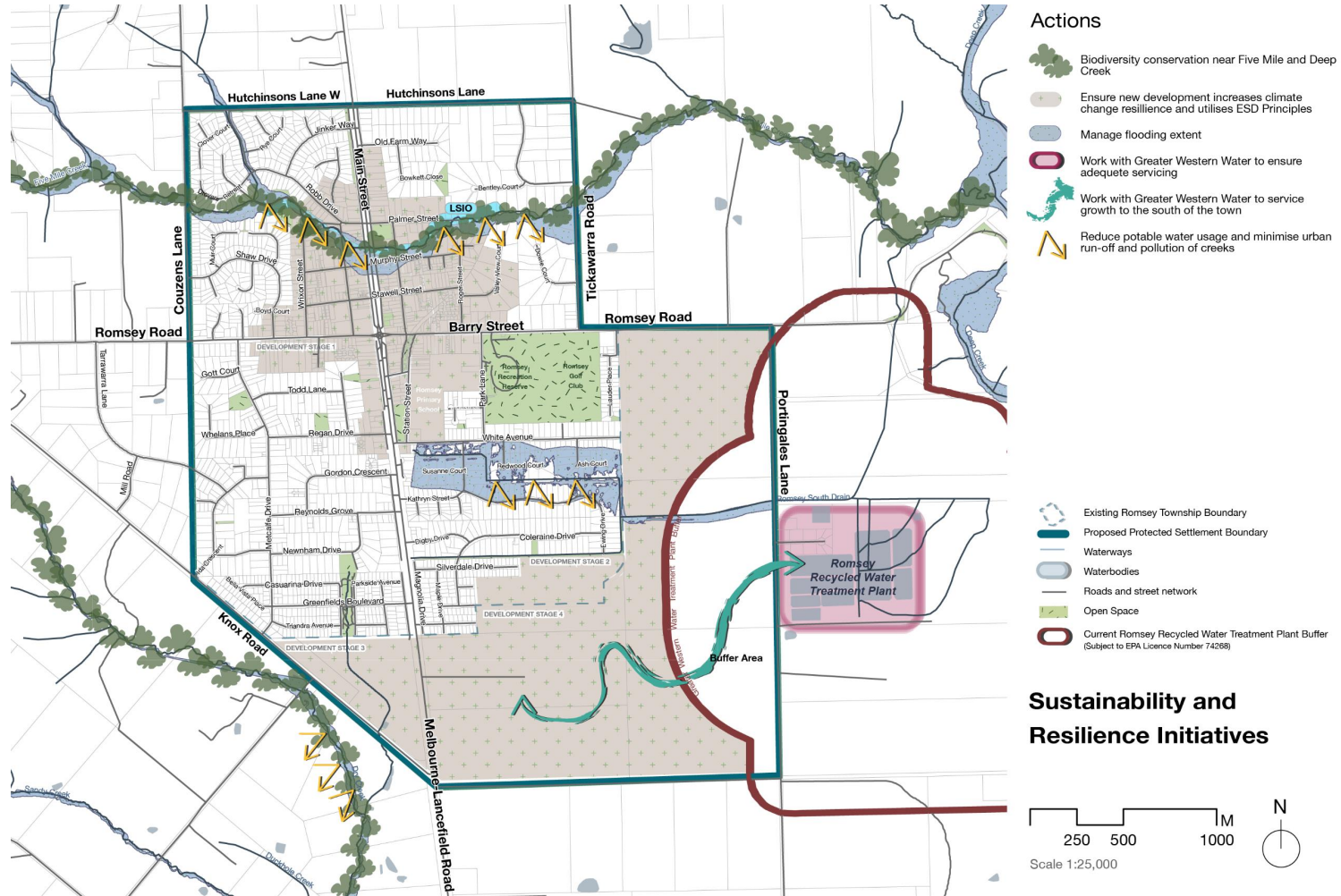
*Victoria's biggest solar farm under construction amid debate over lost agricultural land
- ABC News*

Romsey's sustainability and resilience initiatives are shown in **Figure 14**.





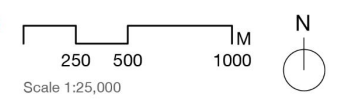
Figure 14: Romsey sustainability and resilience initiatives



- Actions**
- Biodiversity conservation near Five Mile and Deep Creek
 - Ensure new development increases climate change resilience and utilises ESD Principles
 - Manage flooding extent
 - Work with Greater Western Water to ensure adequate servicing
 - Work with Greater Western Water to service growth to the south of the town
 - Reduce potable water usage and minimise urban run-off and pollution of creeks

- Existing Romsey Township Boundary
- Proposed Protected Settlement Boundary
- Waterways
- Waterbodies
- Roads and street network
- Open Space
- Current Romsey Recycled Water Treatment Plant Buffer (Subject to EPA Licence Number 74268)

Sustainability and Resilience Initiatives



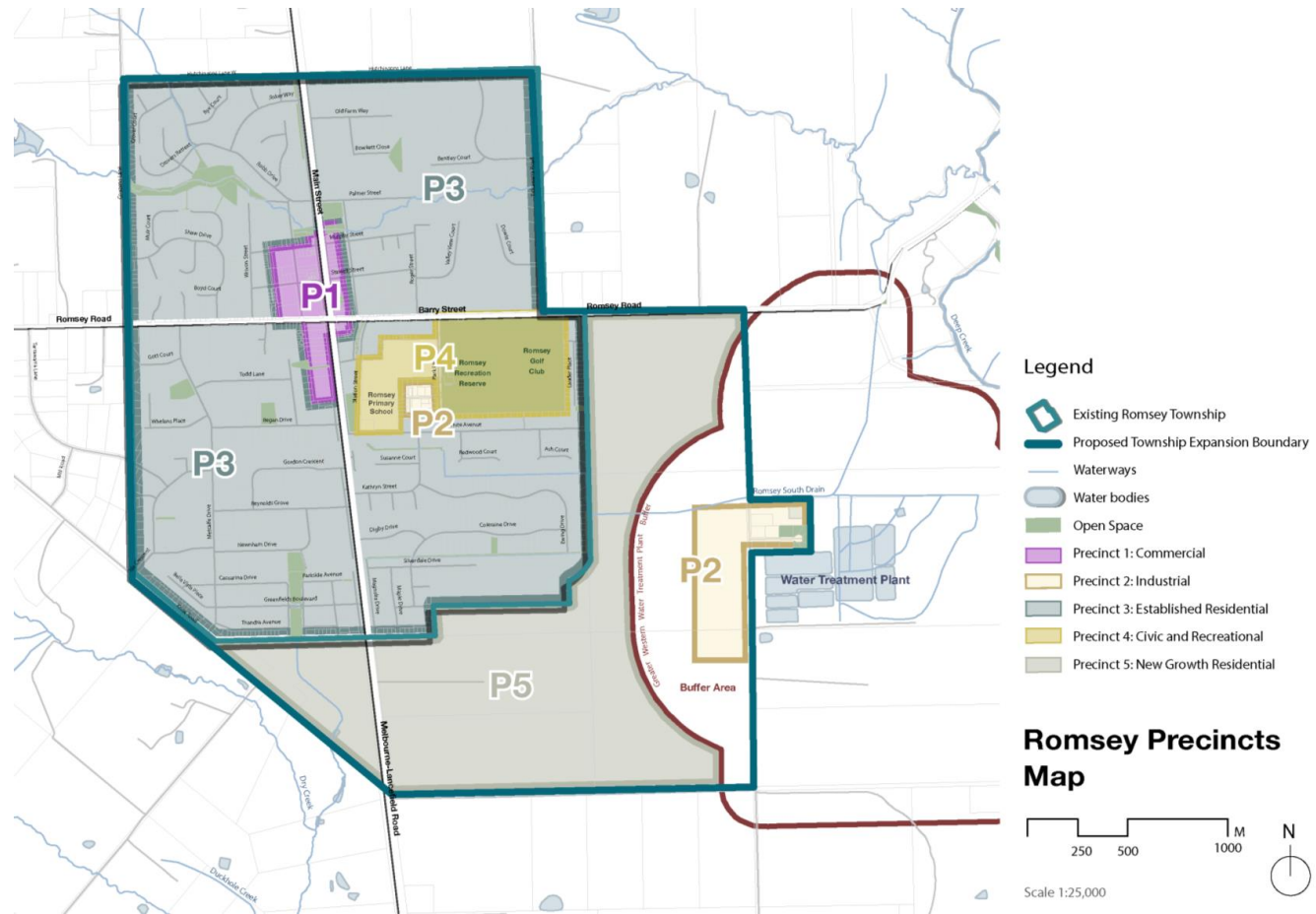


10. PRECINCT GUIDELINES

10.1 Guidelines

Five precincts have been identified for the preparation of guidelines to deliver high quality outcomes.

Figure 15: Romsey precincts





10.2 Precinct One: Town Centre

The Town Centre consists of the retail and commercial centre of Romsey centred around Main Street.



10.2.1 Town Centre character

Romsey’s town centre has a low, highly dispersed, character of one and two storey buildings. Many of these are public or commercial buildings from the nineteenth century, built to the front boundary defining the street, and helping to characterize the town centre’s clear heritage identity. The Heritage Overlay (HO) applies to Main Street and abutting properties, including some individual buildings, from just south of Barry Street northward to the ambulance station.

Other buildings within the centre from the twentieth century are often set back from the front boundary to accommodate car parking and access

requirements which has the effect of diluting the town centre’s early built form character. Predominantly single storey, these buildings including many sheds and usually have a simple, unadorned and utilitarian expression in contrast to the more decorative nineteenth century buildings.

Built form considerations

Most recent development in Romsey is low scale, set back from the street and reduces the sense of place and spatial enclosure created by earlier buildings. Built form controls for heights and setbacks beyond those existing within the planning scheme do not appear to be sufficiently justified due to the current limited levels of development activity. Encouragement of new buildings of more than one storey, particularly within the town centre, will provide improved urban design outcomes through more efficient use of land, providing space for trees and landscape, and improved spatial definition of the very wide Main Street.

While the HO and the DPO over sites on Pohlman Street provide built form controls, there is little to guide development within the town centre.

Built form objectives

New built form within the town centre should complement and reinforce the important role and valued characteristics of Main Street including to:

- Provide a well-considered, contemporary design response to the character, form, architectural expression, and materiality of adjacent heritage buildings.

- Be low energy, low carbon and climate resilient.
- Be built to the front boundary to define, address and overlook the street space.
- Reinforce the prevailing fine-grain pattern of development.
- Ensure that uses at ground floors activate and add to the vitality of the street or adjoining public spaces with generous windows and doorways to front street facing facades.
- Encourage verandahs or awnings over footpaths to provide shelter and shade to pedestrians and reinforce the streetscape character.
- Encourage upper levels to be built to the front boundary to define and overlook the street space.
- Ensure car parking is located to the sides or rear of development and that driveways do not detract from the pedestrian environment.
- Ensure blank walls or service areas do not adversely impact on views from adjacent streets or sensitive interfaces.
- Encourage well designed buildings that are environmentally sustainable, energy efficient, and climate resilient.

10.2.2 Township entrances

The approaches to Romsey for some kilometres are lined with established evergreen trees from the south and deciduous trees from the north, creating an attractive and pleasant entry experience to the township. These trees and their grassed verges are a valued and key contributor to the townscape character, amenity and sustainability.



Future actions should seek to:

- Maintain the avenue trees, replacing senescing specimens and filling any gaps with supplementary trees, to ensure the long-term sustainability of these important assets.
- Establish new avenues of tall canopy trees along Barry Street and other major streets leading to the town centre.
- Maintain and reinforce wide grassed verges along the township approaches and within the town centre.
- Ensure new road and other civil works use materials and details that reinforce and are consistent with the township’s heritage character.
- Audit and rationalise roadside signage, furniture and fittings along Main Street to reduce visual clutter, particularly within the town centre.
- Establish and extend safe and convenient shared paths along Main Street and Barry Street to

improve access for people using mobility aids, pedestrians, and cyclists.

- New residential areas which face approaching roads to consider the introduction of rear lanes to these properties, to reduce the visual impact of driveways and garages, and allow for significant tree planting to enhance the entries to the town.
- Art/entry signage, and landscaping should be combined and well designed to signal the entry to the town.

Apart from its north-east and north-west corners, the DDO has been applied to much of the balance of the already developed areas of the township controlling the heights and setbacks of new buildings.

10.3 Precinct Two: Employment Areas

There are currently two active industrial areas in Romsey located within the town around Mitchell Court off Park Lane and on Johnstone Street adjacent to Portingales Lane and the Romsey-Melbourne Road. These provide a range of employment uses with a variety of businesses including mechanics, auto repairs and gyms in Mitchell Court and a range of activities not suitable for residential areas such as the Romsey Waste Transfer Station on Johnstone Court.

A new employment area will be developed in Portingales Lane adjacent to Johnston Court. This area is located within the buffer of the Romsey Water Treatment Plant and is compatible with this use.



The development of the Romsey Employment Precinct will be guided by the *Design Guidelines for Industrial and Commercial Development in the Macedon Ranges*. Streets in the new employment precinct should be designed to include footpaths on both sides, as well as areas for the planting of street trees at relatively close centres, to provide significant tree canopies at maturity.



10.4 Precinct Three: Residential Areas

This precinct consists of the residentially zoned areas within the Romsey Township. These areas provide housing and a range of other community needs. Housing consists of almost exclusively detached housing which will increasingly mean that the housing needs of the community are not met as residents age and family structures change.

Design Guidelines for residential areas are included in **Appendix 2**.

10.4.1 Township character type

This precinct is located adjacent to the town centre of Romsey. The Outline Development Plan 2009 identified this area as the preferred location for medium density housing and that is supported by this structure plan. A range of single houses, dual occupancies, townhouses and multi-dwellings will be supported.



Character description

The township character type represents the early stages of development of Romsey. Developed in a strong grid pattern, the area contains dwellings from the earliest stages of development of the town to today.

The housing is largely detached, interspersed with newer medium density development. Dwellings are typically single storey using simple, modest building

forms. Some more recent unit development has occurred along with second dwellings being constructed to the rear of existing dwellings.

Managing the impacts of the resulting gun-barrel driveways can be challenging, which despite delivering additional housing stock, often remove “natural surveillance” of the street by buildings fronting the new driveway rather than the street. In addition, there is less permeable land for the management of stormwater runoff.

Older development is characterised by garages and carports being set back from the house and street allowing the front gardens to dominate the streetscape. Materials are often weatherboard while new dwellings are often brick or render which are much heavier in form than surrounding weatherboard dwellings.



Dwellings are set within gardens with a variety of forms and plant species. Fences are often in



keeping with the dwelling period and low in height which enables views to the houses and the vegetation to flow across from the private to the public domains.

The roads are sealed with gravel edges and kerbs providing an informal country town feel aided by the large grassy verges and often no footpath. Some formality is introduced to the streetscape through the plantings of avenue trees which coalesce the areas together.

Garages are usually new additions to these houses and can be poorly located along with sheds and carports intruding into the garden settings of the dwellings. Newer sealed driveways are also reducing the country town feel.

Preferred future character

The retention and restoration of older dwellings is encouraged with infill development occurring to the rear of properties. Dwellings feature low pitched roofs with eaves, constructed with light building materials and colour palettes that are sympathetic to existing weatherboard dwellings.

Consistent front setbacks maintain an intimate streetscape that is enhanced by an ornamental garden setting and canopy trees that soften the built form, while side setbacks maintain rhythm and spacing of dwellings along the streets.

Upper levels are setback from the ground floor to reduce visual bulk and allow overarching canopy trees within the public and private realms to remain the dominant visual feature of the streetscape.

This area will continue to evolve over time to contain a greater proportion of well-designed and site responsive medium density residential development. Development will appear as a single, detached dwelling of similar frontage width to the pattern of development in the street.

Wide road reserves, front verges and street trees are protected and maintained through single crossovers and provision of on-site parking.

10.4.2 Township Suburban character type

This precinct is located around Township areas reflecting a mix of older township development along with significant development from the 1980s to today. Incremental growth is anticipated in this character type consisting of dual occupancies, and multi-unit development around parks.



Due to the age of housing stock and generally large lot size, areas particularly in proximity to the town centre are likely to attract future redevelopment,

including replacement single dwelling development, subdivision and multi dwellings.

Character description

The Township Suburban represents the first stages of ‘suburban’ style development within the early township. This area consists of a largely modified grid with some cul-de-sac extensions often located at the edge of the township boundary. There is an informal township character to these areas due to the lack of kerbs and wide grassy verges and the lack of footpaths.

Architectural style varies and there are modern contemporary homes located next to older homes from various eras. Most dwellings are modest. Occasionally a set of units or a second dwelling has been constructed behind another. Large trees in backyards and in surrounding parks and reserves, frame long views to the treed landscape.

Despite the variety of architectural forms and materials found in Township Suburban, there are particular characteristics that define this character type. Spacing between buildings and the strong visual presence of trees and vegetation give strong character to these areas. Buildings are generally lower than the height of mature trees, and seldom exceed two storeys.

Fencing is varied with front fencing highly transparent and not more than 1.2m in height. Garages are generally located either behind dwellings, or setback from the front façade of dwellings.



Preferred character statement

Open and spacious streetscapes are enhanced through low profile built form, a consistent and generous front setback and lack of front fences that allows for views across the garden setting. Dwellings are sited informally and feature simple building forms with pitched roofs and eaves.

Buildings are no higher than two storeys with any upper-level set back from building frontages or incorporated into roof forms. Material palettes are simple and neutral, allowing the garden setting to dominate.

Separation between dwellings is maintained through generous side setbacks and allowance for landscaping. Garages and carports located behind dwelling frontages are recessive as viewed from the street. Driveway access is provided from a single crossover per lot, and garages and carports are located behind the front building line. Parks are activated through dwellings that front onto open spaces with low, permeable fencing and upper-level surveillance.

10.4.3 Garden Court

The Garden Court areas of Romsey encompass areas of Romsey in the north-west quadrant and on the east side of Main Street around Kathryn Street and Ewing Drive at the southern entry to the town. It also includes a number of areas under construction in the south and around Tarrawarra Lane.

Development potential is limited due to few vacant lots, title restrictions preventing further subdivision and the recent construction of dwellings.



Character description

Garden Court character areas represent the era from the 1960s when the cul-de-sac and curvilinear form of street layout became popular across

Victoria. In Romsey, these are largely cul-de-sacs off meandering roads.

While similar in many respects to the Township Suburban type, these areas have a greater formality due to the use of sealed roads with kerbs often barrier style, and roll over style in more recent developments. The north-west quadrant is located on rolling hills while the other areas are on flat land.

Footpaths are more common and often only on one side of the street. Verges tend to be wide but can also be narrower suburban style where there are footpaths. There is little street tree planting.

Dwellings in Garden Court areas are typically detached single and some double storey typically brick with predominantly low, hipped roof forms in a variety of materials. More recent developments are predominantly brick but can include materials such as timber and render with a variety of roof forms usually of tile.

Garages are integrated within the dwelling roof form and are often very prominent. Where garages are forward of the dwelling, they can dominate the streetscape and impact on the sense of address of the dwelling. Large sheds are often located on sites at the rear of lots, but this can result in large areas of hard paving with driveways.

Gardens are low level and often very simple using a mix of native and exotic plants. Front fences are not common while side fences are often solid. There is a sense of spaciousness due to the lack of front fences and the wide verges.



This character type could benefit from greater planting of street trees to enhance canopy cover.

Preferred character statement

Consistent dwelling setbacks and roof forms, no front fencing and setting back garages to reduce their visual dominance in the streetscape will preserve the sense of spaciousness that exists in the Garden Court precincts.

Planting of native and exotic vegetation in front gardens adds to the quality of the streetscape. Planting of large canopy street trees provide shading and cooling benefits and improves pedestrian environments.

Buildings are designed to reflect the context in form, proportioning and materials. Buildings do not attempt to replicate existing areas or historic architectural styles, instead reflecting a contemporary and unique response to the region’s history and context, further adding to the local identity. Street patterns reflect the cul-de-sac pattern.

Development adjacent to Five Mile Creek front onto these spaces with low, permeable fencing and upper-level surveillance.

10.4.4 Bush Woodland

The Bush Woodland area of Romsey wraps around the Township areas in the north -east quadrant of the town.



Character description

The Bush Woodland area is a form of semi bush which unusually provides a transition to rural lifestyle and then the surrounding farm areas.

Dwellings are barely visible due to the large predominantly native vegetation. The ‘ranch’ or ‘homestead’ style designs, usually lie low across the block and often incorporate expansive verandahs. The building forms are simple and roof forms are low pitched. Large blocks enable dwellings to have large footprints but relative to the lot size, there is low site coverage and high amounts of site permeability.

Dwellings have generous front and side setbacks allowing large remnant trees and vegetation to

wrap around the dwellings and minimise their visibility from the street. Driveways are usually unsealed.

Materials are predominantly brick but occasionally timber or stone and newer dwellings often incorporate corrugated iron materials on walls. Garages are sometimes integrated into the dwelling form. The lack of kerbs and footpaths make a significant contribution to the area’s informal character.



Preferred character statement

Dwellings will continue to be set in native vegetation garden settings with space provided around buildings for the planting of substantial trees. Limiting site coverage of hard surfaces and providing setbacks to the front, side and rear will ensure the vegetation frames the dwelling.

New development is low scale, one to two storey dwellings, using natural materials and colours that



reflect the natural surrounding environment and simple building forms to fit within the vegetated setting. Generous front and side setbacks provide for indigenous and native vegetation which embrace large canopy trees. Garages and carports are hidden from view, often located behind the line of the front dwelling façade and are integrated with the design of the dwelling.

Absent, low or transparent, front fencing contributes to the bush feel and informal transition between public and private realms.

Development adjacent to Five Mile Creek will front onto the creek where possible with low, permeable fencing and upper-level surveillance.

10.4.5 Semi-Rural

The Semi-Rural areas of Romsey encompasses the Low Density Residential Zone (LDRZ) in the northwest corner of the town. The area is unsewered and the LDRZ requires lots to be a minimum of 4,000 square metres.

Development potential is limited to the subdivision of lots over 8,000 square metres which will prevent redevelopment such as multi-dwelling development and small lot subdivision. They provide lifestyle blocks enabling a range of semi-rural activities including horses and other recreational pursuits.



Character description

Dwellings often have large footprints and sit on sizeable acreage with low site coverage and high amounts of site permeability. They are often suburban in nature or lie low across the block and often ‘ranch’ or ‘homestead’ style incorporating expansive verandahs. The building forms are simple and roof forms are low pitched.

Dwellings have generous front and side setbacks allowing large trees and vast open lawns. Driveways may be landscaped and sometimes sealed with

entry gates. Dwellings sit below the existing tree canopy and are usually visible to the street. There are Materials are predominantly brick but occasionally timber and newer dwellings often incorporate corrugated iron materials on walls.

In these areas, few indigenous trees remain having been previously cleared for farming. Exotic gardens have been planted and there are often large canopy trees. The streetscapes feature an informal character with little roadside vegetation and are sealed with wide grassy verges.

Garages are integrated into the dwelling form. Sheds and outbuildings can be substantial and sometimes intrude into the foreground or the side off the driveway. Dwellings are to be sited within a generous garden setting allowing a strong landscape character to prevail.

Preferred character statement

Dwellings are sited on moderate to large lots that accommodate a mixture of species, and vast open lawns. New development provides generous front and side setbacks to allow for the retention and continued planting of large trees and open lawns.

New development reflects the low scale of dwellings with verandahs, using simple building forms and low-pitched roofs. Dwellings do not penetrate the existing tree canopy but are visible to the street. Dwellings utilise natural materials and colours that reflect the natural surrounding environment and vegetated landscape setting. The streetscapes feature an informal character which



Romsey
Structure Plan

embraces roadside vegetation and wide grassy verges.

Garages and carports are hidden from view, often located behind the line of the front dwelling façade and are integrated with the design of the dwelling. Open, post and wire or post and rail front fencing creates a low and permeable streetscape enabling vegetation to flow across the semi-rural landscape.

10.5 New residential growth areas

New residential growth areas are located in the expanded areas of the town to the south and east. Given that these areas do not have an existing residential character, their character will be created through their development over the next 20-30 years.

Design guidelines for these areas are included in **Appendix 2** and should be read in conjunction with Clause 56 and the Infrastructure Design Manual.

10.6 Community precinct

This precinct consists of the town’s principal community assets of the Romsey Primary School and the Romsey Recreation Reserve and Golf Course.



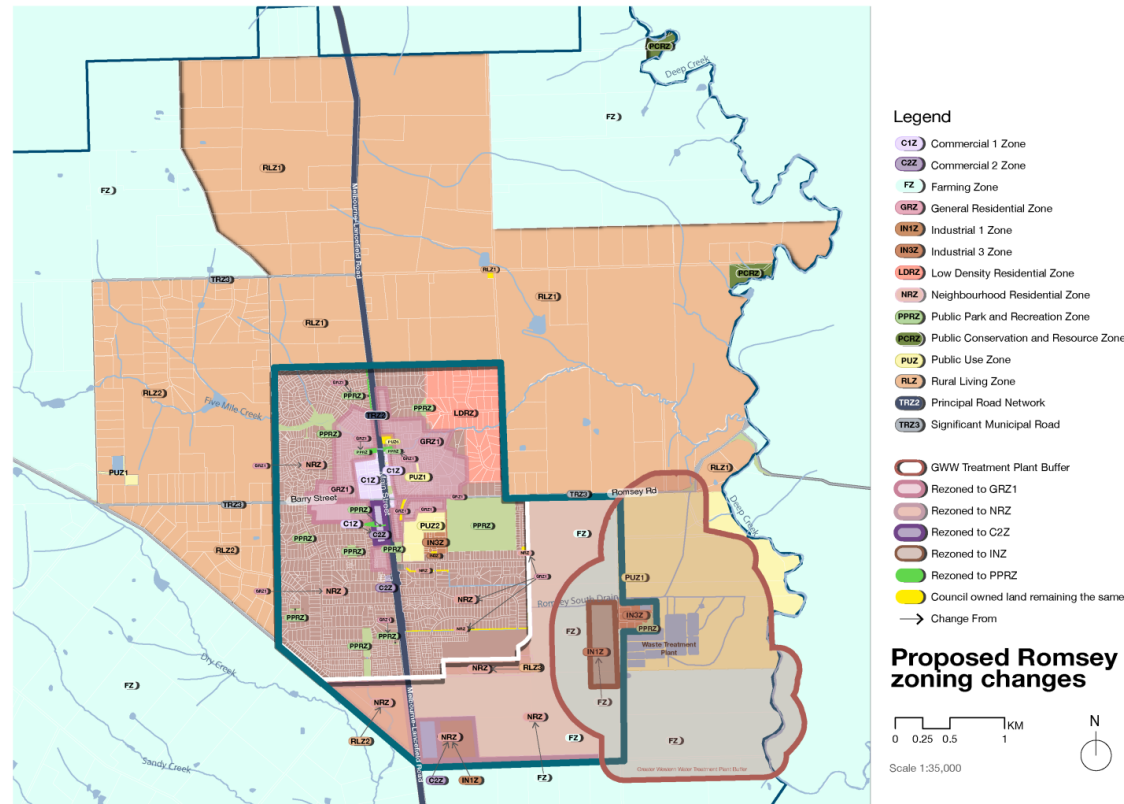


11. IMPLEMENTATION

11.1 Statutory planning

The implementation of the Structure Plan will involve the preparation of a planning scheme amendment to implement a range of actions outlined. The proposed long term changes to the zones are shown below. Changes to rezone FZ to NRZ will be undertaken over time in accordance with the Staging Plan at Figure 7.

Figure 16: Proposed Romsey zoning changes





12. NEXT STEPS

12.1 Community consultation

The draft Structure Plan will be presented to the community and other stakeholders for comment and feedback for period of six weeks. The findings of the consultation period will be carefully considered and will inform the final draft of the document and an implementation plan will be prepared.

12.2 Implementation Plan

An Implementation Plan will be prepared that builds on the strategies and actions highlighted throughout the structure plan to provide a framework for delivering the vision for Romsey. The Implementation Plan will be used as a guide to identify Council's role, responsibilities and priority for each recommended action.

12.3 Council's role

Macedon Ranges Shire Council will play different roles in the implementation of the Romsey Structure Plan project. These will vary between the roles of Planner, Provider, Advocate, Partner/ Facilitator, Educator and Regulator. A description of these various roles is provided below.

Planner

Develop detailed plans and drawings for construction, and in relation to its urban and social planning responsibilities.

Advocate

Represent community needs and interests to Federal and State Governments and the private sector for reform and funding.

Partner / Facilitator

Working closely with developers, landowners, residents and businesses to facilitate the outcomes in the Structure Plan.

Educator

Provide information to businesses, residents and interest groups.

Regulator

Ensure that built form, infrastructure and other elements of the environment meet town planning, building, transport and public health regulations and expectations.

12.4 Implementation

Implementation will involve seeking Council's formal adoption of the plan. This will enable commencement of the implementation of the plan. This will include a planning scheme amendment process to implement key policy and direction into the Macedon Ranges Planning Scheme. Other non-statutory actions will commence subject to Council budget cycles.



Appendix 1: Investigation areas criteria and assessment

Table 1 provides an assessment of the seven investigation areas against the ten criteria. It highlights that the top three investigation areas are numbers 1, 2 and 3. These areas perform the best against the ten criteria.

Based on this assessment these areas were determined to form the basis for the development of the structure plan. Investigation areas 6 and 7 performed poorly against the criteria and should be removed from any discussion about expansion opportunities. Areas 4 and 5 partially meet criteria for most categories, however have significant challenges that could make expansion into these areas more difficult.

Table 1: Investigation area assessment criteria scoring

Criteria	Investigation Area							
	1	2	3	4	5	6	7	
1	Consistency with existing strategic directions and policies	1	1	1	1	1	0	0
2	Whether land adjoins the existing town boundary	1	1	1	1	0	1	1
3	Minimising land fragmentation and maximising developable land	1	1	1	0	0.5	0	0
4	Capacity to deliver walkable access to shops, and services, and emphasise the town centre	0.5	0.5	0.5	0.5	0.5	0.5	0
5	Impact of barriers to access	1	1	0.5	0.5	0	0	0
6	Impact on the visual and environmental setting of the township	1	1	0.5	0.5	0.5	0	0
7	Reduce the likelihood of environmental hazards	1	1	0.5	0.5	0.5	0	0
8	Ability to access utility services	0.5	0.5	0.5	0.5	0	0	0
9	Maintain a rural break between settlements	1	0.5	1	1	0.5	0	0
10	Minimising impact on high quality agricultural land	1	1	1	0.5	0.5	0	1
Total		9	8.5	7.5	6	4	1.5	2



Appendix 2: Design guidelines

Under Separate Cover



Romsey Structure Plan

Appendix 2

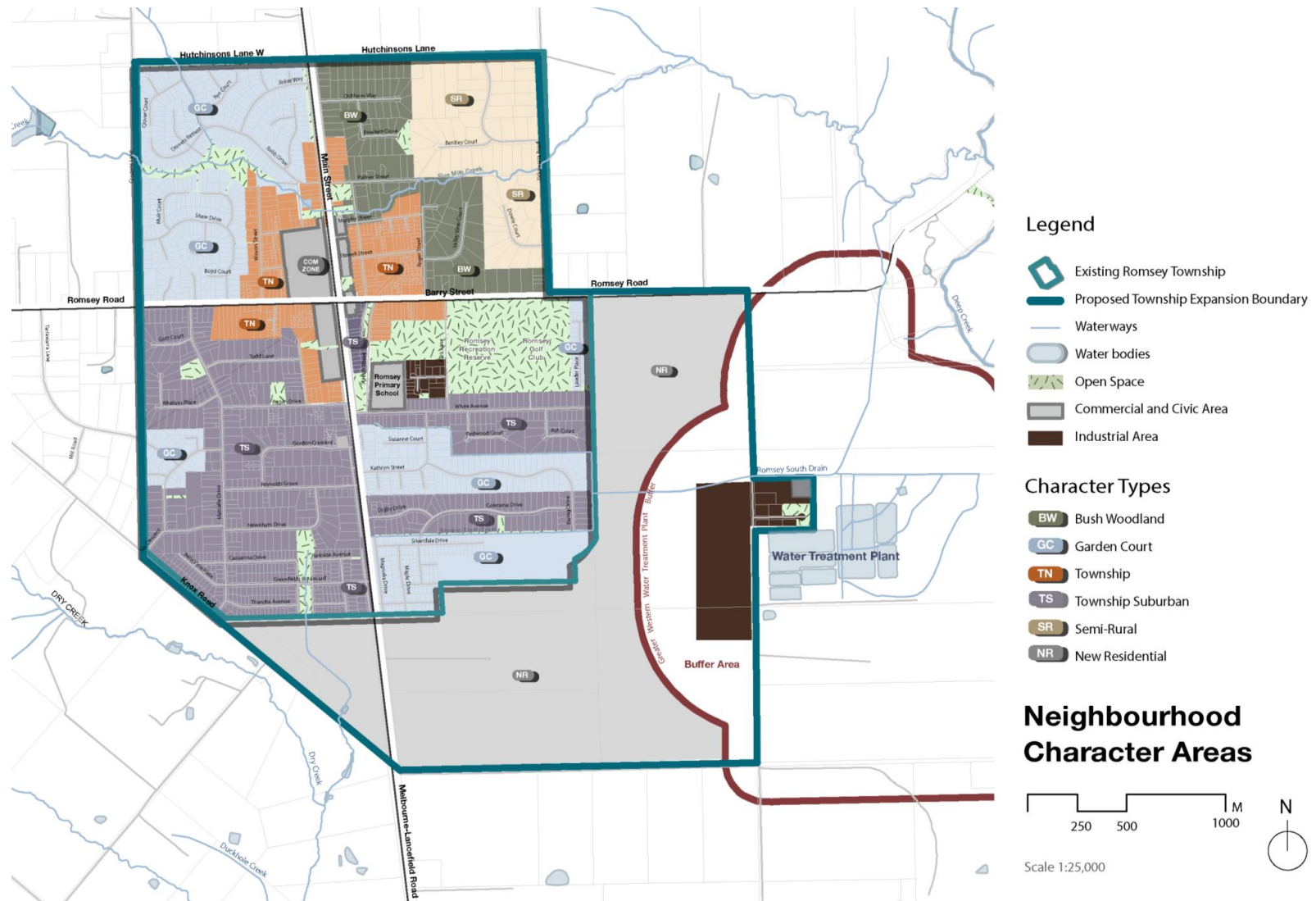
Neighbourhood Character Guidelines
and New Residential Area Subdivision
Requirements

June 2023



PLAN 2 PLACE



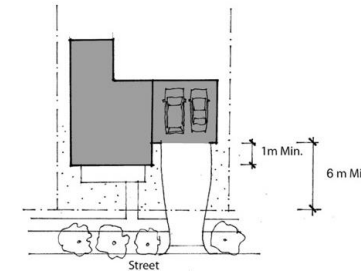


Romsey Township Character Type

DESIGN ELEMENT	DESIGN RESPONSE	SKETCH
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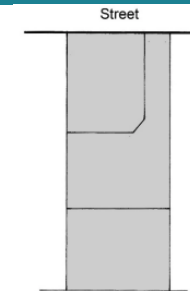
EXISTING BUILDINGS

- Retain and restore where possible, Victorian, Edwardian, Federation, and Interwar period homes.
- Extensions should respect the scale, massing and materials of the existing dwelling.
- Car storage facilities should be recessive in the streetscape through:
 - a minimum setback of 1 metre from the front façade of the house, or
 - a minimum setback of 6 metres from the front property line and detached from the original structure.

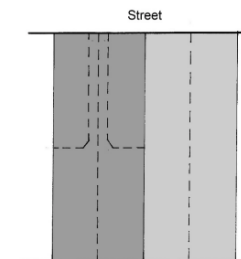


SUBDIVISION	DESIGN RESPONSE	SKETCH
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- Discourage subdivision that results in a long single driveway and multiple units.

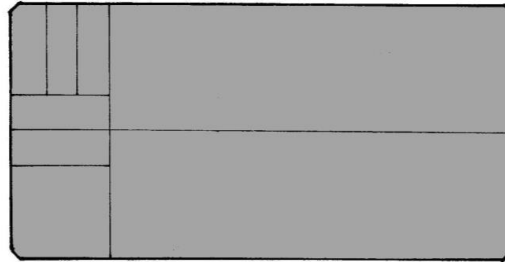


- Encourage four-lot and two-lot subdivision of existing lots as shown in the diagram.

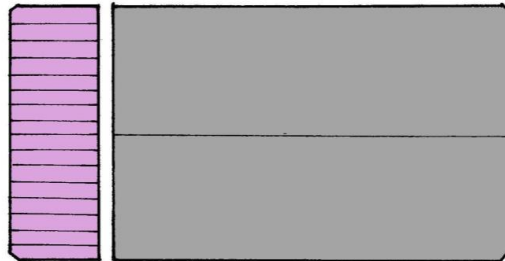


- The boundaries of new lots should be a minimum of 8 metres from the rear of an existing building and 1 metre from the side boundaries to maintain the setting of the existing dwelling.
- Minimise new crossovers and driveways to the street.
- Subdivisions should respect the existing form, pattern, layout, dimensions and orientation of the locality.
- Provide all lots with street frontage, private lane frontage, or an identifiable street address.
- Provide adequate space around dwellings for effective landscaping.
- Encourage consolidation of sites and the creation of rear lanes.

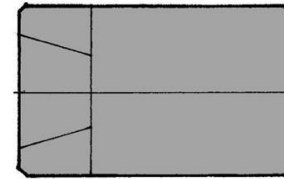
Existing



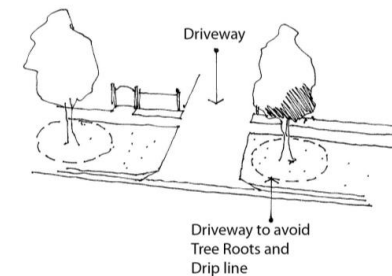
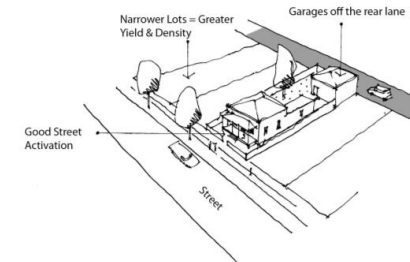
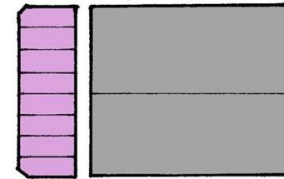
6 lots Consolidated and Subdivided into 16 new 530 square metre lots with rear laneway access



Existing



4 Lots Consolidated and Subdivided into 8 x 450 square metre lots with rear laneway access

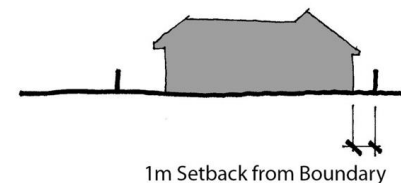
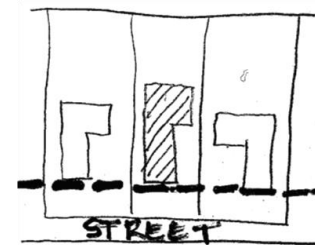


VEGETATION SKETCH

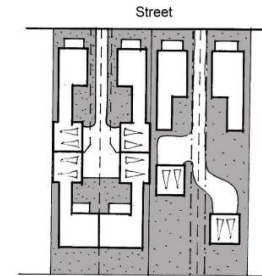
- Incorporate plantings that reinforce the garden setting.
- Provide a minimum rear private open space area of 60 sqm and minimum width of 8 metres for the planting of canopy vegetation.
- Retain large established trees and plant new trees with adequate space for Tree Protection Zones.
- Maximise permeable areas and encourage native understory vegetation.
- Provide a one metre wide landscaped strip along the length of any shared driveway.
- Consolidate and/or place underground any site services to protect and maximise useable private open space.
- Provide adequate area for deep soil planting including Tree Protection Zones to the front and rear of dwellings.

SITING SKETCH

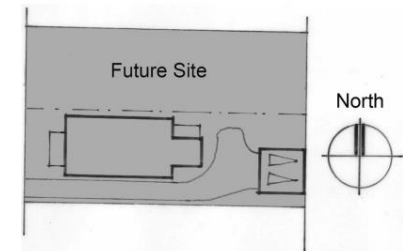
- The front setback should be no less than the average setback of the adjoining two buildings.
 - Provide front setbacks consistent with existing predominant front setbacks.
 - On corner sites, the front setback should be consistent with the predominant front setbacks of the street that the new dwelling faces.
 - Minimise the dominance of garages and carparking by placing garages to the rear and utilising shared accessways.
-
- Buildings should retain a setback to one side boundary of a minimum 1 metre.



- On narrow lots less than 14 metre width, garages should be located behind the house.



- Locate dwellings on large lots so that future subdivision is possible.

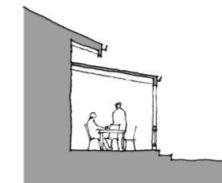
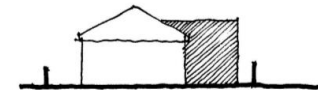


HEIGHT AND BUILDING FORM

SKETCH

Design new buildings to:

- Reflect the predominant style, orientation, proportion and placement of eaves and windows within the streetscape.
- Reflect the roof form and pitch of adjacent dwellings.
- Locate building extensions behind the main roof ridgeline of the original dwelling.
- Locate second storey extensions to reflect the building side setbacks.
- Ensure development includes a front verandah or balcony of at least 9 sqm (min dimension 2.2 metres) to provide for social interaction with passers-by in the street.



MATERIALS AND DESIGN DETAIL

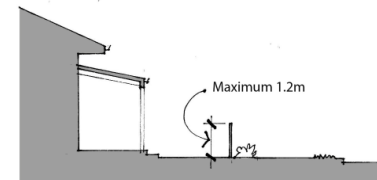
Design new buildings to:

- Reflect the predominant roof and wall materials in the streetscape.
- Use materials that reflect the dominant visual character in the streetscape.
- Avoid period reproduction and utilise contemporary architectural expressions that respect the character of existing buildings in the streetscape.
- Encourage light coloured roofing to increase internal energy performance.
- Incorporate quality, durable and sustainable materials that are not energy intensive in development.
- Locate 'site services' where they are not visible from the public realm or apply screening and/or landscaping to conceal them.

FRONT BOUNDARY TREATMENT

SKETCH

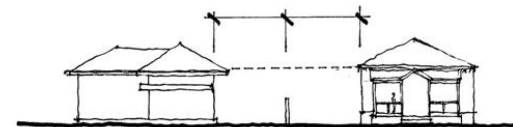
- Encourage the retention of original front fencing where they reflect the building era.
- Provide no front fencing in areas where this predominates.
- Provide open-style or low front fencing to a maximum of 1.2 metres in height.



HERITAGE PLACES

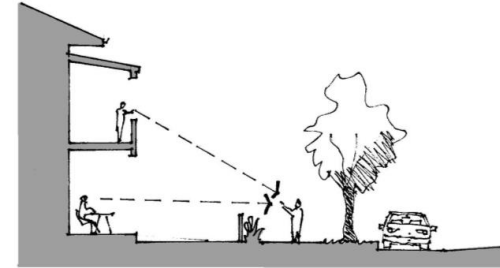
SKETCH

- Buildings on lots adjoining or adjacent a Heritage Place or precinct should:
 - be in scale and keeping with the Heritage Place or precinct in regards to height, roof form and massing
 - provide front and side setbacks consistent with any adjoining or adjacent Heritage Place or precinct;
 - be sympathetic and visually recessive to the Heritage Place or precinct, and
 - make a contemporary contribution to the streetscape, in preference to mock heritage outcomes.

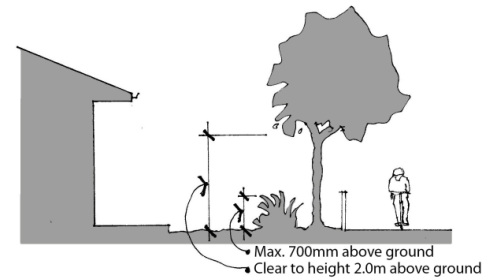


PUBLIC OPEN SPACE SKETCH

- Provide an active façade, including windows, doors, verandahs or balconies, adjacent or adjoining public open space, or an off-road trail/path to encourage passive surveillance of the public realm.



- Provide low or open style front fencing along boundaries with the public realm, including:
 - A street;
 - Public Open Space; and
 - Off-road bike trails.



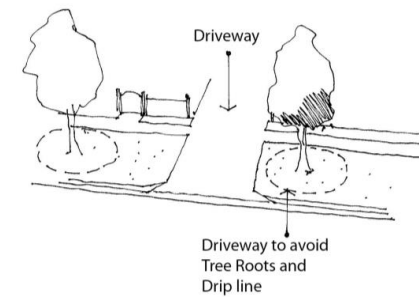
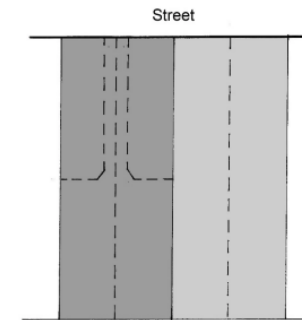
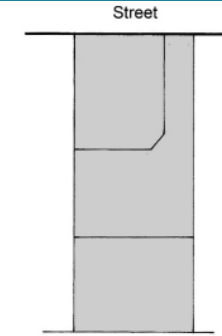
Romsey Township Suburban Character Type

DESIGN ELEMENT DESIGN RESPONSE

SUBDIVISION

SKETCH

- Discourage subdivision that results in a long single driveway and multiple units.
- Encourage four-lot and two-lot subdivision of existing lots as shown in the diagram.
- The boundaries of new lots should be a minimum of 6 metres from the rear of the existing building and 1 metre off the side boundaries.
- Minimise new crossovers and driveways to the street.
- Ensure subdivision creates all lots with private street or lane frontage or an identifiable street address.
- Ensure subdivision provides space around dwellings for landscaping.
- Where possible new private laneways should be created to facilitate 'rear loading' car access from those lanes.
- New subdivision pattern should reflect the existing form, layout, dimensions and orientation of existing subdivision.

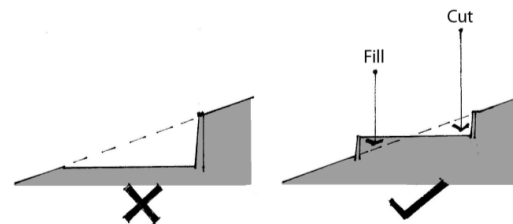


VEGETATION SKETCH

- Retain large, established trees and provide for the planting of new trees and vegetation with consideration of tree protection zones.
- Maximise permeable areas.
- Provide a minimum width of 500 mm – 1 metre of landscaping along shared driveways and side boundaries.
- Underground all site services to maximise landscaping areas.
- Provide areas for deep soil planting at the front and rear of new dwellings.

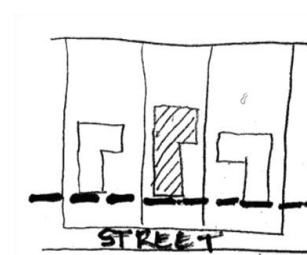
TOPOGRAPHY/ LANDFORM SKETCH

- Buildings and access should be designed to follow the contours of the site or step down the site avoiding major excavation works to accommodate dwellings or outbuildings.
- Locate new driveways to minimise impact on established street trees.



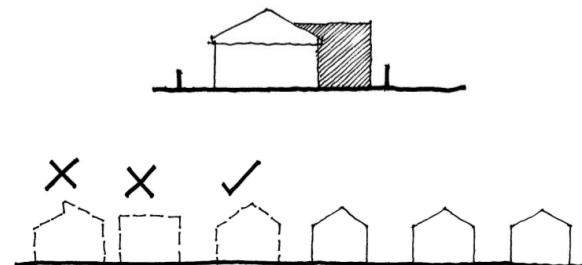
SITING SKETCH

- The front setback should be no less than the average setback of the adjoining two buildings.
- On corner sites the front setback should be no less than the average setback of the adjoining building.
- Buildings should reflect the predominant side setbacks in the street, avoiding boundary to boundary development.



HEIGHT AND BUILDING FORM **SKETCH**

- Locate extensions behind the existing roof line.
- Second storey extensions should reflect the building side setbacks.
- Reflect the overall building form, including the roof form, of the existing house.
- Reflect the built form proportions and roof form of the streetscape

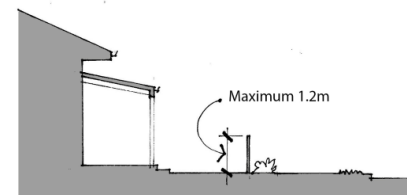


MATERIALS AND DESIGN DETAIL **SKETCH**

- Materials should reflect the dominant visual character in the streetscape.
- Use contemporary architectural expression that respects the building era in the streetscape, avoiding period reproduction details.
- Encourage metal and light coloured roofing.
- Incorporate quality, durable and sustainable building materials .
- Locate services, including air conditioning units and other structures, to not be visible from the street through building design, or concealed behind screen or planting.

FRONT BOUNDARY TREATMENT **SKETCH**

- Provide no front fencing in areas where this predominates.
- Provide open-style or low front fencing to a maximum of 1.2 metres.

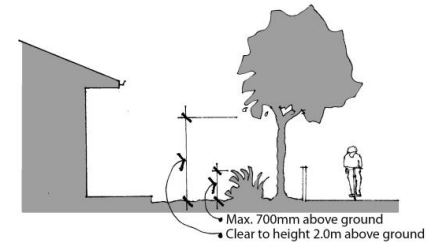
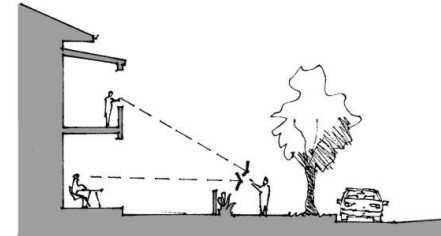


PUBLIC OPEN SPACE

SKETCH

- Provide an active façade, including windows, doors, verandahs or balconies, adjacent to public open space or off-road trail/paths to support surveillance of the public realm.

- Provide low or open style front fencing along boundaries with the public realm, including:
 - A street;
 - Public Open Space; and
 - Off-road walking and bike trails.



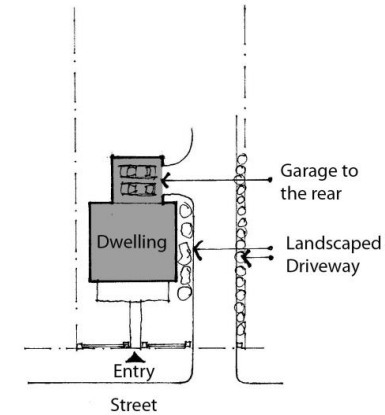
Garden Court Character Type

DESIGN ELEMENT DESIGN RESPONSE

SKETCH

SUBDIVISION

- The boundaries of new lots should be a minimum of 4 metres from the rear of an existing building and 1 metre from the side boundaries to maintain the setting of the existing dwelling.
- Minimise the size and number of new crossovers and driveways to the street.
- Encourage lot consolidation.
- Subdivisions should respect the existing form, pattern, layout, dimensions and orientation of the locality.
- The front dwelling and its entry must face the street.
- Encourage vehicle access via any available laneway or rear access to enhance the pedestrian environment of streets and reduce the visual prominence of garage doors.



VEGETATION

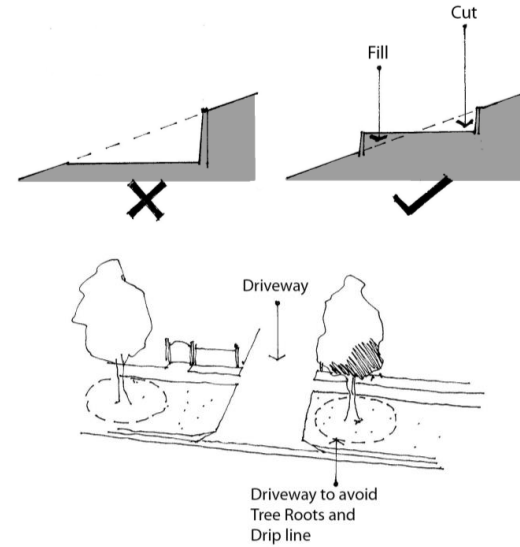
SKETCH

- Retain large established trees and plant new trees with adequate space for Tree Protection Zones.
- Maximise permeable areas and encourage native understory vegetation.
- Provide a metre wide landscaped strip along the length of any shared driveway.
- Consolidate and/or place underground any site services to protect and maximise useable private open space.
- Locate 'site services' so they are not visible from the public realm or apply screening and/or landscaping to obstruct visibility.
- Provide adequate area for deep soil planting including Tree Protection Zones to the front and rear of dwellings.

TOPOGRAPHY/
LANDFORM

- Design new buildings and access to follow the contours of the site or step down the site avoiding major excavation works to accommodate dwellings or outbuildings.
- Minimise any impact from crossovers/driveways on established street trees and their Tree Protection Zones.

SKETCH



SITING

- Buildings should reflect the predominant side setbacks in the street.
- The front setback should be no less than the average setback of the adjoining two buildings.
- On corner sites, the front setback should be consistent with any adjoining building.

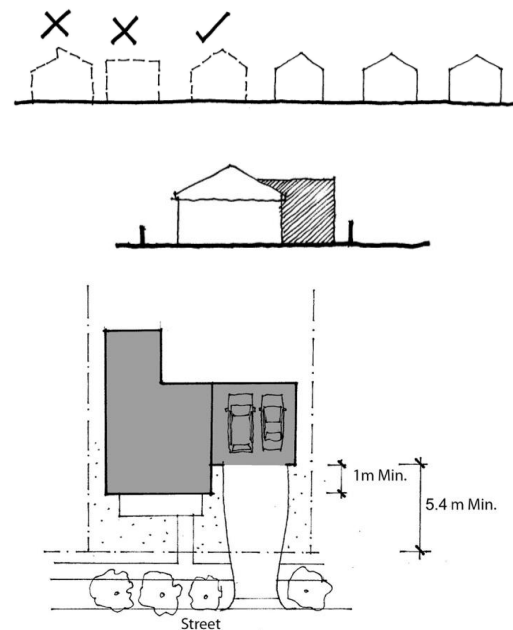
SKETCH



HEIGHT AND BUILDING FORM **SKETCH**

Design new buildings to:

- Reflect the predominant building style, orientation, proportions, and placement of eaves and windows within the streetscape.
- Reflect the predominant building form, scale and roof form in the street and any existing dwelling.
- Locate building extensions behind the main roof ridgeline of the original dwelling.
- Locate second storey extensions to reflect the building side setbacks.
- Provide wide roof eaves in streetscapes where this is common.
- Ensure car storage facilities are recessive in the streetscape through:
 - a minimum setback of 1 metre from the front façade of the house,
 - a minimum setback of 5.4 metres from the front property line and detached from the original structure.



MATERIALS AND DESIGN DETAIL **SKETCH**

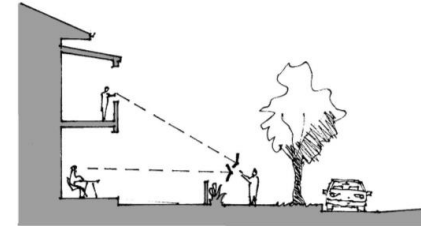
- Materials should reflect the dominant visual character in the streetscape.
- Utilise contemporary architectural expressions that respect the era of existing buildings in the streetscape avoiding period reproduction.
- Encourage light coloured roofing to increase internal energy performance.
- Incorporate quality, durable and sustainable building materials that are not energy intensive in development.

FRONT BOUNDARY TREATMENT **SKETCH**

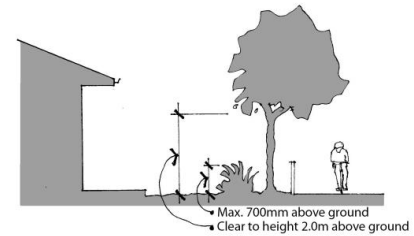
- Provide no, low or open style front fencing where this predominates.
- Encourage the retention of original front fencing where they reflect the building era.
- Provide no front fencing in areas where this predominates.

PUBLIC OPEN SPACE **SKETCH**

- Provide an active façade, including windows, doors, verandahs or balconies adjacent to public open space or an off-road trail/path to encourage connection to the public realm.



- Provide low or open style front fencing along boundaries with the public realm, including:
 - A street;
 - Public Open Space; and
 - Off-road bike trails.



Bush Woodland Character Type

DESIGN ELEMENT DESIGN RESPONSE SKETCH

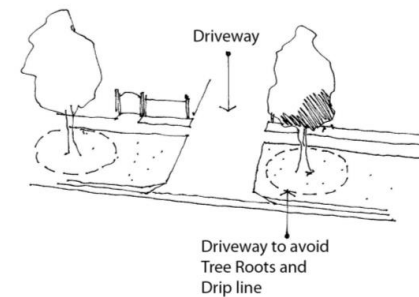
SUBDIVISION

- Subdivisions should respect the existing form, pattern, layout, dimensions and orientation of buildings in the locality.
- Minimize the number of crossovers/driveways to a road.
- Retain lots of a minimum of 800 sqm.

VEGETATION

- Provide landscaping that includes canopy trees and understorey.
- Locate buildings and driveways to incorporate space for the planting of substantial vegetation with any footings outside the tree protection zone.
- Locate buildings to retain established canopy trees as a dominant feature in the landscape.
- Trees removed due to development should be replaced with a species of a similar size and habit.

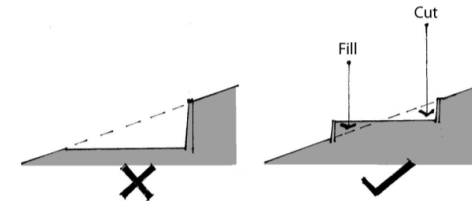
SKETCH



TOPOGRAPHY/
LANDFORM

- Design buildings and access to avoid major excavation by following the contours of the site or stepping down the site to accommodate dwellings or outbuildings.

SKETCH



SITING

- Setback buildings from front and side boundaries to avoid the need to remove remnant vegetation and to reduce its visibility from the public realm and neighbouring properties.
- Vehicle crossovers should be limited to one point of access, and avoid impacting existing vegetation, including encroaching on tree protection zones.

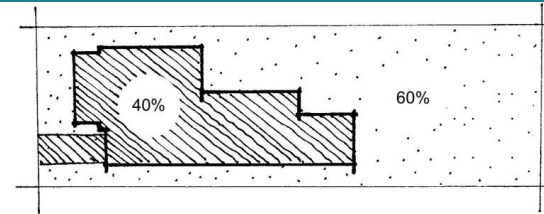
SKETCH

- Design new buildings and landscaping to maximise permeable areas and minimising any paved areas.
- Provide native or indigenous vegetation alongside driveways to soften their appearance.
- Locate vehicle storage facilities and outbuildings a minimum of 1 metre behind the front façade of the associated dwelling, or fully integrated with the design of the dwelling.

SITE COVERAGE

SKETCH

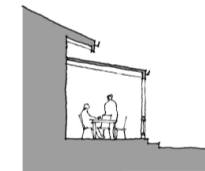
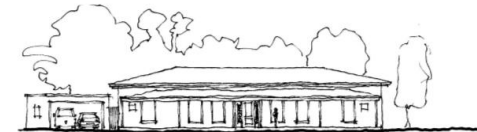
- Site coverage (including outbuildings, swimming pools, tennis courts, driveways and all non-permeable surfaces) should not exceed 40%.



HEIGHT AND BUILDING FORM

SKETCH

- Buildings should not exceed the dominant tree canopy height.
- Building design should complement the horizontal built form of existing dwellings.
- Encourage verandahs and wide eaves to reflect the prevailing rural or bush character.



MATERIALS AND DESIGN DETAIL

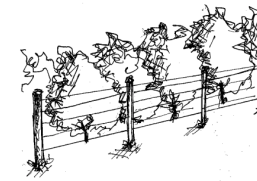
SKETCH

- Use materials and colours that respond to the surrounding natural environment.
- Incorporate quality, durable and sustainable materials.
- Conceal services from view from the public realm.

FRONT BOUNDARY TREATMENT

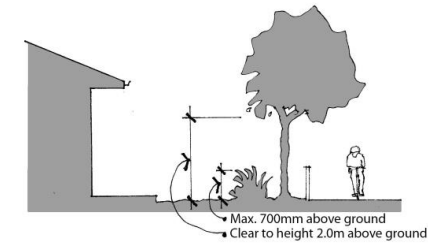
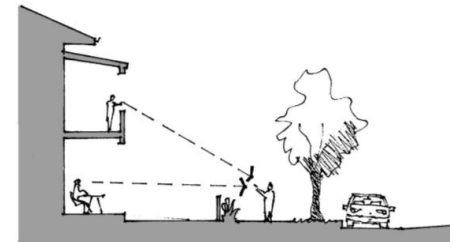
SKETCH

- Provide no or low open rural or post and wire style fencing to the front, side and rear boundaries.
- Encourage the use of vegetation as an alternative to fencing where possible.



PUBLIC OPEN SPACE **SKETCH**

- Provide façades which include windows, doors, verandahs and/or balconies and verandahs facing public open spaces to encourage connection to these spaces.
- Provide low or open style front fencing along boundaries with the public realm, including:
 - A street;
 - Public Open Space; and
 - Off-road bike trails.



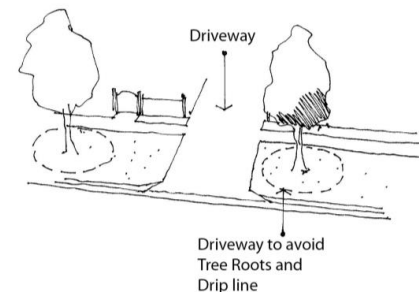
Semi-rural Character Type

DESIGN ELEMENT DESIGN RESPONSE

VEGETATION

- Provide landscaping that includes indigenous or native canopy trees and understorey.
- Locate buildings and driveways to incorporate space for the planting of substantial vegetation with footings outside the tree protection zone.
- Locate buildings to retain established canopy trees.
- Trees which are lost due to any development should be replaced with a similar species and mature size.
- The protection of existing trees, or provision of new or replacement trees, should anticipate the relevant tree protection zones and not increase the bushfire risk.

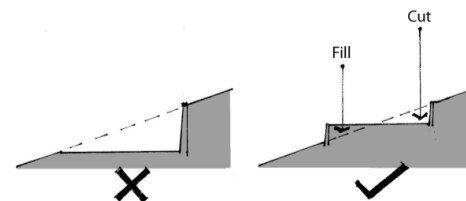
SKETCH



TOPOGRAPHY/
LANDFORM

- Locate buildings and access to avoid major excavation works by following the contours or stepping down the site to accommodate dwellings or outbuildings.

SKETCH



SITING

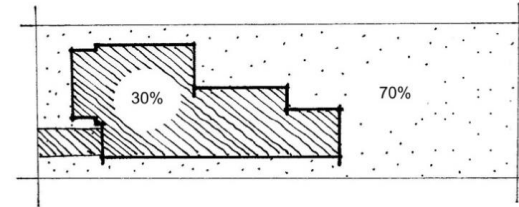
- Setback buildings substantial distances from front and side boundaries.
- Limit vehicle crossovers to one point of access, and avoid impacting existing vegetation, including encroaching on tree protection zones.
- Buildings and landscaping should maximise permeable areas, minimising any paved areas and encourage native understorey vegetation.
- Provide native or indigenous vegetation to soften the appearance of driveways.
- Vehicle storage facilities and outbuildings should be located a minimum of 1 metre behind the front façade of the associated dwelling, or fully integrated with the design of the dwelling.

SKETCH

SITE COVERAGE

- Site coverage (including outbuildings, swimming pools, tennis courts, driveways and all non-permeable surfaces) should not exceed 30%.

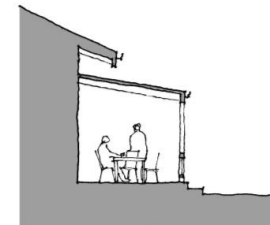
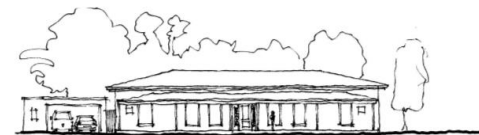
SKETCH



HEIGHT AND BUILDING FORM

- Buildings should not exceed the dominant tree canopy height.
- Buildings should complement the horizontal built form of existing dwellings.
- Encourage verandahs and wide eaves to reflect the rural or bush character.
- Provide wide roof eaves in streetscapes where this is common.

SKETCH



MATERIALS AND DESIGN DETAIL

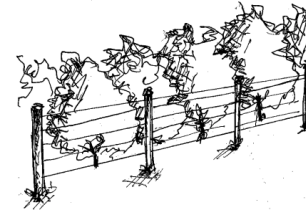
- Use materials and colours that respond to the surrounding natural environment.
- Incorporate quality, durable and sustainable materials in development.
- Conceal services from viewing from the public realm.

SKETCH

FRONT BOUNDARY TREATMENT

SKETCH

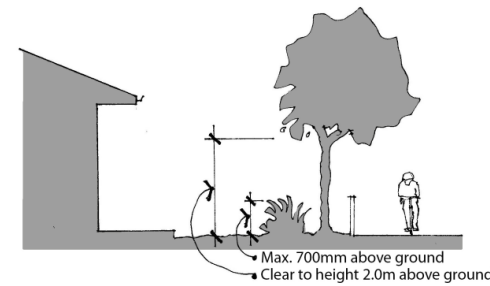
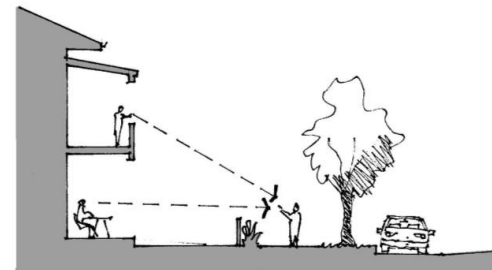
- Provide no or low open rural or post and wire style fencing to the front, side and rear boundaries.



PUBLIC OPEN SPACE

SKETCH

- Provide an active façade, including windows, doors, verandahs or balconies, adjacent or adjoining public open space or an off-road trail/path to encourage passive surveillance of the public realm.



New Residential Growth Areas

The following table sets out requirements for new subdivision and should be read in conjunction with Clause 56.

DESIGN ELEMENT	DESIGN RESPONSE	SKETCH
URBAN STRUCTURE	<ul style="list-style-type: none"> • Ensure new streets connect to existing streets wherever possible. A minimum requirement is for safe and easy bike and pedestrian connections to existing streets are achieved, even if vehicle connection is limited. • Avoid narrow Public Access Ways between dead end streets. If a connection is made to existing streets, the connecting access way should match the width of the existing road reserve. • Avoid long curvilinear cul-de-sacs. • Where cul-de-sacs are included, they should be straight and no longer than 75 metres. • Where cul-de-sac heads are joined, the road reserve width should be maintained for safe walking and cycling access along with ‘natural surveillance’ from adjoining dwellings. 	

SOLAR ORIENTATION

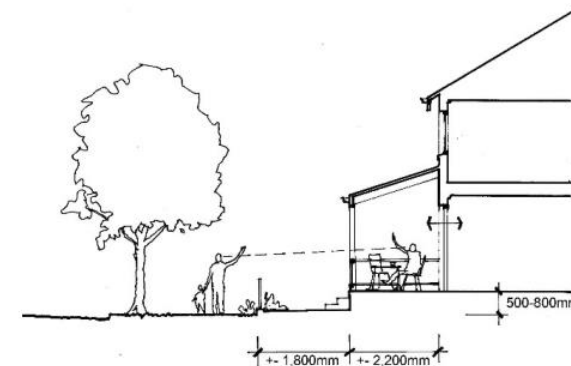
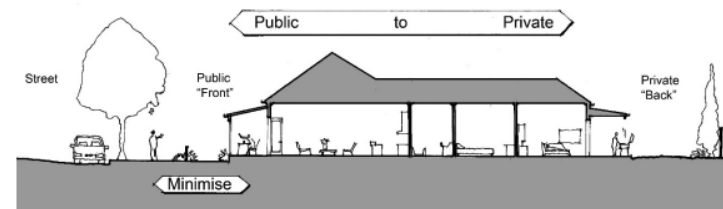
- See Clause 56.

ROAD ORIENTATION

- Provide inter-connected or grid pattern street layouts with connecting roads from north-south to integrate with the existing road network that enhance walking and cycling links into the town centre.
- Ensure road reserves of 18-20 metres with kerb to kerb distance of 7.2 - 8 metres, to allow for a traffic lane in each direction, on street parking, WSUD, space for street trees, lighting and footpaths on both sides.
- Where possible, provide rear lanes to new residential areas located on town entries, to reduce the visual impact of driveways and garages, and allow for significant tree planting to enhance the entries to the town.

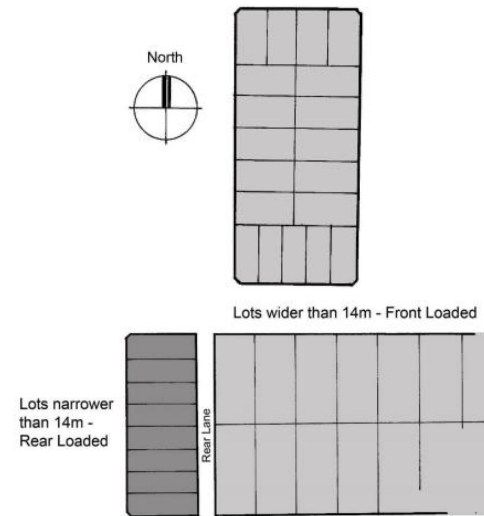
DWELLING ORIENTATION

- Ensure new subdivisions provide the opportunity for new dwellings to incorporate a porch or verandah facing a street, and at least one non-bedroom room facing the street with direct access to the verandah.
- Verandahs should be a minimum 2.2 metres in depth (to accommodate a table and four chairs). Verandahs permitted in front setbacks.
- Design future dwellings to have private rooms such as bedrooms to the rear, and more public rooms such as living rooms, dining rooms, kitchens and studies to the front of the house.



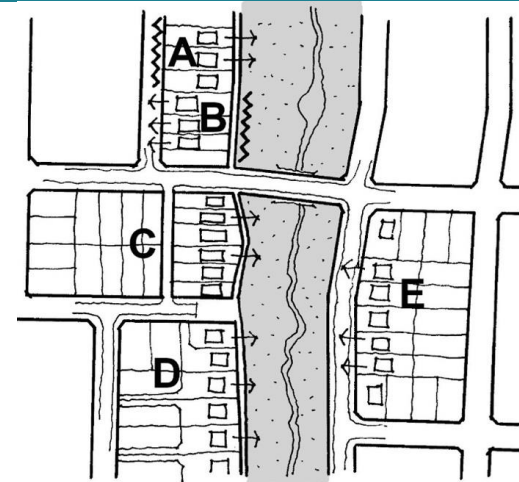
BLOCK STRUCTURE

- Provide “end grain” to street blocks to achieve “natural surveillance” of all streets, even those at the “short” end of the street block.
- Ensure north-facing lots are wide enough to enable at least two rooms in a future house to enjoy sunshine.
- Encourage south-facing lots to be narrower than north facing lots (as backyards will enjoy sunshine).
- Provide a rear lane on lots narrower than 14 metres to achieve the removal of driveways from the street, and allow vehicle access from the rear of lots.
- Provide lane widths of 6.5 – 7 metres to prevent parking in lanes and facilitate efficient waste collection.



PARKS AND LANDSCAPING

- Ensure lots do not back onto parks, other public open spaces or streets. (see diagrams A and B)
- A variety of techniques should ensure that lots and future dwellings address and have a positive connection to a park or street .
- Ensure the siting and layout of lots adjacent to parks and public open spaces to utilise:
 - A rear lane along an end-block with footpath frontage (see diagram C)
 - Side and rear access battle-axe lots fronting the footpath when there is a street on the opposite side of the park (see diagram D)
 - Lots fronting a park across a street (see diagram E).



LOT SIZE

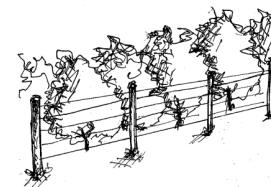
- Provide a variety of lot sizes across the subdivision including 600 sqm (40%), 850 sqm (40%) and 1500 sqm (20%) lots with greater density such as townhouse development adjacent to parks and reserves.
- Site larger lots adjacent to the buffer areas around industry.

PUBLIC REALM
PLANTING

- Ensure the provision of consistent street trees no greater than 12 metres apart to both sides of the street, footpath on both sides of the street, street lighting and informal swale drains to build on the historical township character.

RURAL INTERFACE

- Improve the township entrance and township/rural interface when viewed from Melbourne-Lancefield Road/Knox Road by:
 - Avoiding high solid fencing along the township/rural interface.
- Providing post & wire fencing of 1.2 metres with planting and landscaping where rear boundaries of lots are proposed along the township/rural interface.



2023 Local Government Community Satisfaction Survey

Macedon Ranges Shire Council

Coordinated by the Department of
Government Services on behalf of
Victorian councils





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Background and objectives

The Victorian Community Satisfaction Survey (CSS) creates a vital interface between the council and their community.

Held annually, the CSS asks the opinions of local people about the place they live, work and play and provides confidence for councils in their efforts and abilities.

Now in its twenty-fourth year, this survey provides insight into the community's views on:

- councils' overall performance, with benchmarking against State-wide and council group results
- value for money in services and infrastructure
- community consultation and engagement
- decisions made in the interest of the community
- customer service, local infrastructure, facilities, services and
- overall council direction.

When coupled with previous data, the survey provides a reliable historical source of the community's views since 1998. A selection of results from the last ten years shows that councils in Victoria continue to provide services that meet the public's expectations.

Serving Victoria for 24 years

Each year the CSS data is used to develop this State-wide report which contains all of the aggregated results, analysis and data. Moreover, with 24 years of results, the CSS offers councils a long-term measure of how they are performing – essential for councils that work over the long term to provide valuable services and infrastructure to their communities.

Participation in the State-wide Local Government Community Satisfaction Survey is optional. Participating councils have various choices as to the content of the questionnaire and the sample size to be surveyed, depending on their individual strategic, financial and other considerations.



**Key findings and
recommendations**



Macedon Ranges Shire Council – at a glance

Overall council performance

Results shown are index scores out of 100.



Macedon Ranges 49



Large Rural 52



State-wide 56

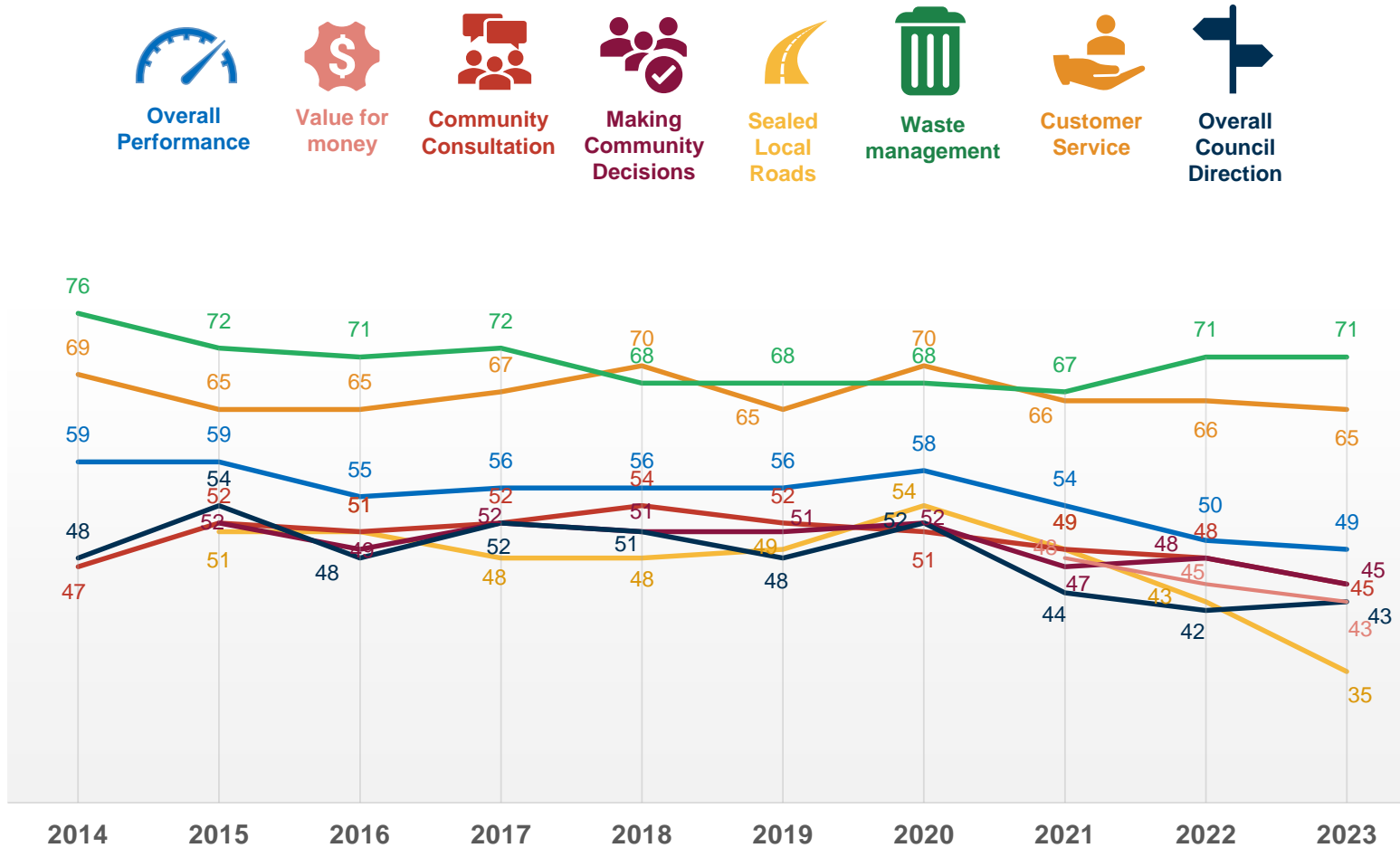
Council performance compared to group average

Top 3 performing areas		
	Waste management	▲ higher
	Art centres & libraries	▼ lower
	Recreational facilities	▬ on par
Lowest 3 performing areas		
	Unsealed roads	▼ lower
	Sealed local roads	▼ lower
	Planning & building permits	▼ lower
	Customer service	▬ on par



Summary of core measures

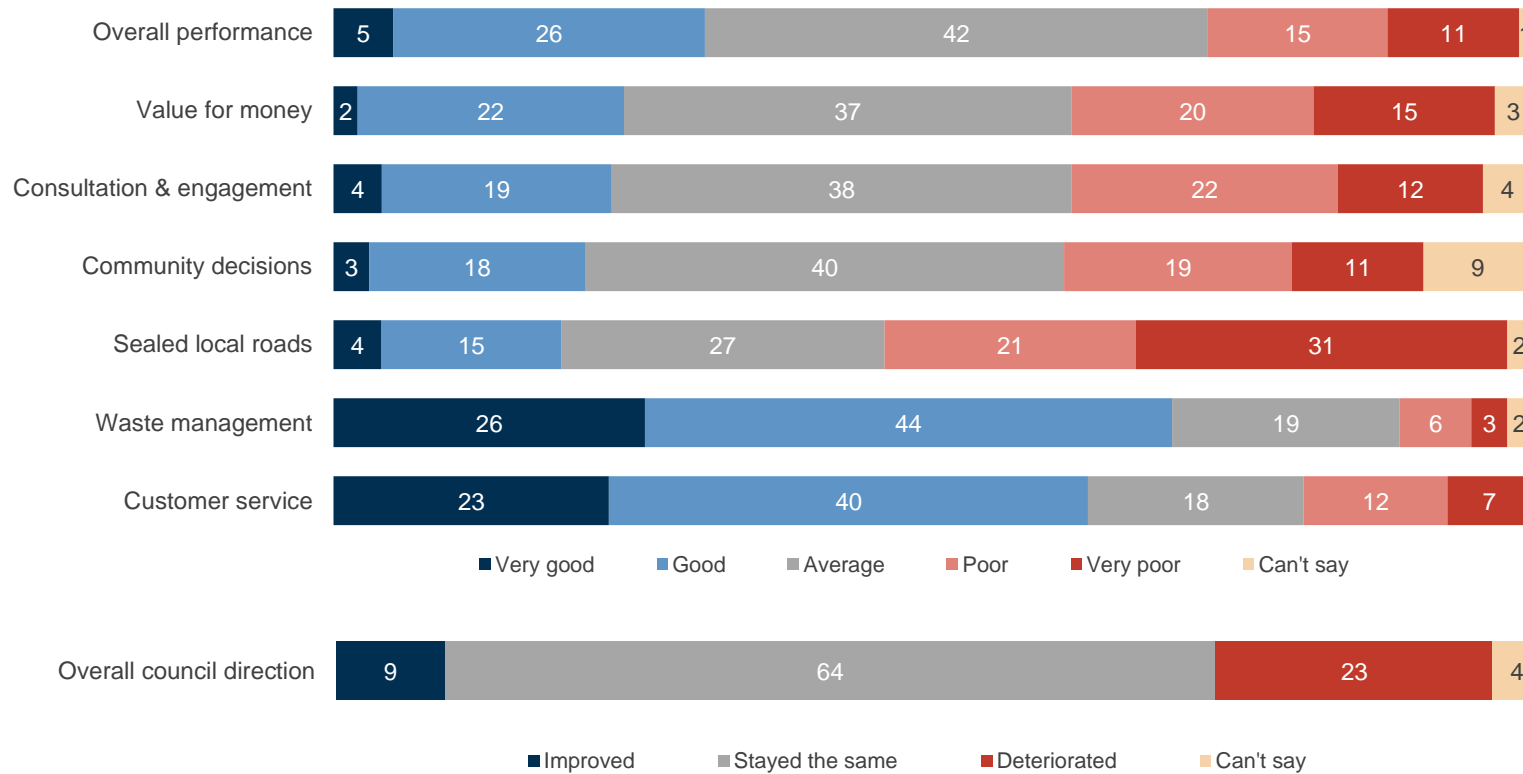
Index scores













Summary of core measures

Core measures summary results (%)





Summary of Macedon Ranges Shire Council performance

Services	Macedon Ranges 2023	Macedon Ranges 2022	Large Rural 2023	State-wide 2023	Highest score	Lowest score
 Overall performance	49	50	52	56	South Ward residents, Aged 65+ years	Aged 18-34 years
 Value for money	43	45	45	49	Aged 65+ years	Aged 18-34 years
 Overall council direction	43	42	44	46	Aged 65+ years	Aged 35-49 years
 Customer service	65	66	65	67	Aged 65+ years	Men, Aged 50-64 years, Aged 18-34 years, Aged 35-49 years, West Ward residents
 Waste management	71	71	65	66	Women, Aged 65+ years, West Ward residents	Aged 18-34 years
 Art centres & libraries	65	66	69	73	Women	Aged 18-34 years
 Recreational facilities	63	62	65	68	Aged 65+ years	Aged 18-34 years
 Appearance of public areas	63	66	65	67	Aged 65+ years, South Ward residents	Aged 18-34 years



Summary of Macedon Ranges Shire Council performance

Services	Macedon Ranges 2023	Macedon Ranges 2022	Large Rural 2023	State-wide 2023	Highest score	Lowest score
Community & cultural	60	61	64	66	West Ward residents	East Ward residents
Tourism development	60	59	62	61	Aged 35-49 years	Aged 65+ years, East Ward residents
Emergency & disaster mngt	60	63	64	65	South Ward residents	Aged 18-34 years
COVID-19 response	59	64	67	67	Women, Aged 50-64 years, Aged 35-49 years	Aged 18-34 years, Men
Environmental sustainability	59	60	58	60	Aged 35-49 years	Aged 18-34 years
Family support services	59	63	61	63	South Ward residents, East Ward residents	East Ward residents
Enforcement of local laws	59	63	61	61	Aged 50-64 years	Aged 65+ years
Bus/community dev./tourism	56	55	56	59	Aged 35-49 years, Aged 50-64 years	Aged 18-34 years
Elderly support services	54	59	63	63	Aged 35-49 years	Aged 18-34 years







Summary of Macedon Ranges Shire Council performance

Services	Macedon Ranges 2023	Macedon Ranges 2022	Large Rural 2023	State-wide 2023	Highest score	Lowest score
Parking facilities	53	56	51	55	Aged 35-49 years	Aged 18-34 years, South Ward residents
Disadvantaged support serv.	53	58	58	59	Aged 50-64 years	Aged 18-34 years
Business & community dev.	52	54	57	57	South Ward residents	East Ward residents
Informing the community	49	53	54	57	South Ward residents	Aged 18-34 years
Lobbying	46	45	49	51	Aged 35-49 years	Aged 18-34 years
Community decisions	45	48	48	51	Aged 50-64 years, Aged 65+ years	Aged 18-34 years
Consultation & engagement	45	48	49	52	South Ward residents	Aged 18-34 years
Local streets & footpaths	42	47	47	52	South Ward residents	Aged 50-64 years
Slashing & weed control	42	42	43	46	Aged 65+ years	Aged 50-64 years
Town planning policy	41	44	49	50	Aged 65+ years	East Ward residents

Summary of Macedon Ranges Shire Council performance



Services	Macedon Ranges 2023	Macedon Ranges 2022	Large Rural 2023	State-wide 2023	Highest score	Lowest score
 Population growth	39	41	45	48	West Ward residents	South Ward residents
 Planning & building permits	36	39	42	47	Aged 35-49 years	Aged 18-34 years
 Sealed local roads	35	43	40	48	Aged 65+ years	Aged 18-34 years
 Unsealed roads	31	37	35	37	Aged 65+ years	Aged 18-34 years



Focus areas for the next 12 months

Overview

Macedon Ranges Shire Council's overall performance rating experienced a minor one-point decline in 2023, marking another series low. While performance ratings remained steady across most of the 27 individual service areas evaluated, in nine service areas, ratings significantly declined to 10-year lows. This will require a concerted effort from Council to correct.

Key influences on perceptions of overall performance

Council should focus on improving service areas that influence perceptions of overall performance and are poorly rated. The condition of sealed local roads and maintenance of unsealed roads comprise Council's two lowest-rated areas and both have a moderate to strong influence on the overall performance rating. Above all, however, Council should focus on good communication and transparency about decisions made in the community's interest – as this service area has the strongest influence on overall perceptions.

Comparison to state and area grouping

Council performs significantly below the State-wide and Large Rural group averages on most measures evaluated in 2023. Council performs on par with the State-wide and Large Rural group averages in tourism development, environmental sustainability, enforcement of local laws and parking facilities. Importantly, Council performs significantly higher than the State-wide and Large Rural group averages in the area of waste management

Engage with younger residents and shore up strengths

Over the last year, perceptions of Council's performance on most measures have significantly deteriorated among residents aged 18 to 34 years. This is uncharacteristic of younger residents, who previously held the most positive perceptions of Council on many metrics. Rate of contact among this group increased significantly in the last year, providing Council with an opportunity to engage with them and restore positive perceptions. Council should also endeavour to maintain its strong performance in waste management.

DETAILED FINDINGS



Overall performance





Overall performance

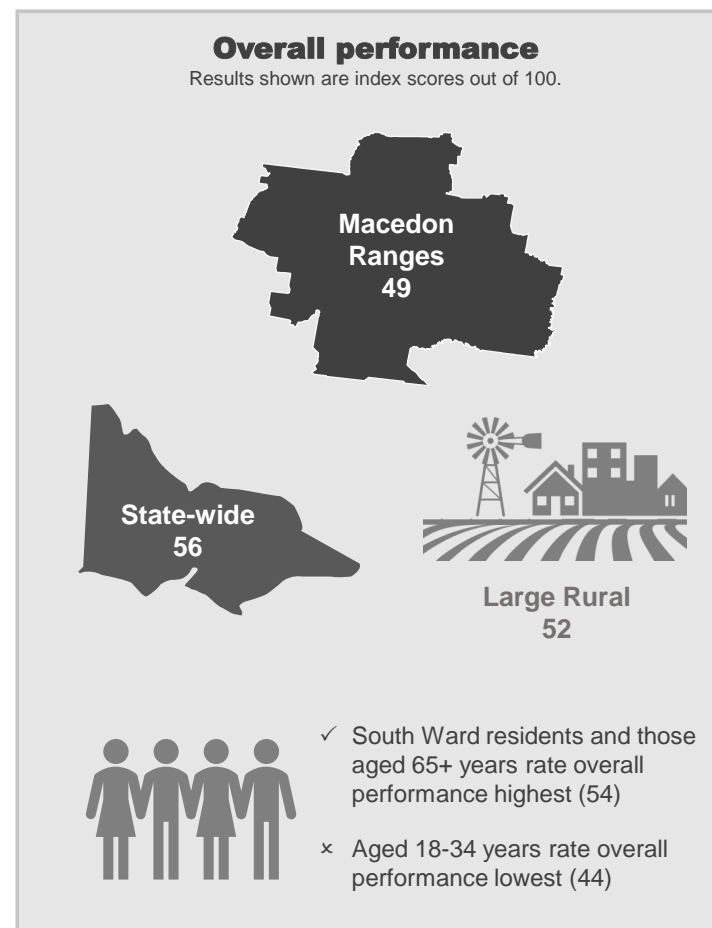
The overall performance index score of 49 for Macedon Ranges Shire Council is comparable to the 2022 result, but following two consecutive years of significant decline, a one-point loss in the current evaluation takes Council’s rating to a record low.

Council’s overall performance remains rated statistically significantly lower (at the 95% confidence interval) than both the Large Rural group and State-wide averages (index scores of 52 and 56 respectively).

- Overall performance is rated significantly higher among South Ward residents and those aged 65 years and over (both with an index scores of 54).
- Contrary to previous evaluations, ratings are now lowest among residents aged 18 to 34 years (44 – down a significant 11 points on 2022).

Just under a quarter of residents (24%) rate the value for money they receive from Council in infrastructure and services provided to their community as ‘very good’ or ‘good’. A further 37% rate Council as ‘average’, while a similar proportion (35%) rate Council as ‘very poor’ or ‘poor’ in terms of providing value for money.

- Ratings of Council’s value for money are significantly higher among residents aged 65 years and over, and significantly lower among 18 to 34 year-olds, where ratings saw a significant 22-point decline.





Overall performance

2023 overall performance (index scores)

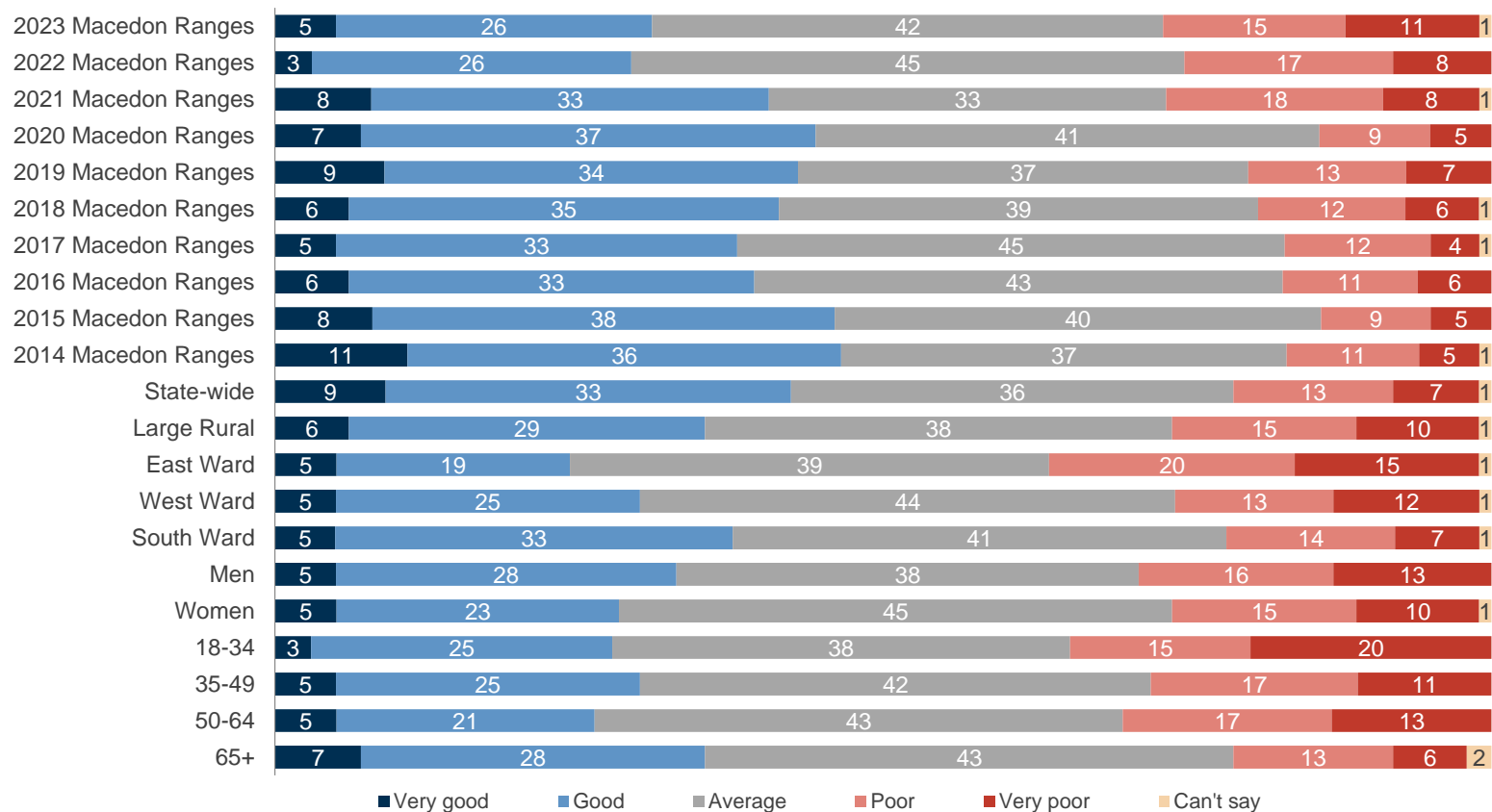
	2022	2021	2020	2019	2018	2017	2016	2015	2014
State-wide	59	61	58	60	59	59	59	60	61
South Ward	51	53	60	58	60	56	54	60	63
65+	51	52	59	57	56	57	55	57	55
Large Rural	55	58	55	56	56	54	54	56	n/a
Women	52	54	59	58	55	56	57	61	61
West Ward	51	55	59	56	55	56	53	59	57
Macedon Ranges	50	54	58	56	56	56	55	59	59
Men	47	53	57	54	57	55	53	57	57
35-49	48	52	57	55	56	55	54	59	61
50-64	46	57	51	51	54	50	53	56	53
East Ward	47	53	55	54	53	54	58	58	57
18-34	55	57	65	62	58	61	59	63	68

Q3. ON BALANCE, for the last twelve months, how do you feel about the performance of Macedon Ranges Shire Council, not just on one or two issues, BUT OVERALL across all responsibility areas? Has it been very good, good, average, poor or very poor?



Overall performance

2023 overall performance (%)



Q3. ON BALANCE for the last twelve months, how do you feel about the performance of Macedon Ranges Shire Council, not just on one or



Value for money in services and infrastructure

2023 value for money (index scores)

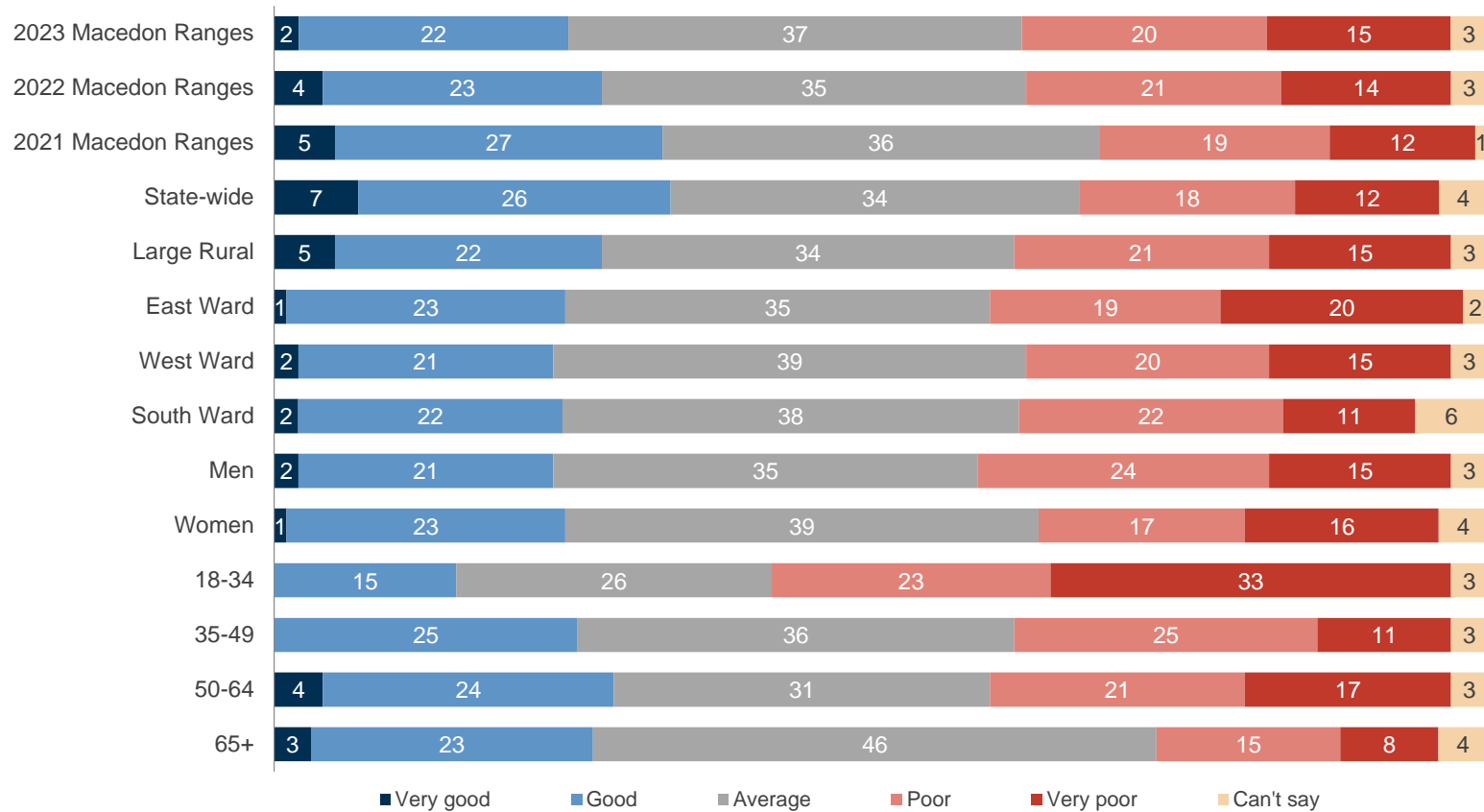
	2022	2021	2020	2019	2018	2017	2016	2015	2014
65+	49▲	47	51	n/a	n/a	n/a	n/a	n/a	n/a
State-wide	49▲	53	54	n/a	n/a	n/a	n/a	n/a	n/a
South Ward	45	45	46	n/a	n/a	n/a	n/a	n/a	n/a
Large Rural	45	48	50	n/a	n/a	n/a	n/a	n/a	n/a
35-49	44	41	45	n/a	n/a	n/a	n/a	n/a	n/a
Women	44	48	49	n/a	n/a	n/a	n/a	n/a	n/a
50-64	44	39	49	n/a	n/a	n/a	n/a	n/a	n/a
West Ward	44	48	50	n/a	n/a	n/a	n/a	n/a	n/a
Macedon Ranges	43	45	48	n/a	n/a	n/a	n/a	n/a	n/a
Men	43	42	48	n/a	n/a	n/a	n/a	n/a	n/a
East Ward	41	43	48	n/a	n/a	n/a	n/a	n/a	n/a
18-34	31▼	53	49	n/a	n/a	n/a	n/a	n/a	n/a

Q3b. How would you rate Macedon Ranges Shire Council at providing good value for money in infrastructure and services provided to your community?



Value for money in services and infrastructure

2023 value for money (%)



Q3b How would you rate Macedon Ranges Shire Council at providing good value for money in infrastructure



Top performing service areas

Waste management (index score of 71) remains the area where Council performs best. Council continues to rate significantly higher than the Large Rural group and State-wide averages in this service area.

Art centres and libraries is Council's next highest rated service area (index score of 65), followed by recreational facilities and the appearance of public areas (both with an index score of 63).

- Women rate Council's art centres and libraries performance significantly higher compared to average. Conversely, men rate performance significantly lower, along with 18 to 34 year-olds. Ratings among 18 to 34 year-olds also significantly declined over the past 12 months.
- Perceptions of the appearance of public areas also declined significantly among residents aged 18 to 34 years, along with men and South Ward residents.
- Older residents aged 65 years and over rate Council's performance on recreational facilities significantly higher compared to average.
- Council achieved its peak performance rating on the appearance of public areas, and art centres and libraries in 2020, but after three consecutive years of decline, perceptions of both these service areas have reached a series low in the current evaluation.



Waste management (index score of 71) is the area where Council performed best in 2023.



Low performing service areas



Council rates lowest in the areas of unsealed and sealed local roads (31 and 35 respectively). In both areas, ratings have declined significantly for three consecutive years. Planning and building permits is Council's next lowest-rated area (36 – down three points on 2022). Council rates significantly lower than both the State-wide and Large Rural group averages in each of these areas.

- Sealed local roads are rated significantly lower by those in the East Ward compared to the average. Ratings declined significantly in all demographic and geographic groups except among East Ward residents and those aged 50+ years.
- Perceptions of the maintenance of unsealed roads declined significantly among West Ward residents and men. Ratings are significantly higher among those in South Ward and residents aged 65 years and over.
- Ratings of planning and building permits declined significantly among women.
- In all aforementioned service areas, performance ratings are significantly lower among 18 to 34 year-olds compared to the Council average, and also significantly lower than they were last year.

Further, nearly a third (32%) cite road maintenance as the Council area most in need of improvement, while 17% nominate town planning, permits, or red tape.



Individual service area performance

2023 individual service area performance (index scores)

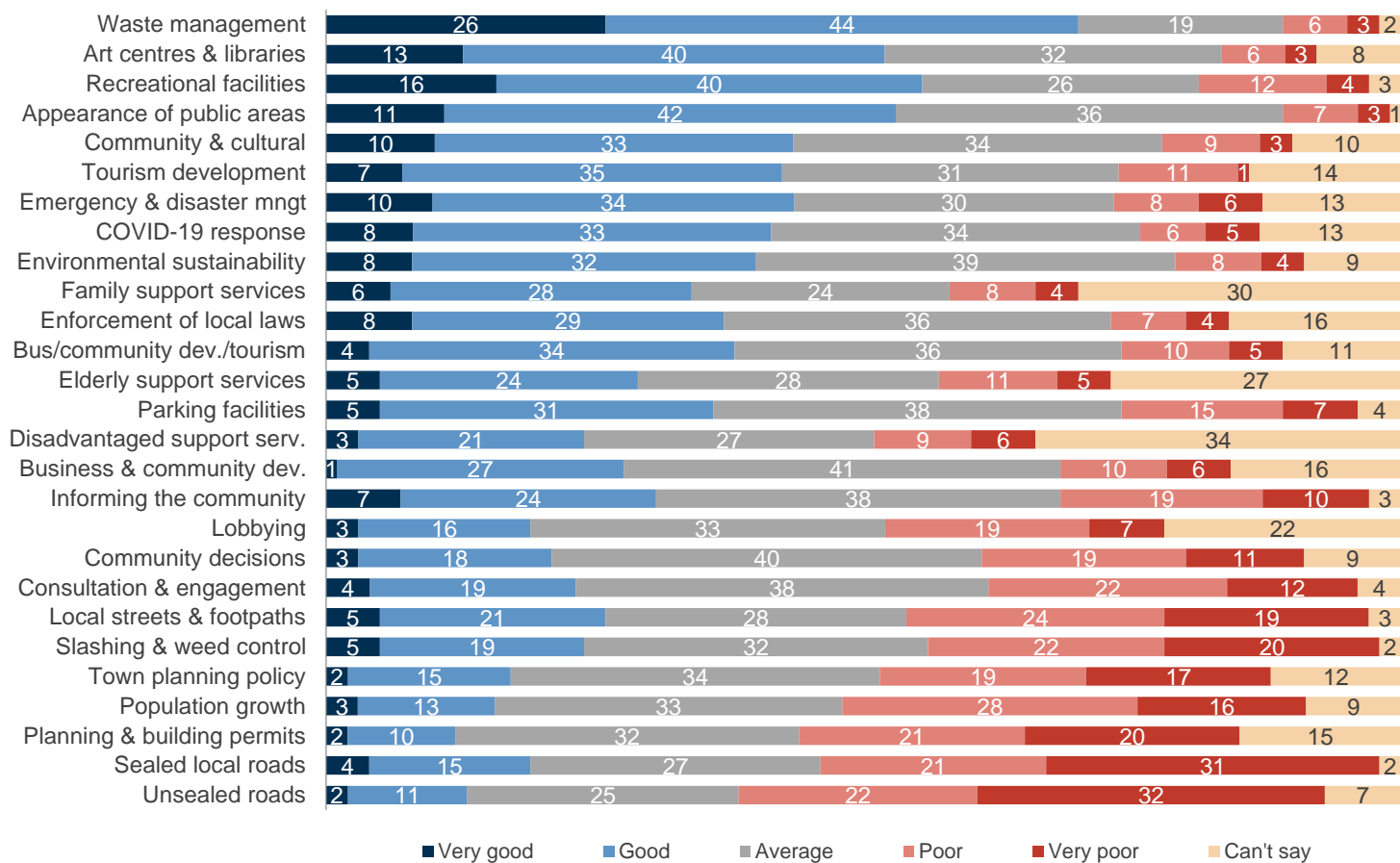
	2022	2021	2020	2019	2018	2017	2016	2015	2014
Waste management	71	67	68	68	68	72	71	72	76
Art centres & libraries	65	69	71	70	67	68	67	69	70
Recreational facilities	63	67	68	68	67	69	69	70	71
Appearance of public areas	63	68	73	70	68	72	71	69	71
Community & cultural	60	61	66	63	65	65	63	68	66
Tourism development	60	58	63	61	n/a	n/a	n/a	n/a	n/a
Emergency & disaster mngt	60	68	68	72	71	73	70	73	72
COVID-19 response	59	68	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Environmental sustainability	59	61	66	n/a	n/a	n/a	n/a	n/a	n/a
Family support services	59	63	62	64	63	65	64	64	64
Enforcement of local laws	59	61	62	64	63	61	61	62	64
Bus/community dev./tourism	56	57	60	60	60	61	59	63	63
Elderly support services	54	63	63	64	63	66	64	64	67
Parking facilities	53	56	59	58	57	58	60	61	62
Disadvantaged support serv.	53	63	58	58	58	58	60	59	61
Business & community dev.	52	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Informing the community	49	53	56	56	55	56	56	57	55
Lobbying	46	48	52	53	50	52	49	53	50
Community decisions	45	47	52	51	51	52	49	52	n/a
Consultation & engagement	45	49	51	52	54	52	51	52	47
Local streets & footpaths	42	52	56	52	52	52	54	53	52
Slashing & weed control	42	45	49	47	45	44	51	46	42
Town planning policy	41	46	48	48	47	47	48	50	49
Population growth	39	43	45	46	47	47	49	51	50
Planning & building permits	36	43	44	45	44	43	43	48	47
Sealed local roads	35	49	54	49	48	48	51	51	n/a
Unsealed roads	31	45	49	42	43	42	46	47	45

Q2 How has Council performed on IRRESPONSIBILITY AREA1 over the last 12 months?



Individual service area performance

2023 individual service area performance (%)





Individual service area importance

2023 individual service area importance (index scores)

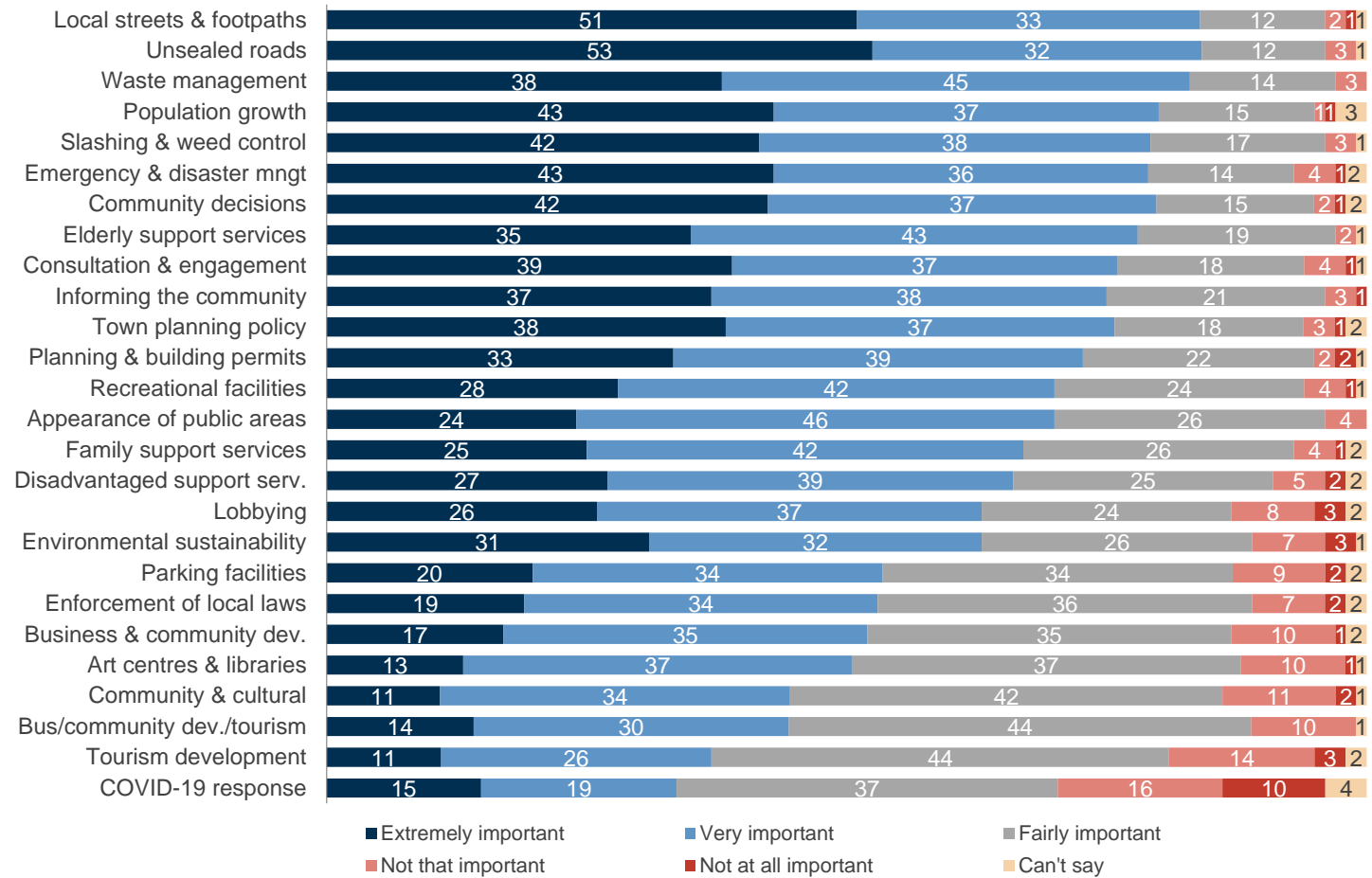
		2022	2021	2020	2019	2018	2017	2016	2015	2014
Unsealed roads	84	83	79	76	81	78	79	76	77	77
Local streets & footpaths	83	82	77	76	78	78	76	74	77	77
Population growth	80	81	77	79	79	80	81	76	77	79
Slashing & weed control	80	80	77	76	78	77	79	77	78	83
Waste management	80	81	79	81	82	81	76	75	76	77
Community decisions	80	80	81	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Emergency & disaster mngt	80	83	79	82	83	83	81	81	83	83
Elderly support services	78	81	79	77	78	79	77	75	77	78
Town planning policy	78	78	75	74	76	75	74	72	75	76
Consultation & engagement	78	78	78	76	75	77	73	76	73	77
Informing the community	77	77	78	75	76	76	74	74	75	76
Planning & building permits	75	75	74	74	74	73	72	72	73	74
Recreational facilities	74	73	72	72	71	73	73	71	72	73
Appearance of public areas	73	77	74	73	73	74	73	72	71	73
Disadvantaged support serv.	72	75	74	72	71	72	70	72	71	72
Family support services	72	75	74	74	72	72	72	69	72	72
Environmental sustainability	70	74	74	75	74	n/a	n/a	n/a	n/a	n/a
Lobbying	69	70	69	69	64	68	68	67	67	71
Enforcement of local laws	66	64	66	67	68	67	67	67	70	69
Parking facilities	66	68	67	64	64	66	63	62	63	64
Business & community dev.	64	67	66	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Art centres & libraries	63	63	65	63	64	63	64	62	65	65
Bus/community dev./tourism	62	65	65	66	65	66	66	64	67	68
Community & cultural	60	61	59	59	59	59	58	59	59	61
Tourism development	57	61	63	60	59	n/a	n/a	n/a	n/a	n/a
COVID-19 response	53	59	64	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Q1 Firstly, how important should [RESPONSIBILITY AREA] be as a responsibility for Council?



Individual service area importance

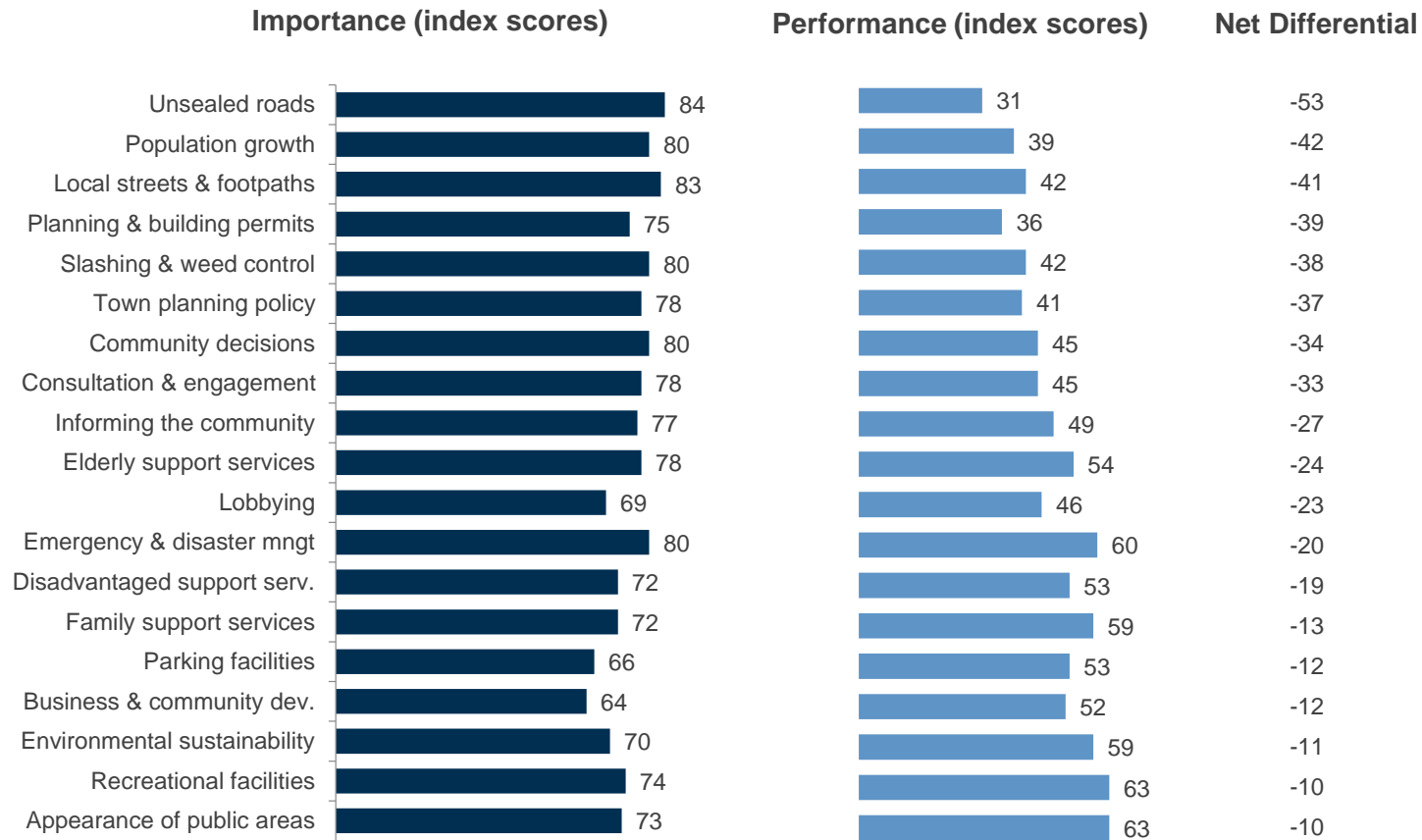
2023 individual service area importance (%)





Individual service areas importance vs performance

Service areas where importance exceeds performance by 10 points or more, suggesting further investigation is necessary.





Influences on perceptions of overall performance

The individual service area that has the strongest influence on the overall performance rating (based on regression analysis) is:

- Decisions made in the interest of the community.

Good communication and transparency with residents about decisions Council has made in the community's interest provides the greatest opportunity to drive up overall opinion of Council performance. Currently, this is among Council's poorest performing areas (index score of 45).

Following on from that, other individual service areas with a moderate to strong influence on the overall performance rating are:

- Informing the community
- The maintenance of unsealed roads
- Community consultation and engagement
- Family support services
- The condition of sealed local roads.

Looking at these key service areas only, Council is performing relatively well on delivering its family support services (index of 59). Maintaining this more positive result should remain a focus – but there is greater work to be done elsewhere.

In addition to Council decision making, other influential service areas most in need of attention are the related areas of consultation and informing the community (performance index of 45 and 49 respectively) – and the maintenance of both unsealed and sealed roads, Council's poorest performing areas overall (index of 31 and 35 respectively).

It will be important to attend to the condition of Council roads and ensure residents feel informed and heard on key local issues to help improve overall ratings of Council performance.



Regression analysis explained

We use regression analysis to investigate which individual service areas, such as community consultation, condition of sealed local roads, etc. (the independent variables) are influencing respondent perceptions of overall council performance (the dependent variable).

In the charts that follow:

- The horizontal axis represents the council performance index for each individual service. Service areas appearing on the right side of the chart have a higher performance index than those on the left.
- The vertical axis represents the Standardised Beta Coefficient from the multiple regression performed. This measures the contribution of each service area to the model. Service areas near the top of the chart have a greater positive effect on overall performance ratings than service areas located closer to the axis.

The regressions are shown on the following two charts.

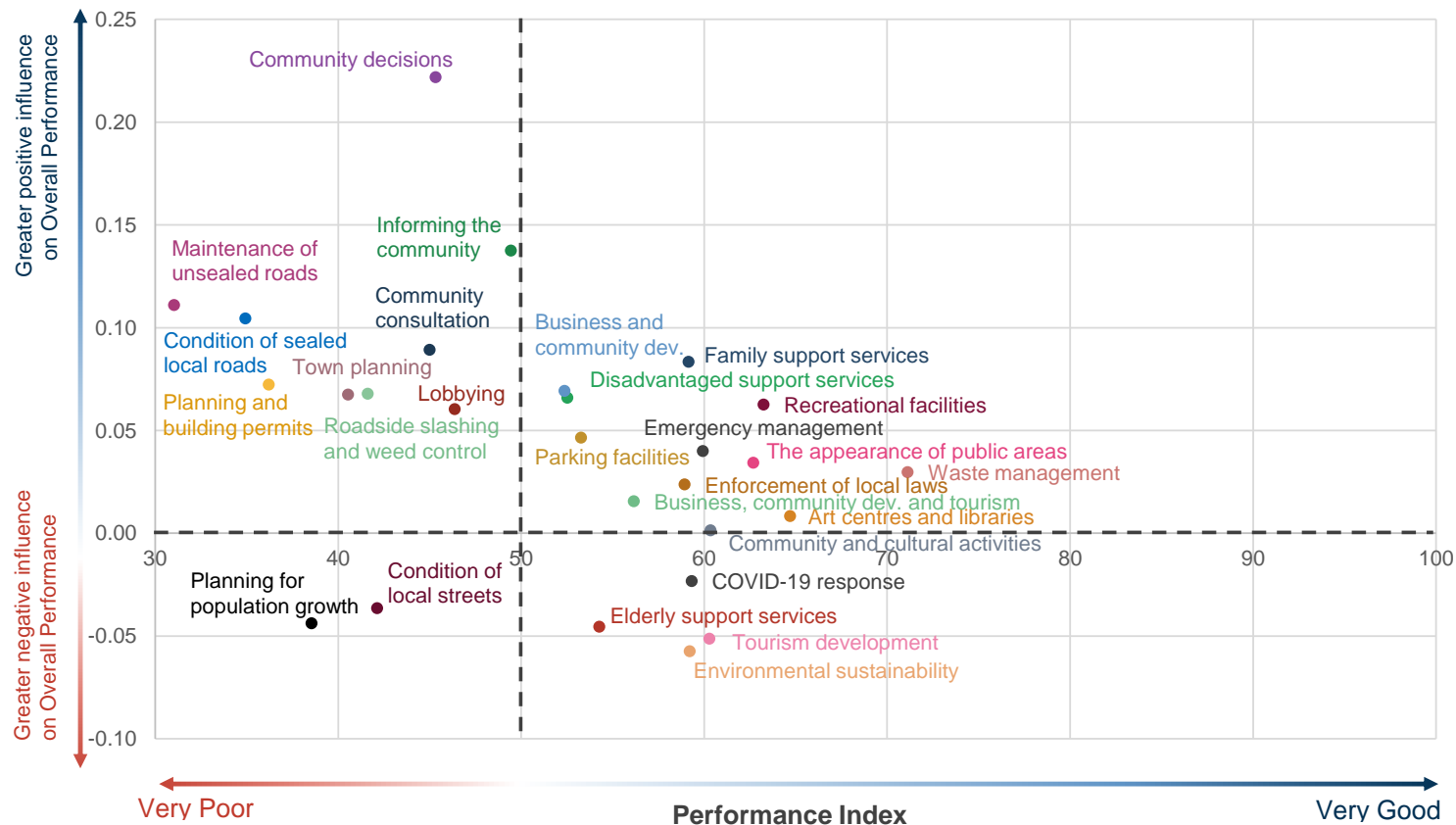
1. **The first chart** shows the results of a regression analysis of *all* individual service areas selected by Council.
2. **The second chart** shows the results of a regression performed on a smaller set of service areas, being those with a moderate-to-strong influence on overall performance. Service areas with a weak influence on overall performance (i.e. a low Standardised Beta Coefficient) have been excluded from the analysis.

Key insights from this analysis are derived from the second chart.



Influence on overall performance: all service areas

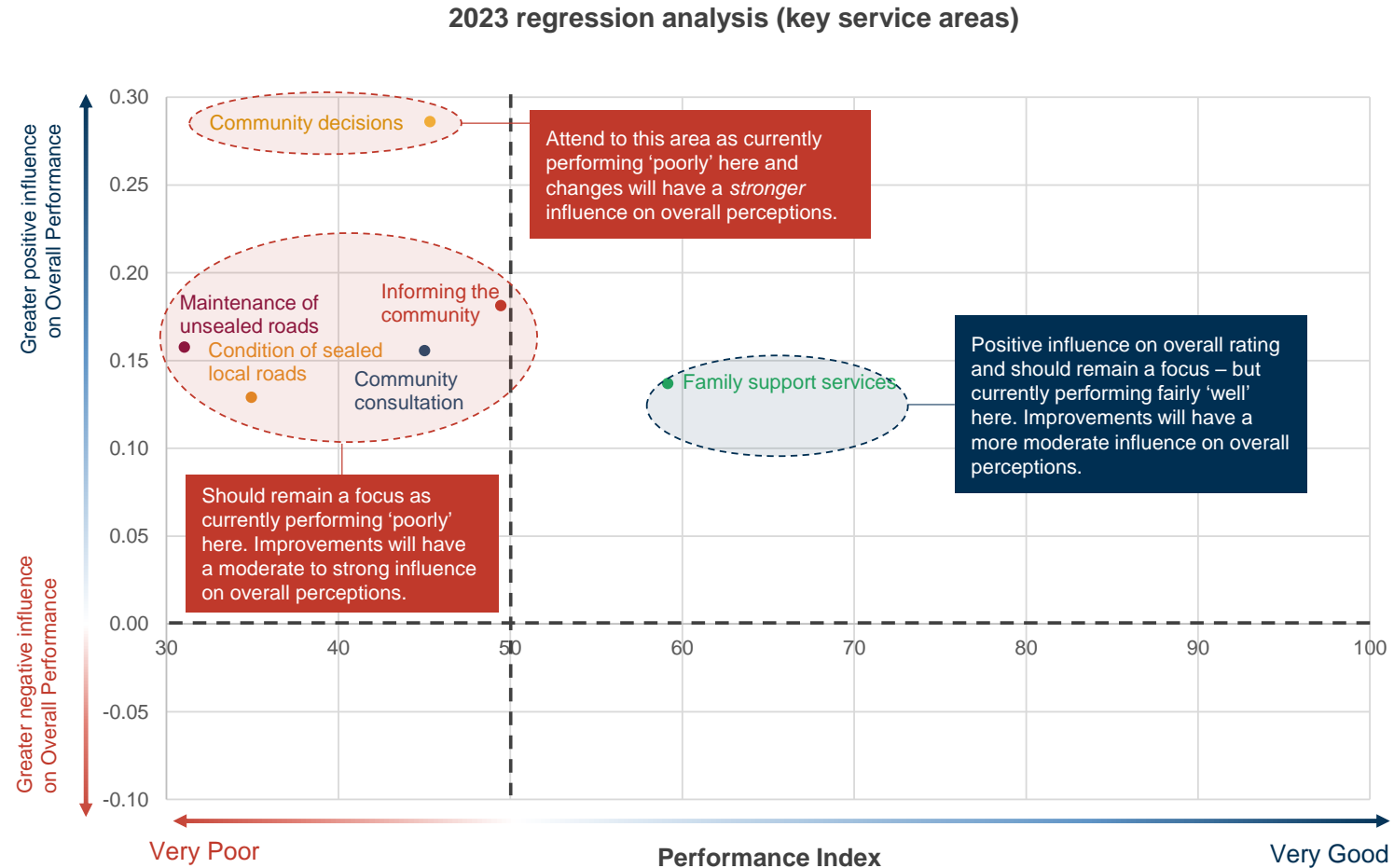
2023 regression analysis (all service areas)



The multiple regression analysis model above (all service areas) has an R^2 value of 0.642 and adjusted R^2 value of 0.616, which means that 62% of the variance in community perceptions of overall performance can be predicted from these variables. The overall model effect was



Influence on overall performance: key service areas

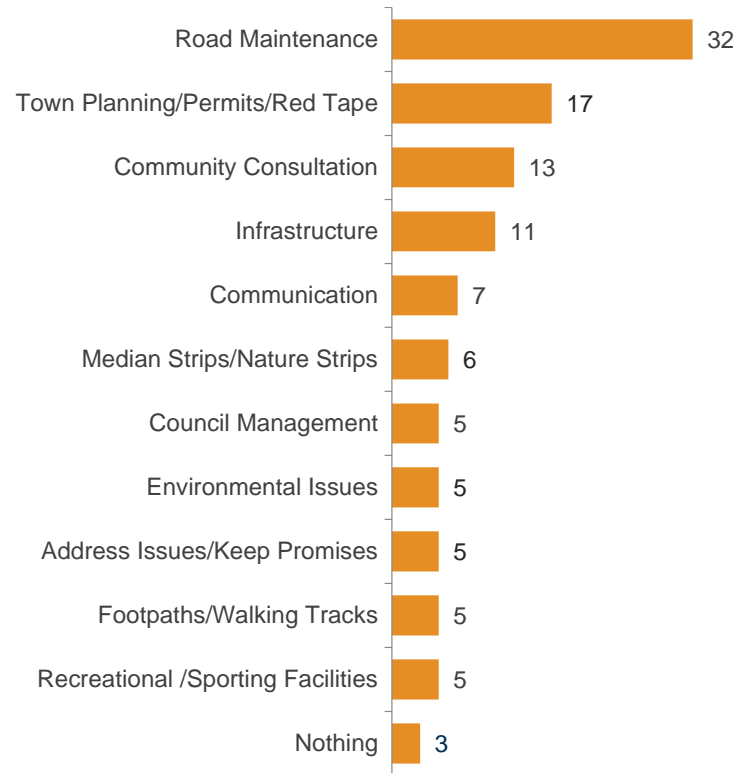


The multiple regression analysis model above (reduced set of service areas) has an R^2 value of 0.606 and adjusted R^2 value of 0.600, which



Areas for improvement

2023 areas for improvement (%)
- Top mentions only -



Q17. What does Macedon Ranges Shire Council MOST need to do to improve its performance?



Customer service



Contact with council and customer service

Contact with council

Two thirds of households (67%) had contact with Council in the last 12 months – similar to past results. Rate of contact is highest among West Ward residents (73%) and lowest among South Ward residents (59%). Rate of contact significantly increased among 18 to 34 year-olds (up to 71%), in contrast to 2022, when their rate of contact declined significantly. Telephone (39%) remains the main method of contact with Council, followed by in person (26%) and via email (25%).



Customer service

Council's customer service index of 65 is not significantly different from 2022, but marks a return to its equal-lowest rating last seen in 2019. Despite this, Council's customer service continues to rate in line with the State-wide and Large Rural group averages (index scores of 67 and 65 respectively).

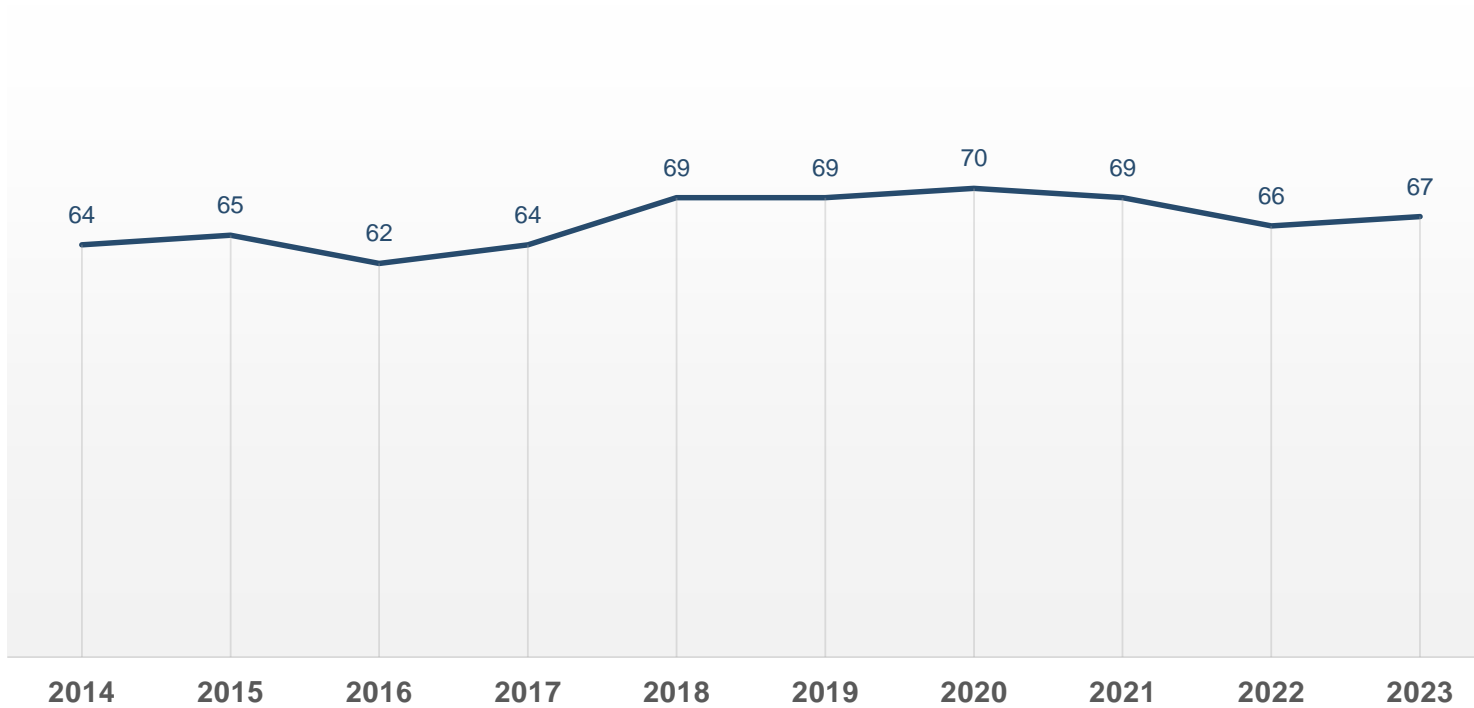
- Ratings of customer service are equally positive among each of the geographic and demographic groups, with none significantly different to the Council average.
- Notably, customer service ratings are highest among those who communicated with Council by telephone (index score of 71). As this is the most prevalent method of contact, Council ought to uphold and build upon this favourable result.

Council should pay particular attention to its customer service interactions with 18 to 34 year-olds in the year ahead. Given their increased rate of contact with Council and declined perceptions of its overall performance, there is opportunity to engage with them and improve their perceptions.



Contact with council

2023 contact with council (%)
Have had contact

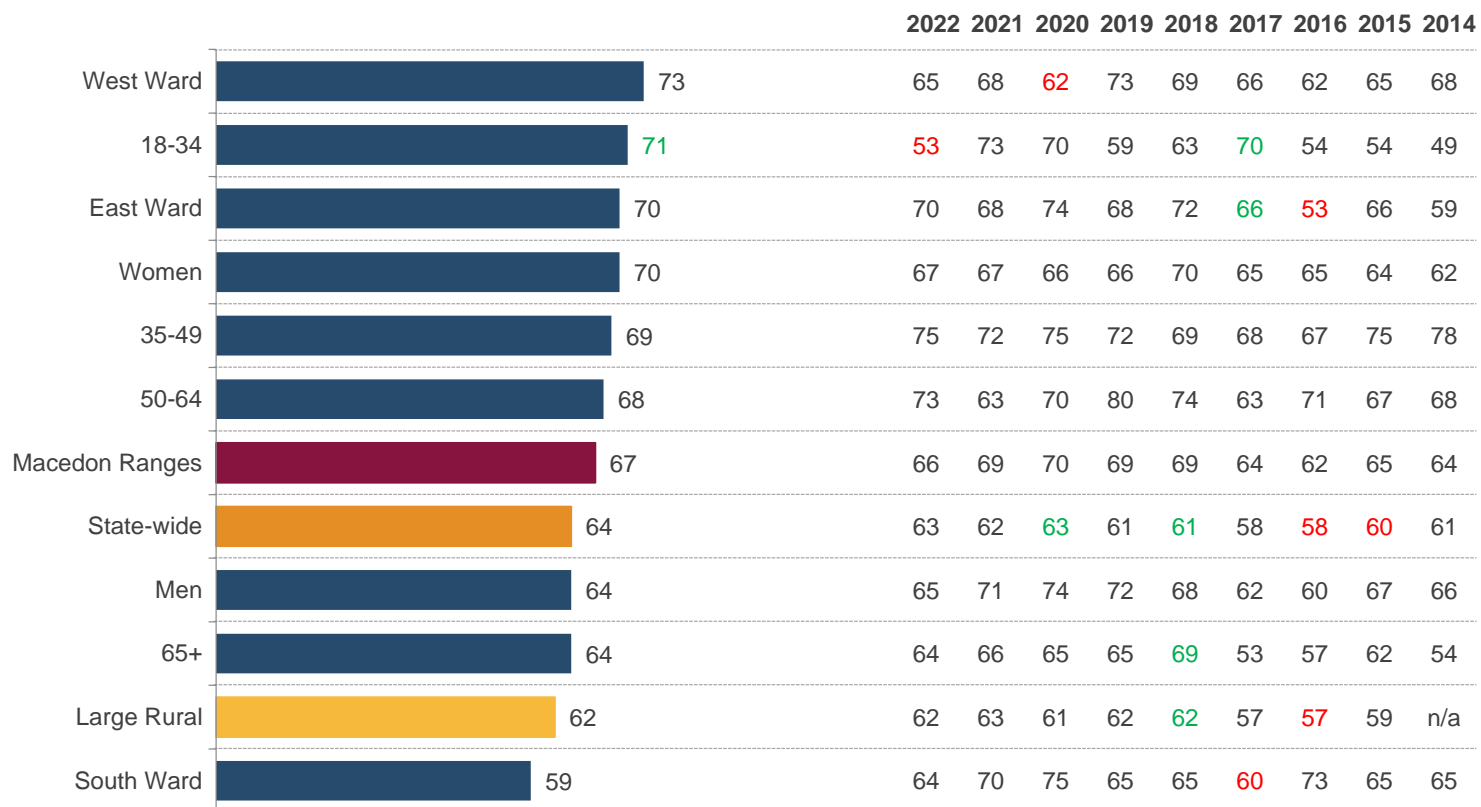


Q5a Have you or any member of your household had any recent contact with Macedon Ranges Shire Council in any of



Contact with council

2023 contact with council (%)



Q5a. Have you or any member of your household had any recent contact with Macedon Ranges Shire Council in any of the following ways?



Customer service rating

2023 customer service rating (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
65+	69	69	69	74	67	69	72	65	69	67
South Ward	68	67	68	67	67	75	75	62	65	73
Women	67	71	69	72	70	71	71	72	66	69
State-wide	67	68	70	70	71	70	69	69	70	72
East Ward	65	64	67	70	60	67	64	67	64	62
Macedon Ranges	65	66	66	70	65	70	67	65	65	69
Large Rural	65	67	68	68	69	67	66	67	67	n/a
West Ward	63	66	64	71	66	68	63	66	68	71
35-49	63	68	65	69	65	74	65	72	62	74
18-34	63	65	68	72	61	64	69	58	61	68
50-64	63	59	59	61	65	69	65	61	71	64
Men	63	60	64	67	60	68	63	57	64	69

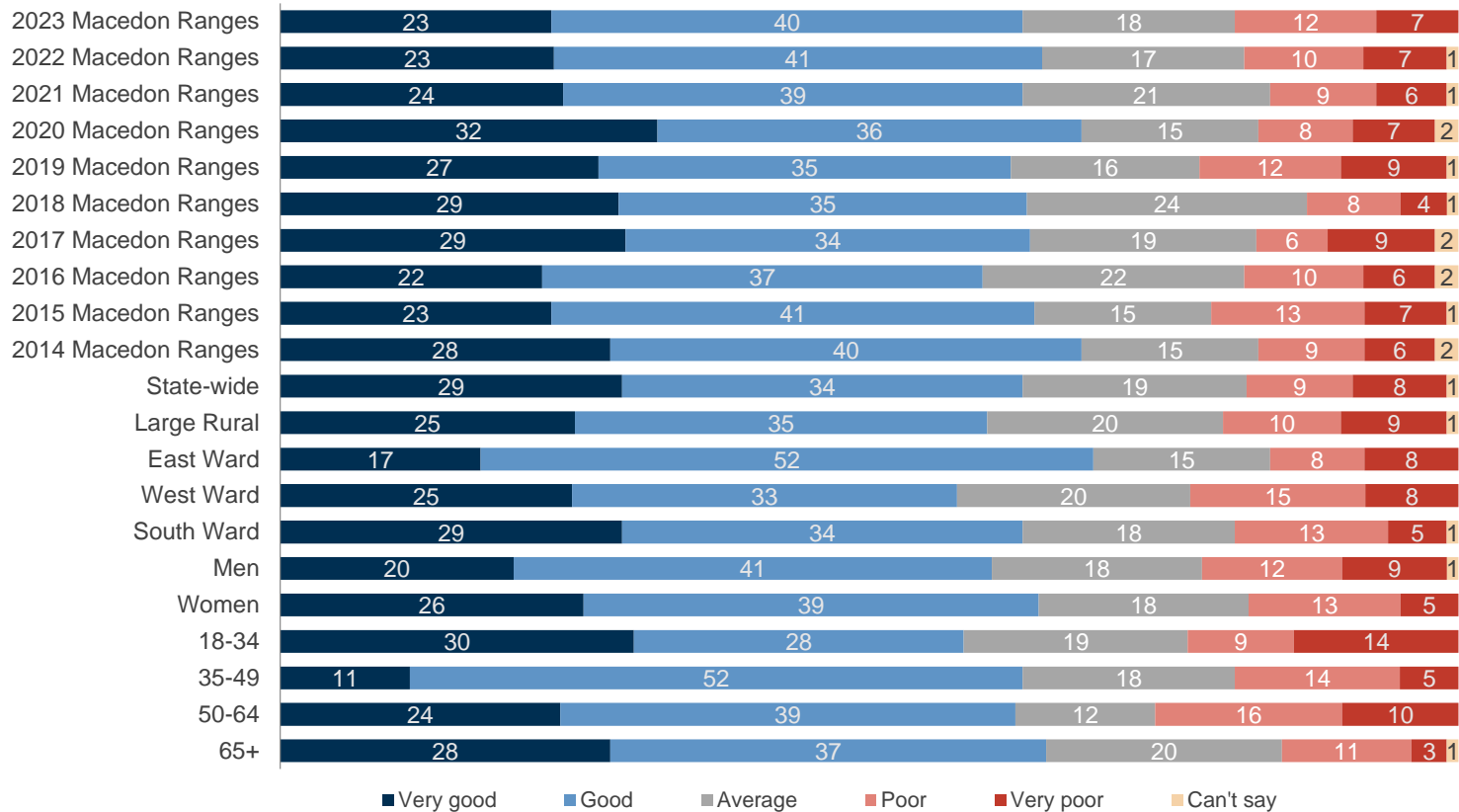
Q5c. Thinking of the most recent contact, how would you rate Macedon Ranges Shire Council for customer service? Please keep in mind we do not mean the actual outcome but rather the actual service that was received.

Base: All respondents who have had contact with Council in the last 12 months



Customer service rating

2023 customer service rating (%)

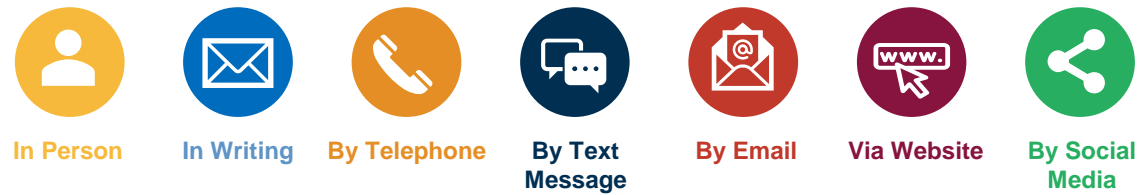


Q5c. Thinking of the most recent contact, how would you rate Macedon Ranges Shire Council for customer service? Please keep in mind we do not mean the actual outcome but rather the actual service that was received.



Method of contact with council

2023 method of contact (%)



Q5a. Have you or any member of your household had any recent contact with Macedon Ranges Shire Council in any of the following ways?



Customer service rating by method of last contact

2023 customer service rating (index score by method of last contact)



Q5c. Thinking of the most recent contact, how would you rate Macedon Ranges Shire Council for customer service? Please keep in mind we do not mean the actual outcome but rather the actual service that was received.

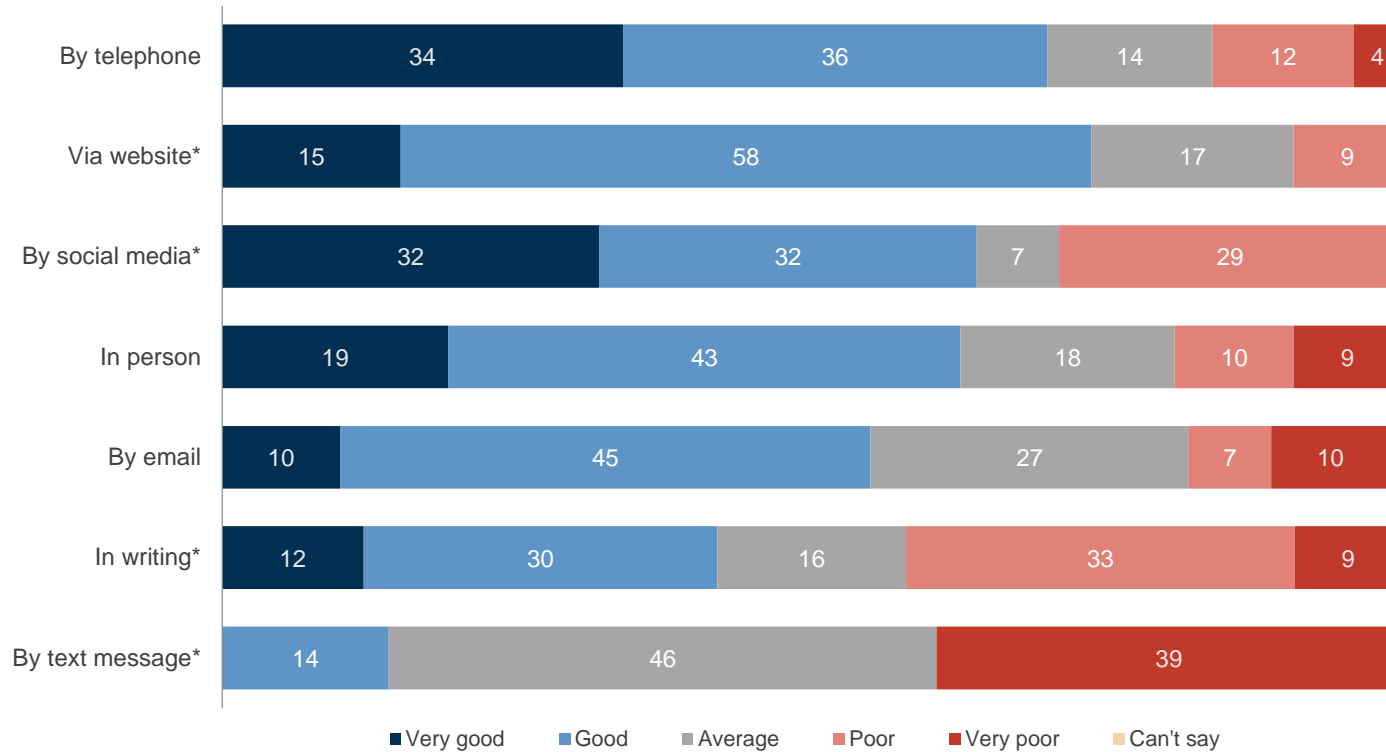
Base: All respondents who have had contact with Council in the last 12 months.

Councils asked State-wide: 25 Councils asked around: 8



Customer service rating by method of last contact

2023 customer service rating (% by method of last contact)



Q5c. Thinking of the most recent contact, how would you rate Macedon Ranges Shire Council for customer service? Please keep in mind we do not mean the actual outcome but rather the actual service that was received.

Base: All respondents who have had contact with Council in the last 12 months



Communication



Communication

The preferred forms of communication from Macedon Ranges Shire Council about news and information and upcoming events continue to be newsletters sent via mail (30%) or email (29%). Overtime, rank order between the two top preferences has fluctuated.

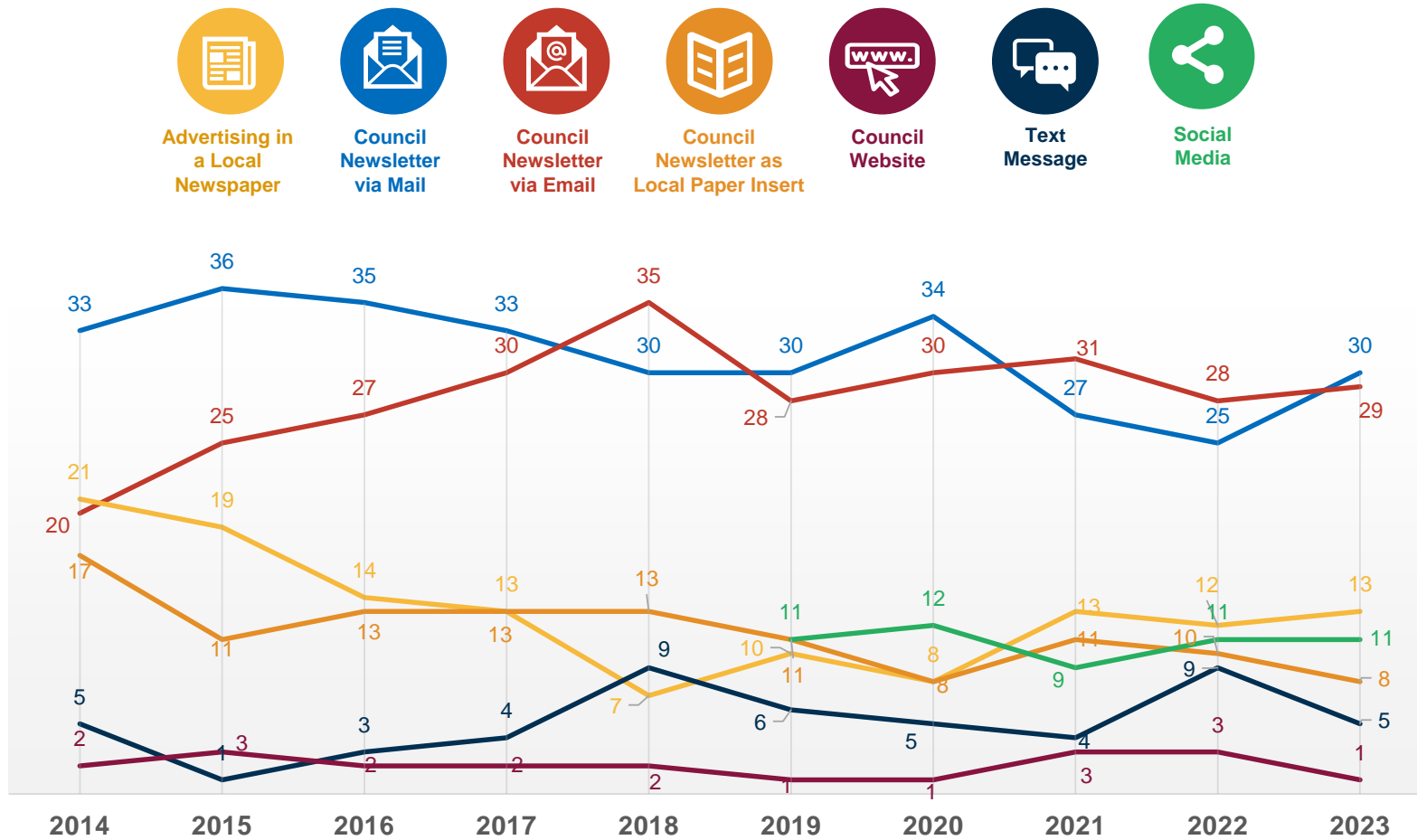
- Among residents aged under 50 years, newsletters via email (32%) or mail (26%) continue to be preferred ahead of social media (16%). Preference for both aforementioned forms of newsletter delivery has increased in the last 12 months (up five percentage points for both mail and email delivered newsletters).
- Among those aged over 50 years, newsletters via mail (33%, up five percentage points from 2022) are now slightly preferred over email (27%, down two percentage points), similar to the results for residents overall. The next most preferred forms of communication among this group are through local newspapers either via advertising (16%) or newsletter as an insert (11%). Appetite for both forms of local newspaper communication have been stable for the past few years.





Best form of communication

2023 best form of communication (%)

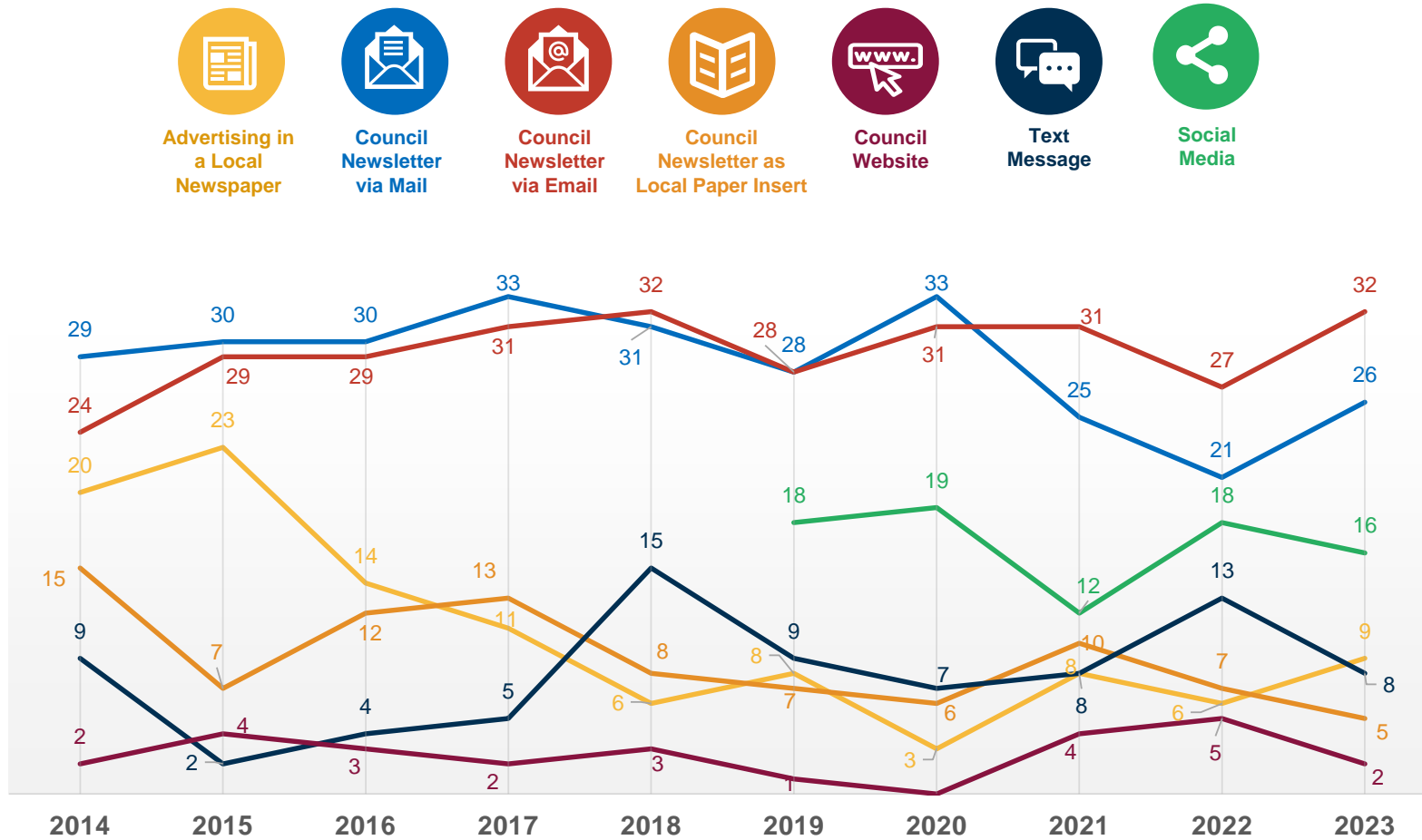


Q13. If Macedon Ranges Shire Council was going to get in touch with you to inform you about Council news and information and upcoming events, which ONE of the following is the BEST way to communicate with you?



Best form of communication: under 50s

2023 under 50s best form of communication (%)

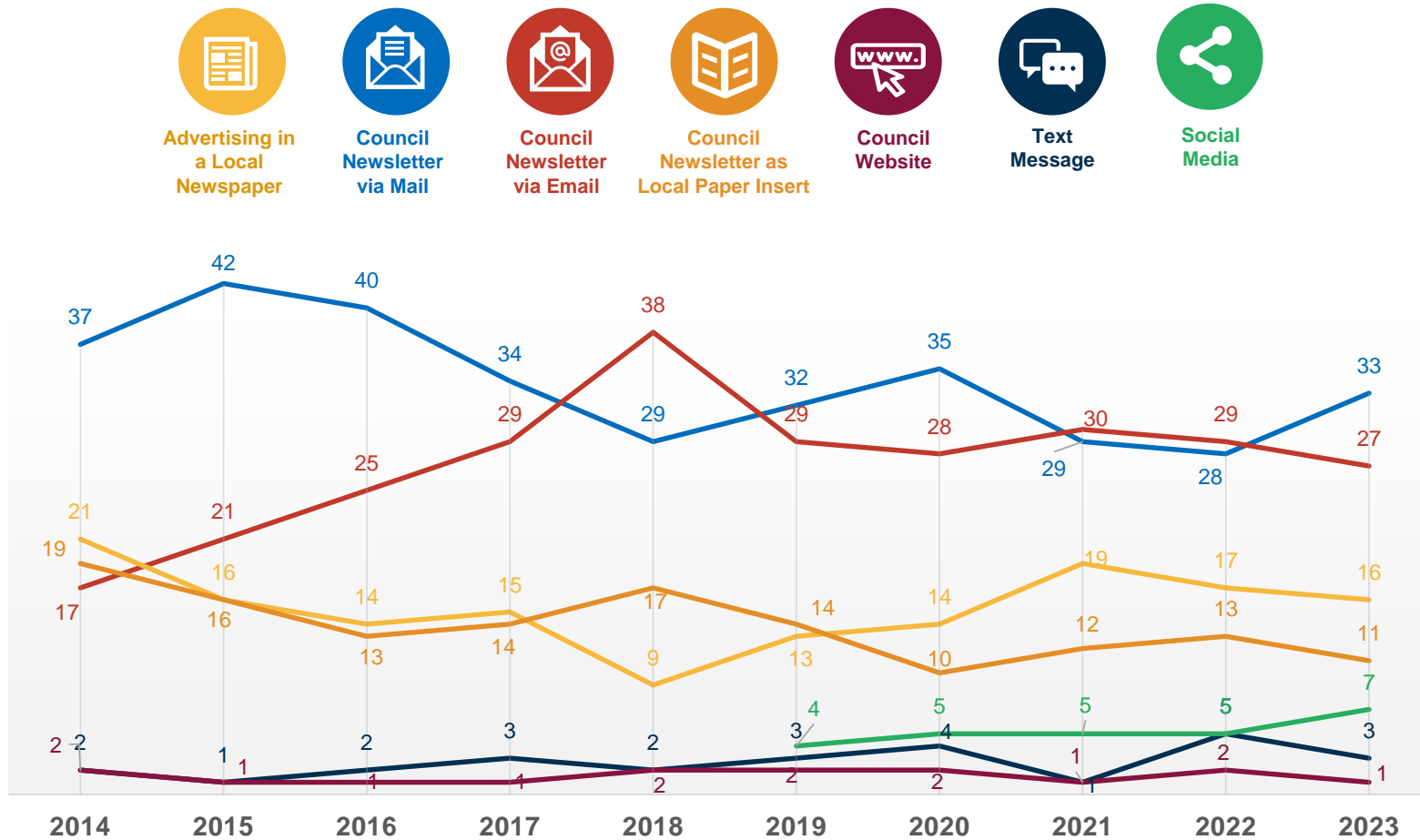


Q13. If Macedon Ranges Shire Council was going to get in touch with you to inform you about Council news and information and upcoming events which ONE of the following is the BEST way to communicate with you?



Best form of communication: over 50s

2023 over 50s best form of communication (%)



Q13. If Macedon Ranges Shire Council was going to get in touch with you to inform you about Council news and information and upcoming events, which ONE of the following is the BEST way to communicate with you?



Council direction



Council direction

Perceptions of the direction of Macedon Ranges Shire Council's overall performance have improved slightly by one index point (index score of 49), marking a halt to the multi-year trend of decline.

Over the last 12 months, an increased majority (64%, up three percentage points) of residents believe the direction of Council's overall performance has stayed the same.

- 9% believe the direction has improved (down one percentage point) and 23% think it has deteriorated (down three percentage points).
- The most satisfied with council direction are residents aged 65 years and over (index score of 48).
- The least satisfied with council direction are residents aged 35 to 49 years (index score of 38). These residents are five times more likely to think Council's overall performance has deteriorated (28%) than improved (5%).





Overall council direction last 12 months

2023 overall council direction (index scores)

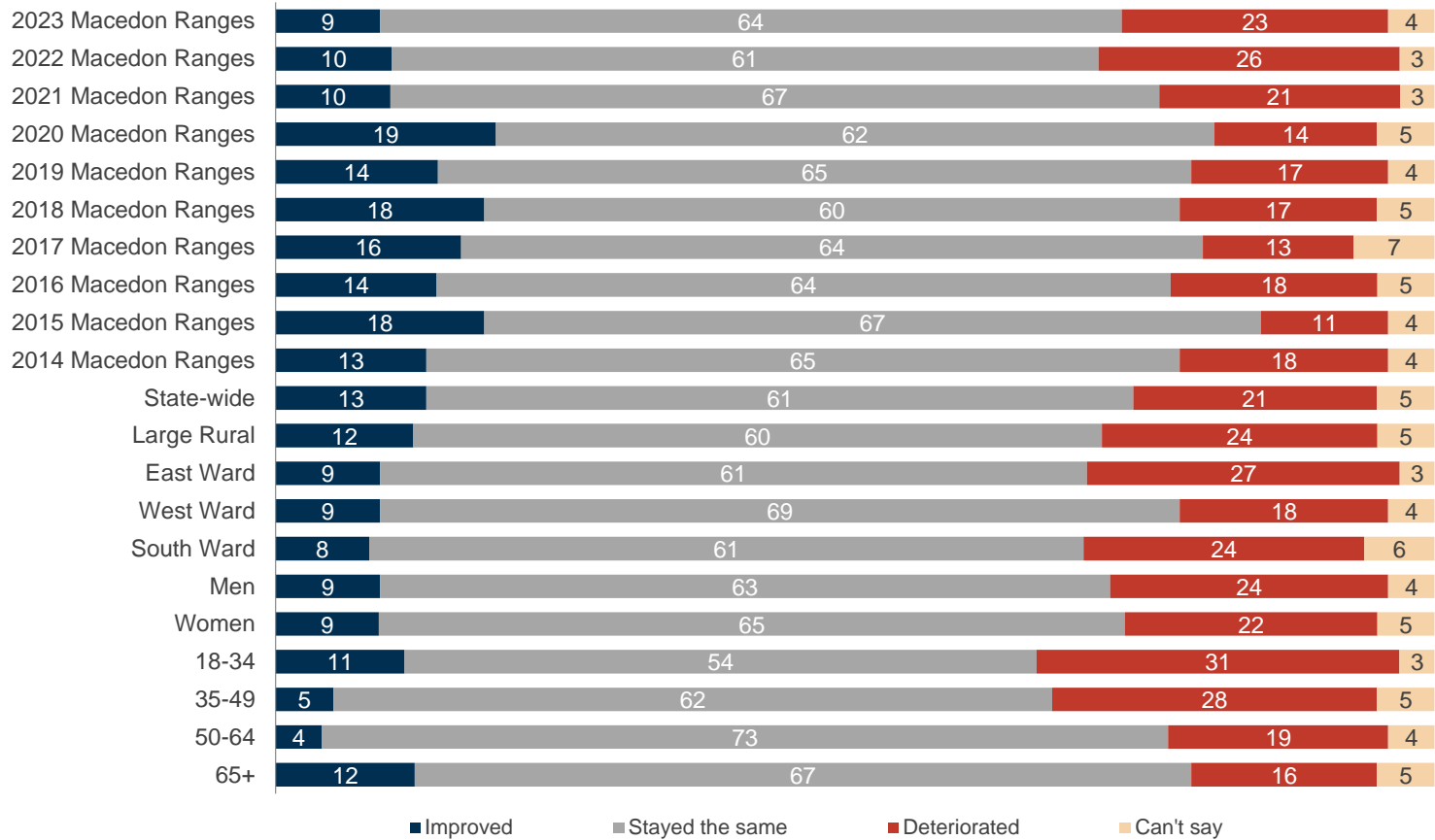
	2022	2021	2020	2019	2018	2017	2016	2015	2014	
65+	48	44	43	52	49	50	52	44	51	43
State-wide	46▲	50	53	51	53	52	53	51	53	53
West Ward	45	42	45	52	51	52	54	47	53	47
Large Rural	44	47	51	50	51	52	52	48	51	n/a
Women	43	42	44	52	50	51	51	49	53	49
Macedon Ranges	43	42	44	52	48	51	52	48	54	48
50-64	42	35	46	46	50	48	49	47	53	44
Men	42	41	45	52	46	51	52	47	55	47
South Ward	42	40	45	54	47	50	50	47	53	51
East Ward	41	44	43	51	47	50	50	48	55	45
18-34	40	49	52	62	49	53	54	57	60	56
35-49	38	39	38	50	46	51	52	44	52	48

Q6. Over the last 12 months, what is your view of the direction of Macedon Ranges Shire Council's overall performance?



Overall council direction last 12 months

2023 overall council direction (%)





**Individual service
areas**



Community consultation and engagement importance



2023 consultation and engagement importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
50-64	83	82	84	81	77	81	80	79	78
Women	81	78	78	78	78	78	76	80	77
35-49	81	78	79	75	77	79	75	75	75
West Ward	79	77	75	75	76	74	72	80	73
South Ward	78	77	79	76	76	73	73	74	76
Macedon Ranges	78	78	78	76	75	77	73	76	73
18-34	77	73	69	69	69	70	62	75	64
Large Rural	77	77	77	76	75	76	75	76	75
East Ward	76	79	82	77	75	80	74	76	72
State-wide	76	76	75	74	74	74	74	75	74
65+	74	78	80	79	78	78	73	77	73
Men	74▼	77	78	74	73	76	69	72	69

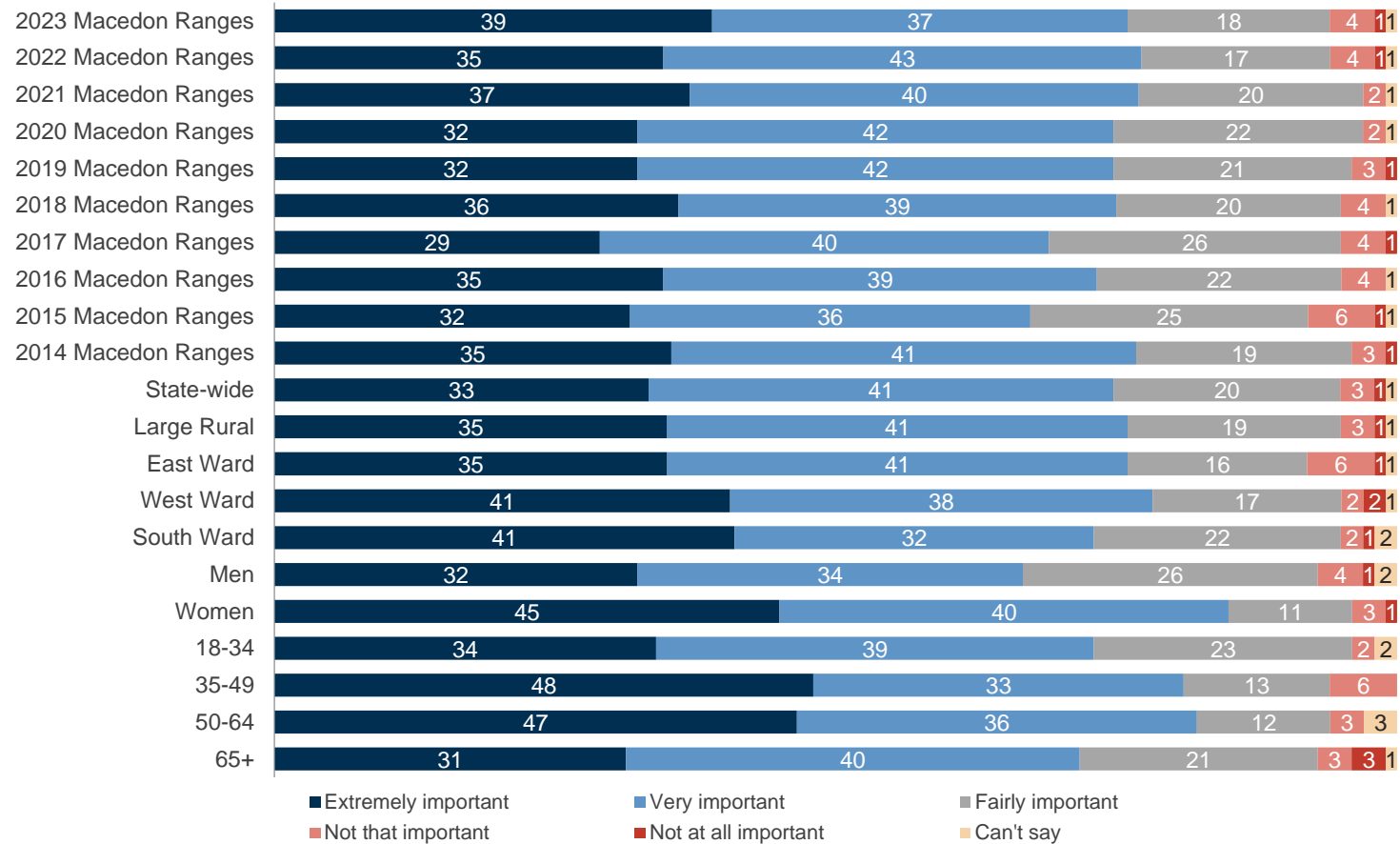
Q1 Firstly, how important should 'Community consultation and engagement' be as a responsibility for Council?



Community consultation and engagement importance



2023 consultation and engagement importance (%)

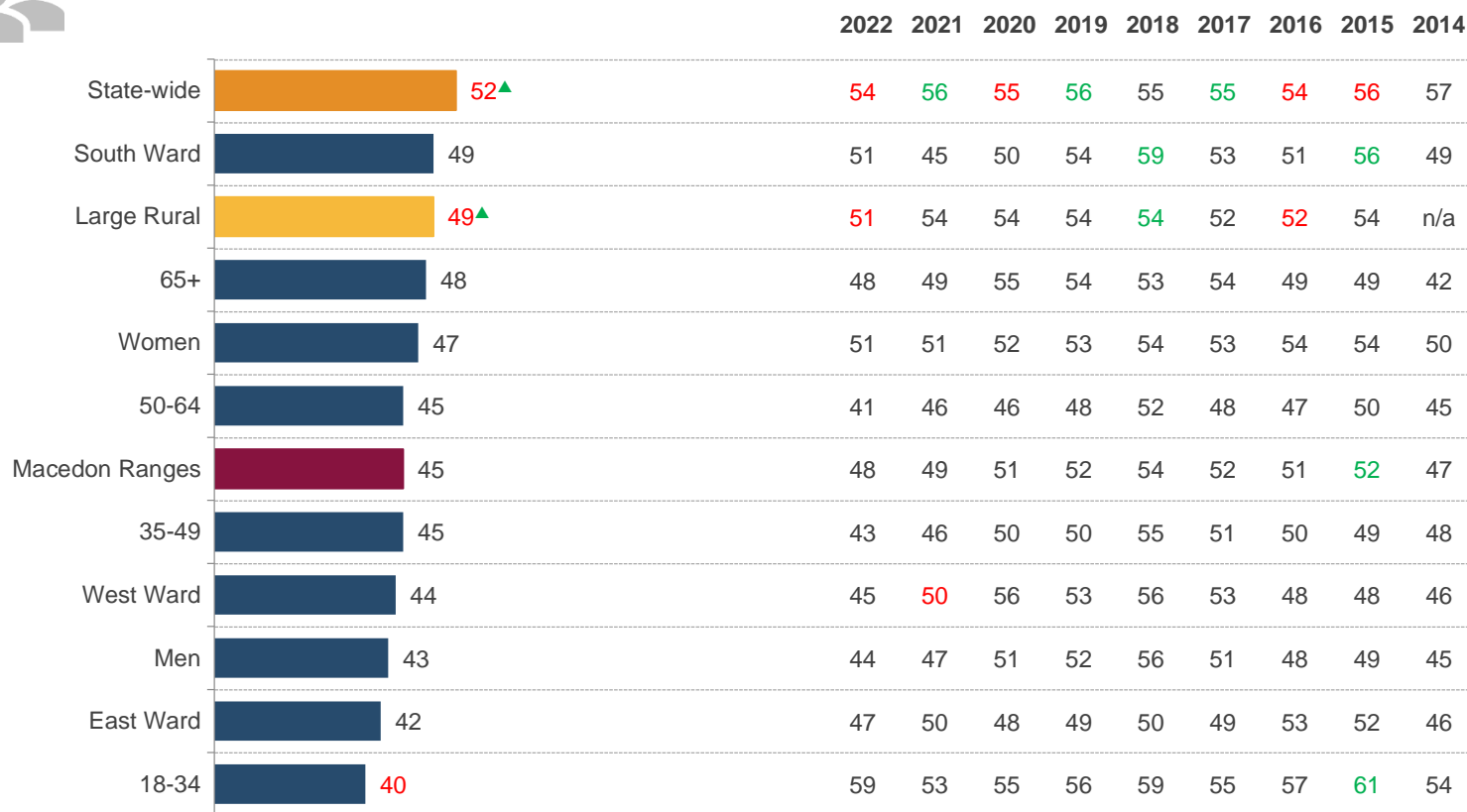




Community consultation and engagement performance



2023 consultation and engagement performance (index scores)



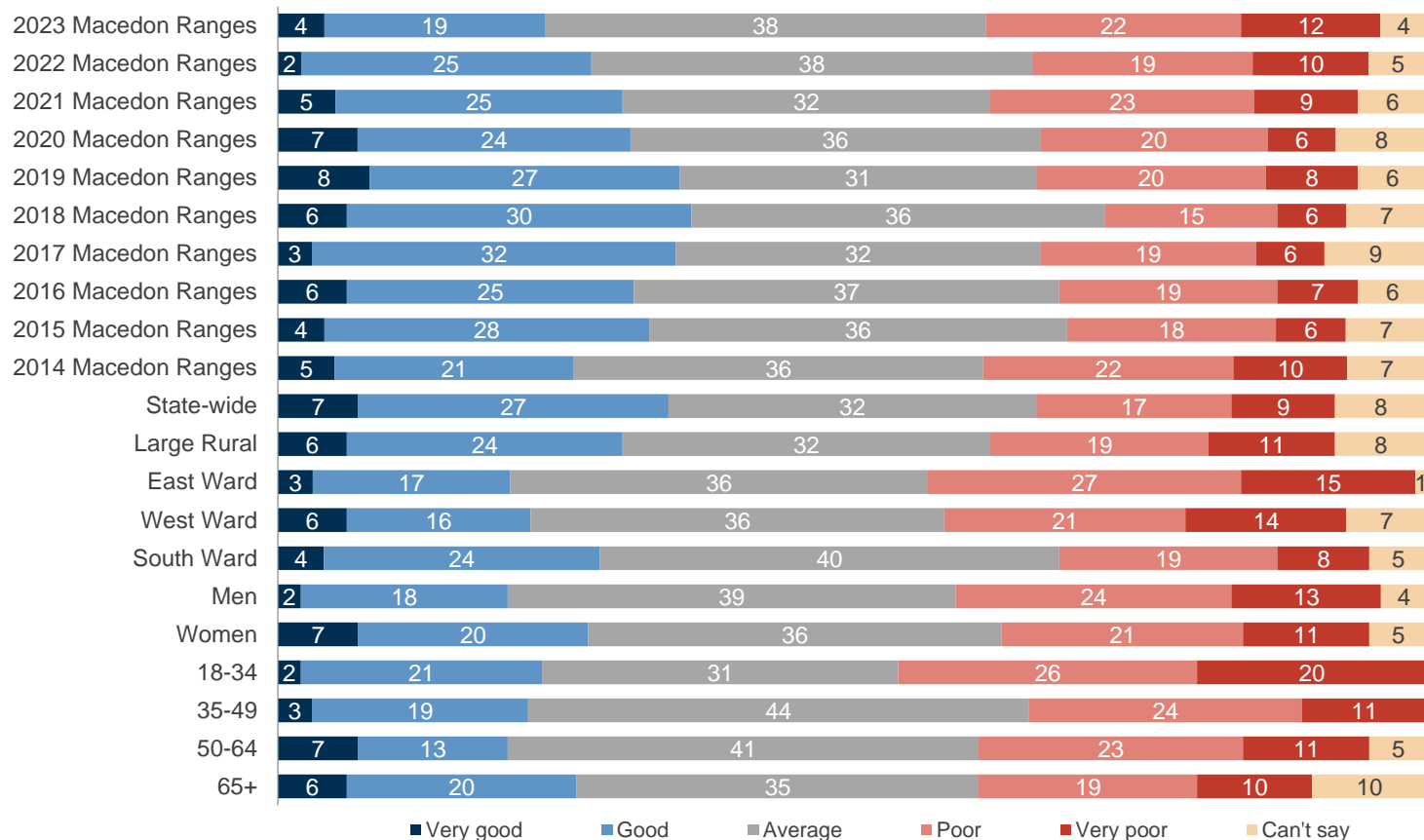
Q2 How has Council performed on 'Community consultation and engagement' over the last 12 months?



Community consultation and engagement performance



2023 consultation and engagement performance (%)





Lobbying on behalf of the community importance



2023 lobbying importance (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
Women	73	73	71	73	69	71	72	72	74	72
18-34	73	74	66	69	59	66	63	69	66	75
50-64	73	68	69	69	69	67	71	69	69	72
South Ward	71	68	69	66	65	68	68	64	68	71
35-49	71	73	71	68	65	69	70	64	68	71
Macedon Ranges	69	70	69	69	64	68	68	67	67	71
Large Rural	69	71	71	69	67	68	69	70	70	n/a
East Ward	69	71	73	72	64	70	69	65	68	71
State-wide	68	71	69	68	67	68	69	69	69	70
West Ward	68	70	66	68	64	65	67	70	66	70
Men	65	66	67	64	59	64	64	61	61	70
65+	65	65	69	68	64	69	68	66	66	66

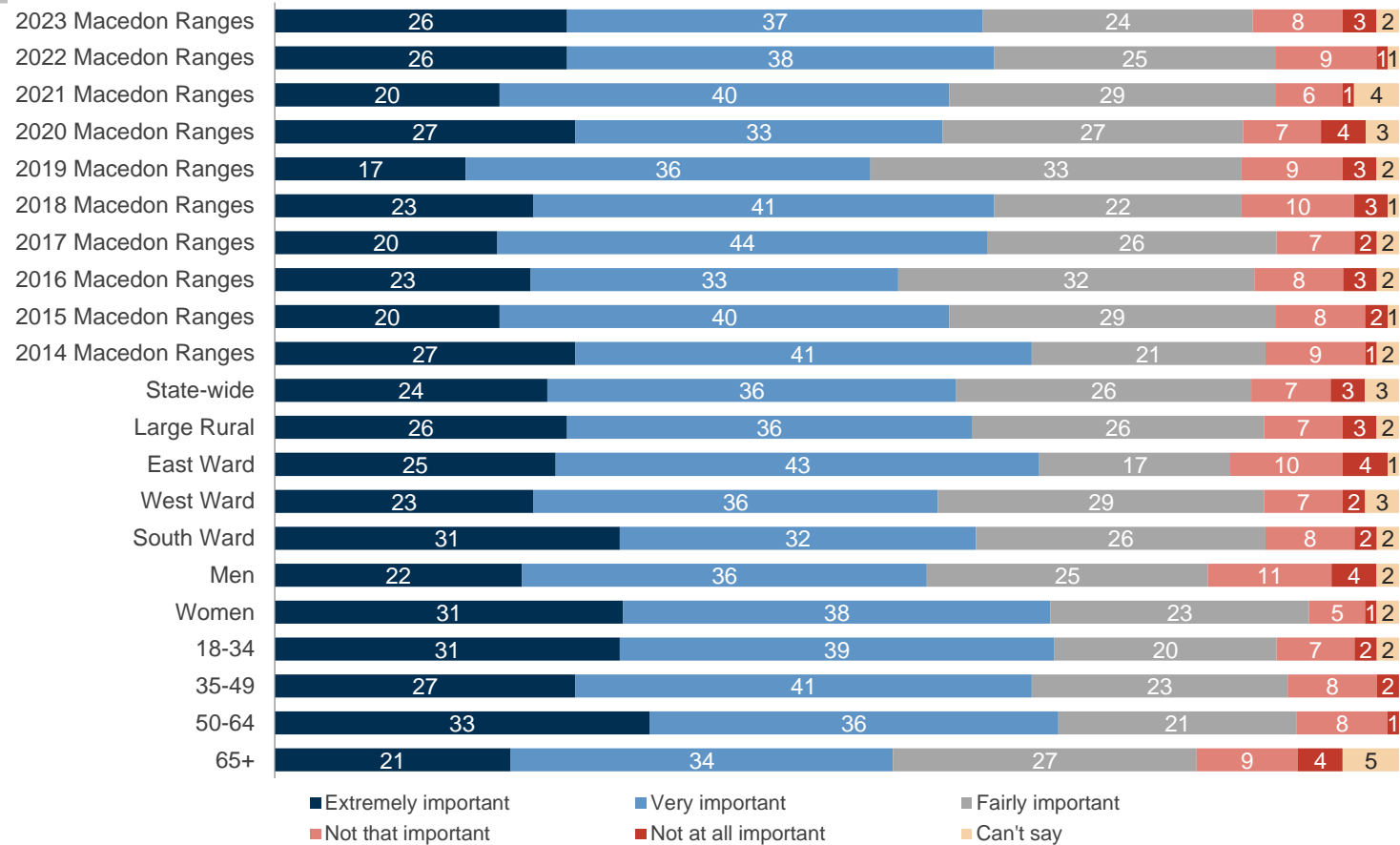
Q1 Firstly, how important should 'lobbying on behalf of the community' be as a responsibility for Council?



Lobbying on behalf of the community importance



2023 lobbying importance (%)





Lobbying on behalf of the community performance



2023 lobbying performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
35-49	44	45	47	51	50	53	48	50	46
State-wide	53	55	53	54	54	54	53	55	56
Large Rural	51	54	53	52	52	51	50	53	n/a
South Ward	44	44	53	55	54	52	46	57	48
65+	46	49	53	50	53	53	46	50	50
Women	49	49	54	53	49	52	52	56	53
West Ward	46	50	52	52	52	52	44	49	51
Macedon Ranges	45	48	52	53	50	52	49	53	50
Men	42	47	50	53	51	52	46	50	47
50-64	39	48	50	49	47	49	45	51	48
East Ward	46	50	51	51	45	53	56	54	51
18-34	53	51	59	60	50	54	57	63	57

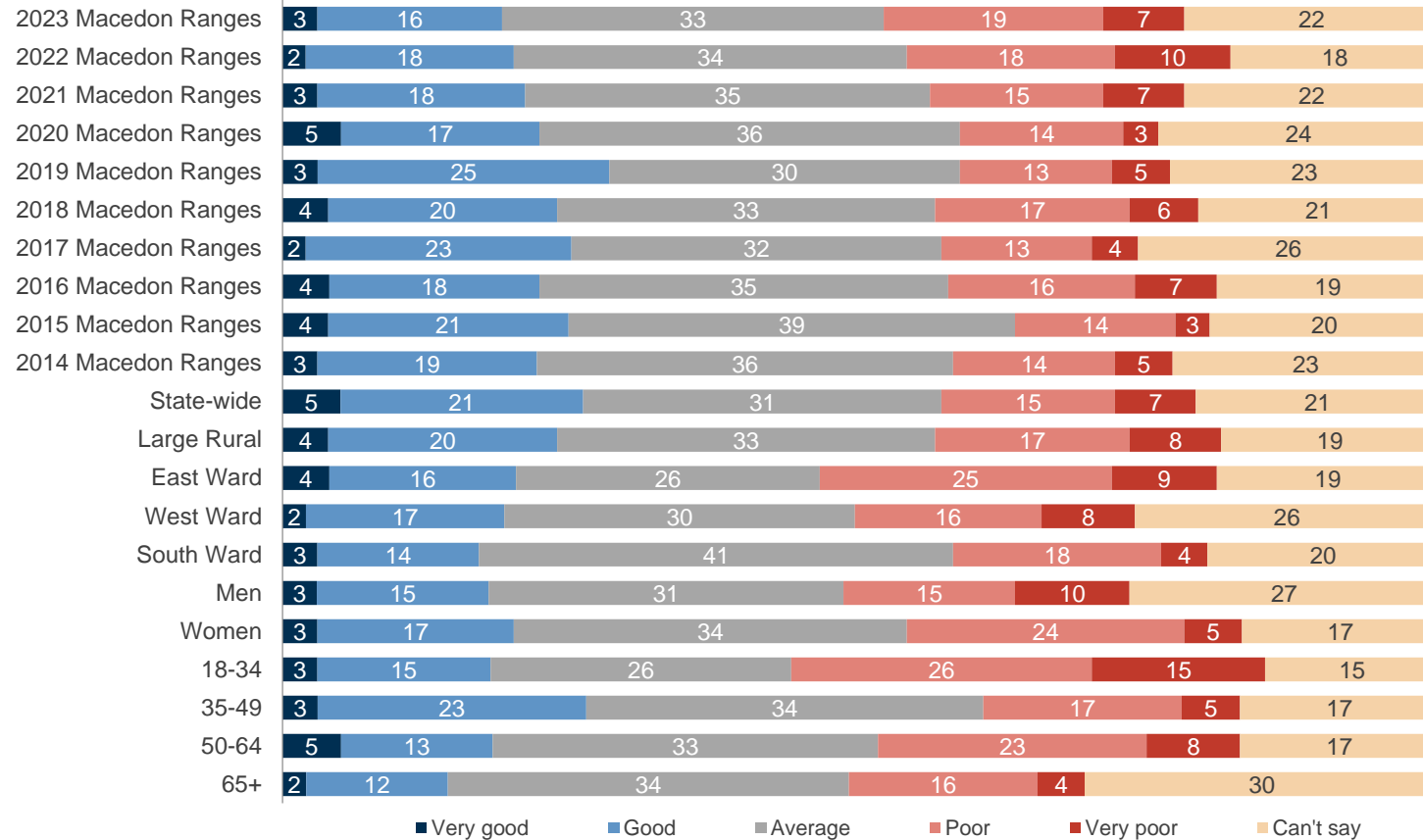
Q2 How has Council performed on 'lobbying on behalf of the community' over the last 12 months?



Lobbying on behalf of the community performance



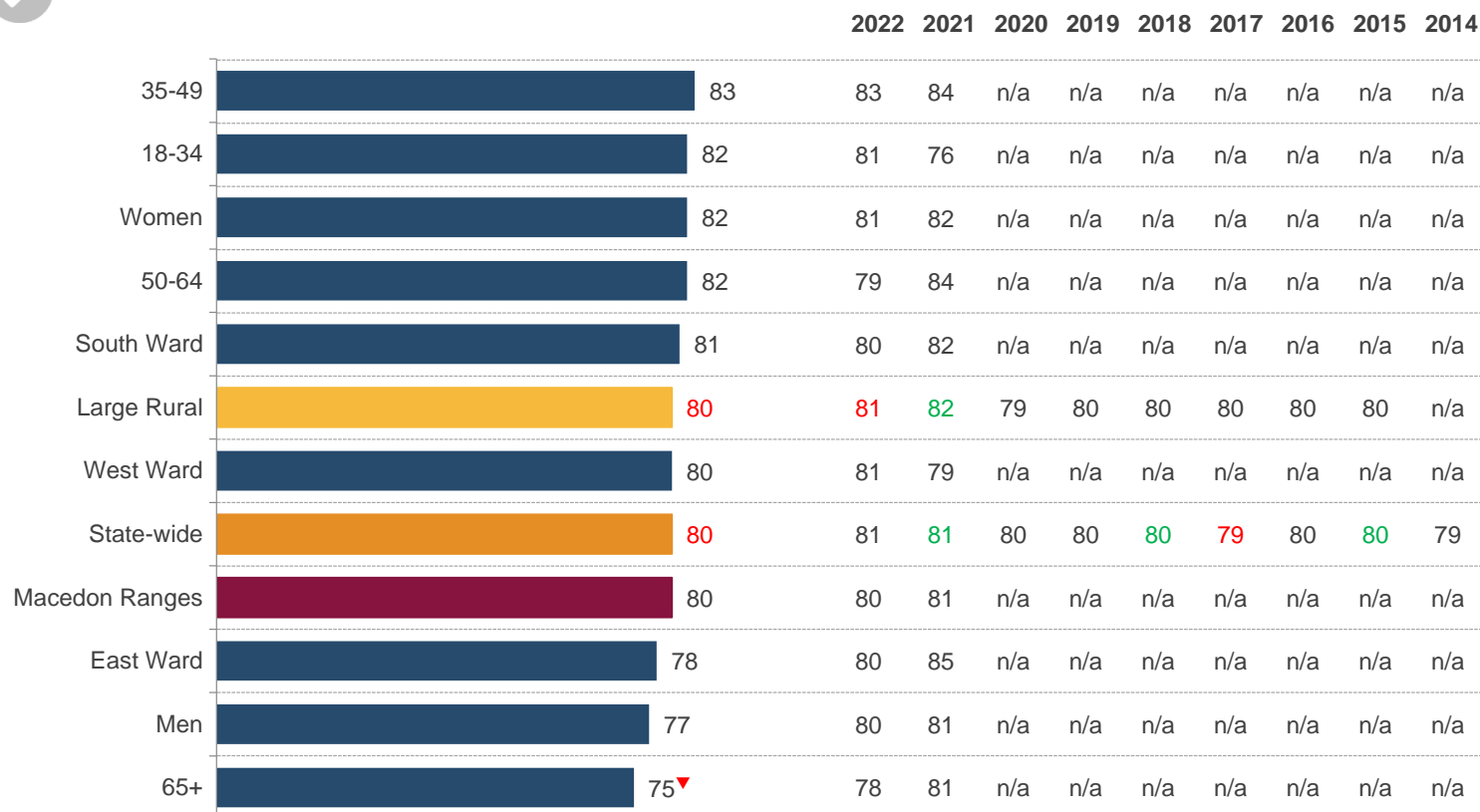
2023 lobbying performance (%)



Decisions made in the interest of the community importance



2023 community decisions made importance (index scores)

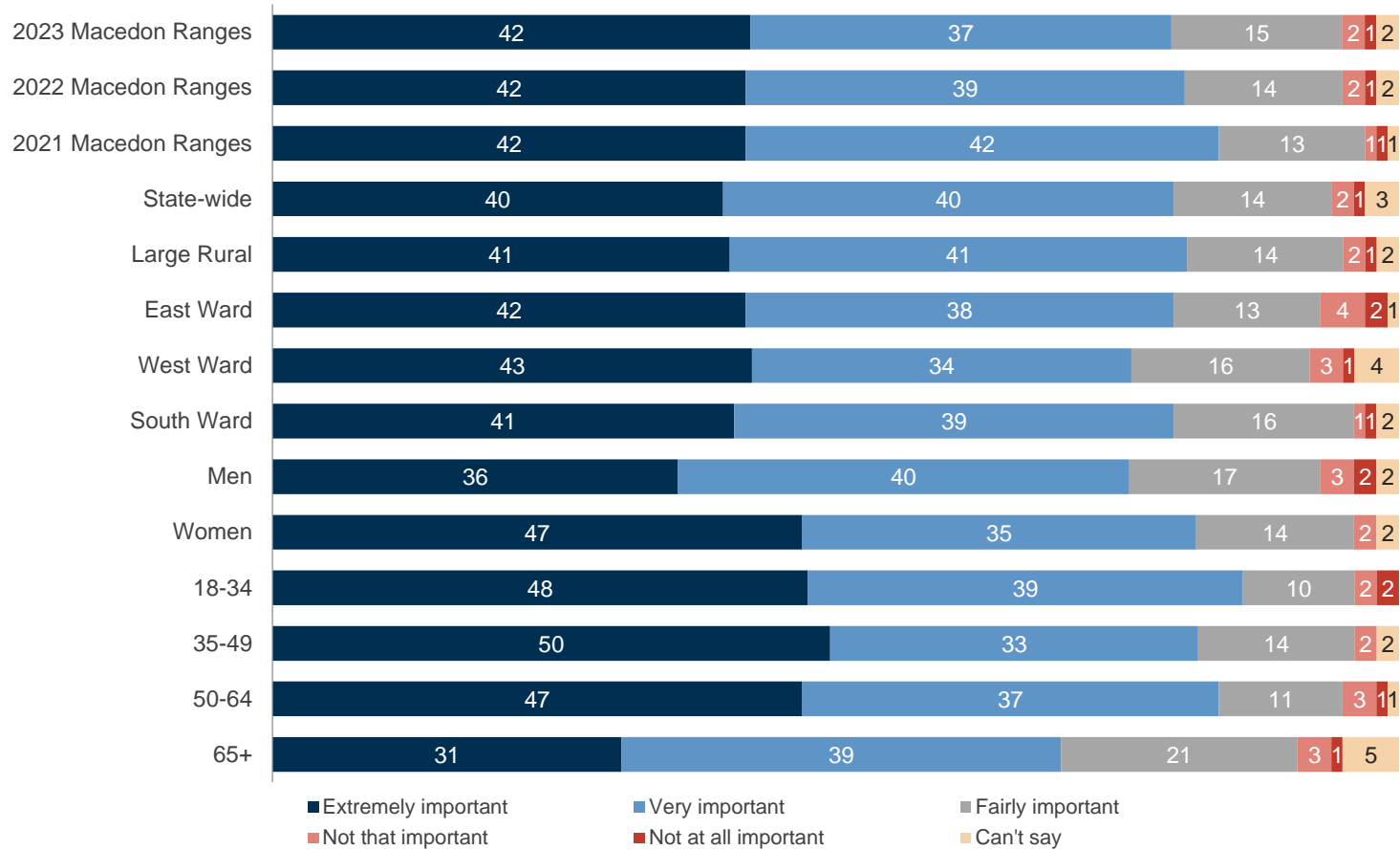


Q1 Firstly, how important should 'Decisions made in the interest of the community' be as a responsibility for Council?

Decisions made in the interest of the community importance



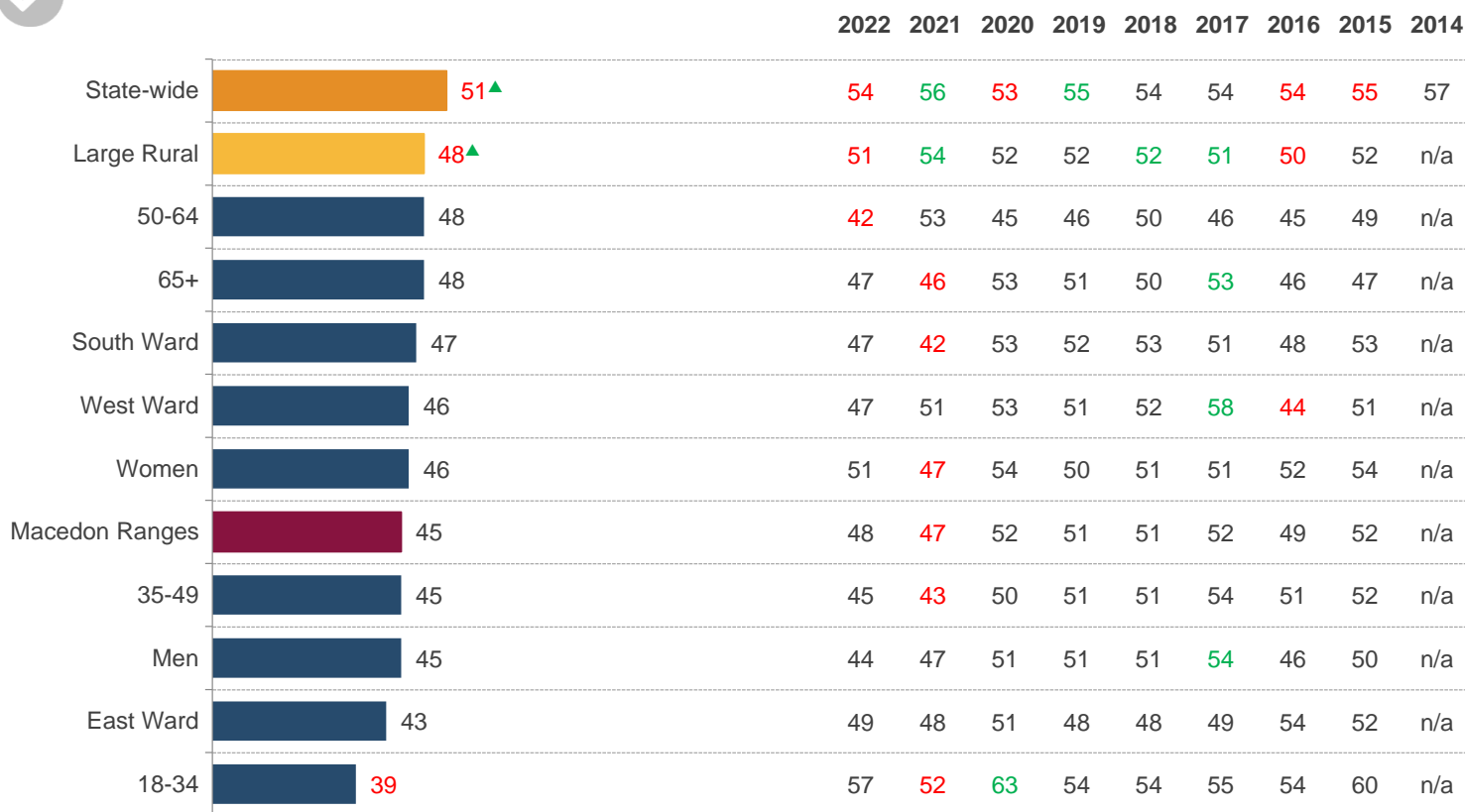
2023 community decisions made importance (%)



Decisions made in the interest of the community performance



2023 community decisions made performance (index scores)

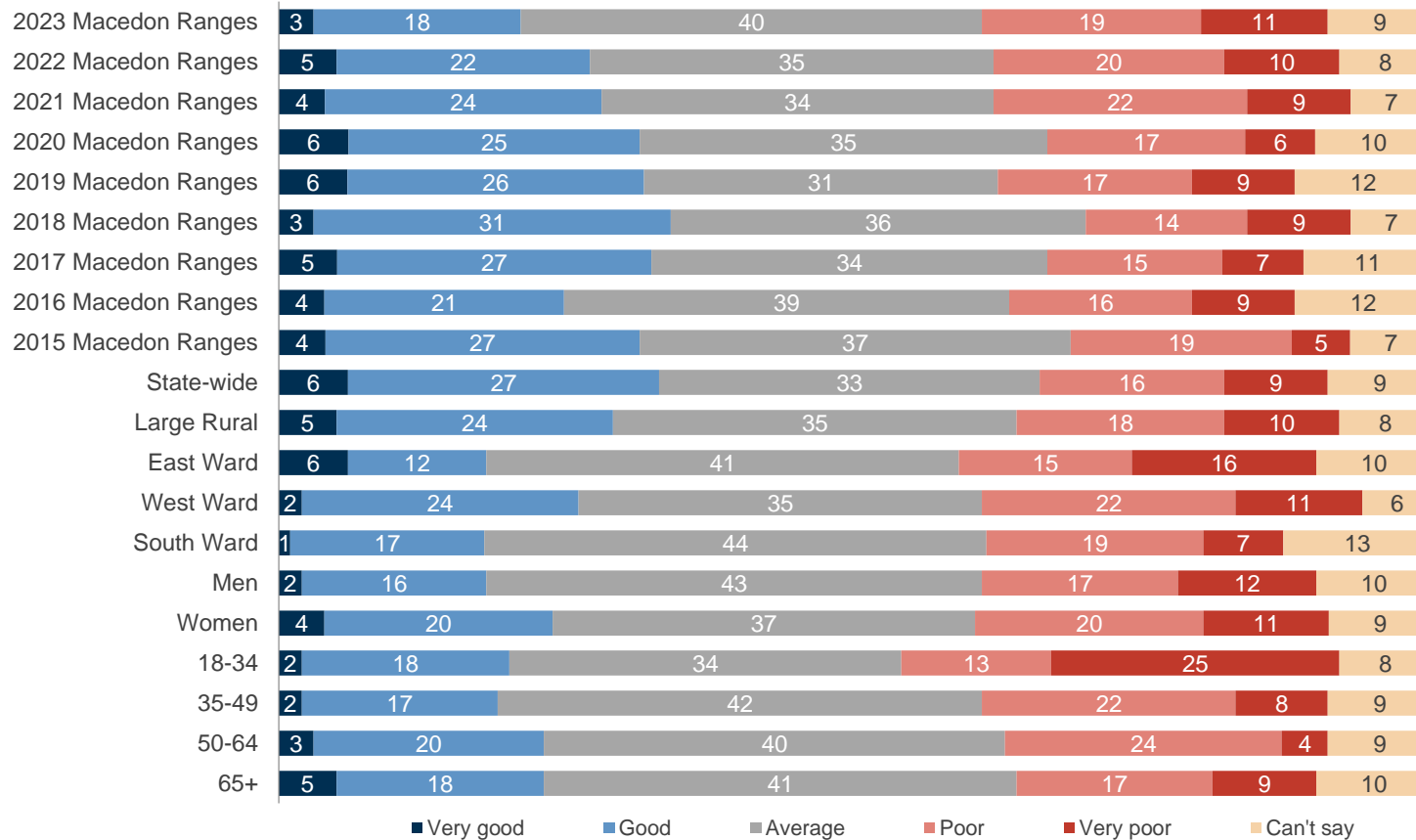


Q2 How has Council performed on 'Decisions made in the interest of the community' over the last 12 months?

Decisions made in the interest of the community performance



2023 community decisions made performance (%)



The condition of sealed local roads in your area performance



2023 sealed local roads performance (index scores)

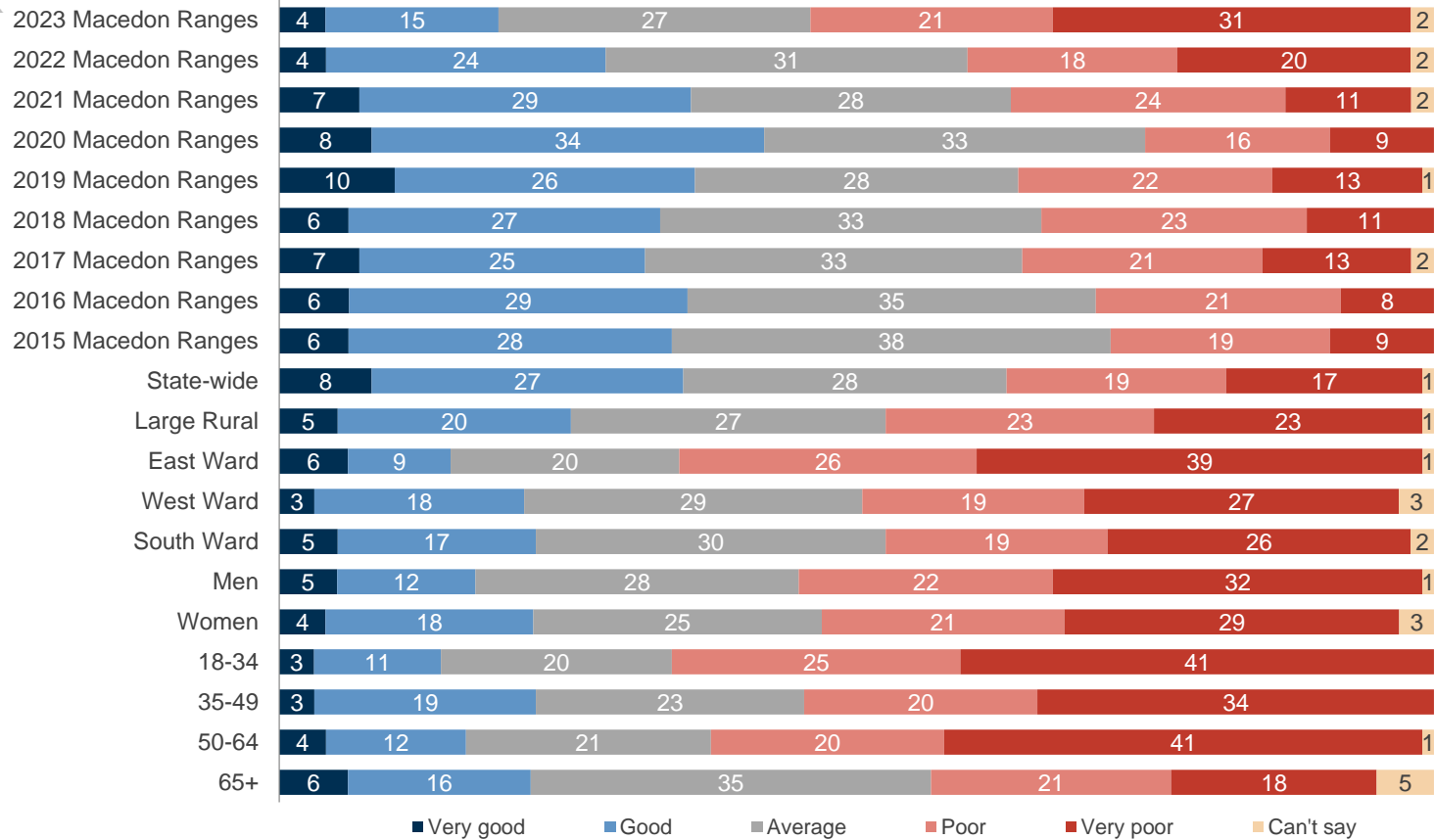
	2022	2021	2020	2019	2018	2017	2016	2015	2014
State-wide	48▲	53	57	54	56	53	53	54	55
65+	42▲	46	50	55	51	49	53	56	54
Large Rural	40▲	45	50	47	47	45	43	44	45
South Ward	38	46	49	54	56	54	52	55	54
West Ward	37	48	49	58	51	47	49	48	55
Women	36	42	50	53	49	49	49	52	51
Macedon Ranges	35	43	49	54	49	48	48	51	51
35-49	34	45	49	55	48	47	46	47	49
Men	33	45	48	54	49	48	47	51	52
East Ward	29▼	35	51	49	39	44	43	51	45
50-64	29	39	49	50	48	50	43	50	49
18-34	28▼	40	49	54	49	48	51	52	52

Q2 How has Council performed on 'The condition of sealed local roads in your area' over the last 12 months?

The condition of sealed local roads in your area performance



2023 sealed local roads performance (%)





Informing the community importance



2023 informing community importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
50-64	80	78	78	75	78	80	74	77	76
Women	78	81	80	77	81	77	77	79	82
West Ward	78	76	74	75	79	75	74	79	73
18-34	77	74	74	67	75	69	70	79	74
South Ward	77	78	80	74	78	73	73	75	75
35-49	77	81	78	74	75	77	72	72	73
Large Rural	77	78	78	77	75	75	74	77	76
Macedon Ranges	77	77	78	75	76	76	74	74	75
State-wide	76	77	77	75	75	75	74	76	75
Men	75	74	75	73	70	74	70	69	68
65+	75	77	80	79	77	78	75	74	76
East Ward	75	78	81	77	70	78	74	70	76

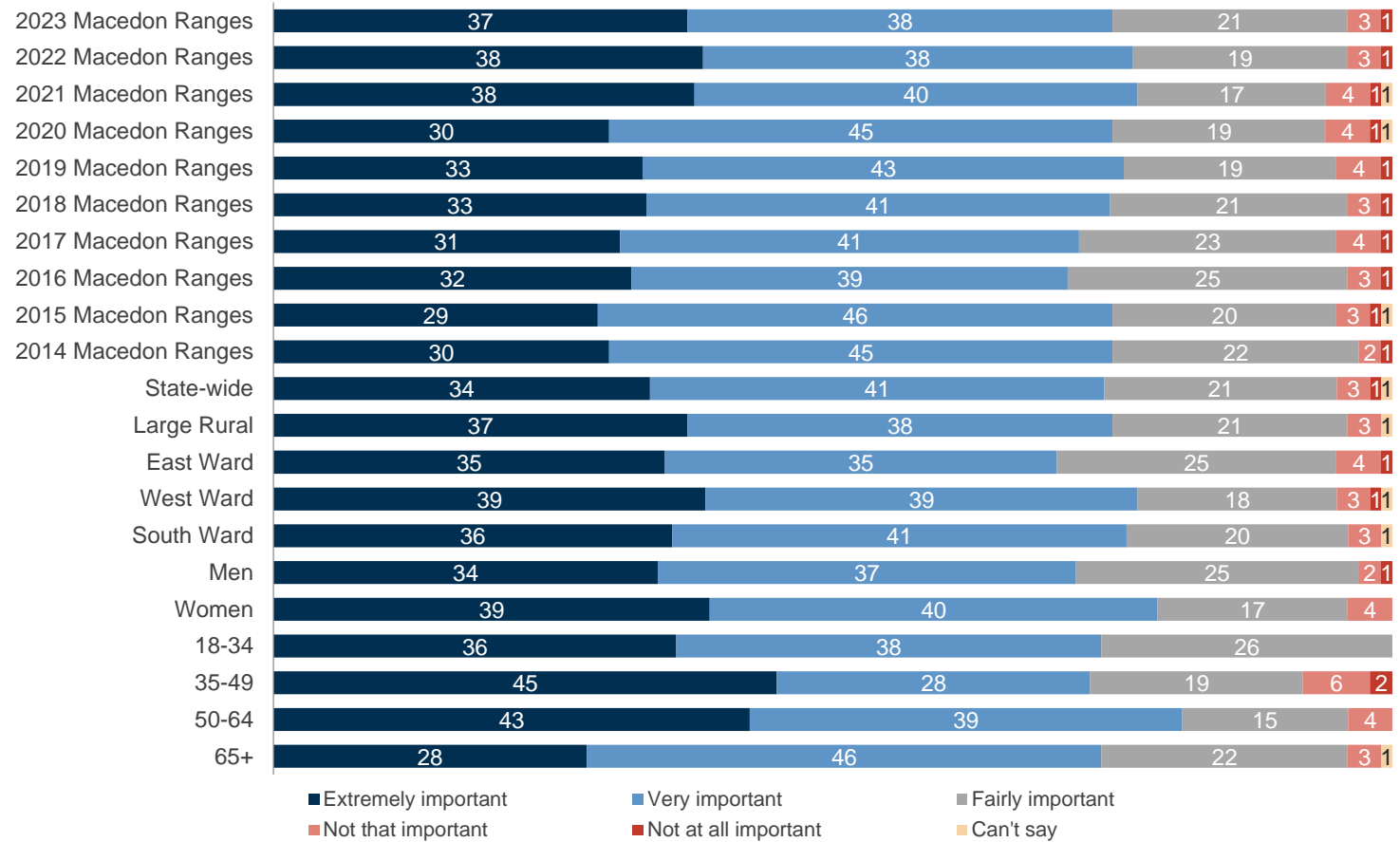
Q1 Firstly, how important should 'Informing the community' be as a responsibility for Council?



Informing the community importance



2023 informing community importance (%)

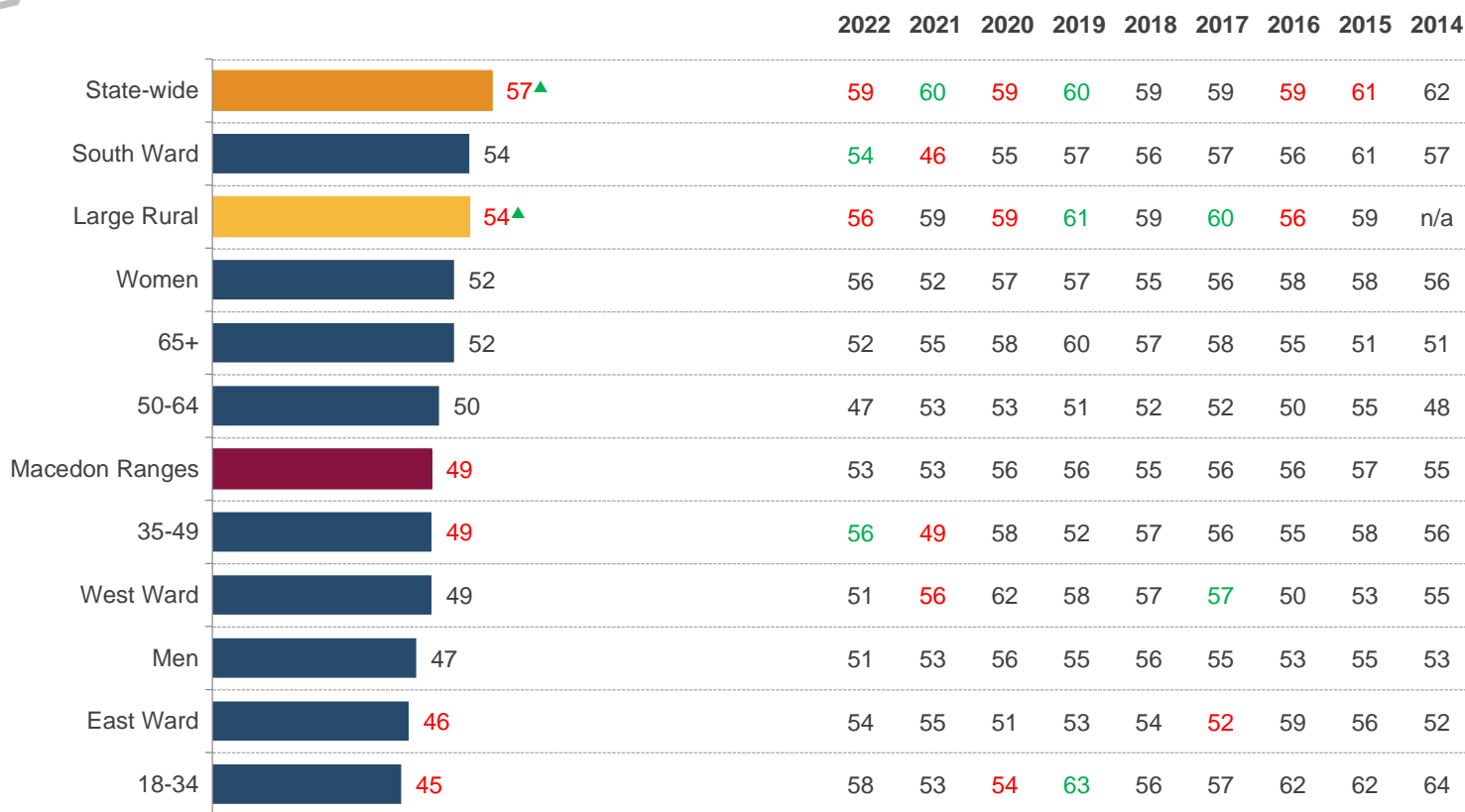




Informing the community performance



2023 informing community performance (index scores)



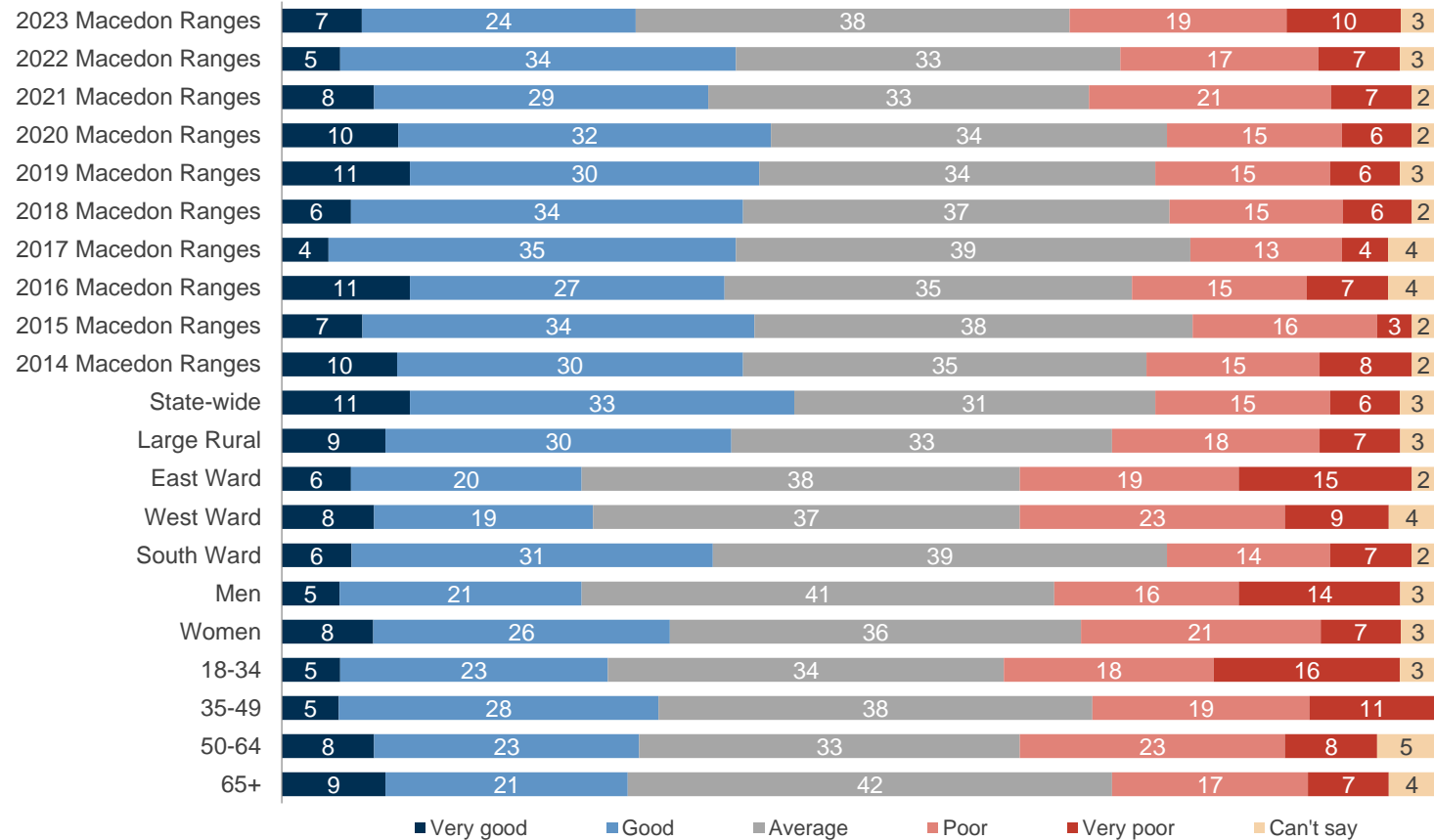
Q2 How has Council performed on 'Informing the community' over the last 12 months?



Informing the community performance



2023 informing community performance (%)



The condition of local streets and footpaths in your area importance



2023 streets and footpaths importance (index scores)

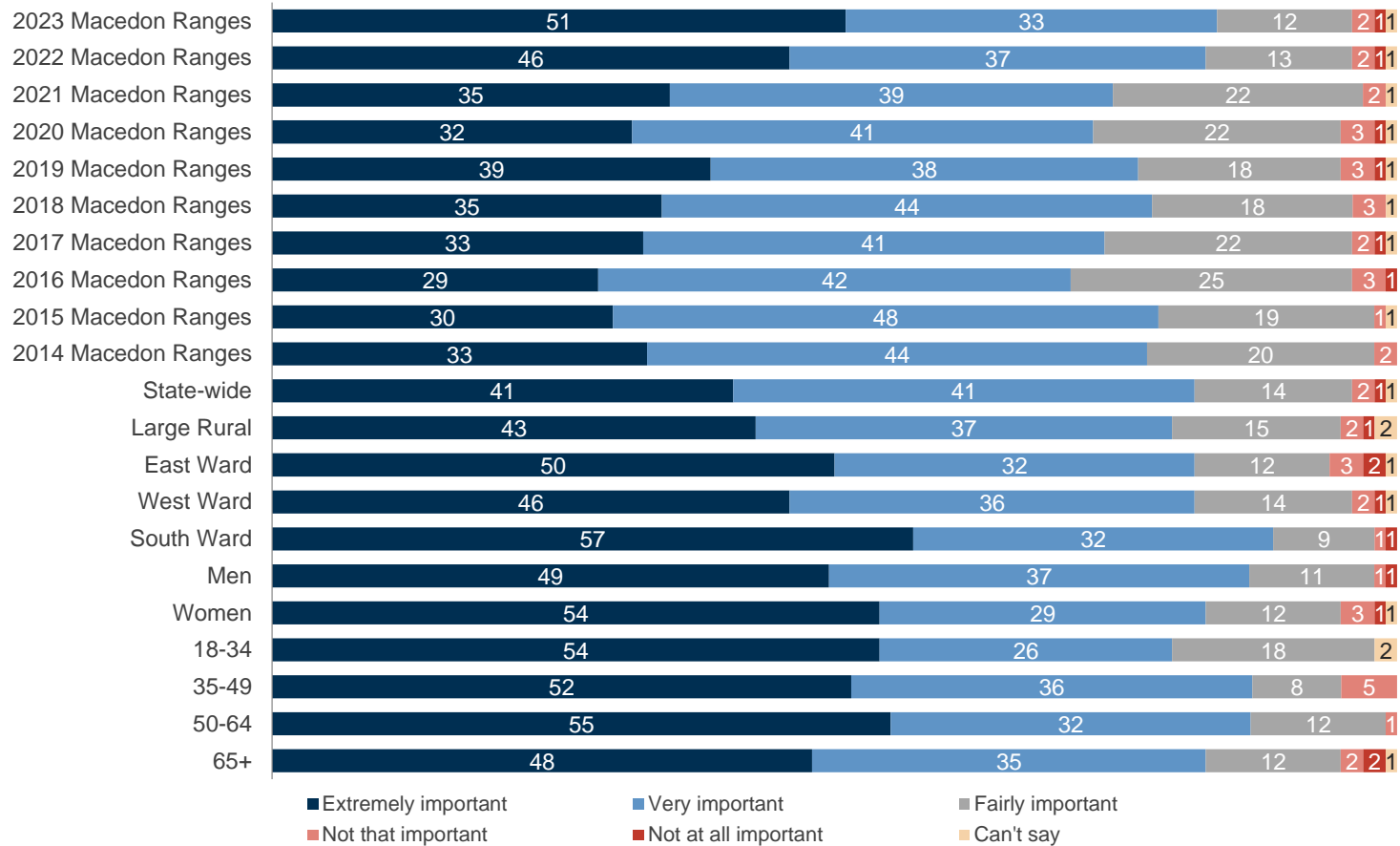
	2022	2021	2020	2019	2018	2017	2016	2015	2014	
South Ward	86	81	78	75	77	76	75	75	77	74
50-64	85	85	79	76	80	81	79	77	77	81
18-34	84	82	69	68	71	72	70	74	76	73
35-49	84	83	76	77	79	78	75	72	78	78
Women	83	86	79	74	79	77	77	77	81	79
Macedon Ranges	83	82	77	76	78	78	76	74	77	77
Men	83	78	75	77	77	79	75	70	73	74
East Ward	82	84	78	77	80	79	76	72	76	79
West Ward	81	81	76	75	77	77	77	75	77	79
65+	81	79	83	81	81	80	80	72	75	76
State-wide	81	81	79	78	77	78	77	77	77	77
Large Rural	80	80	79	78	77	77	75	77	77	n/a

Q1 Firstly, how important should 'The condition of local streets and footpaths in your area' be as a responsibility for Council?

The condition of local streets and footpaths in your area importance



2023 streets and footpaths importance (%)



The condition of local streets and footpaths in your area performance



2023 streets and footpaths performance (index scores)

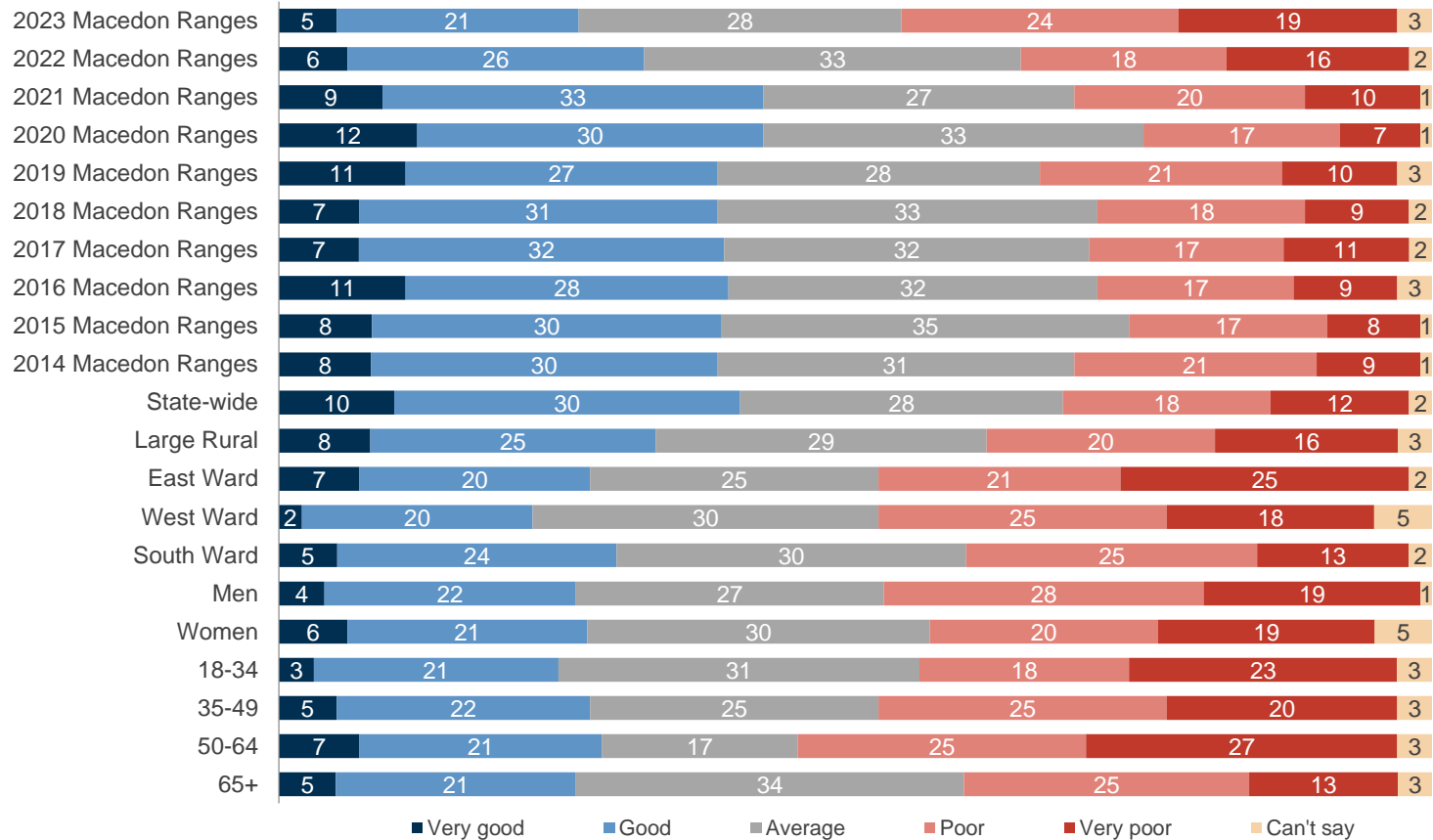
	2022	2021	2020	2019	2018	2017	2016	2015	2014
State-wide	52▲	57	59	58	59	58	57	57	58
Large Rural	47▲	51	55	54	55	54	53	53	n/a
South Ward	46	48	50	57	54	58	57	55	57
65+	45	44	48	52	48	49	53	55	51
Women	43	45	50	57	52	49	54	52	51
Macedon Ranges	42	47	52	56	52	52	52	54	53
Men	41	48	55	54	52	55	50	56	55
35-49	41	48	54	57	54	52	52	52	54
18-34	41	52	55	62	54	54	55	56	56
West Ward	41	51	52	53	51	50	49	49	52
East Ward	40	41	55	58	49	49	49	57	51
50-64	39	43	54	53	52	53	48	52	51

Q2 How has Council performed on 'The condition of local streets and footpaths in your area' over the last 12 months?

The condition of local streets and footpaths in your area performance



2023 streets and footpaths performance (%)





Parking facilities importance



2023 parking importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
50-64	72	63	67	63	66	67	63	62	64	65
South Ward	71▲	70	73	67	66	66	66	65	67	63
State-wide	70▲	72	71	71	71	70	70	70	70	70
65+	67	67	71	73	66	66	67	67	68	66
Women	67	67	68	66	66	68	66	68	68	67
Large Rural	66	68	67	66	66	66	66	68	67	n/a
Macedon Ranges	66	68	67	64	64	66	63	62	63	64
West Ward	65	67	64	62	64	66	65	64	65	67
Men	64	68	65	62	62	64	60	56	59	60
35-49	63	68	67	62	63	65	58	59	61	63
18-34	62	72	60	56	59	67	64	61	61	61
East Ward	60▼	67	65	63	61	66	57	58	59	61

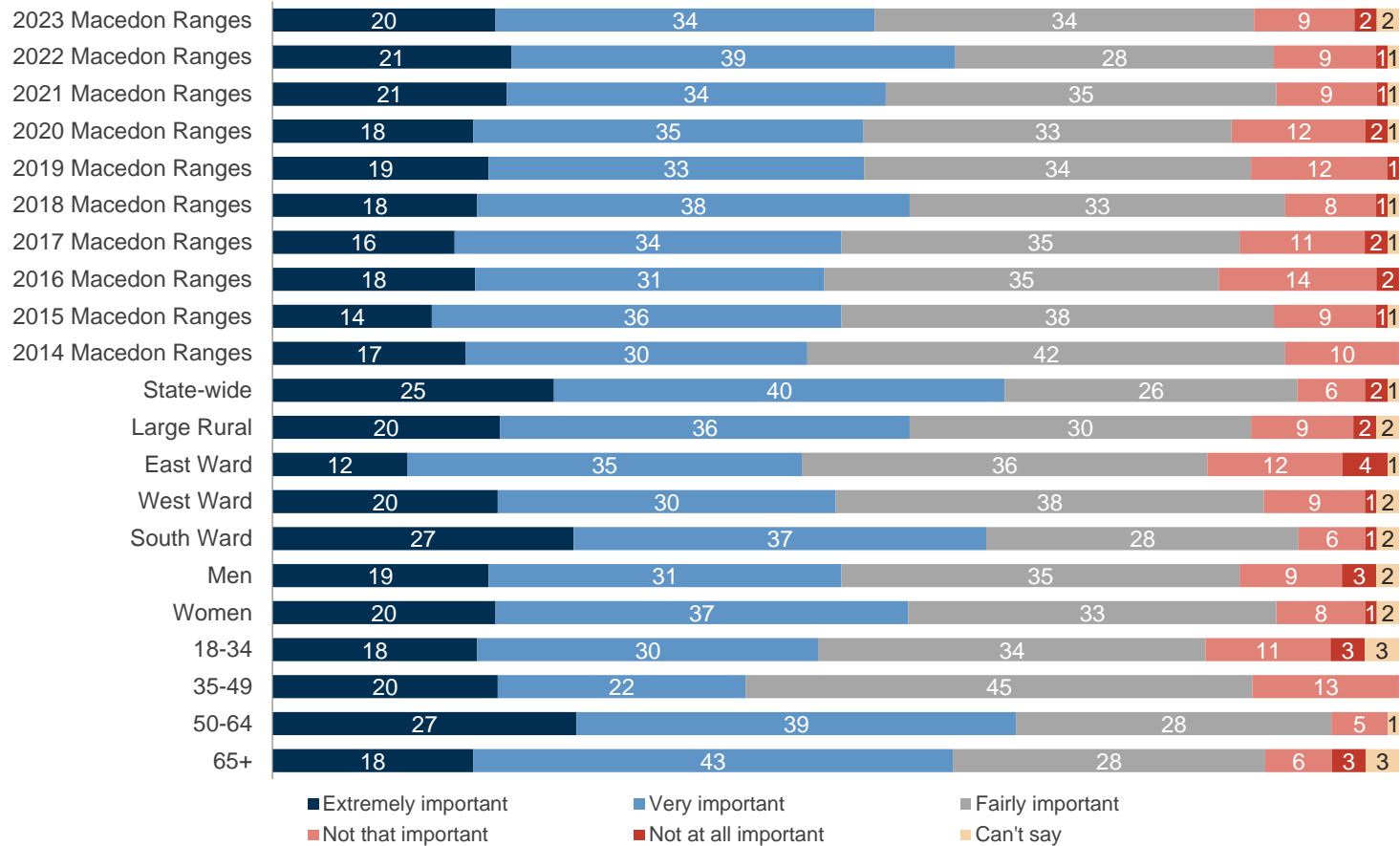
Q1 Firstly, how important should 'Parking facilities' be as a responsibility for Council?



Parking facilities importance



2023 parking importance (%)





Parking facilities performance



2023 parking performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
35-49	60▲	54	57	60	55	63	61	63	67
West Ward	58▲	56	60	63	59	59	56	57	58
State-wide	55	57	58	55	56	56	55	56	57
Women	54	59	55	58	56	58	57	59	62
Macedon Ranges	53	56	56	59	58	57	58	60	61
East Ward	53	60	57	57	60	57	61	65	62
Men	52	53	57	60	60	57	60	60	61
65+	52	54	51	55	54	57	56	58	57
Large Rural	51	53	56	57	58	59	60	58	59
50-64	50	55	57	58	60	60	55	56	57
South Ward	49	52	49	56	55	56	58	56	64
18-34	49	62	61	64	65	58	58	63	69

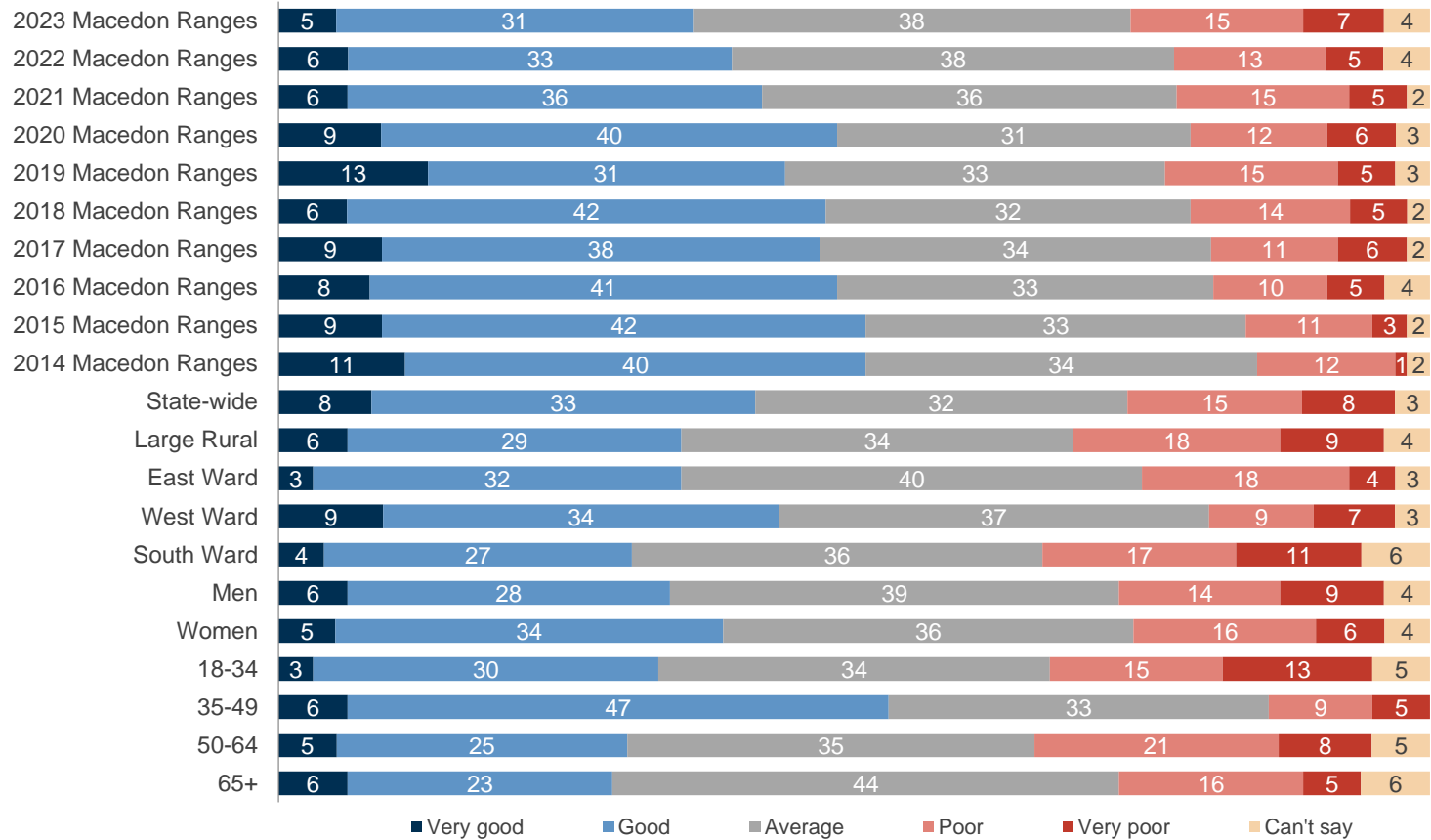
Q2 How has Council performed on 'Parking facilities' over the last 12 months?



Parking facilities performance



2023 parking performance (%)





Enforcement of local laws importance



2023 law enforcement importance (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
Women	69	65	68	69	73	70	70	73	73	73
50-64	68	62	65	65	70	69	67	66	70	70
South Ward	68	64	65	67	71	71	67	69	68	71
State-wide	68	68	70	70	71	71	71	70	71	70
18-34	67	61	61	60	64	64	64	69	74	70
Large Rural	66	67	67	68	68	68	68	69	70	n/a
East Ward	66	64	67	67	67	65	67	63	71	71
65+	66	68	71	73	71	69	70	69	66	70
Macedon Ranges	66	64	66	67	68	67	67	67	70	69
West Ward	64	63	65	66	67	65	66	68	69	65
35-49	64	63	64	66	68	66	66	65	69	67
Men	62	63	63	64	63	64	64	60	66	65

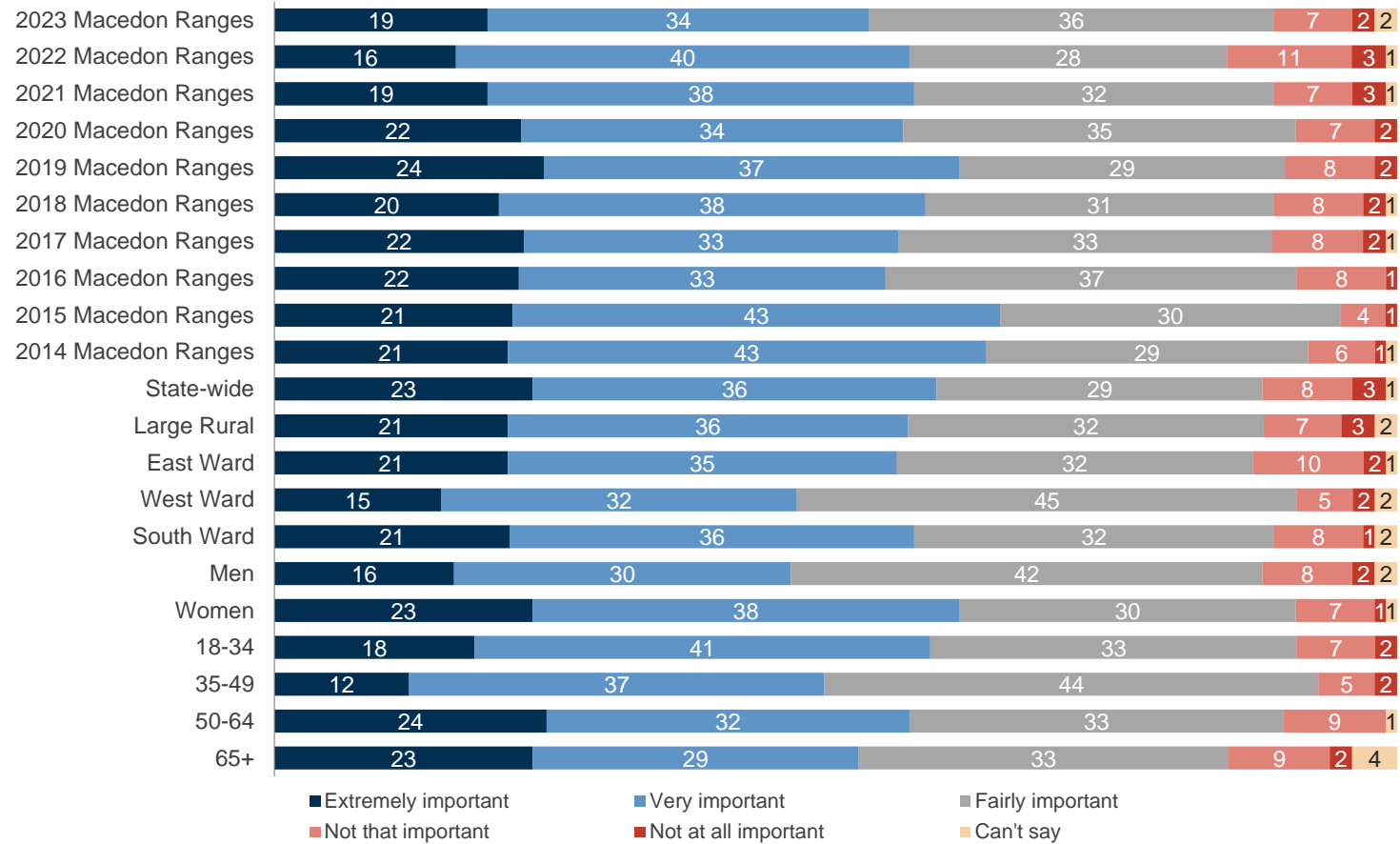
Q1 Firstly, how important should 'Enforcement of local laws' be as a responsibility for Council?



Enforcement of local laws importance



2023 law enforcement importance (%)

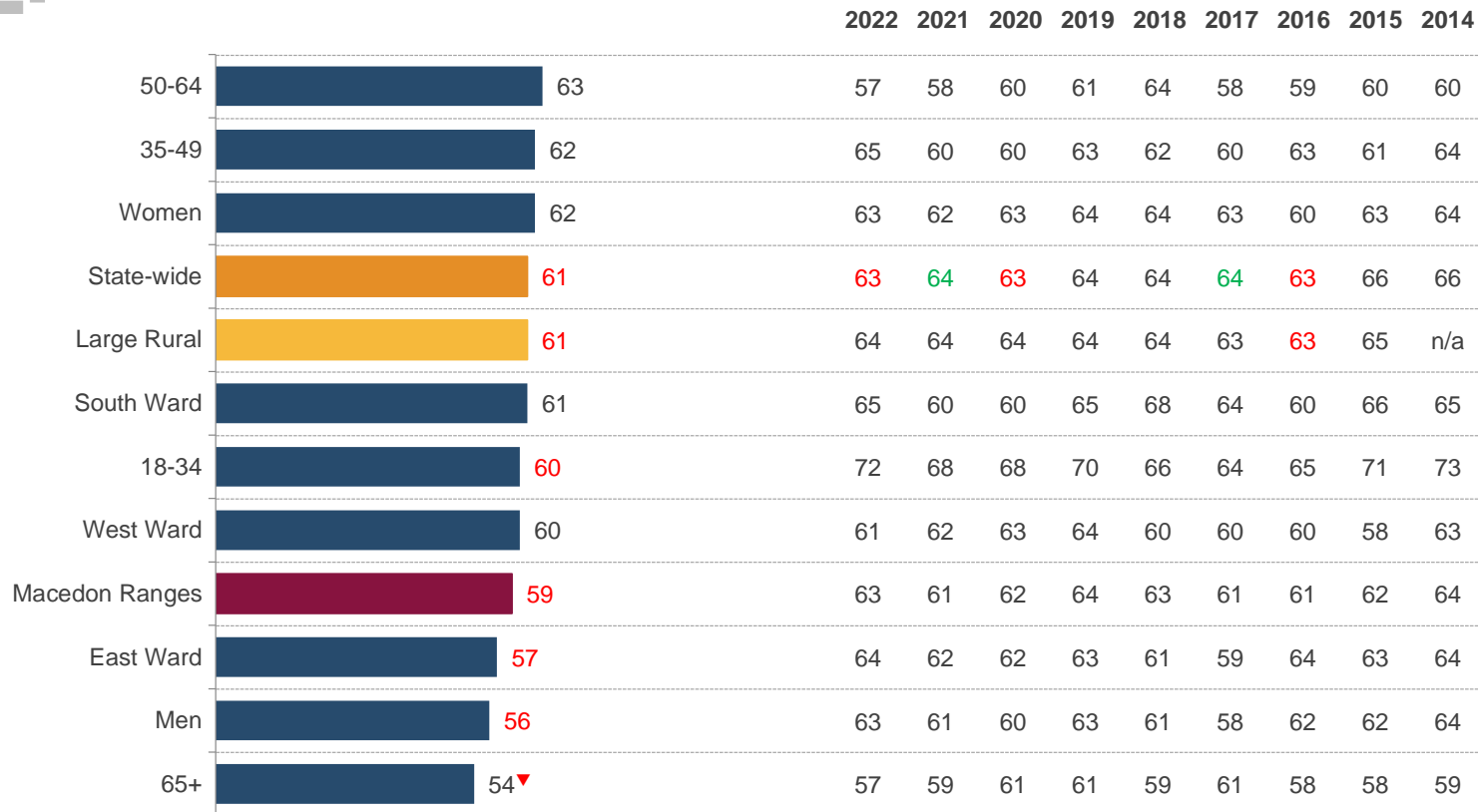




Enforcement of local laws performance



2023 law enforcement performance (index scores)



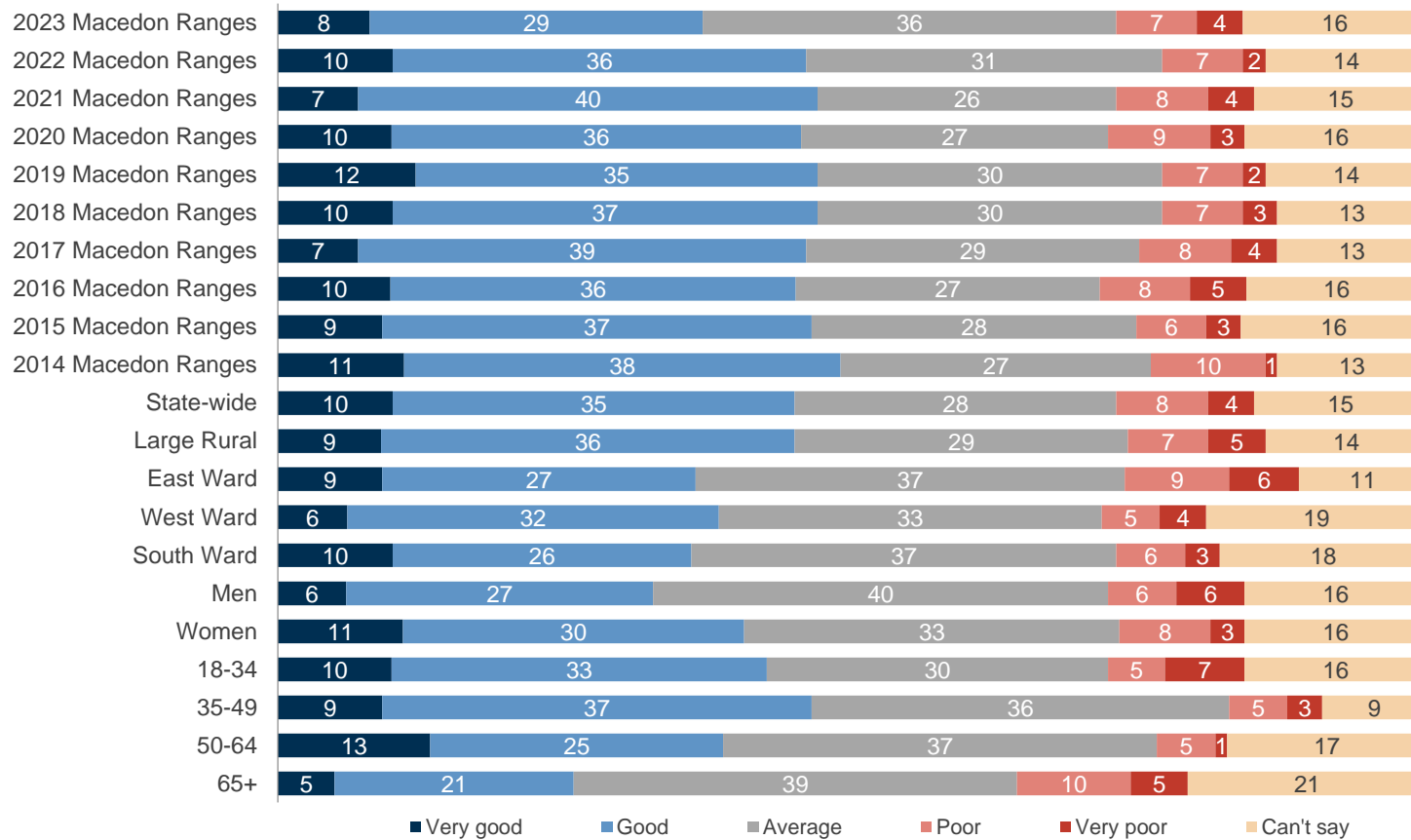
Q2 How has Council performed on 'Enforcement of local laws' over the last 12 months?



Enforcement of local laws performance



2023 law enforcement performance (%)





Family support services importance



2023 family support importance (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
Women	77▲	80	77	77	78	75	78	75	77	75
18-34	76	74	76	77	76	70	78	72	78	77
State-wide	75▲	76	76	75	74	74	73	73	73	72
35-49	74	76	73	75	72	73	72	68	72	72
Large Rural	74	75	75	74	73	72	72	72	72	n/a
West Ward	73	73	74	73	71	69	71	71	71	71
Macedon Ranges	72	75	74	74	72	72	72	69	72	72
50-64	71	75	76	69	71	72	69	66	70	69
East Ward	71	77	78	76	73	73	72	69	72	72
South Ward	71	74	71	74	72	71	73	66	72	72
65+	68	74	73	74	69	70	70	69	67	70
Men	67▼	70	71	71	65	68	66	63	66	69

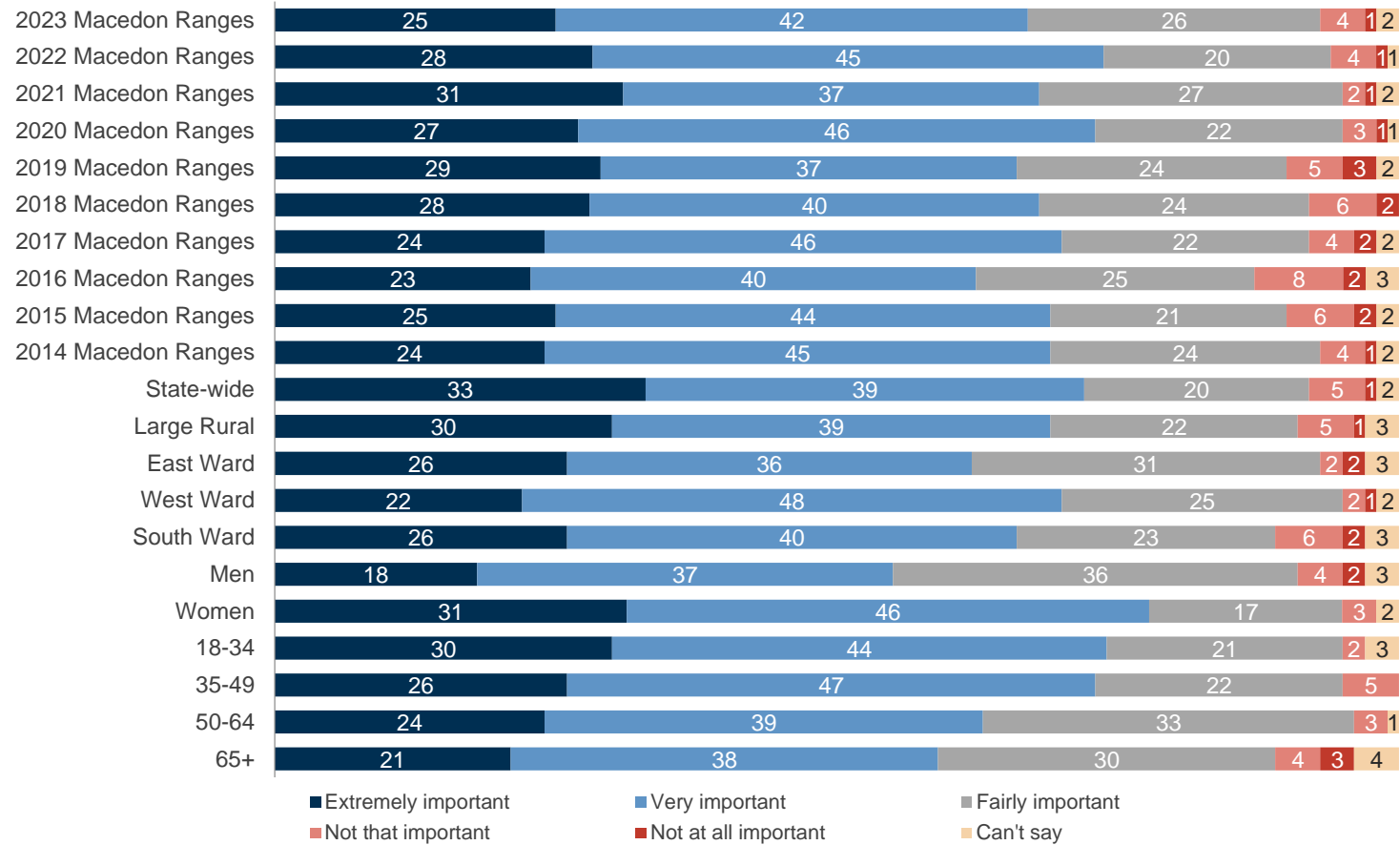
Q1 Firstly, how important should 'Family support services' be as a responsibility for Council?



Family support services importance



2023 family support importance (%)





Family support services performance



2023 family support performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
South Ward	64▲	64	61	64	64	64	63	57	68	65
50-64	64	55	64	54	58	63	60	57	63	64
State-wide	63▲	65	66	66	67	66	67	66	67	68
Women	61	62	65	63	64	62	67	64	66	65
Large Rural	61	64	66	64	65	65	65	64	67	n/a
West Ward	60	63	65	63	66	64	68	62	63	64
35-49	60	66	62	65	64	64	63	63	62	68
Macedon Ranges	59	63	63	62	64	63	65	64	64	64
65+	58	62	61	65	65	66	69	67	65	65
Men	57	63	61	62	64	64	63	63	62	64
18-34	57	65	66	63	67	59	67	66	65	61
East Ward	53▼	61	63	60	63	60	65	70	61	64

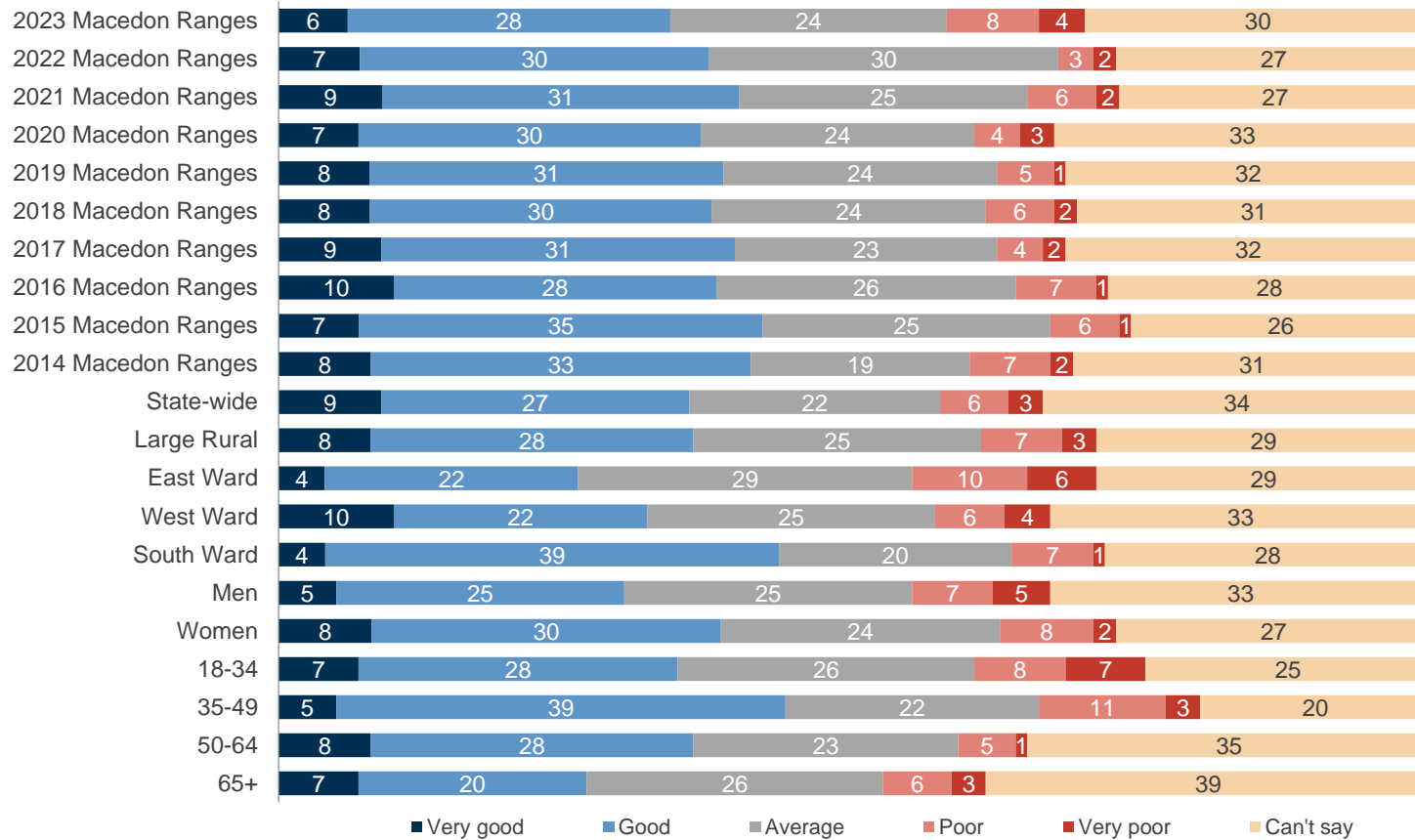
Q2 How has Council performed on 'Family support services' over the last 12 months?



Family support services performance



2023 family support performance (%)





Elderly support services importance



2023 elderly support importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
Women	81	85	81	80	83	81	81	80	82	81
State-wide	80	82	82	80	80	79	78	78	79	79
18-34	80	79	78	75	75	77	73	79	76	80
South Ward	79	82	80	75	78	79	80	72	78	78
50-64	79	81	82	77	81	81	79	75	77	79
Large Rural	79	81	80	80	79	78	78	78	78	n/a
35-49	78	85	77	75	78	79	77	71	79	77
Macedon Ranges	78	81	79	77	78	79	77	75	77	78
East Ward	77	84	77	79	78	81	76	76	77	80
West Ward	77	79	79	76	77	77	76	78	77	76
65+	76	80	80	80	77	80	80	77	76	77
Men	74▼	78	77	74	73	78	73	70	72	76

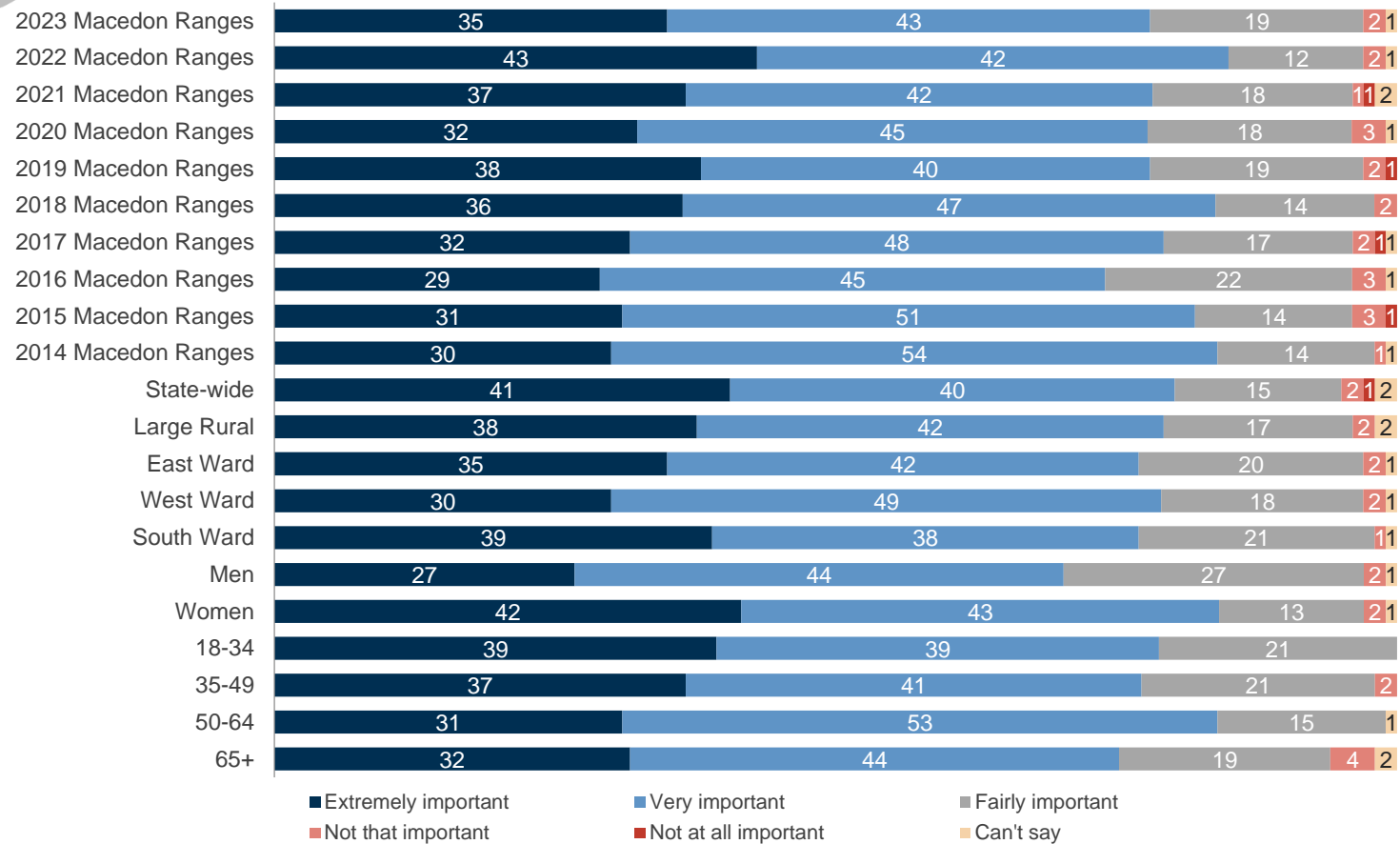
Q1 Firstly, how important should 'Elderly support services' be as a responsibility for Council?



Elderly support services importance



2023 elderly support importance (%)





Elderly support services performance



2023 elderly support performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
State-wide	63▲	67	69	68	68	68	68	69	70
Large Rural	63▲	65	68	67	67	67	66	69	n/a
35-49	58	61	64	63	64	61	65	62	64
South Ward	57	64	62	70	65	69	70	63	68
50-64	56	55	63	65	59	65	63	59	65
West Ward	56	57	66	64	68	65	65	61	64
Women	56	57	64	63	64	63	67	65	67
Macedon Ranges	54	59	63	63	64	63	66	64	64
65+	54	56	59	67	64	65	71	65	67
Men	53	61	62	63	64	63	64	63	62
East Ward	51	57	58	54	59	56	62	67	62
18-34	49	66	66	58	67	57	67	67	63

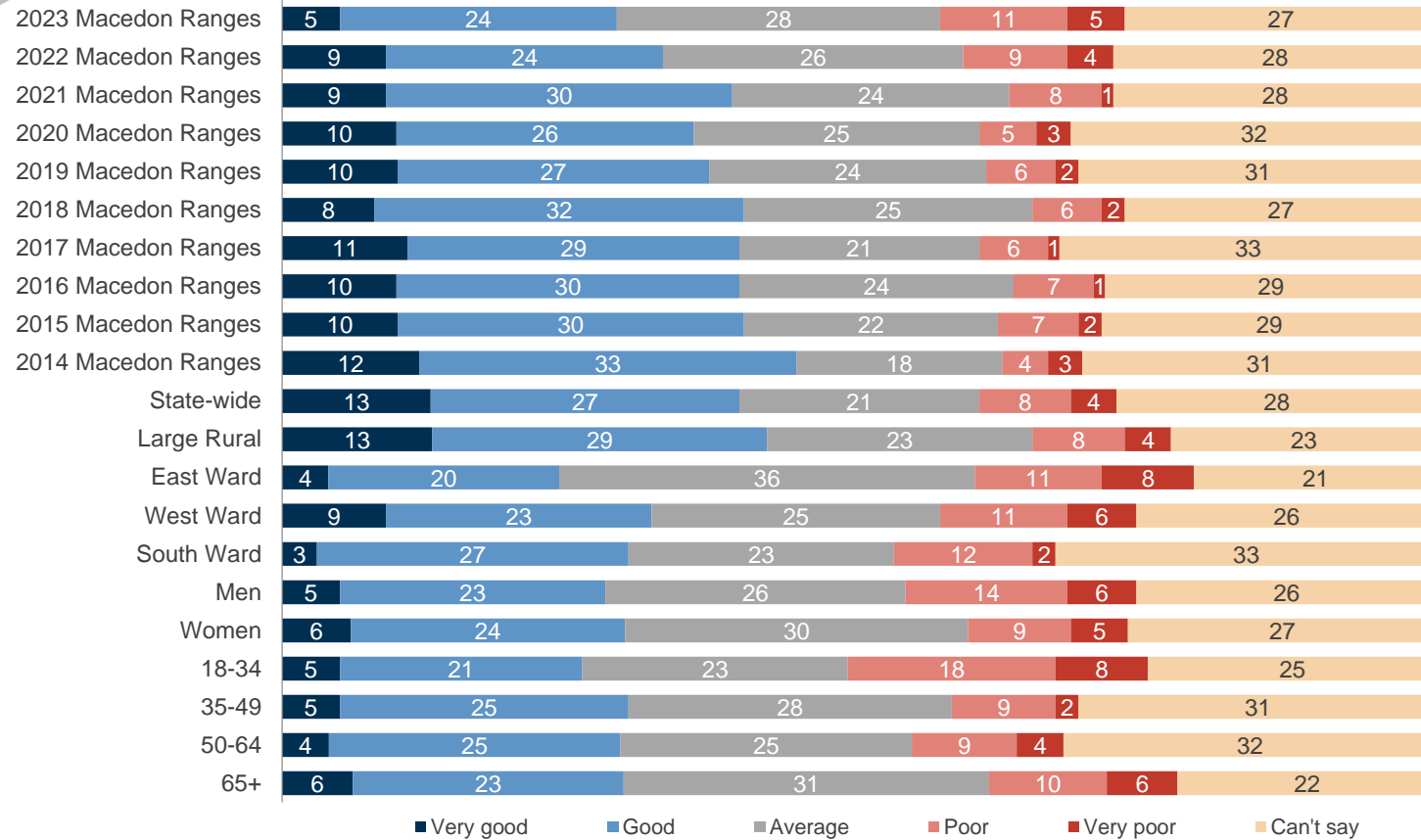
Q2 How has Council performed on 'Elderly support services' over the last 12 months?



Elderly support services performance



2023 elderly support performance (%)

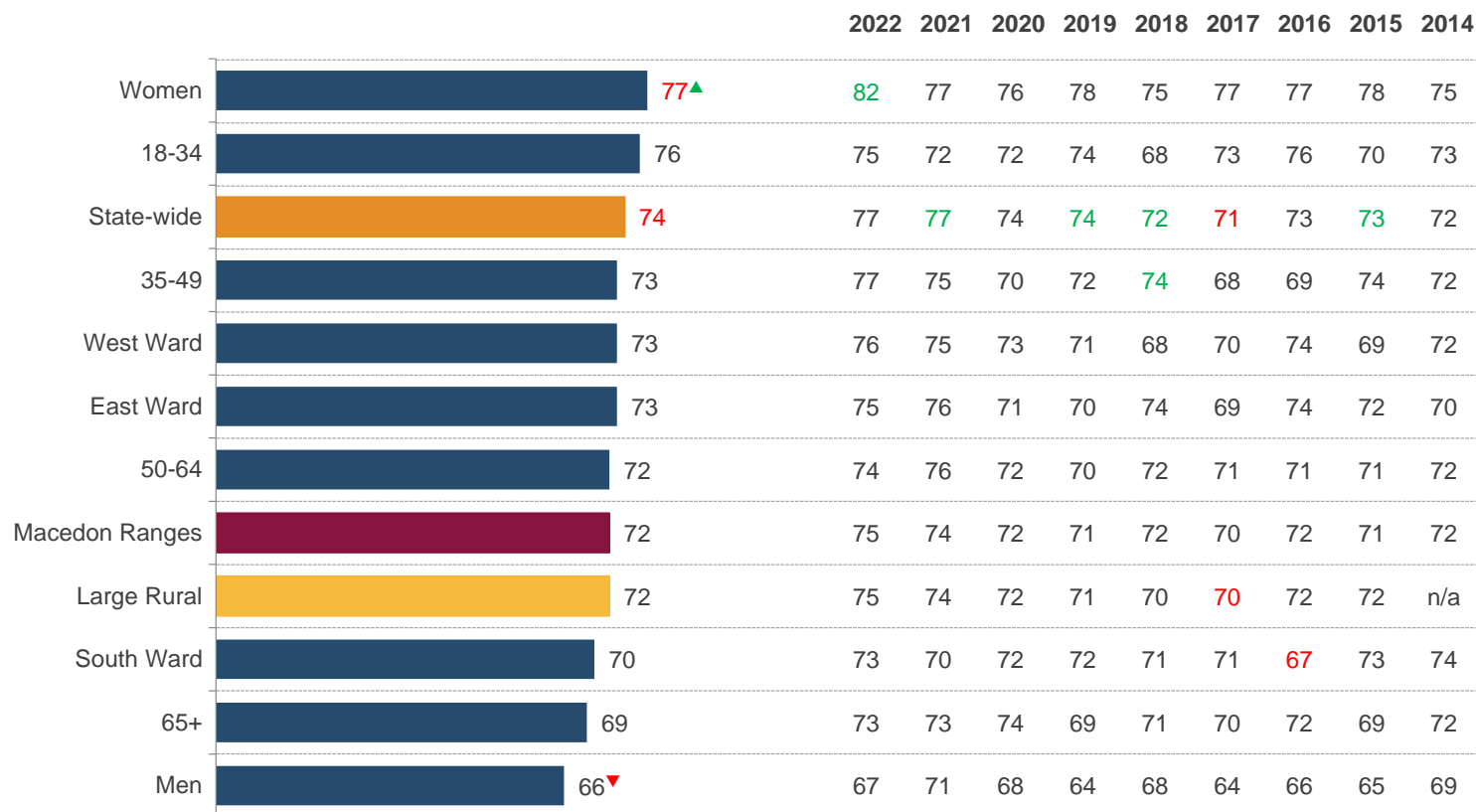




Disadvantaged support services importance



2023 disadvantaged support importance (index scores)



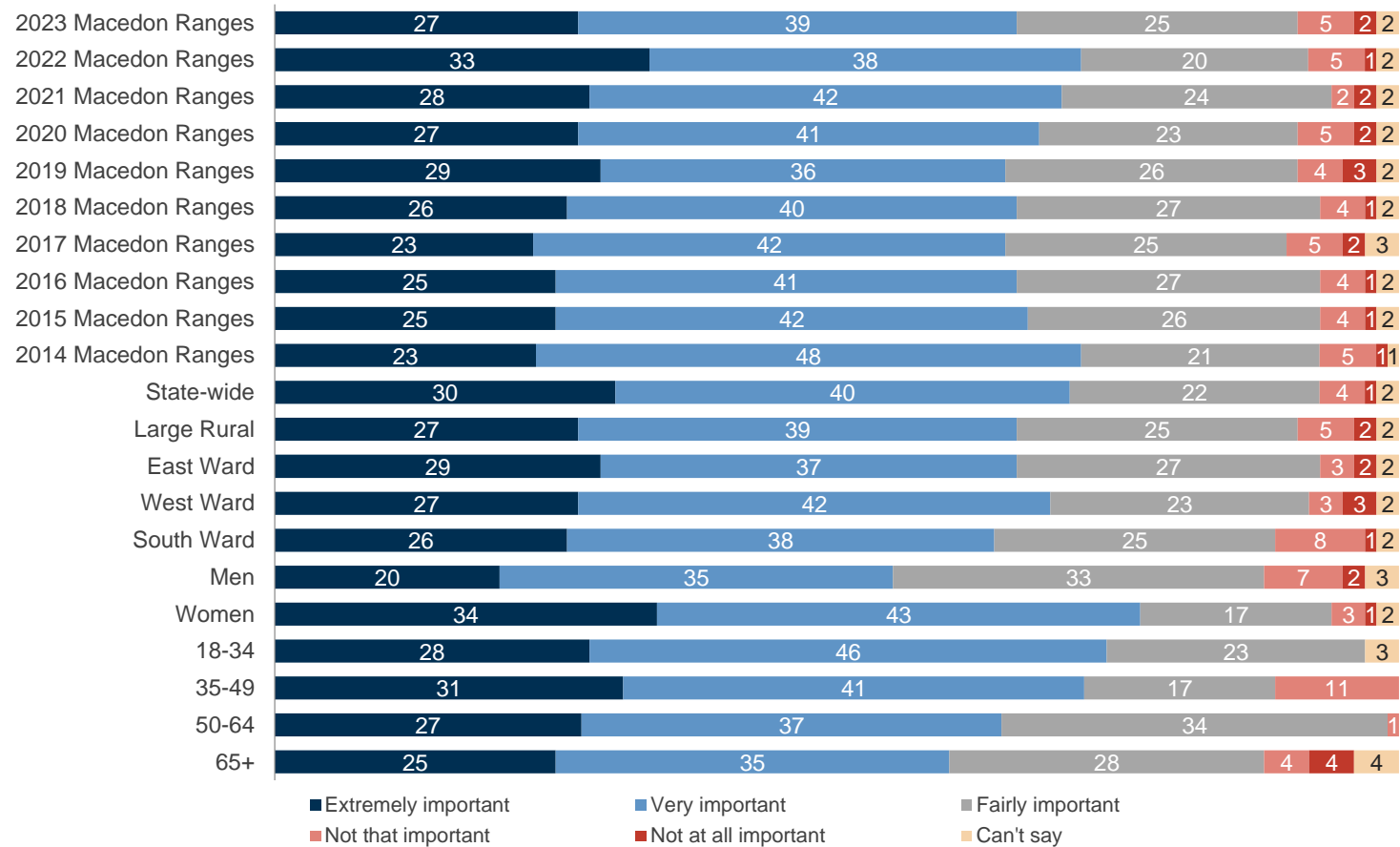
Q1 Firstly, how important should 'Disadvantaged support services' be as a responsibility for Council?



Disadvantaged support services importance



2023 disadvantaged support importance (%)

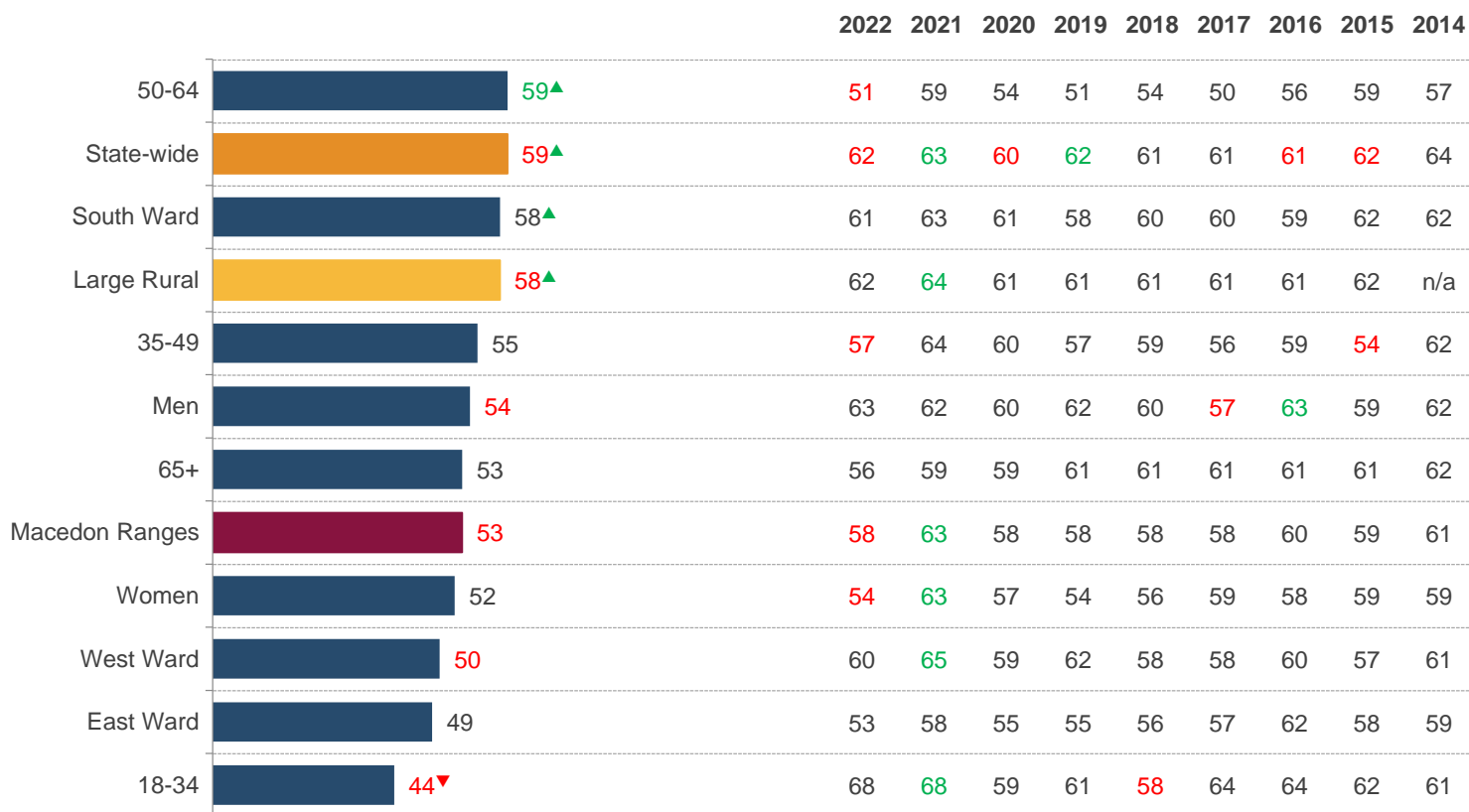




Disadvantaged support services performance



2023 disadvantaged support performance (index scores)



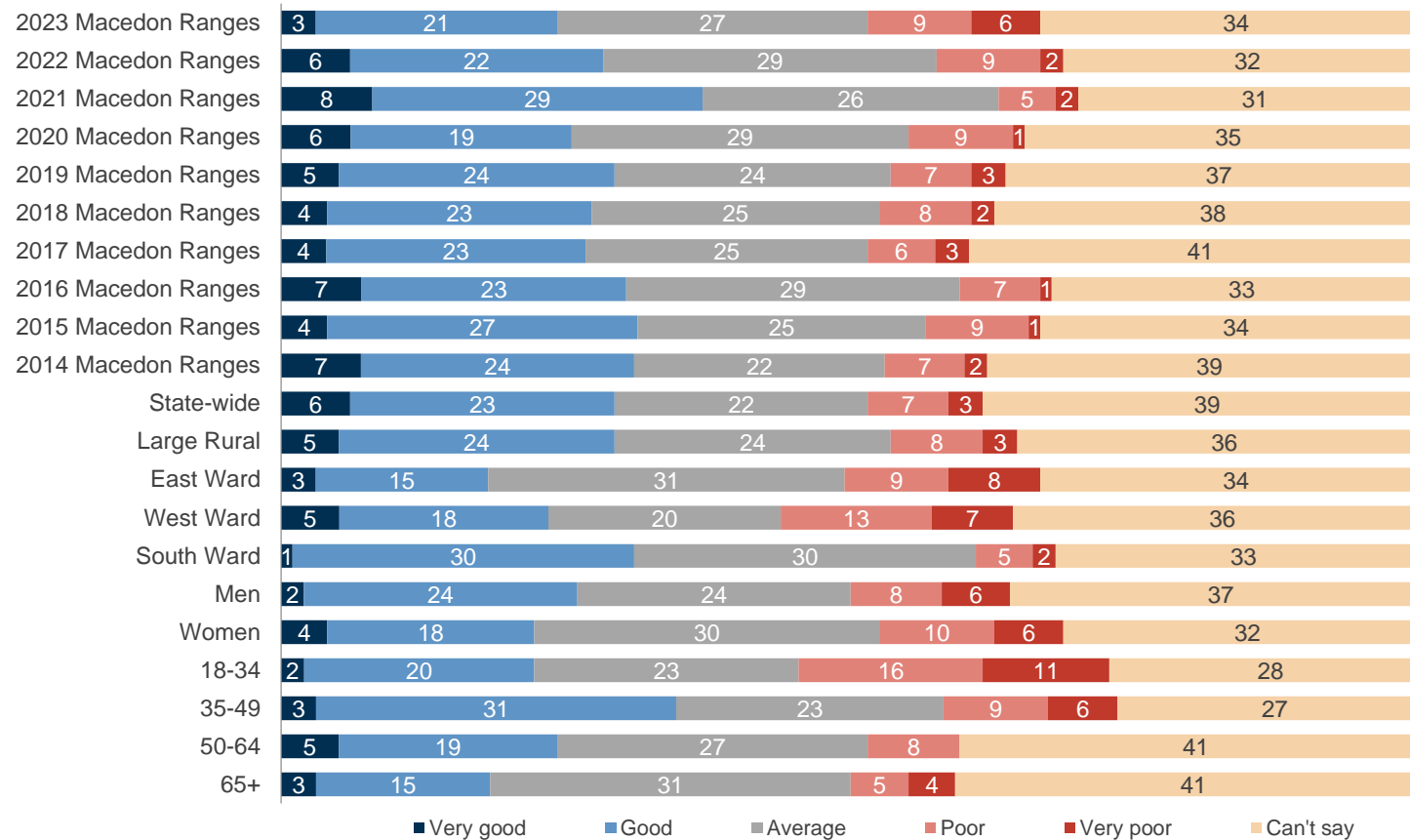
Q2 How has Council performed on 'Disadvantaged support services' over the last 12 months?



Disadvantaged support services performance



2023 disadvantaged support performance (%)





Recreational facilities importance



2023 recreational facilities importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
South Ward	80▲	75	72	74	73	72	74	72	75	74
18-34	78	68	67	67	72	69	73	74	75	76
35-49	77	80	77	75	75	76	77	72	74	76
Women	75	76	74	72	75	75	75	74	76	75
50-64	74	73	75	74	71	73	73	74	70	71
Macedon Ranges	74	73	72	72	71	73	73	71	72	73
State-wide	73	74	74	72	72	73	72	73	72	72
Large Rural	73	74	73	72	72	74	72	72	72	n/a
East Ward	72	71	75	72	72	74	72	72	72	75
Men	72	71	71	73	68	72	71	69	67	72
West Ward	69▼	74	70	71	70	73	73	69	69	71
65+	69▼	71	70	73	68	74	68	66	68	71

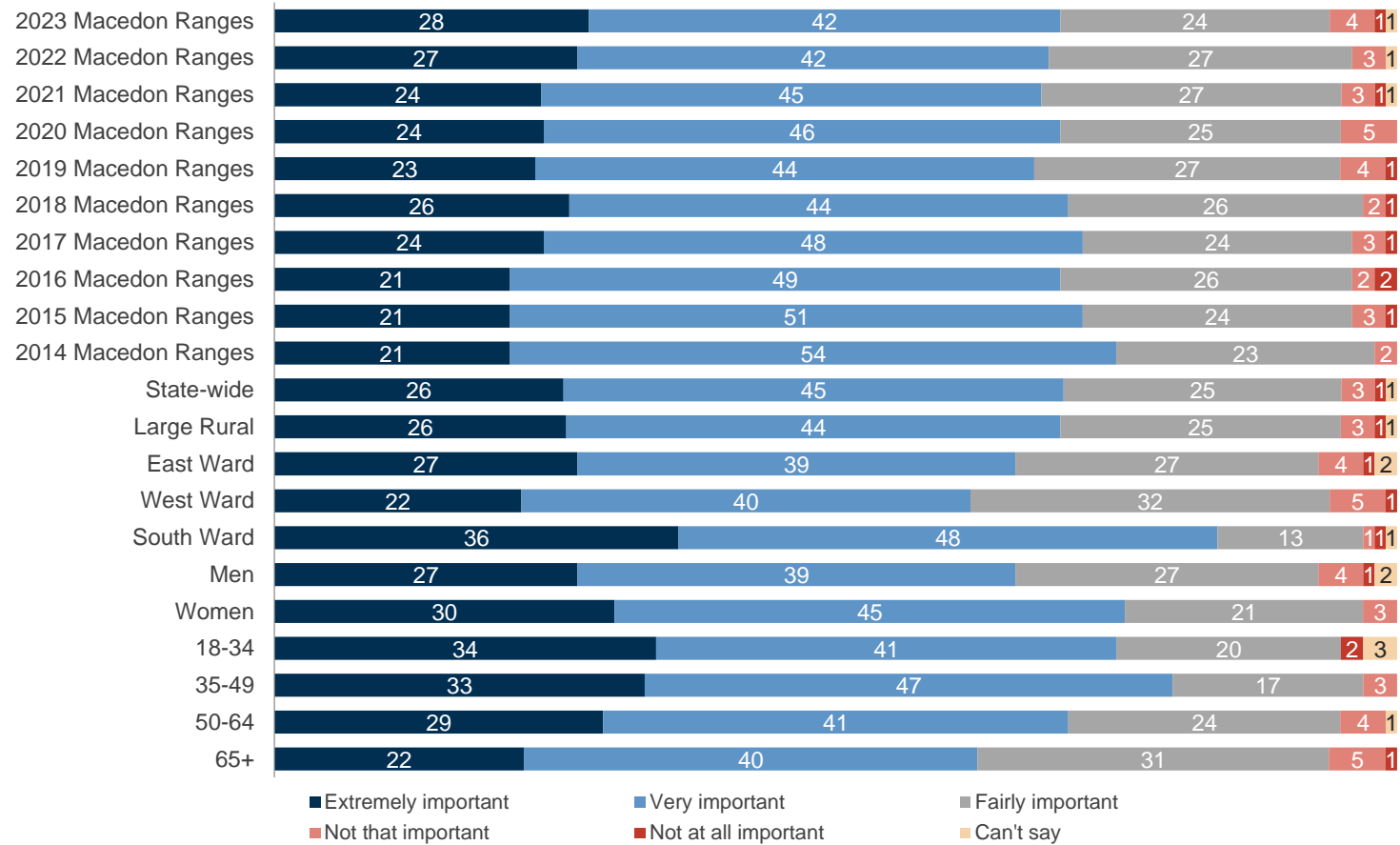
Q1 Firstly, how important should 'Recreational facilities' be as a responsibility for Council?



Recreational facilities importance



2023 recreational facilities importance (%)

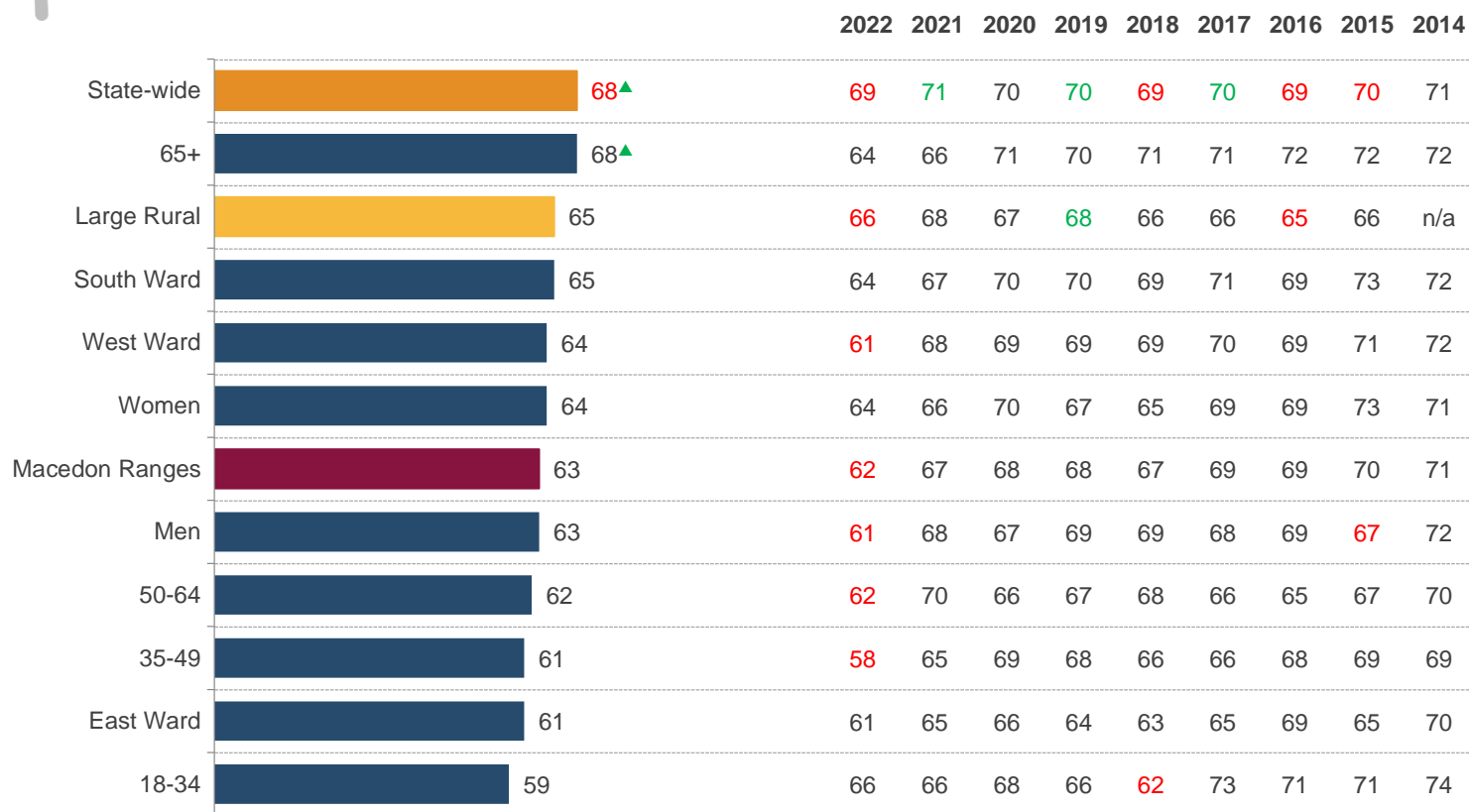




Recreational facilities performance



2023 recreational facilities performance (index scores)



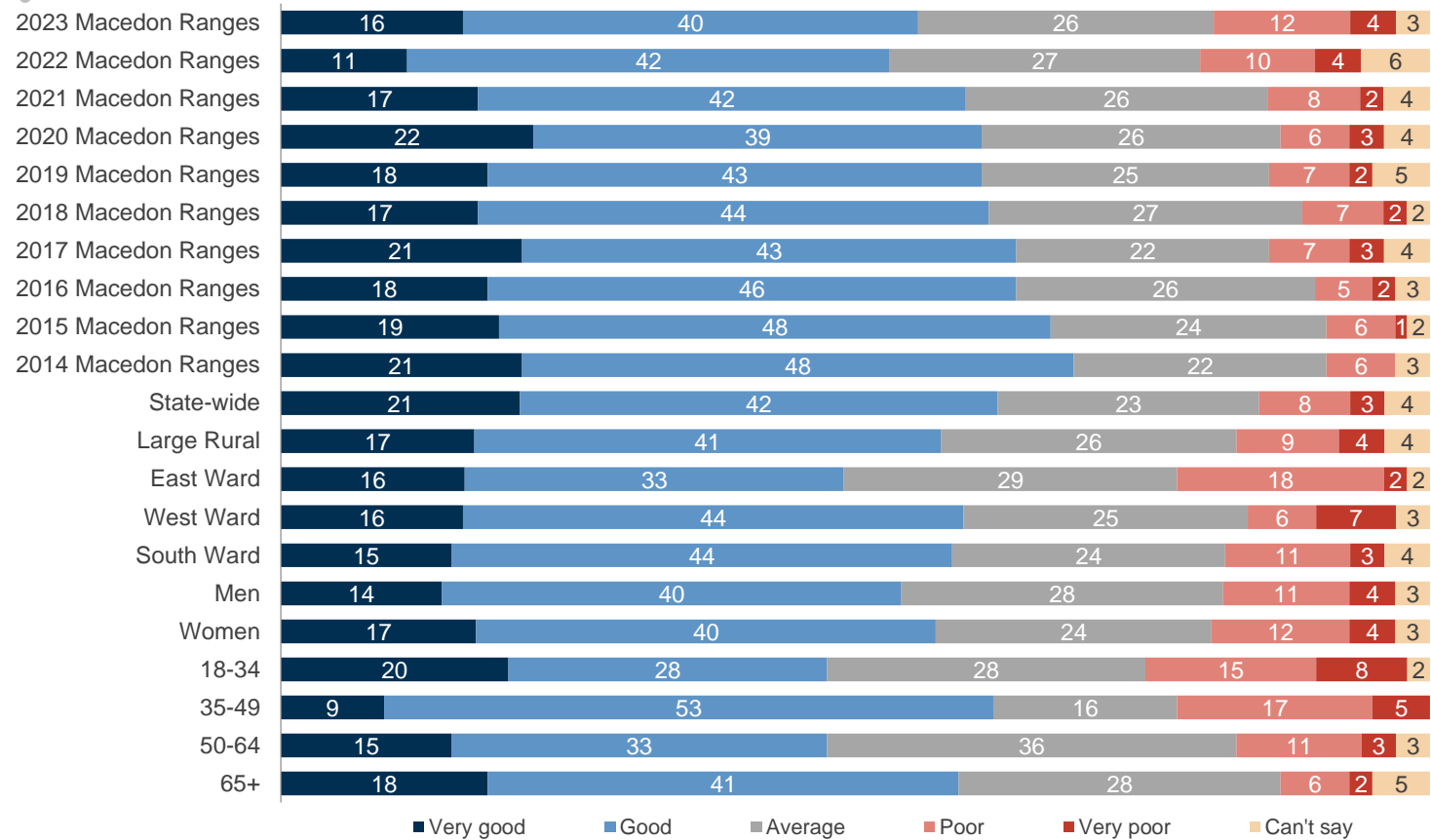
Q2 How has Council performed on 'Recreational facilities' over the last 12 months?



Recreational facilities performance



2023 recreational facilities performance (%)





The appearance of public areas importance



2023 public areas importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
South Ward	77▲	76	75	73	74	74	73	74	72	71
State-wide	74	75	74	73	74	74	74	73	73	
50-64	74	79	77	74	75	75	75	71	73	72
Women	74	77	77	75	75	73	74	75	75	75
35-49	73	77	72	71	72	74	72	73	73	78
Large Rural	73	75	75	73	73	73	73	74	73	n/a
Macedon Ranges	73	77	74	73	73	74	73	72	71	73
18-34	73	78	71	71	71	70	71	70	66	69
Men	72	77	71	72	71	74	71	69	66	71
65+	72	74	76	77	74	75	72	72	70	72
West Ward	71	76	71	72	73	74	72	72	70	72
East Ward	70	79	77	75	72	73	73	69	71	76

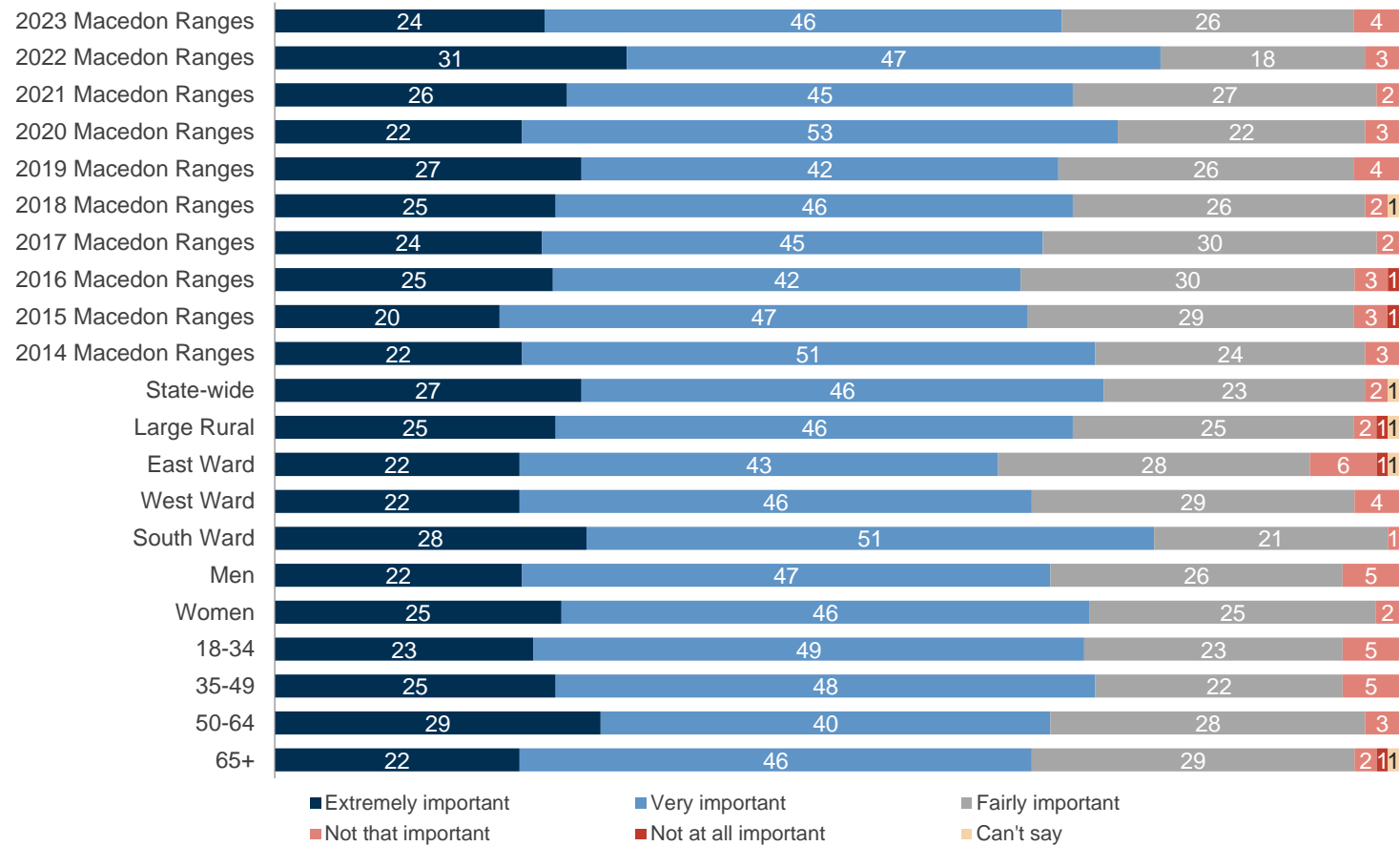
Q1 Firstly, how important should 'The appearance of public areas' be as a responsibility for Council?



The appearance of public areas importance



2023 public areas importance (%)





The appearance of public areas performance



2023 public areas performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
State-wide	67▲	71	73	72	72	71	71	71	72	72
65+	65	65	68	72	68	67	70	69	69	66
South Ward	65	71	69	75	72	72	72	69	70	74
Large Rural	65	67	70	71	70	69	69	69	69	n/a
Women	63	66	66	73	72	68	73	73	68	71
35-49	63	64	68	72	74	66	74	72	69	76
West Ward	63	65	70	73	67	70	73	68	68	69
Macedon Ranges	63	66	68	73	70	68	72	71	69	71
50-64	62	61	68	70	67	70	66	69	69	65
Men	62	67	70	73	67	68	70	69	70	70
East Ward	60	63	65	70	70	63	69	75	69	68
18-34	58	76	69	79	69	69	77	75	70	74

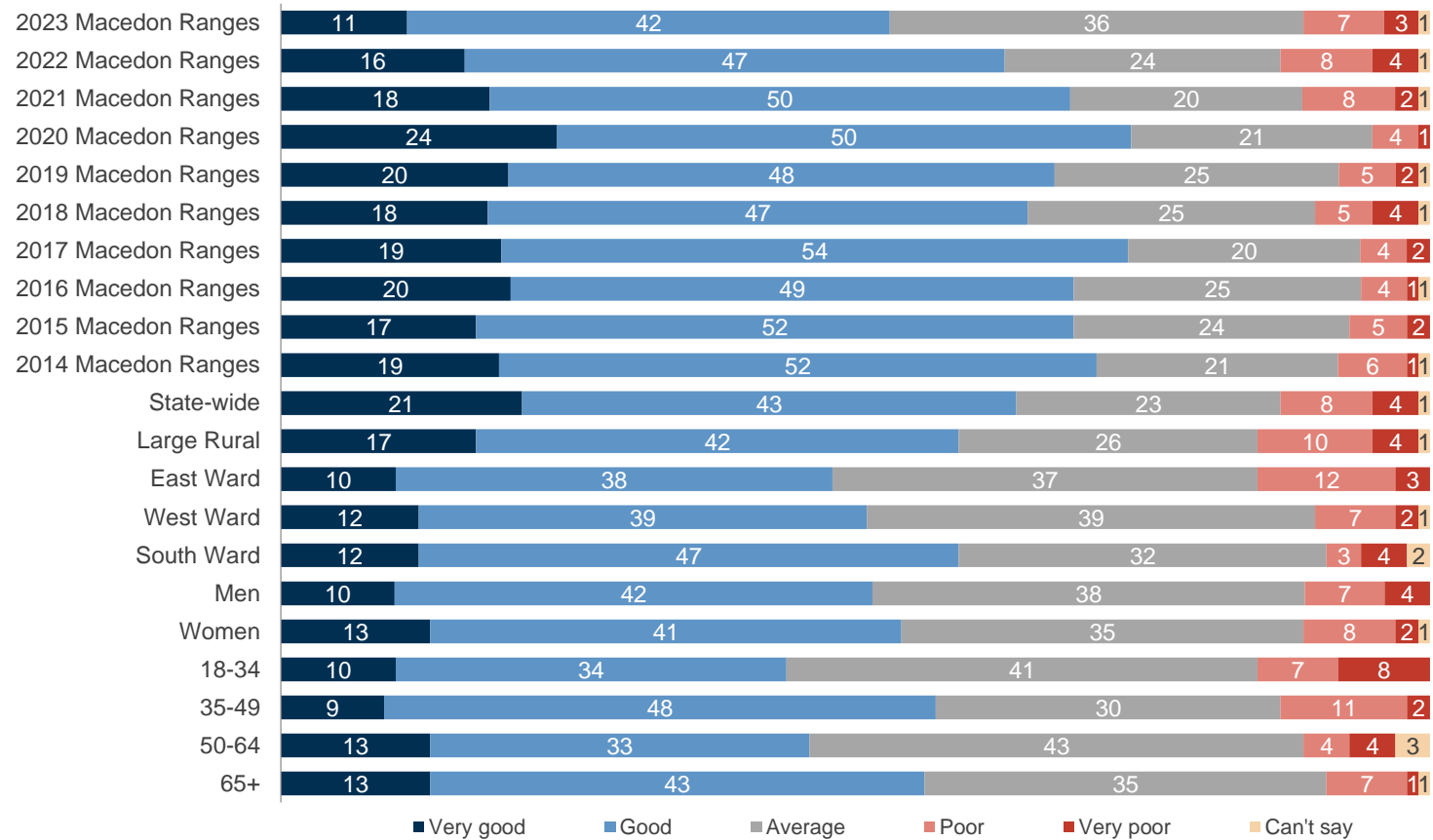
Q2 How has Council performed on 'The appearance of public areas' over the last 12 months?



The appearance of public areas performance



2023 public areas performance (%)





Art centres and libraries importance



2023 art centres and libraries importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
Women	67▲	68	71	65	68	66	69	68	72	67
35-49	66	64	69	63	65	66	66	62	66	72
West Ward	65	66	66	63	68	64	66	65	67	67
State-wide	65	67	67	65	65	65	64	66	65	66
South Ward	65	62	64	63	64	67	62	62	66	65
Large Rural	64	64	66	64	64	62	63	63	63	n/a
18-34	64	60	58	57	61	56	62	57	61	56
Macedon Ranges	63	63	65	63	64	63	64	62	65	65
65+	63	64	66	71	68	66	66	64	64	66
50-64	60	64	64	60	62	65	61	64	66	62
East Ward	60	63	64	63	60	60	64	59	61	62
Men	59▼	59	59	61	60	61	59	55	56	62

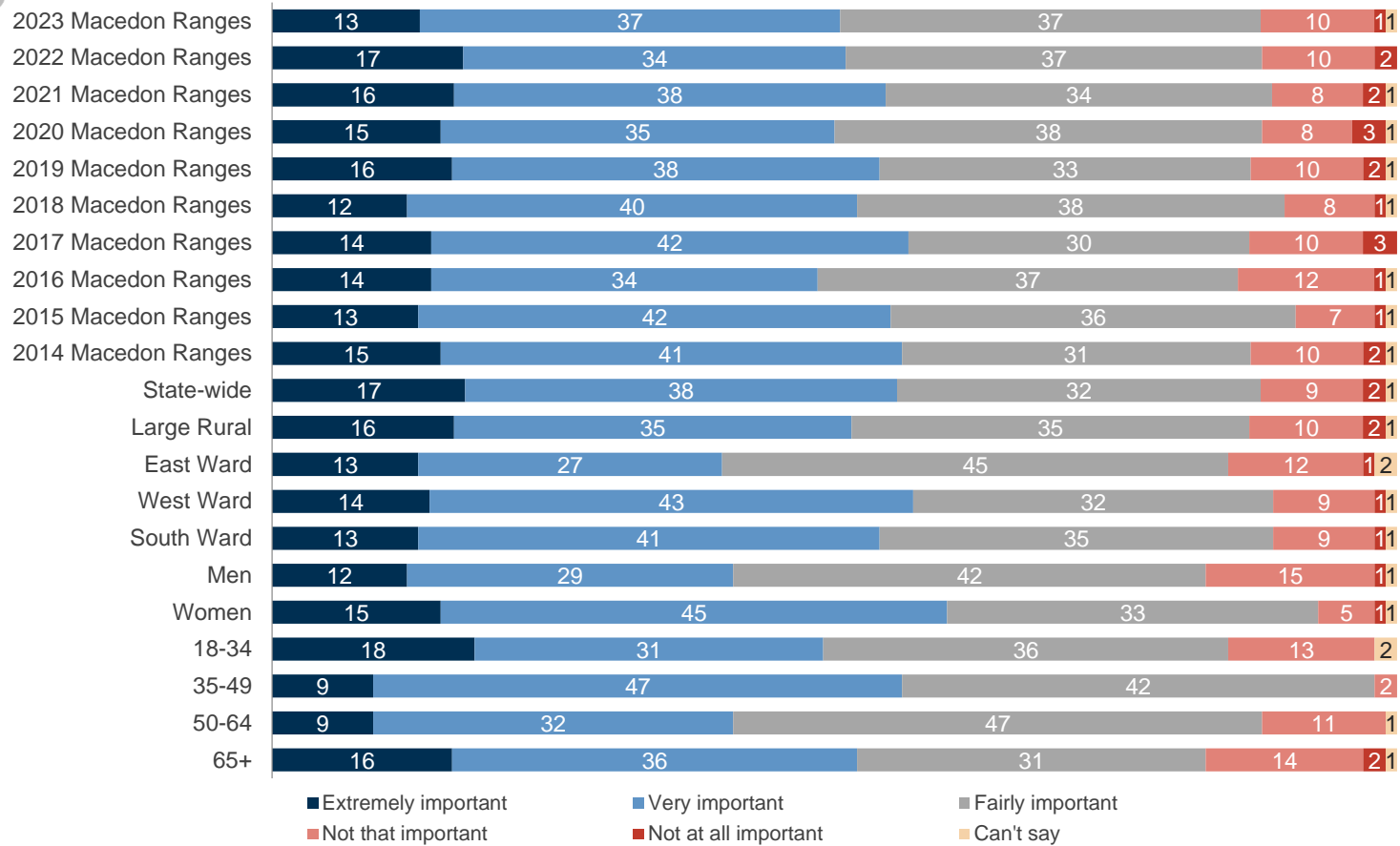
Q1 Firstly, how important should 'Art centres and libraries' be as a responsibility for Council?



Art centres and libraries importance



2023 art centres and libraries importance (%)





Art centres and libraries performance



2023 art centres and libraries performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
State-wide	73▲	73	74	74	74	73	72	73	75
Large Rural	69▲	73	72	73	71	70	70	73	n/a
Women	69▲	71	72	72	68	72	69	70	71
West Ward	68	70	73	73	68	73	69	71	72
35-49	67	68	73	74	69	71	67	67	75
65+	67	71	74	70	68	69	69	70	71
50-64	65	62	66	65	68	64	64	69	66
Macedon Ranges	65	66	71	70	67	68	67	69	70
South Ward	64	66	73	70	67	65	62	69	67
East Ward	62	66	65	67	66	67	70	66	70
Men	61▼	67	69	68	66	64	64	67	69
18-34	58▼	68	67	69	63	70	68	68	66

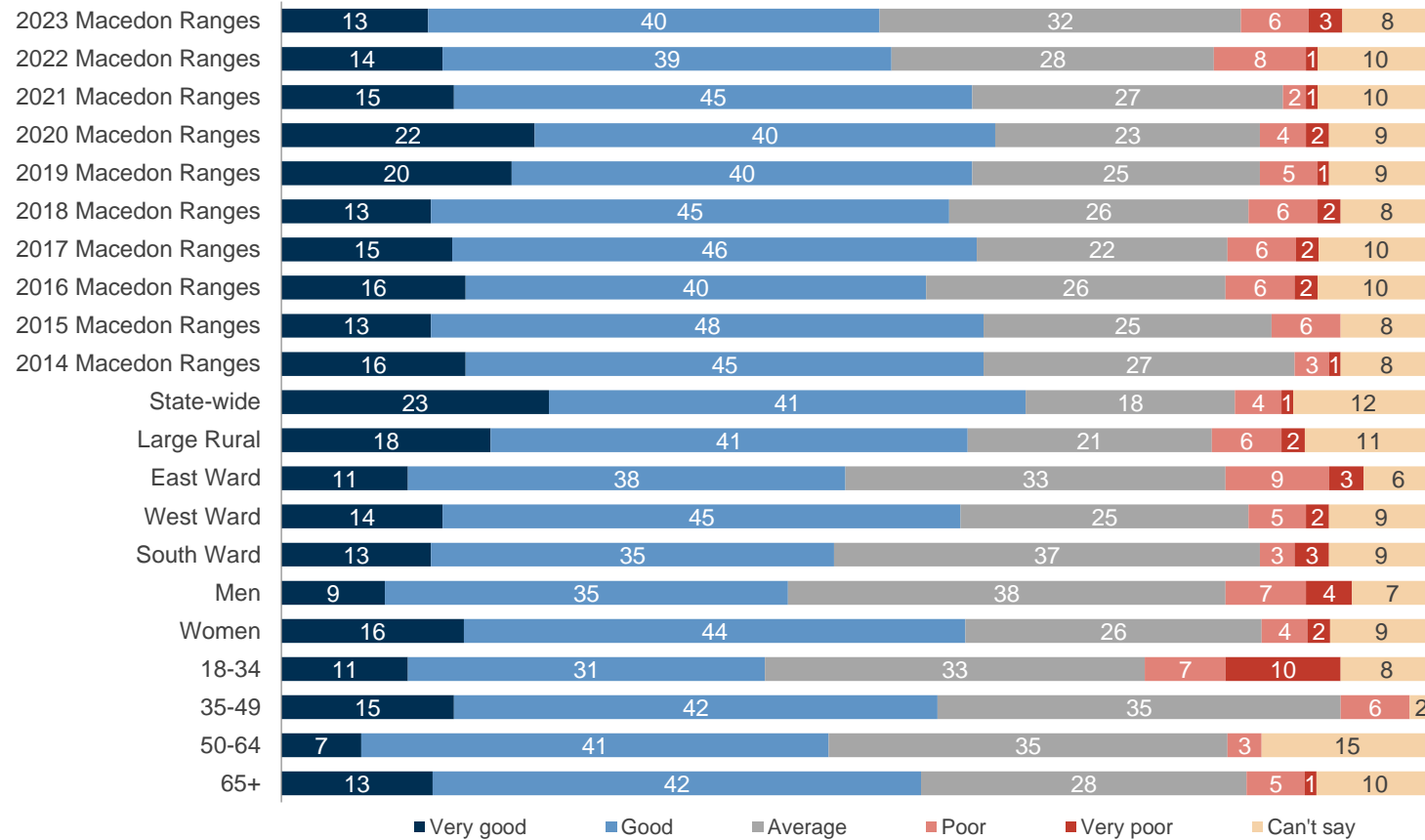
Q2 How has Council performed on 'Art centres and libraries' over the last 12 months?



Art centres and libraries performance



2023 art centres and libraries performance (%)





Community and cultural activities importance



2023 community and cultural activities importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
35-49	66▲	57	56	57	61	59	57	60	65
Women	65▲	62	63	64	61	62	65	64	64
West Ward	62	63	58	59	63	58	60	60	64
South Ward	62	62	59	57	58	61	56	57	61
State-wide	62	64	62	61	61	61	62	62	62
Macedon Ranges	60	61	59	59	59	58	59	59	61
Large Rural	60	64	63	61	61	60	61	61	n/a
18-34	59	59	56	57	63	59	55	64	59
65+	59	61	60	64	57	61	58	57	58
East Ward	58	59	59	60	56	58	58	59	57
50-64	57	59	61	57	60	56	59	58	60
Men	56▼	56	55	54	53	57	54	52	54

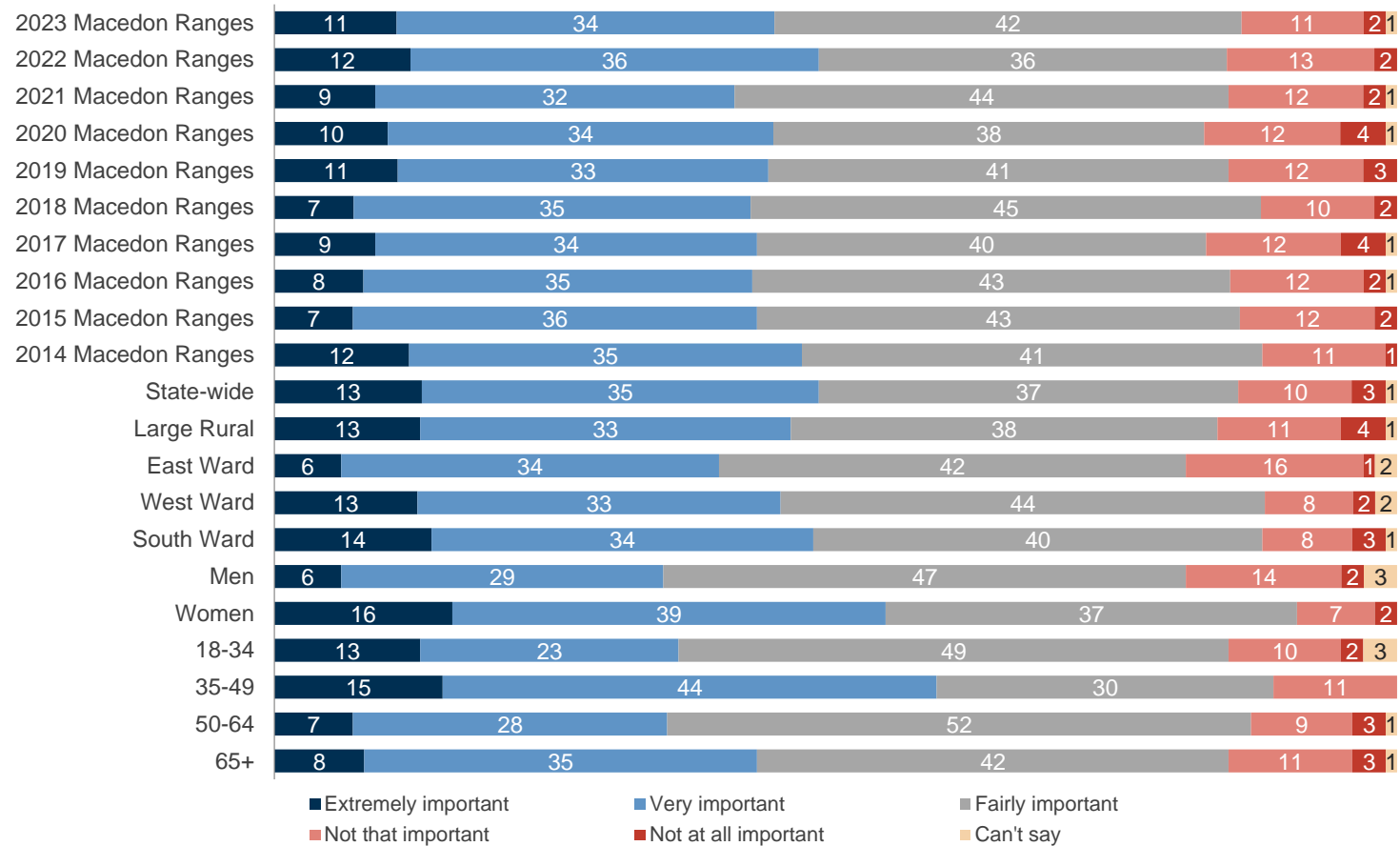
Q1 Firstly, how important should 'Community and cultural activities' be as a responsibility for Council?



Community and cultural activities importance



2023 community and cultural activities importance (%)





Community and cultural activities performance



2023 community and cultural activities performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
West Ward	67▲	61	65	73	68	66	67	63	71	69
State-wide	66▲	65	65	68	69	69	69	69	69	70
Large Rural	64▲	63	65	67	67	67	69	67	69	n/a
65+	63	61	62	69	64	64	65	62	71	67
Women	63	62	62	68	66	65	67	64	70	68
50-64	61	55	62	64	65	65	62	61	66	63
Macedon Ranges	60	61	61	66	63	65	65	63	68	66
South Ward	60	61	57	65	62	66	64	61	68	63
35-49	59	57	62	69	65	66	69	65	67	69
Men	58	59	61	65	61	65	63	61	66	63
18-34	57	70	59	61	60	63	64	63	69	62
East Ward	55	60	60	59	61	62	64	63	65	65

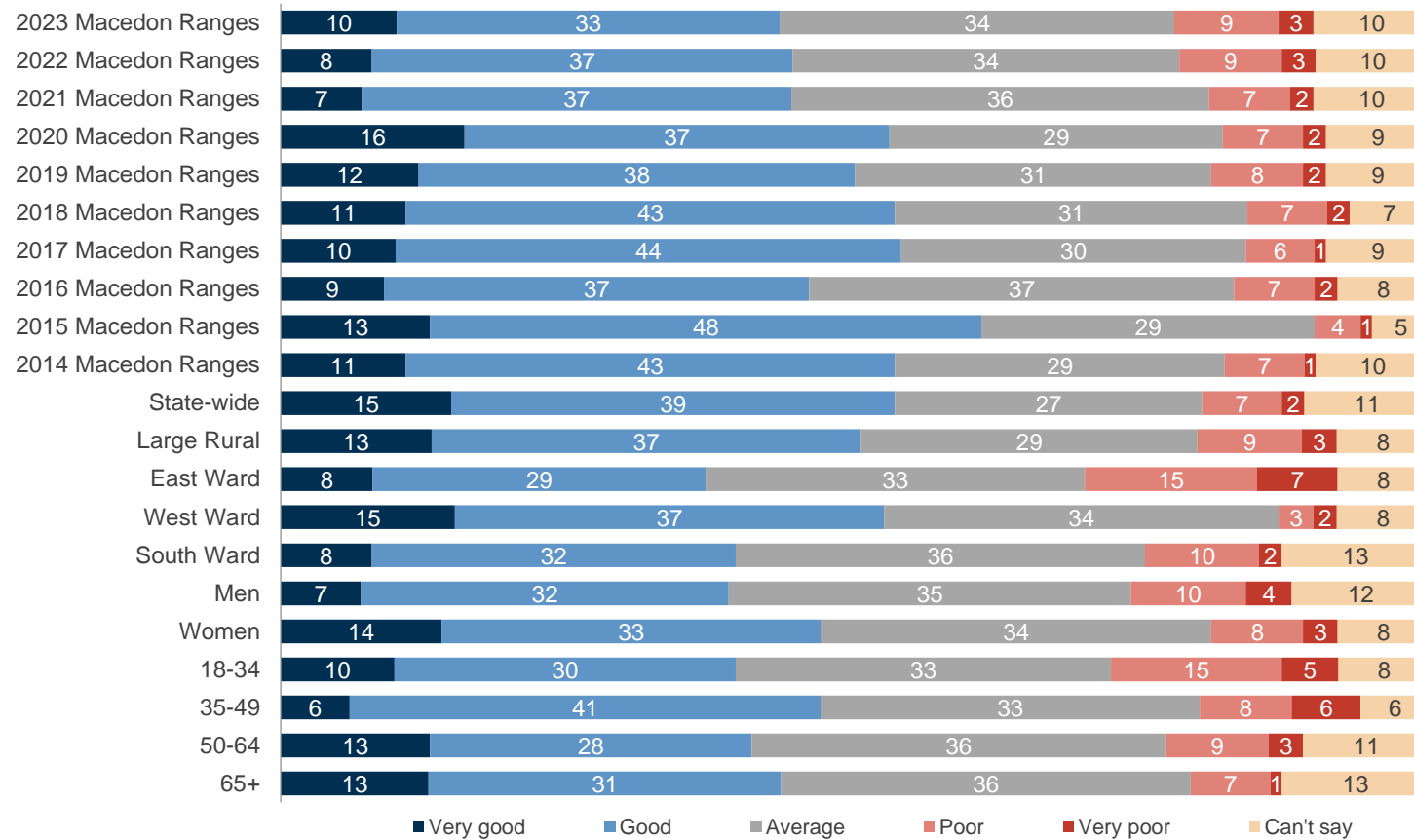
Q2 How has Council performed on 'Community and cultural activities' over the last 12 months?



Community and cultural activities performance



2023 community and cultural activities performance (%)





Waste management importance



2023 waste management importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
South Ward	83	81	79	82	82	81	77	75	74	75
50-64	82	86	81	82	82	84	77	76	75	75
18-34	82	77	73	74	83	71	74	76	73	75
State-wide	81	82	82	82	81	81	79	80	79	79
Women	81	81	82	80	84	80	78	79	80	76
Large Rural	80	81	81	81	80	81	78	79	78	n/a
35-49	80	81	81	83	82	84	75	72	77	80
Macedon Ranges	80	81	79	81	82	81	76	75	76	77
East Ward	79	80	78	78	80	81	76	73	76	80
Men	79	81	77	81	80	82	74	70	72	77
65+	78	81	82	84	82	84	79	75	78	76
West Ward	77	82	81	83	85	82	76	76	77	75

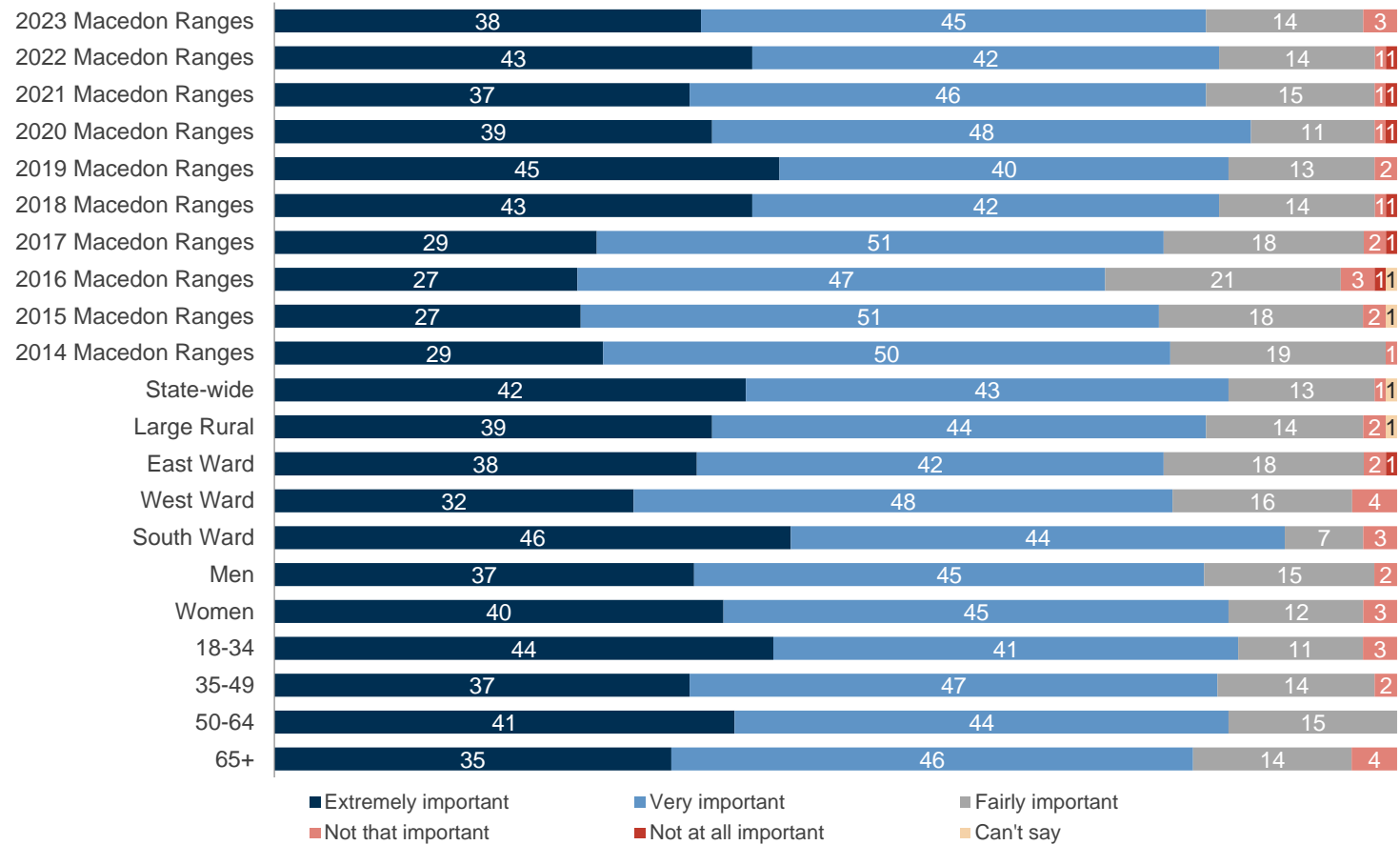
Q1 Firstly, how important should 'Waste management' be as a responsibility for Council?



Waste management importance



2023 waste management importance (%)

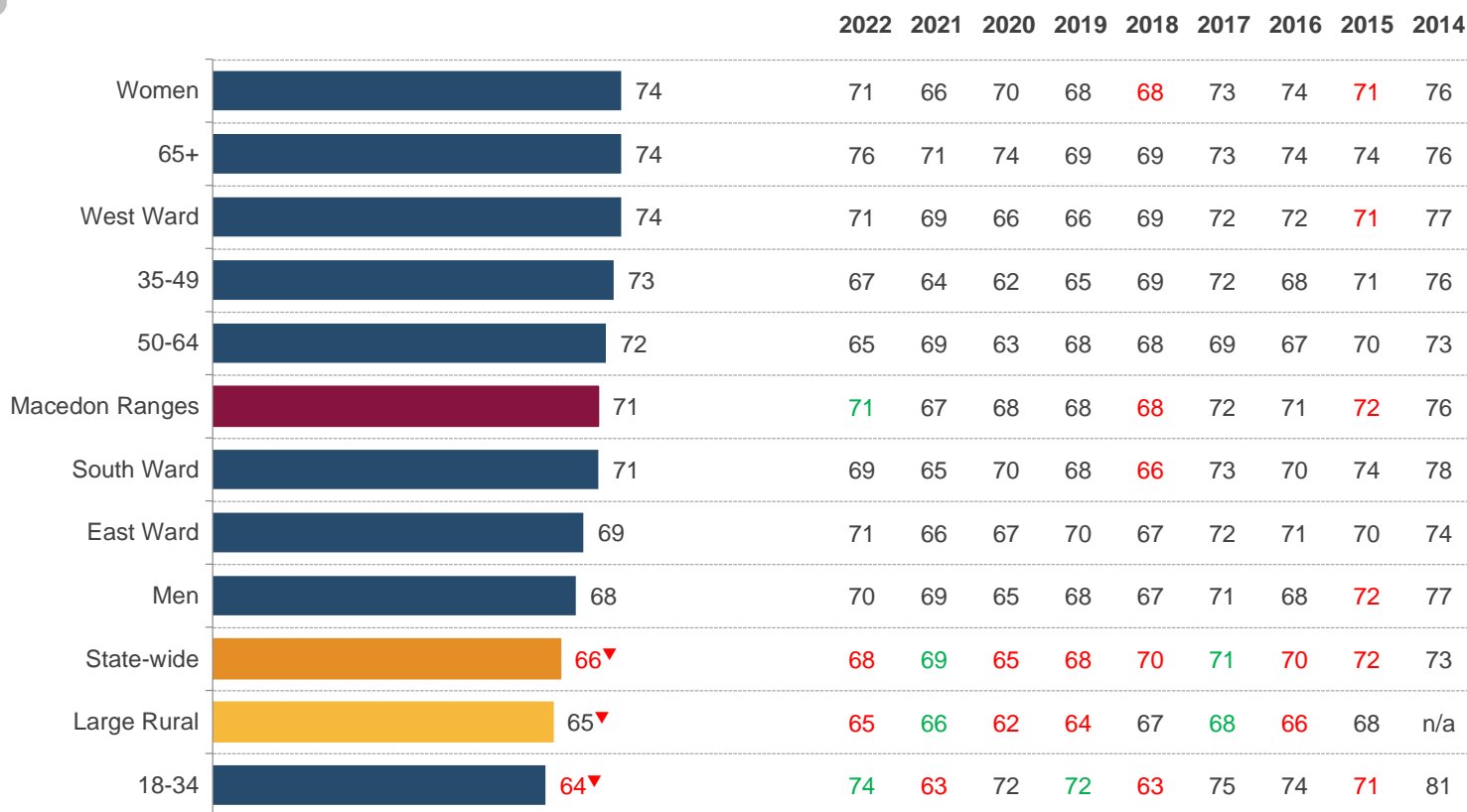




Waste management performance



2023 waste management performance (index scores)



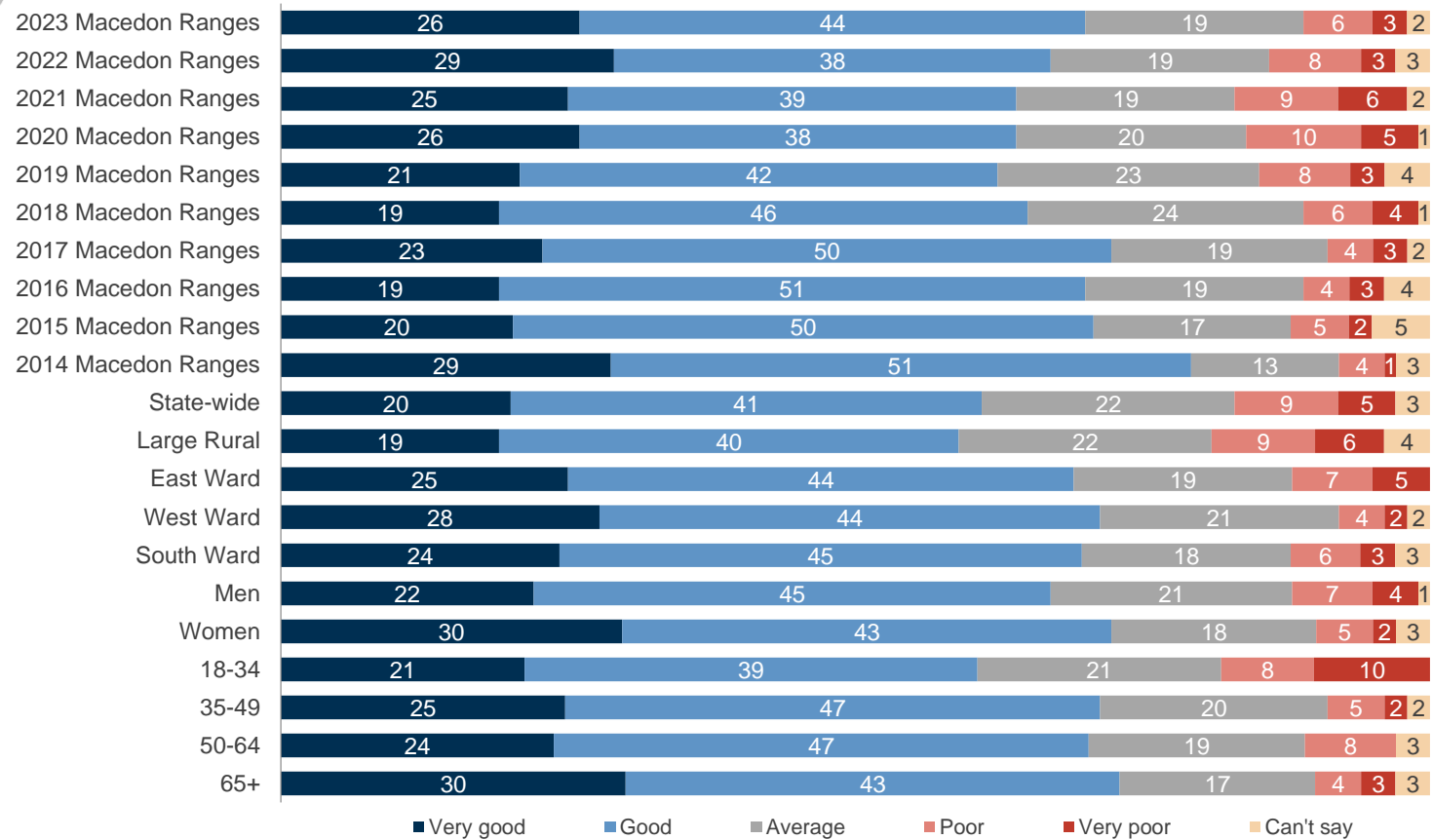
Q2 How has Council performed on 'Waste management' over the last 12 months?



Waste management performance



2023 waste management performance (%)



Business and community development and tourism importance



2023 business/development/tourism importance (index scores)

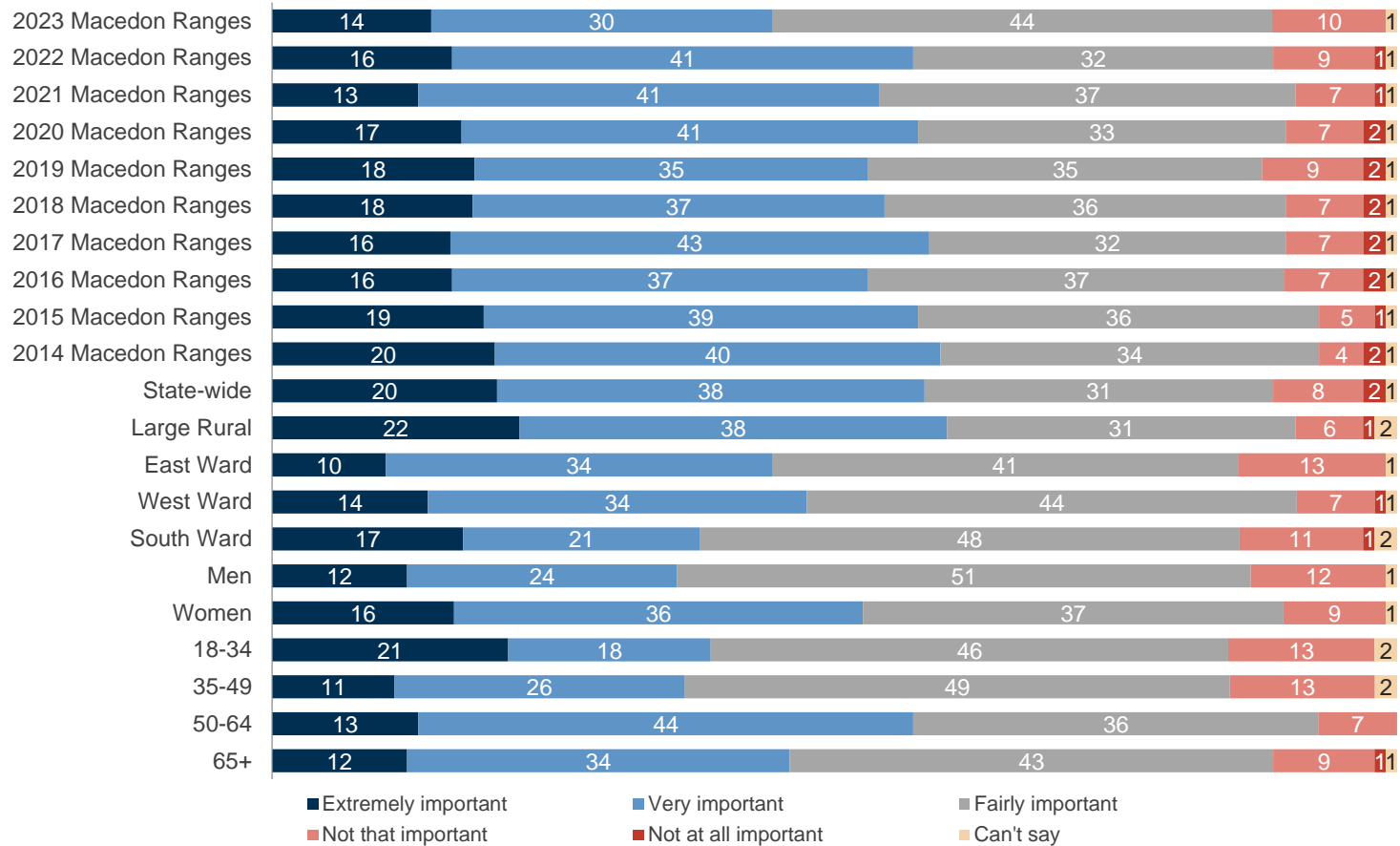
	2022	2021	2020	2019	2018	2017	2016	2015	2014
Large Rural	70	71▲	68	64	65	67	69	70	n/a
State-wide	69	70▲	67	65	66	67	67	67	67
50-64	68	68	64	67	64	66	67	65	66
Women	67	68	68	67	67	67	70	72	70
West Ward	66	66	68	67	65	69	67	64	69
18-34	61	60	69	64	64	65	64	68	71
65+	62	65	68	60	64	66	62	65	65
Macedon Ranges	65	65	66	65	66	66	64	67	68
South Ward	64	62	65	62	65	62	64	68	68
East Ward	66	67	65	64	66	67	62	69	68
35-49	70	67	65	67	69	67	65	70	70
Men	64	61	65	62	64	65	59	63	66

Q1 Firstly, how important should 'Business and community development and tourism' be as a responsibility for Council?

Business and community development and tourism importance



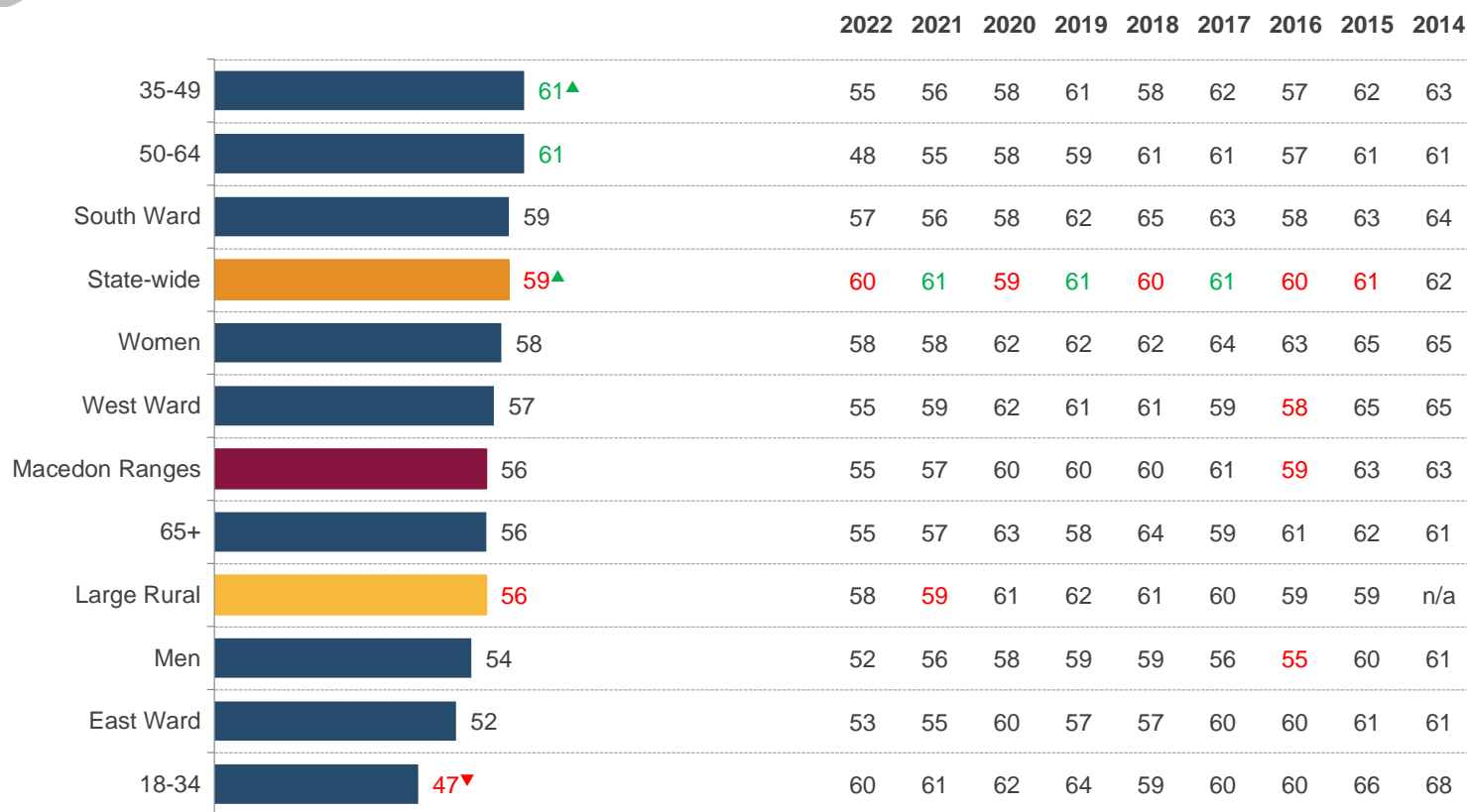
2023 business/development/tourism importance (%)



Business and community development and tourism performance



2023 business/development/tourism performance (index scores)

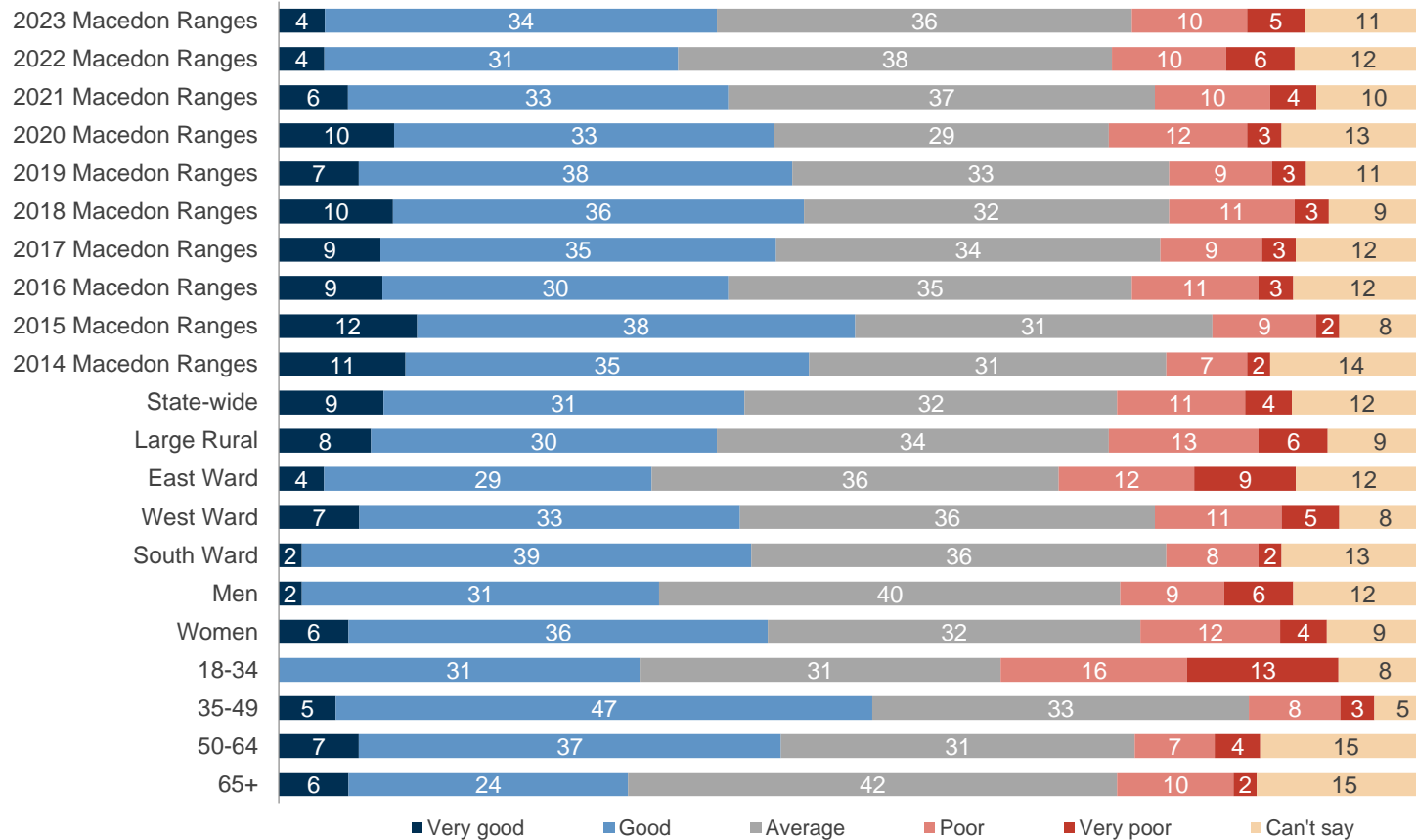


Q2 How has Council performed on 'Business and community development and tourism' over the last 12 months?

Business and community development and tourism performance



2023 business/development/tourism performance (%)





Council's general town planning policy importance



2023 town planning importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
50-64	84▲	80	79	78	79	79	77	76	80	78
35-49	82	80	78	79	76	76	75	73	76	78
South Ward	79	79	77	73	78	77	74	75	75	74
Women	79	78	74	77	79	78	76	75	79	79
Macedon Ranges	78	78	75	74	76	75	74	72	75	76
East Ward	78	79	74	76	75	75	75	68	76	78
18-34	76	74	64	60	71	68	70	68	66	75
Men	76	78	76	71	73	73	72	69	70	72
West Ward	76	76	74	74	75	73	74	76	74	75
Large Rural	74▼	74	73	71	73	74	73	73	73	n/a
State-wide	73▼	74	74	72	73	73	72	73	72	72
65+	73▼	78	79	78	78	77	74	73	77	72

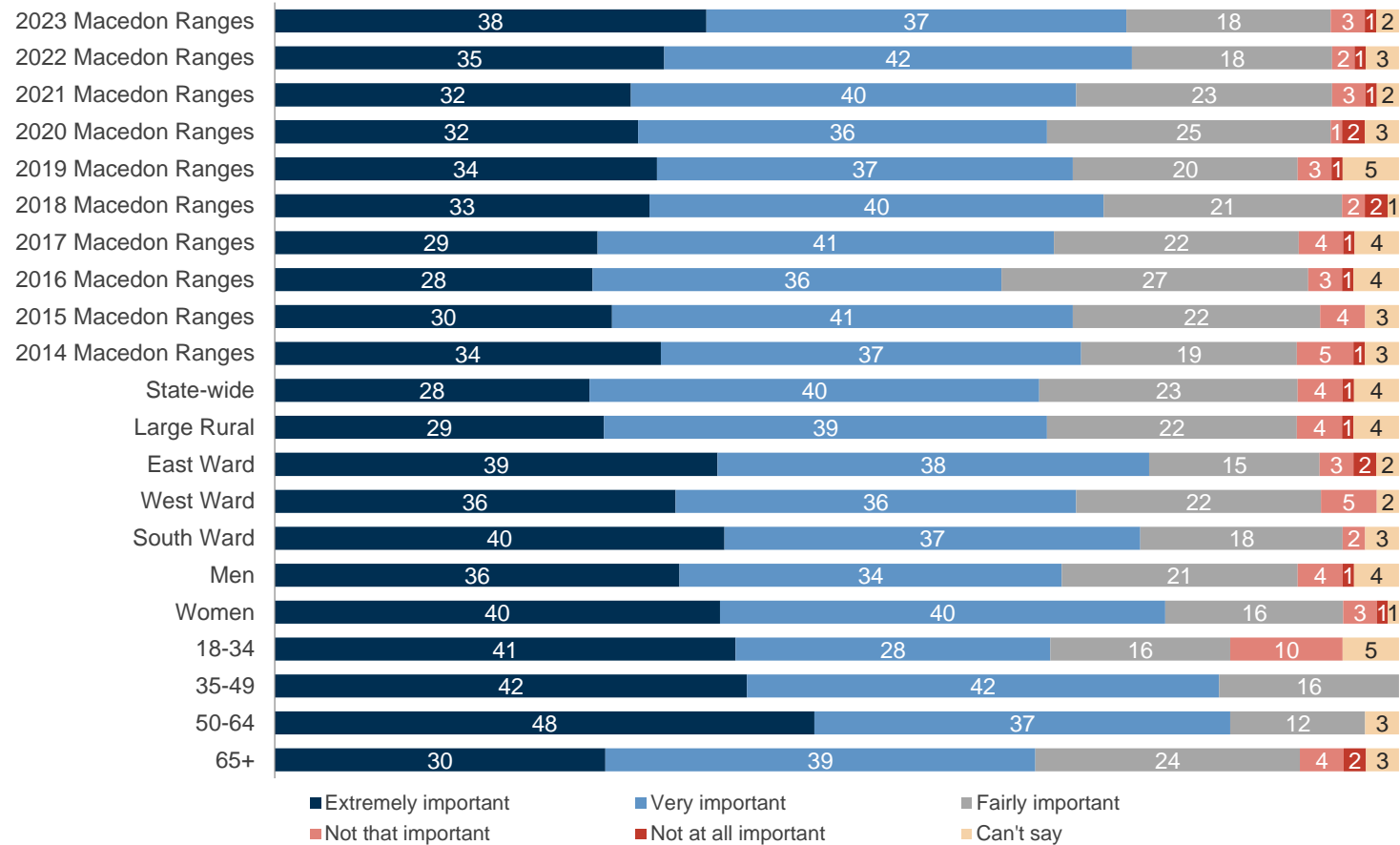
Q1 Firstly, how important should 'Council's general town planning policy' be as a responsibility for Council?



Council's general town planning policy importance



2023 town planning importance (%)

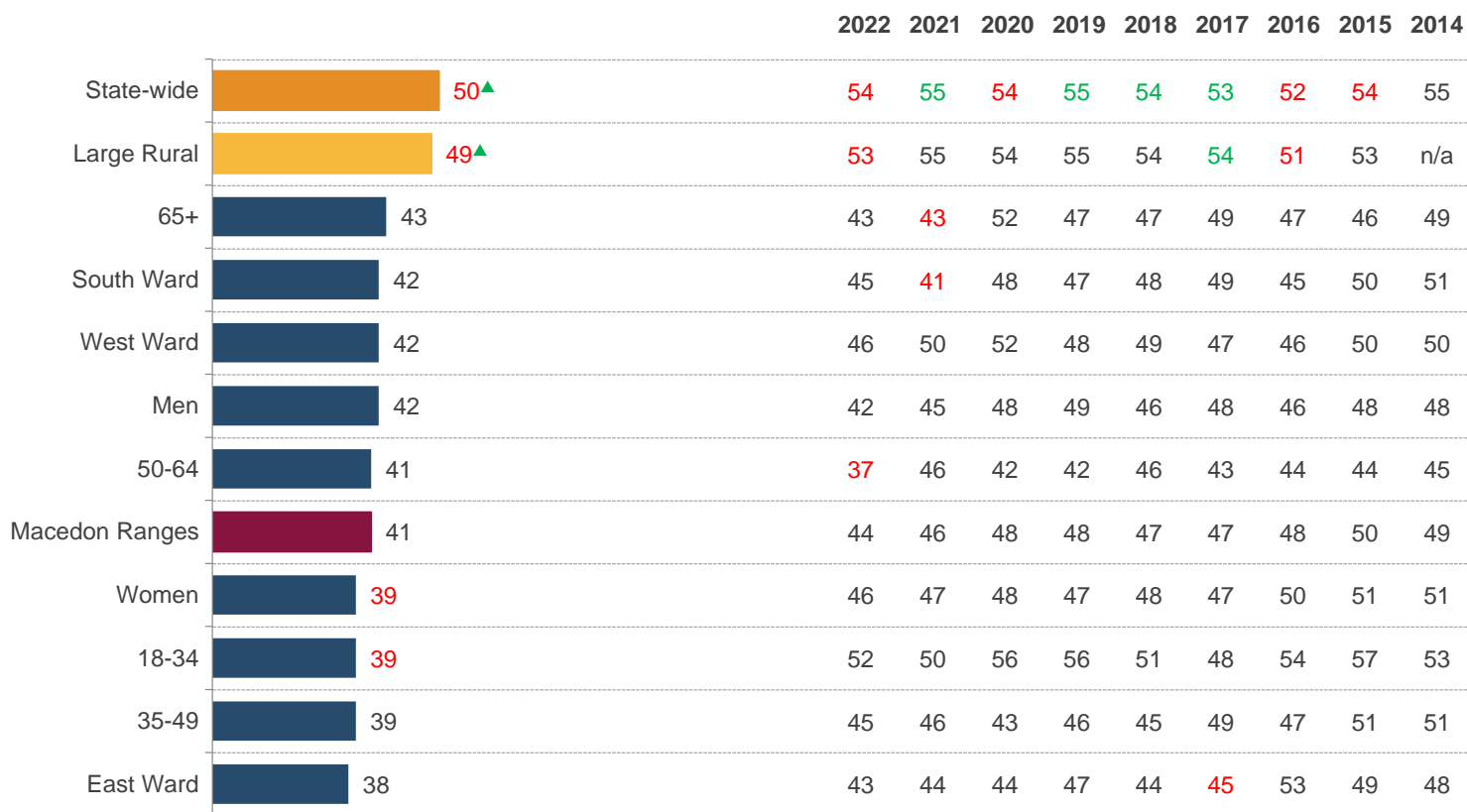




Council's general town planning policy performance



2023 town planning performance (index scores)



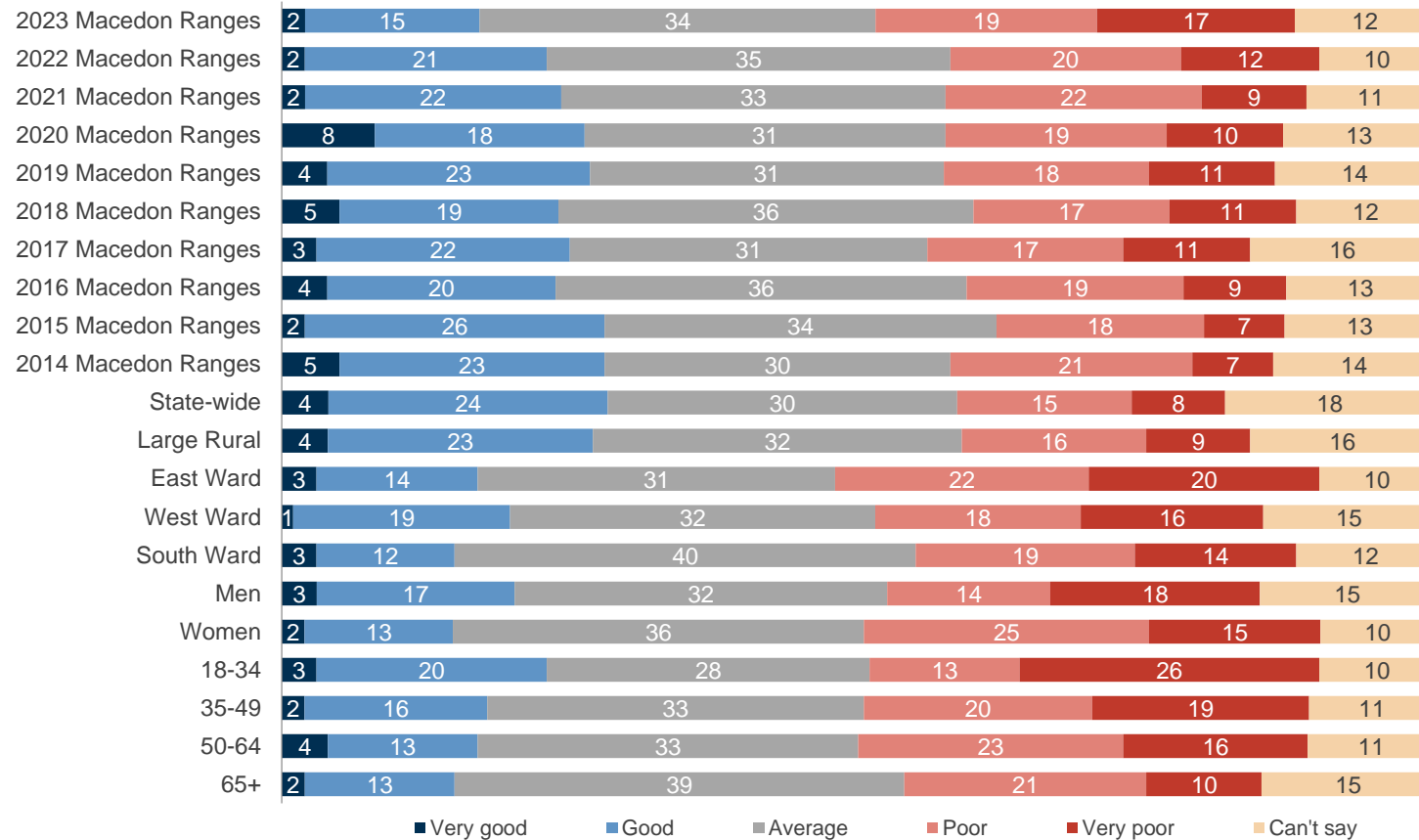
Q2 How has Council performed on 'Council's general town planning policy' over the last 12 months?



Council's general town planning policy performance



2023 town planning performance (%)





Planning and building permits importance



2023 planning and building permits importance (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
50-64	78	77	80	78	75	75	72	75	71	76
South Ward	76	75	75	74	73	76	71	73	75	73
East Ward	76	75	76	71	73	69	74	69	69	72
35-49	75	74	76	73	75	77	72	71	73	75
Women	75	74	73	73	76	75	75	75	76	75
Macedon Ranges	75	75	74	74	74	73	72	72	73	74
Men	75	76	75	74	71	72	70	69	69	72
18-34	74	73	63	64	69	62	70	68	70	67
65+	74	75	78	79	75	77	75	74	77	75
West Ward	73	74	73	76	75	76	72	74	74	76
State-wide	72▼	73	73	71	71	71	72	71	71	71
Large Rural	72▼	73	73	71	71	70	72	70	71	n/a

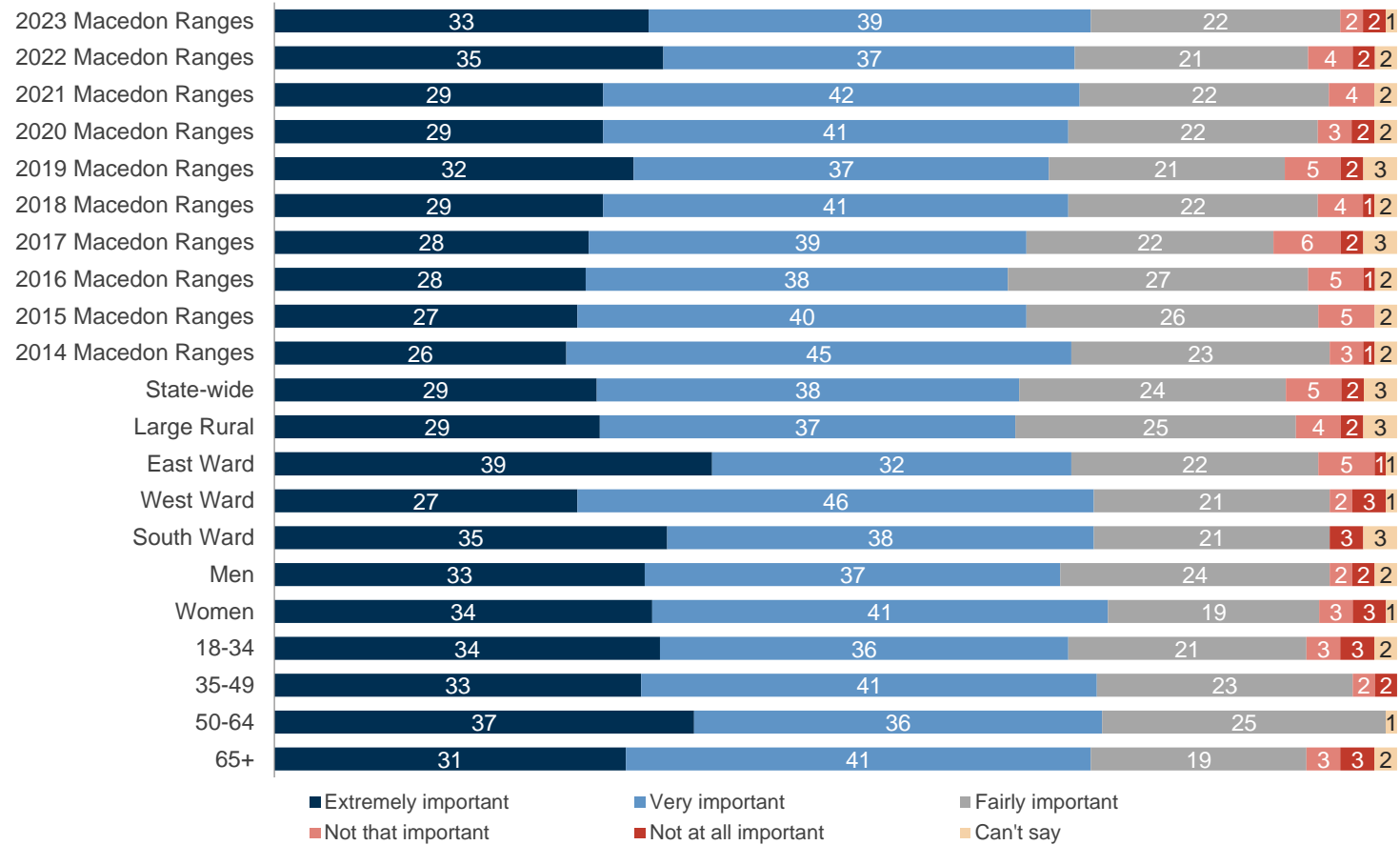
Q1 Firstly, how important should 'Planning and building permits' be as a responsibility for Council?



Planning and building permits importance



2023 planning and building permits importance (%)





Planning and building permits performance



2023 planning and building permits performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
State-wide	47▲	50	51	51	52	52	51	50	54	53
Large Rural	42▲	46	48	49	49	49	48	50	54	n/a
35-49	41	40	42	44	43	43	41	39	49	51
65+	38	39	39	43	43	44	48	42	41	44
South Ward	38	42	42	41	47	47	44	39	52	49
East Ward	38	36	41	46	49	45	44	50	53	47
Men	37	37	44	44	43	43	44	41	47	46
Macedon Ranges	36	39	43	44	45	44	43	43	48	47
Women	35	41	43	44	47	44	41	46	50	47
West Ward	33	39	45	45	38	40	40	40	41	43
50-64	33	29	40	37	39	44	38	39	45	39
18-34	29▼	46	52	52	54	46	45	54	58	53

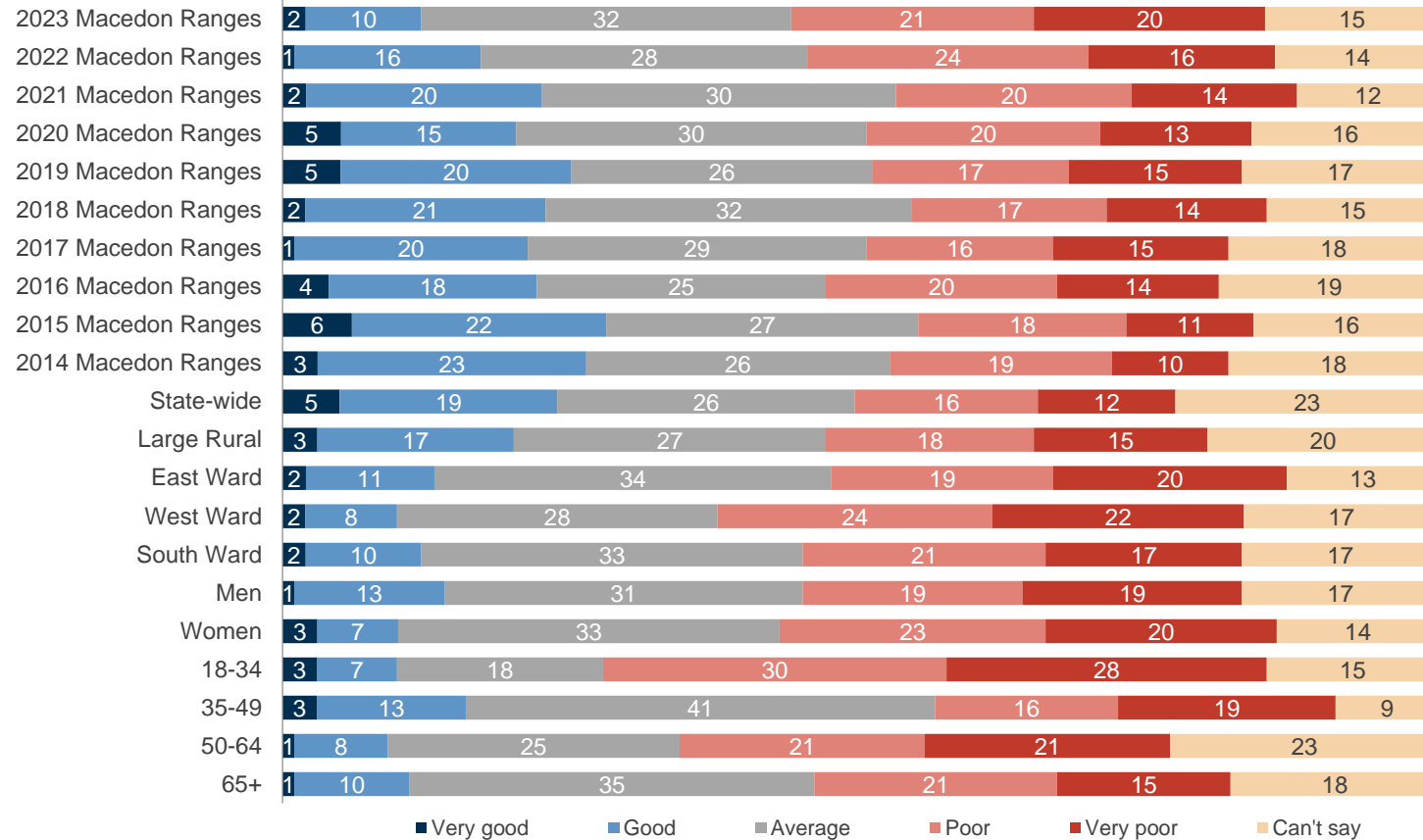
Q2 How has Council performed on 'Planning and building permits' over the last 12 months?



Planning and building permits performance



2023 planning and building permits performance (%)





Environmental sustainability importance



2023 environmental sustainability importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
Women	75▲	78	78	79	79	n/a	n/a	n/a	n/a
West Ward	73	73	72	75	76	n/a	n/a	n/a	n/a
18-34	72	72	74	75	75	n/a	n/a	n/a	n/a
South Ward	71	77	72	77	75	n/a	n/a	n/a	n/a
50-64	71	77	74	74	74	n/a	n/a	n/a	n/a
Macedon Ranges	70	74	74	75	74	n/a	n/a	n/a	n/a
65+	70	74	76	75	73	n/a	n/a	n/a	n/a
State-wide	70	73	74	74	74	73	72	73	73
35-49	70	73	73	75	75	n/a	n/a	n/a	n/a
Large Rural	68	71	72	73	74	73	72	73	72
East Ward	67	72	80	73	71	n/a	n/a	n/a	n/a
Men	65▼	70	70	70	69	n/a	n/a	n/a	n/a

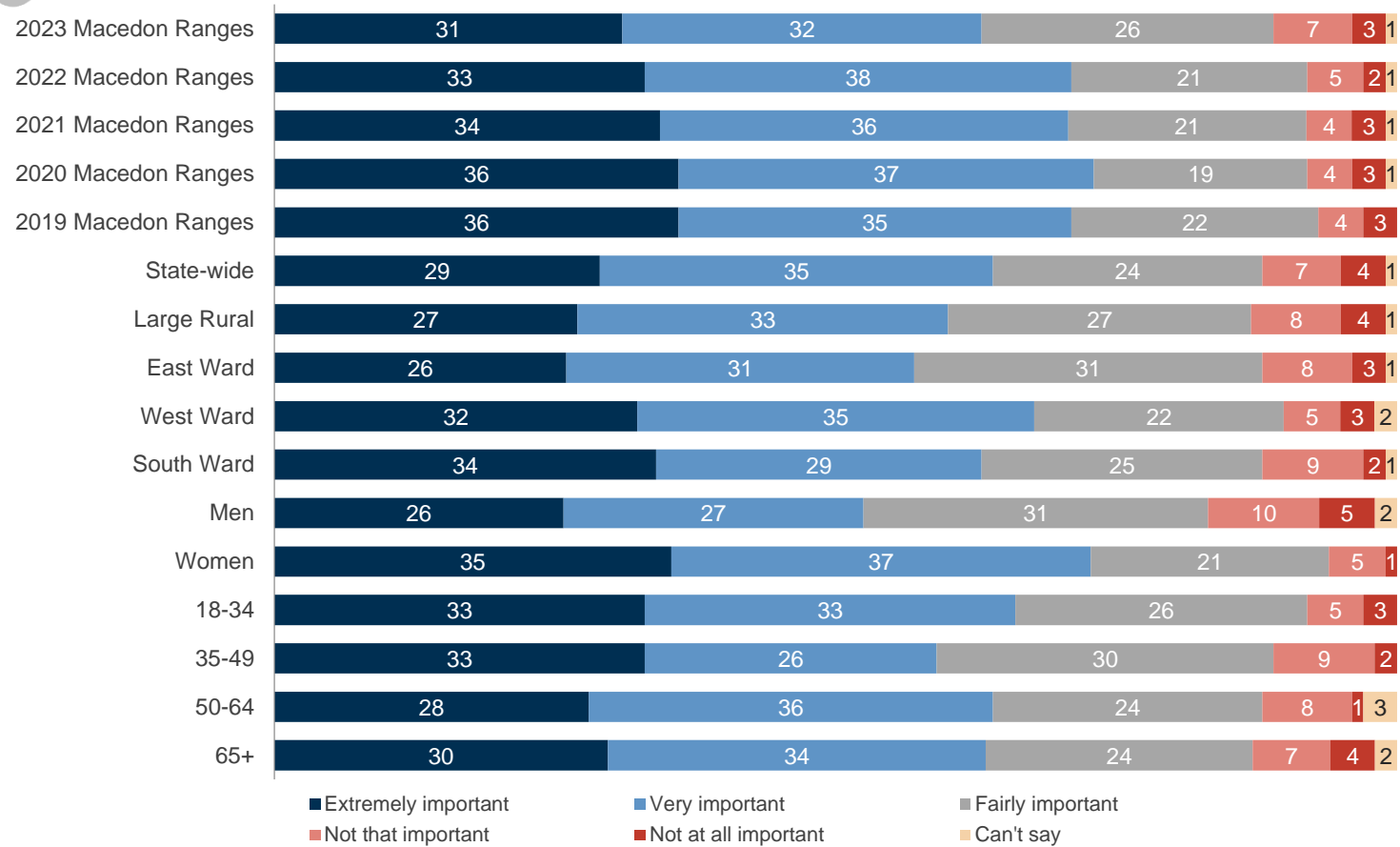
Q1 Firstly, how important should 'Environmental sustainability' be as a responsibility for Council?



Environmental sustainability importance



2023 environmental sustainability importance (%)





Environmental sustainability performance



2023 environmental sustainability performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
35-49	63	62	65	n/a	n/a	n/a	n/a	n/a	n/a
West Ward	61	62	66	n/a	n/a	n/a	n/a	n/a	n/a
State-wide	60	62	60	62	63	64	63	64	64
50-64	59	61	60	n/a	n/a	n/a	n/a	n/a	n/a
Women	59	60	66	n/a	n/a	n/a	n/a	n/a	n/a
Macedon Ranges	59	61	66	n/a	n/a	n/a	n/a	n/a	n/a
Men	59	61	65	n/a	n/a	n/a	n/a	n/a	n/a
South Ward	59	61	67	n/a	n/a	n/a	n/a	n/a	n/a
Large Rural	58	61	60	61	61	62	62	64	n/a
East Ward	58	58	63	n/a	n/a	n/a	n/a	n/a	n/a
65+	58	56	63	n/a	n/a	n/a	n/a	n/a	n/a
18-34	56	66	74	n/a	n/a	n/a	n/a	n/a	n/a

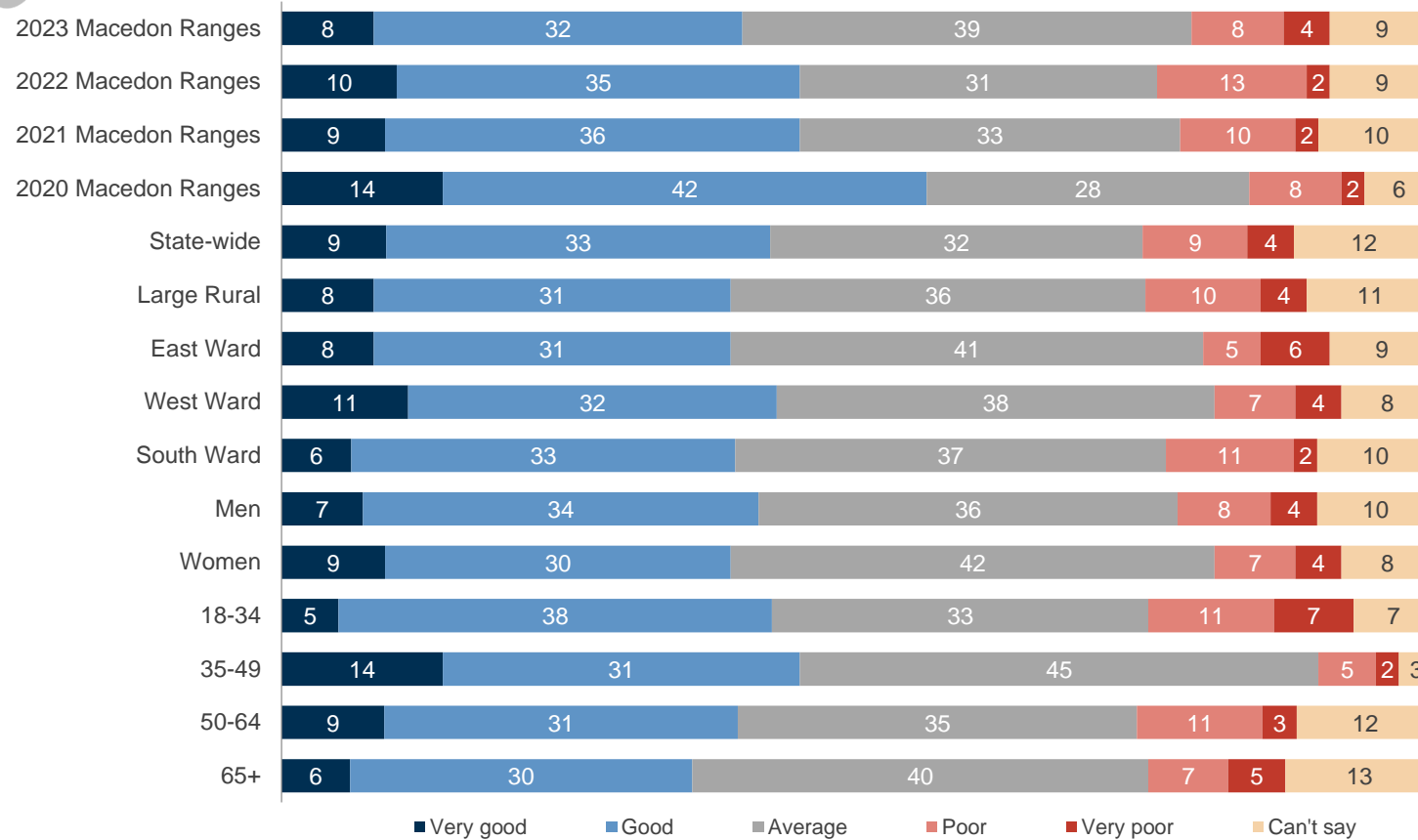
Q2 How has Council performed on 'Environmental sustainability' over the last 12 months?



Environmental sustainability performance



2023 environmental sustainability performance (%)





Emergency and disaster management importance



2023 emergency and disaster management importance (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
18-34	83	85	78	83	82	80	83	80	88	84
Women	83	86	82	86	87	86	85	86	87	88
35-49	82	81	78	83	83	87	81	81	82	80
South Ward	81	81	74	83	82	83	84	78	82	81
50-64	81	83	81	79	85	82	81	82	82	86
East Ward	80	84	83	82	85	87	79	81	85	86
Large Rural	80	81	81	81	82	82	81	81	81	n/a
Macedon Ranges	80	83	79	82	83	83	81	81	83	83
State-wide	80	81	81	80	81	81	80	80	80	80
West Ward	78	83	79	82	83	80	80	85	81	82
Men	76	79	75	79	80	81	78	76	78	79
65+	76	83	77	84	83	83	81	82	80	84

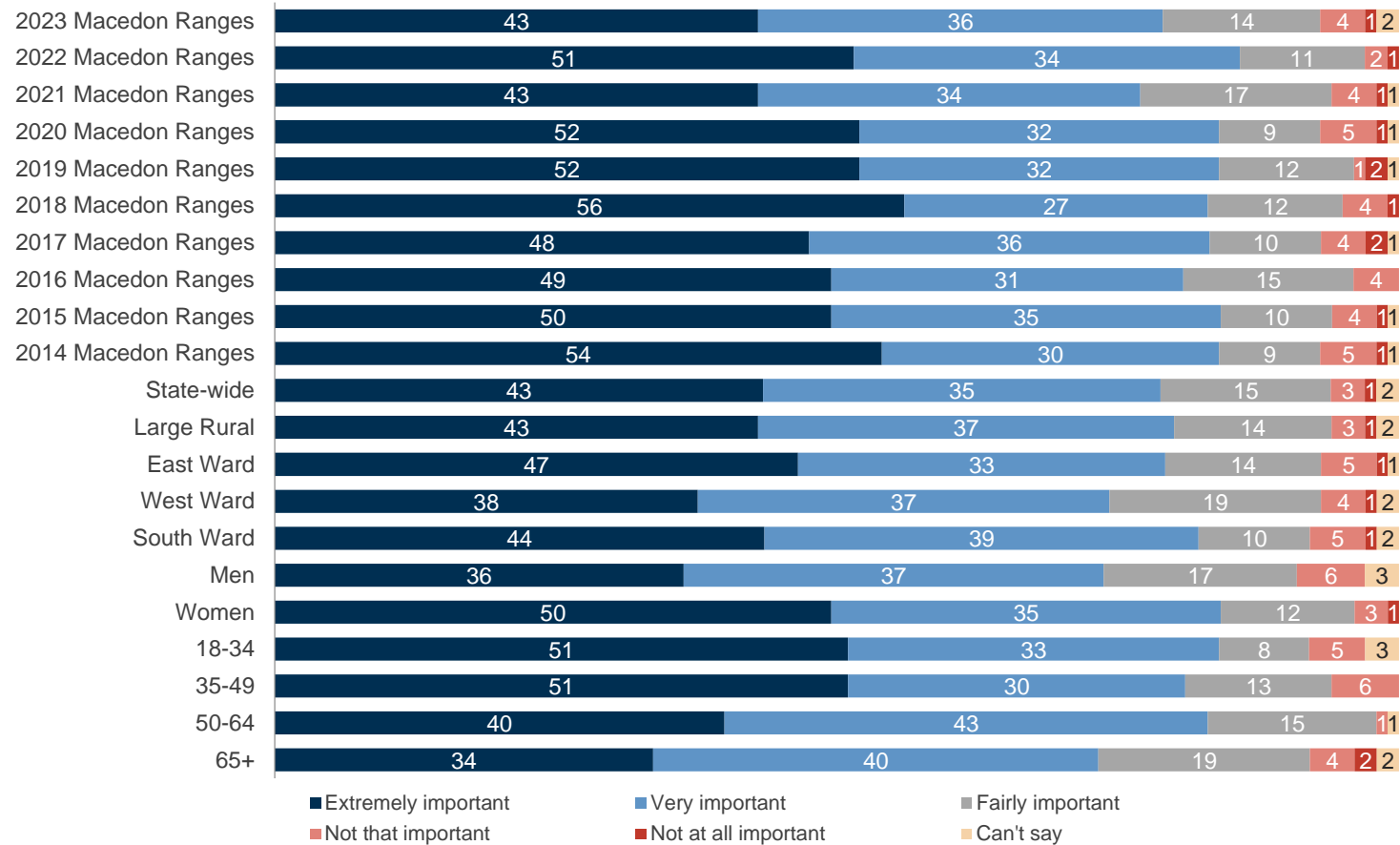
Q1 Firstly, how important should 'Emergency and disaster management' be as a responsibility for Council?



Emergency and disaster management importance



2023 emergency and disaster management importance (%)





Emergency and disaster management performance



2023 emergency and disaster management performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
State-wide	65▲	66	71	68	72	71	70	69	70	71
Large Rural	64▲	66	71	69	72	71	70	70	71	n/a
South Ward	64	64	67	70	76	75	75	66	76	75
50-64	63	57	70	66	68	73	65	68	73	68
35-49	62	58	65	66	74	72	72	69	69	71
65+	60	63	70	72	71	70	72	70	70	71
Women	60	64	69	70	76	72	75	73	73	74
Macedon Ranges	60	63	68	68	72	71	73	70	73	72
Men	60	62	67	66	69	70	69	67	71	69
West Ward	58	61	69	69	72	72	72	71	72	72
East Ward	58	64	68	65	69	67	70	73	70	68
18-34	55	73	68	69	75	70	82	75	79	78

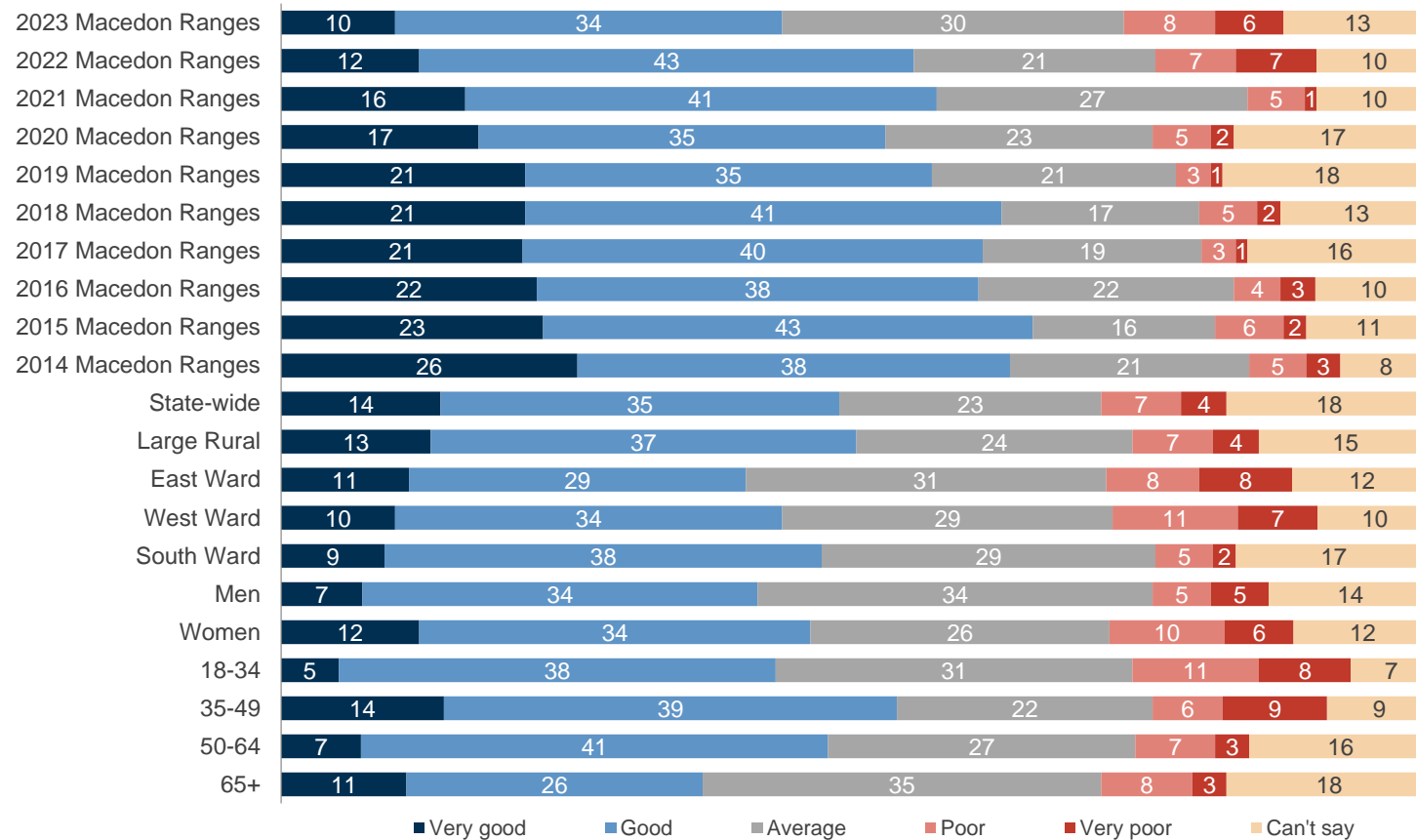
Q2 How has Council performed on 'Emergency and disaster management' over the last 12 months?



Emergency and disaster management performance



2023 emergency and disaster management performance (%)





Planning for population growth in the area importance



2023 population growth importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
18-34	85▲	82	69	71	73	71	79	76	69	77
Women	84▲	82	79	80	81	82	83	78	79	82
South Ward	83	81	79	81	82	84	82	76	79	81
50-64	83	83	76	81	83	81	83	78	78	80
35-49	83	86	83	80	83	84	83	75	81	83
Macedon Ranges	80	81	77	79	79	80	81	76	77	79
West Ward	80	78	76	77	80	78	80	79	74	76
East Ward	78	84	76	81	75	78	82	74	77	79
Men	77	79	75	78	77	78	80	74	74	76
State-wide	76▼	77	76	76	77	77	76	76	75	75
Large Rural	76▼	75	74	75	77	78	78	74	74	n/a
65+	75▼	73	77	84	77	81	80	76	77	75

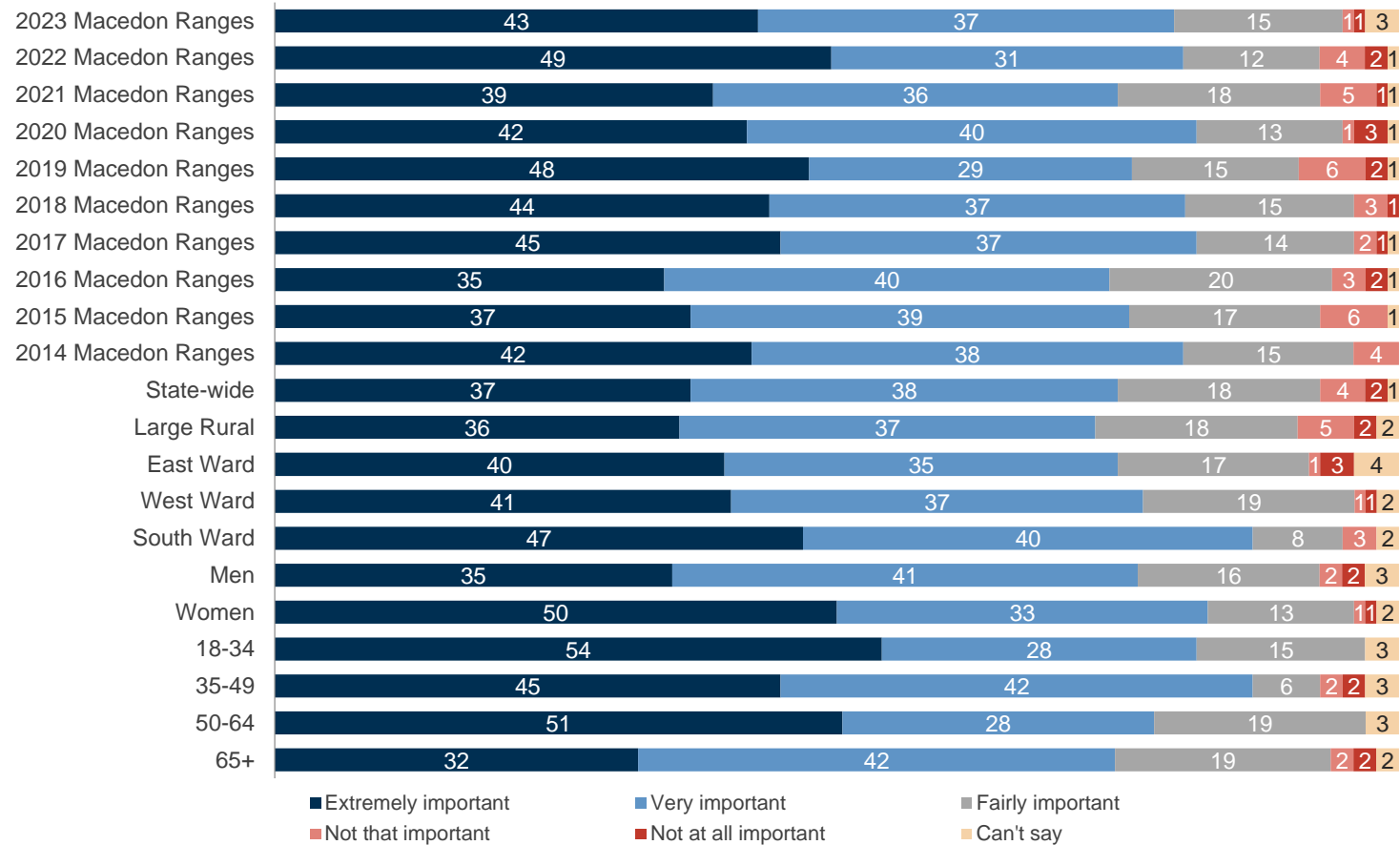
Q1 Firstly, how important should 'Planning for population growth in the area' be as a responsibility for Council?



Planning for population growth in the area importance



2023 population growth importance (%)





Planning for population growth in the area performance



2023 population growth performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
State-wide	48▲	53	51	52	52	52	51	54	54
Large Rural	45▲	51	47	49	48	48	47	50	n/a
West Ward	44	51	50	48	54	51	46	49	50
65+	42	45	48	48	45	49	50	48	49
Men	40	45	46	47	50	48	48	49	50
Macedon Ranges	39	43	45	46	47	47	49	51	50
35-49	38	38	41	40	46	44	48	50	51
Women	37	42	43	44	45	46	50	53	49
East Ward	36	39	43	46	44	45	52	51	47
50-64	36	50	40	43	50	45	43	47	43
18-34	36	43	51	53	49	52	56	57	55
South Ward	35	37	41	43	45	45	48	51	51

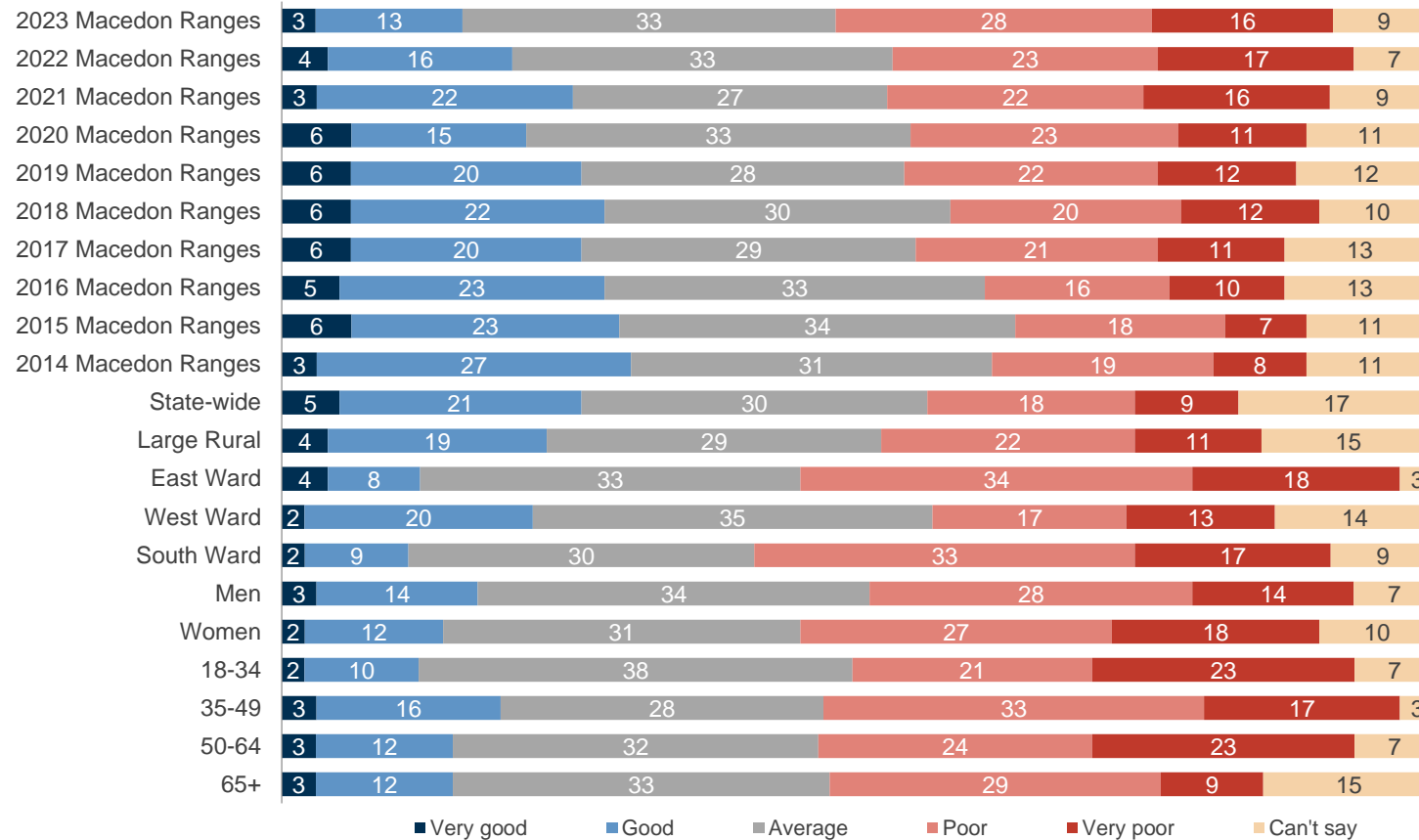
Q2 How has Council performed on 'Planning for population growth in the area' over the last 12 months?



Planning for population growth in the area performance



2023 population growth performance (%)





Roadside slashing and weed control importance



2023 roadside slashing and weed control importance (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
50-64	83	82	83	82	85	82	87	81	80	85
18-34	82	75	71	65	66	67	72	71	70	78
South Ward	81	80	77	74	78	74	79	77	76	81
Women	80	79	80	78	81	78	82	78	83	84
35-49	80	85	75	72	80	77	77	79	82	83
East Ward	80	82	82	78	79	80	82	77	82	86
Large Rural	80	81	79	78	76	75	75	75	74	n/a
Macedon Ranges	80	80	77	76	78	77	79	77	78	83
Men	79	81	74	74	75	76	76	77	74	82
West Ward	79	78	74	76	77	76	78	77	77	82
State-wide	79	79	79	78	74	73	74	73	73	75
65+	78	77	80	84	79	81	81	77	81	84

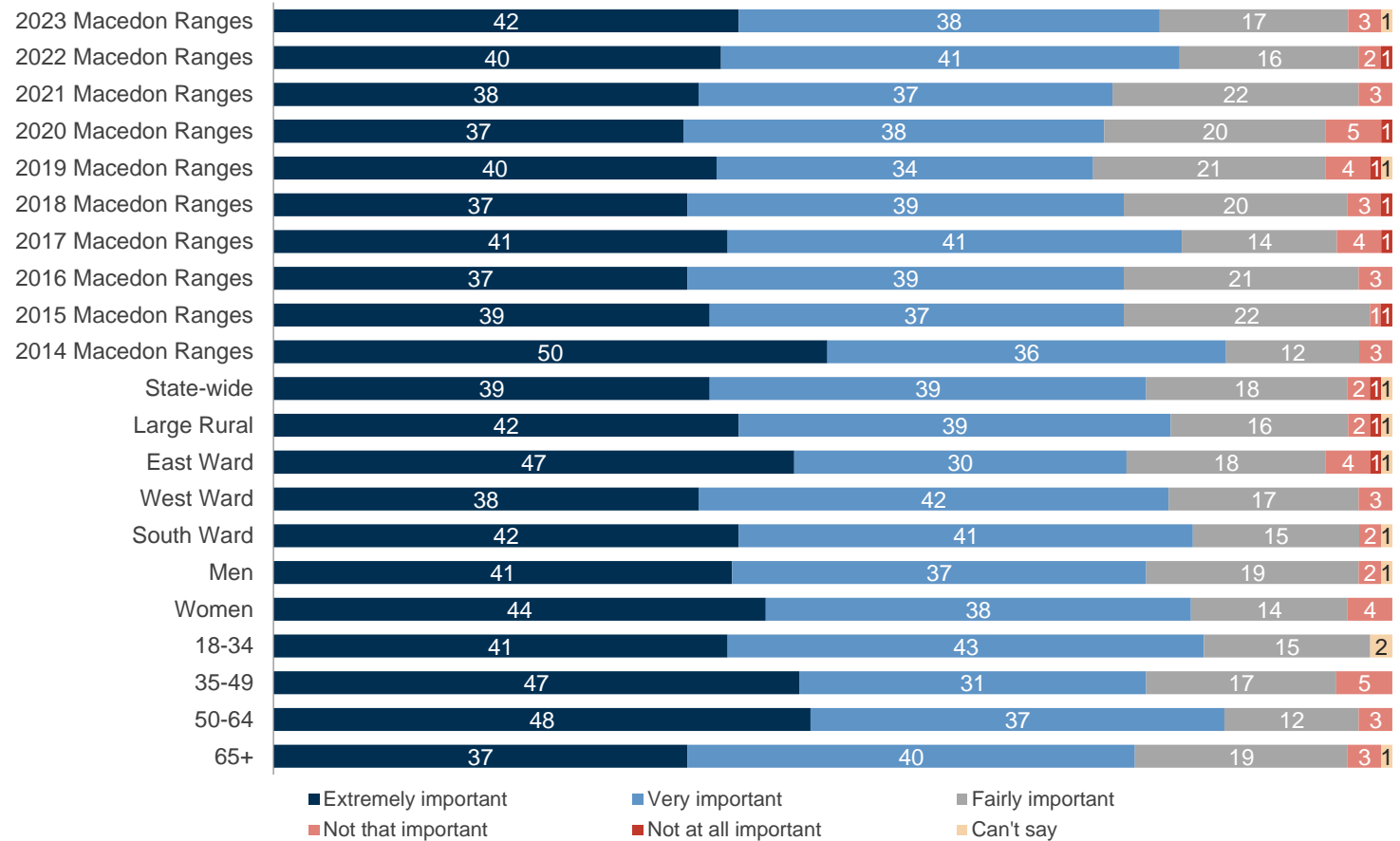
Q1 Firstly, how important should 'Roadside slashing and weed control' be as a responsibility for Council?



Roadside slashing and weed control importance



2023 roadside slashing and weed control importance (%)





Roadside slashing and weed control performance



2023 roadside slashing and weed control performance (index scores)

		2022	2021	2020	2019	2018	2017	2016	2015	2014
65+	46	41	45	49	45	41	44	50	41	37
State-wide	46▲	49	51	49	56	55	53	56	55	55
South Ward	45	47	43	50	49	49	45	49	50	45
Women	43	42	44	48	46	47	44	54	46	44
Large Rural	43	44	51	48	52	51	50	54	53	n/a
Macedon Ranges	42	42	45	49	47	45	44	51	46	42
35-49	41	40	48	49	47	44	46	50	47	44
West Ward	40	43	50	52	52	48	49	51	46	38
Men	40	41	46	49	48	44	44	48	47	40
East Ward	40	35	41	44	41	40	38	54	44	42
18-34	39	50	43	54	56	53	48	58	56	47
50-64	36	36	43	42	44	44	38	49	42	39

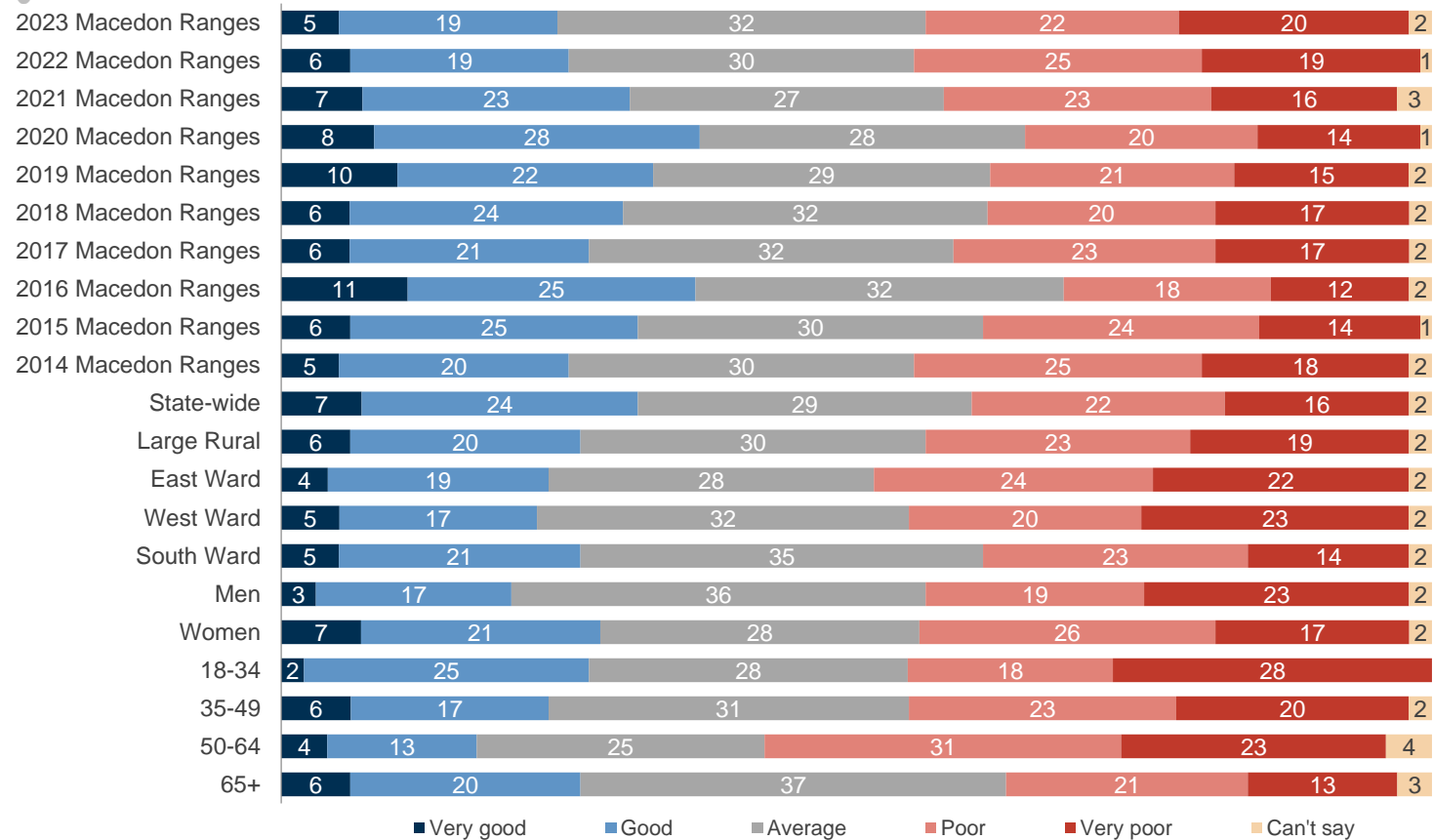
Q2 How has Council performed on 'Roadside slashing and weed control' over the last 12 months?



Roadside slashing and weed control performance



2023 roadside slashing and weed control performance (%)





Maintenance of unsealed roads in your area importance



2023 unsealed roads importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
35-49	86	84	75	76	80	75	77	75	77	76
18-34	86	86	80	70	79	75	74	76	73	76
East Ward	86	87	82	77	83	82	81	78	77	79
50-64	84	83	82	78	85	81	81	77	79	79
Women	84	86	80	76	82	78	79	78	81	78
Macedon Ranges	84	83	79	76	81	78	79	76	77	77
Men	84	80	77	76	80	77	79	74	72	76
South Ward	83	79	77	74	79	72	75	74	78	73
State-wide	83	83	81	80	80	80	79	79	78	78
Large Rural	83	82	80	79	79	78	77	78	76	n/a
West Ward	82	82	78	78	81	78	81	76	76	80
65+	80	79	79	79	80	80	83	77	78	78

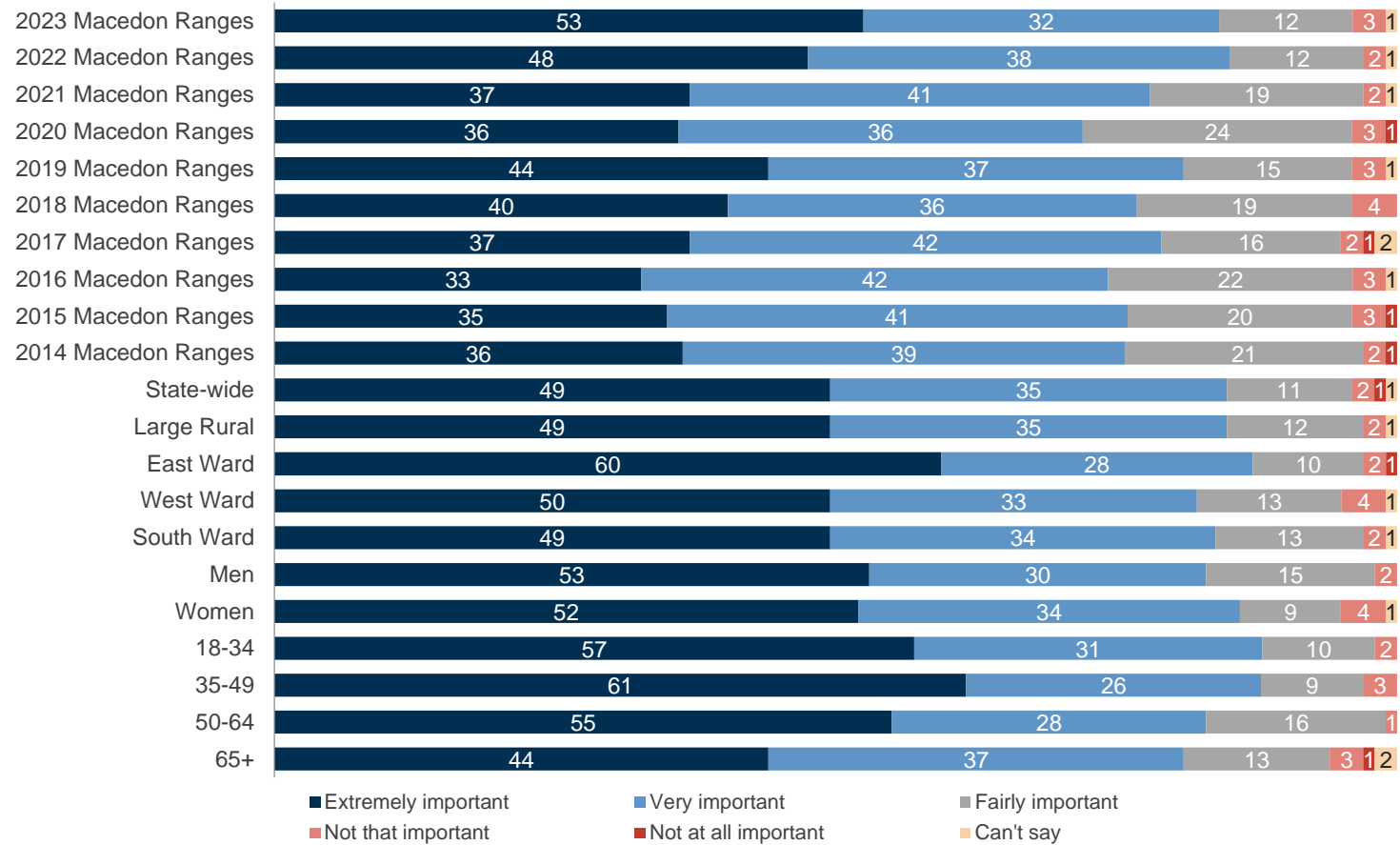
Q1 Firstly, how important should 'Maintenance of unsealed roads in your area' be as a responsibility for Council?



Maintenance of unsealed roads in your area importance



2023 unsealed roads importance (%)





Maintenance of unsealed roads in your area performance



2023 unsealed roads performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
65+	38▲	40	42	46	43	42	48	48	44	42
State-wide	37▲	41	45	44	44	43	44	43	45	45
South Ward	37▲	41	46	49	45	49	45	48	50	49
Large Rural	35▲	39	44	42	41	41	42	43	44	n/a
Women	31	34	44	46	43	43	43	44	47	44
Macedon Ranges	31	37	45	49	42	43	42	46	47	45
Men	31	40	46	51	41	42	41	48	47	46
West Ward	30	39	44	51	43	42	41	40	48	41
50-64	30	37	43	46	39	44	40	45	43	38
35-49	28	35	49	48	43	43	41	44	49	51
East Ward	26	31	44	45	37	38	40	49	44	43
18-34	24▼	33	44	54	43	42	41	47	53	46

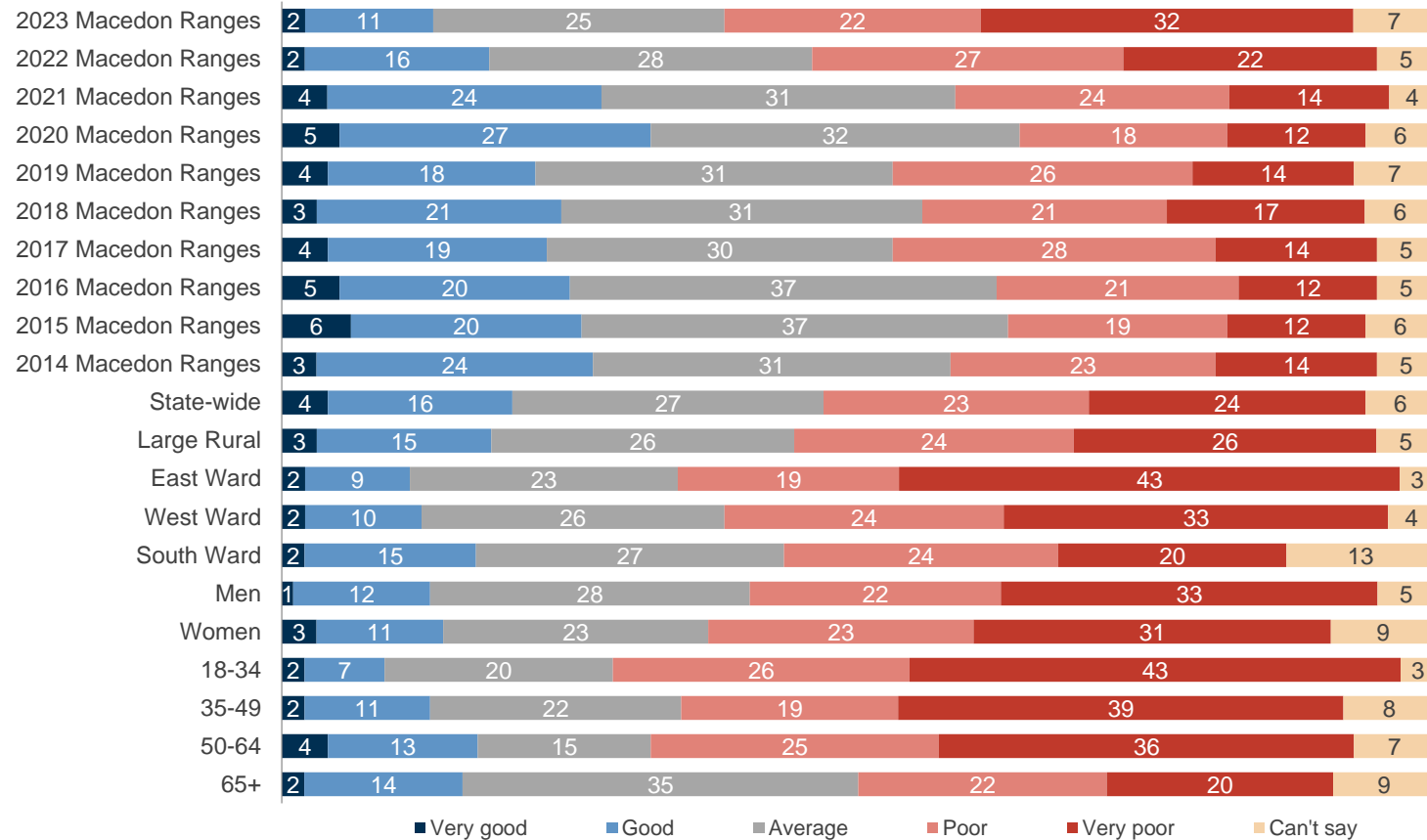
Q2 How has Council performed on 'Maintenance of unsealed roads in your area' over the last 12 months?



Maintenance of unsealed roads in your area performance



2023 unsealed roads performance (%)





Business and community development importance



2023 business/community development importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
State-wide	68▲	70	69	69	69	70	70	69	69
Women	67	68	69	n/a	n/a	n/a	n/a	n/a	n/a
Large Rural	67▲	68	68	70	69	70	71	72	n/a
50-64	67	71	66	n/a	n/a	n/a	n/a	n/a	n/a
35-49	66	71	68	n/a	n/a	n/a	n/a	n/a	n/a
West Ward	66	68	65	n/a	n/a	n/a	n/a	n/a	n/a
South Ward	65	65	65	n/a	n/a	n/a	n/a	n/a	n/a
Macedon Ranges	64	67	66	n/a	n/a	n/a	n/a	n/a	n/a
65+	64	63	67	n/a	n/a	n/a	n/a	n/a	n/a
East Ward	62	68	69	n/a	n/a	n/a	n/a	n/a	n/a
Men	62	66	63	n/a	n/a	n/a	n/a	n/a	n/a
18-34	62	64	61	n/a	n/a	n/a	n/a	n/a	n/a

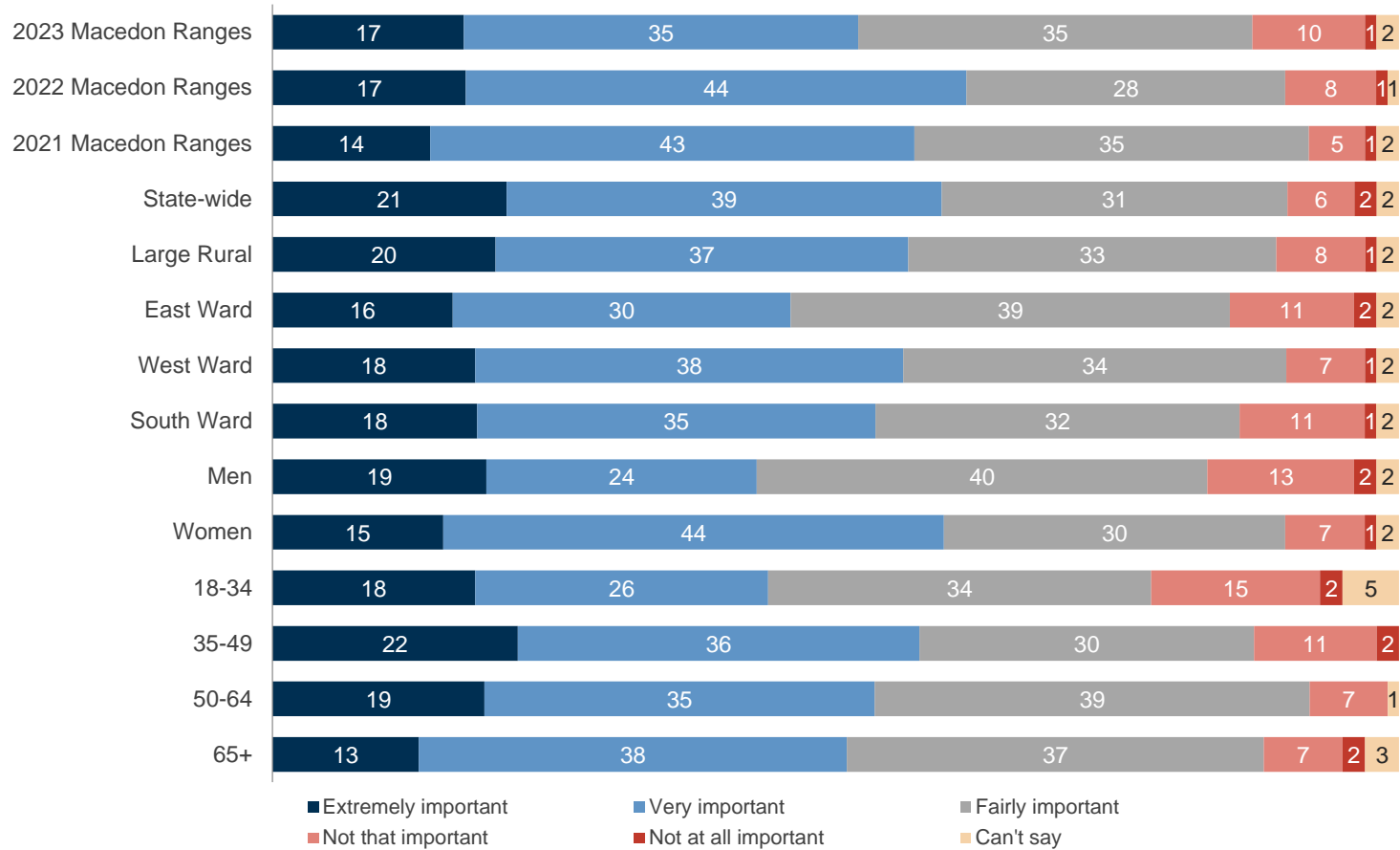
Q1 Firstly, how important should 'Business and community development' be as a responsibility for Council?



Business and community development importance



2023 business/community development importance (%)





Business and community development performance



2023 business/community development performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	
Large Rural	57▲	58	60	60	59	58	59	58	60	n/a
State-wide	57▲	58	60	59	61	60	60	60	60	62
South Ward	56▲	57	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a
50-64	55	47	57	n/a	n/a	n/a	n/a	n/a	n/a	n/a
West Ward	53	52	57	n/a	n/a	n/a	n/a	n/a	n/a	n/a
35-49	53	53	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Women	53	57	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Macedon Ranges	52	54	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Men	52	51	57	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18-34	52	65	58	n/a	n/a	n/a	n/a	n/a	n/a	n/a
65+	51	53	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a
East Ward	48	53	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a

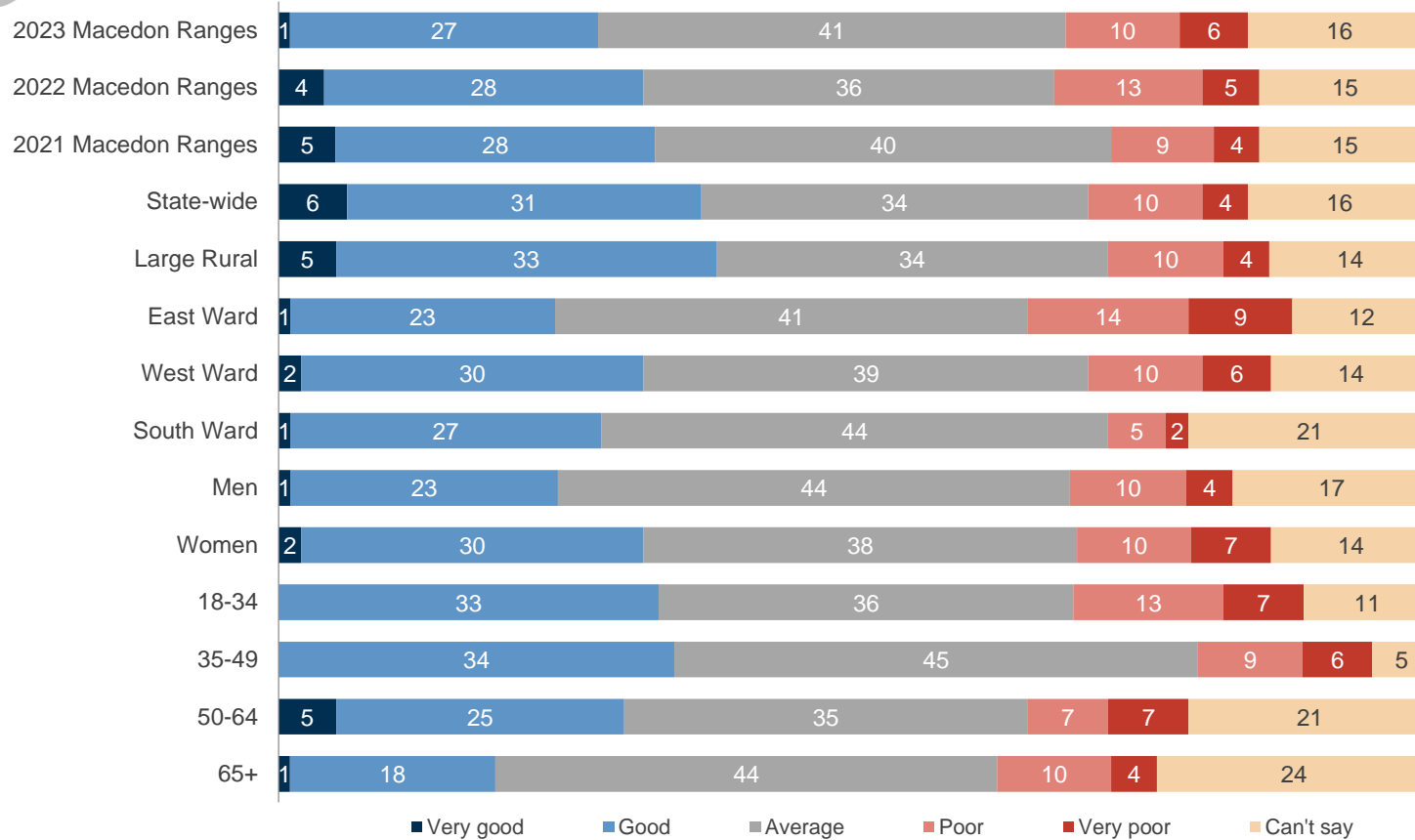
Q2 How has Council performed on 'Business and community development' over the last 12 months?



Business and community development performance



2023 business/community development performance (%)





Tourism development importance



2023 tourism development importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
50-64	64▲	62	66	60	61	n/a	n/a	n/a	n/a
West Ward	61	67	66	58	64	n/a	n/a	n/a	n/a
State-wide	60▲	62	63	62	59	61	62	63	65
Women	59	64	65	62	60	n/a	n/a	n/a	n/a
Large Rural	58	60	62	62	60	62	63	67	67
35-49	57	64	65	59	62	n/a	n/a	n/a	n/a
Macedon Ranges	57	61	63	60	59	n/a	n/a	n/a	n/a
65+	57	62	64	66	58	n/a	n/a	n/a	n/a
Men	56	57	61	58	57	n/a	n/a	n/a	n/a
South Ward	55	59	58	60	55	n/a	n/a	n/a	n/a
East Ward	55	56	64	62	57	n/a	n/a	n/a	n/a
18-34	53	54	57	55	53	n/a	n/a	n/a	n/a

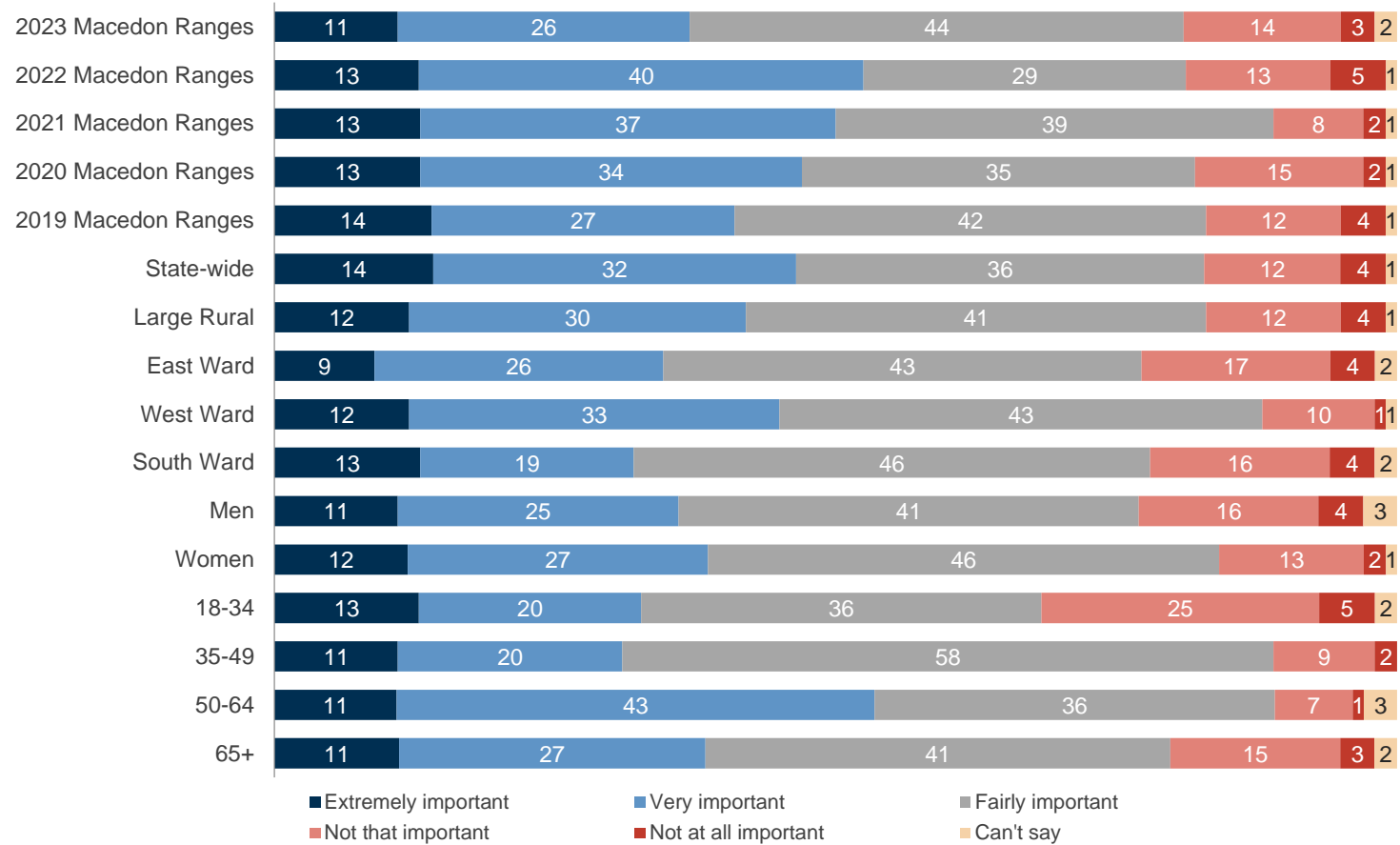
Q1 Firstly, how important should 'Tourism development' be as a responsibility for Council?



Tourism development importance



2023 tourism development importance (%)





Tourism development performance



2023 tourism development performance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
35-49	65▲	60	58	58	61	n/a	n/a	n/a	n/a
South Ward	64	62	57	61	60	n/a	n/a	n/a	n/a
50-64	62	51	56	63	63	n/a	n/a	n/a	n/a
Women	62	61	59	65	62	n/a	n/a	n/a	n/a
Large Rural	62	61	64	62	61	61	65	64	66
State-wide	61	60	62	62	63	63	63	63	64
Macedon Ranges	60	59	58	63	61	n/a	n/a	n/a	n/a
West Ward	60	58	60	66	64	n/a	n/a	n/a	n/a
Men	58	57	56	61	60	n/a	n/a	n/a	n/a
18-34	58	66	56	69	61	n/a	n/a	n/a	n/a
East Ward	57	57	55	60	60	n/a	n/a	n/a	n/a
65+	57	58	58	62	60	n/a	n/a	n/a	n/a

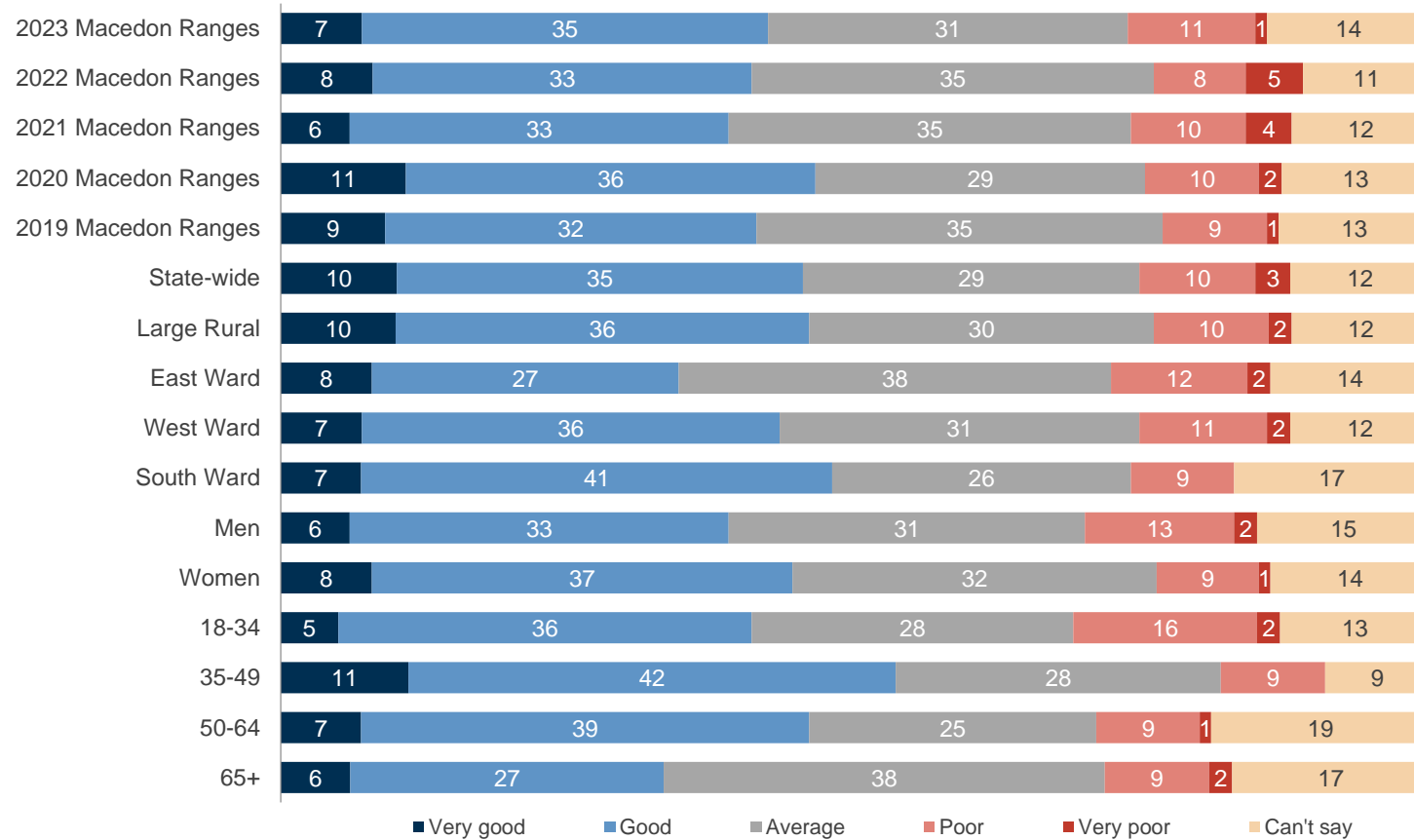
Q2 How has Council performed on 'Tourism development' over the last 12 months?



Tourism development performance



2023 tourism development performance (%)





COVID-19 response importance



2023 COVID-19 response importance (index scores)

	2022	2021	2020	2019	2018	2017	2016	2015	2014
65+	60▲	71	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Women	59▲	69	n/a	n/a	n/a	n/a	n/a	n/a	n/a
State-wide	57▲	71	n/a	n/a	n/a	n/a	n/a	n/a	n/a
West Ward	55	60	n/a	n/a	n/a	n/a	n/a	n/a	n/a
East Ward	55	57	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Large Rural	55	62	n/a	n/a	n/a	n/a	n/a	n/a	n/a
50-64	54	57	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Macedon Ranges	53	59	n/a	n/a	n/a	n/a	n/a	n/a	n/a
South Ward	50	59	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18-34	48	61	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Men	48	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a
35-49	47▼	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a

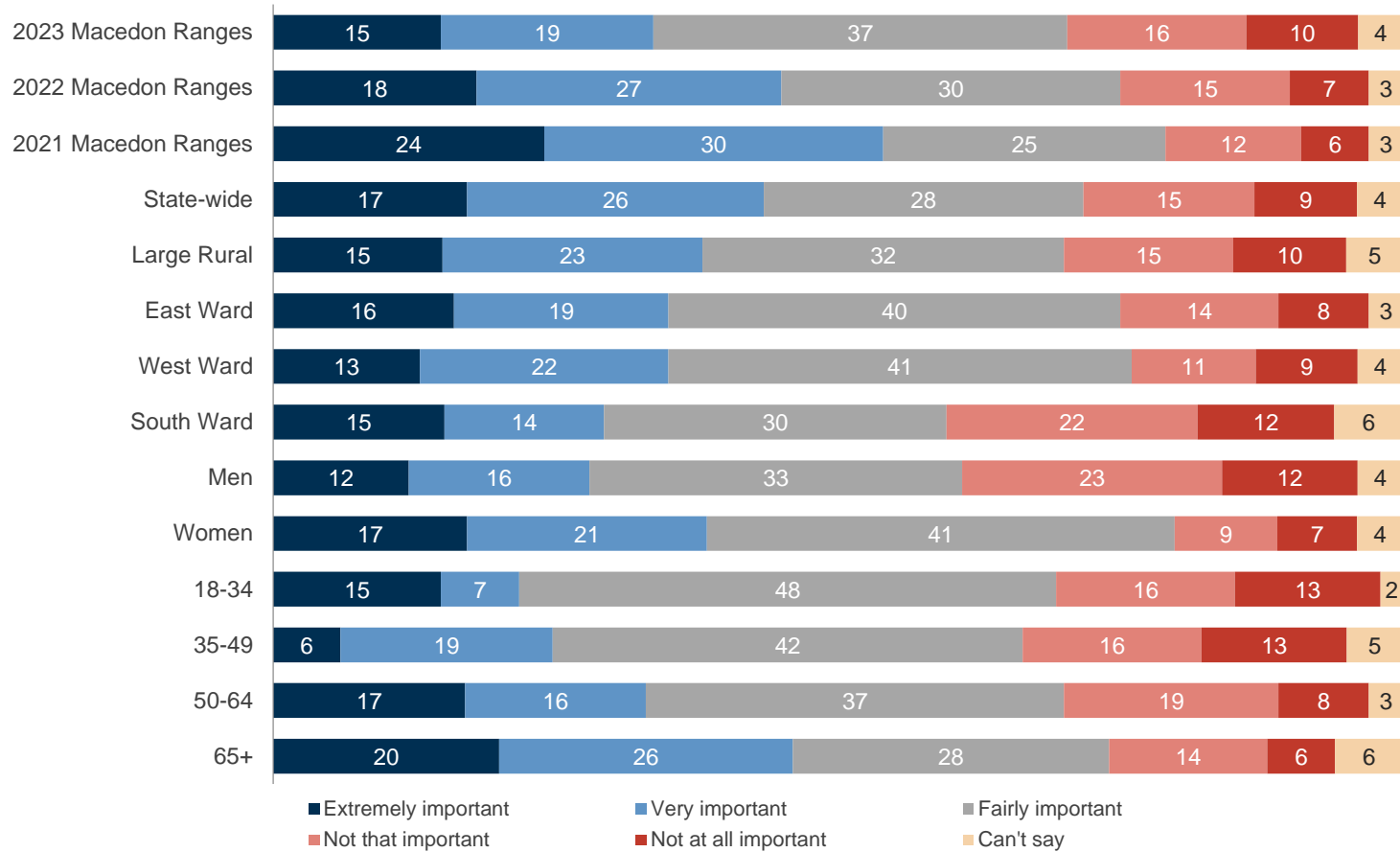
Q1 Firstly, how important should 'COVID-19 response' be as a responsibility for Council?



COVID-19 response importance



2023 COVID-19 response importance (%)

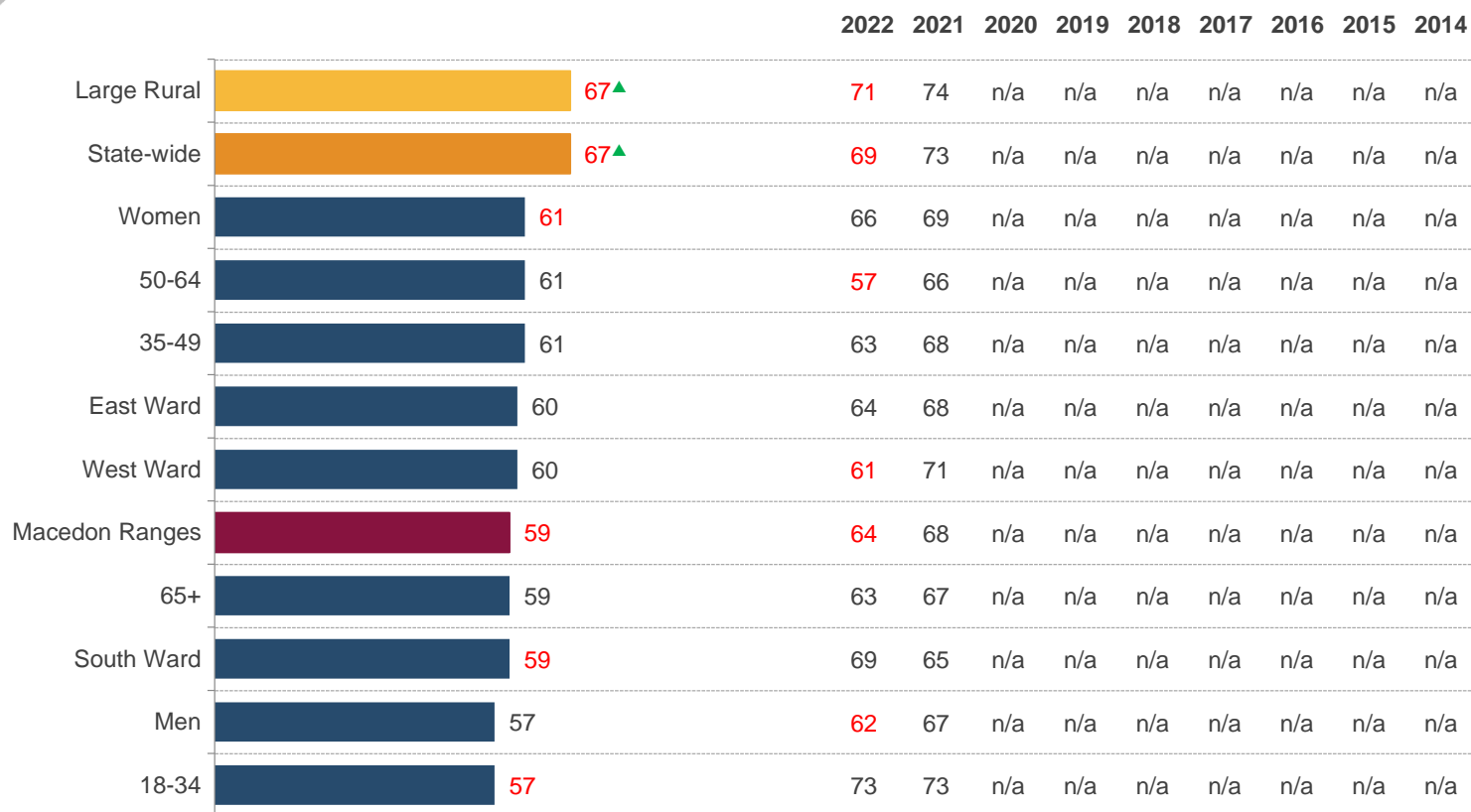




COVID-19 response performance



2023 COVID-19 response performance (index scores)



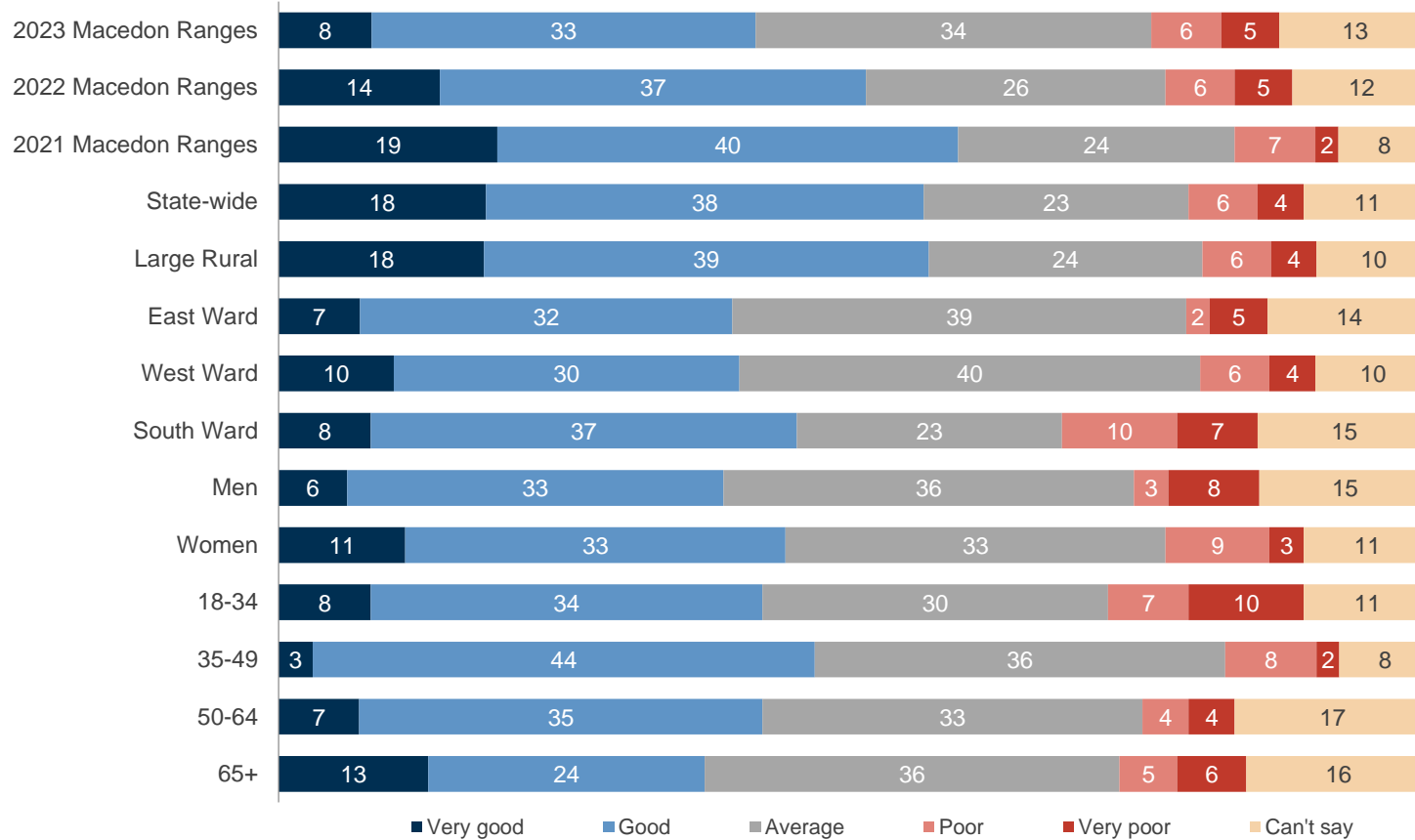
Q2 How has Council performed on 'COVID-19 response' over the last 12 months?



COVID-19 response performance



2023 COVID-19 response performance (%)





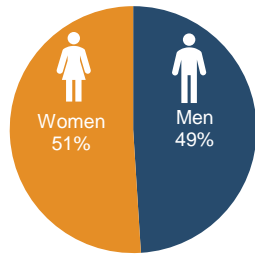
Detailed demographics



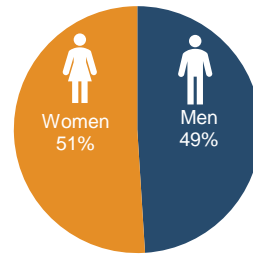
Gender and age profile

2023 gender

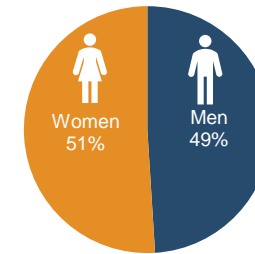
Macedon Ranges



Large Rural

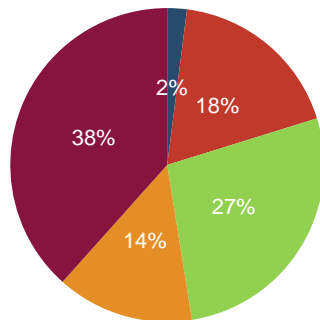


State-wide

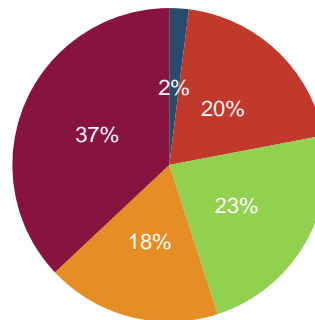


2023 age

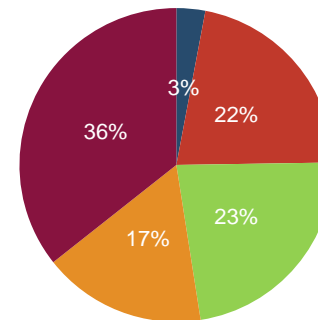
Macedon Ranges



Large Rural



State-wide



■ 18-24 ■ 25-34 ■ 35-49 ■ 50-64 ■ 65+

■ 18-24 ■ 25-34 ■ 35-49 ■ 50-64 ■ 65+

■ 18-24 ■ 25-34 ■ 35-49 ■ 50-64 ■ 65+

S3. [Record gender] / S4. To which of the following age groups do you belong?
 Base: All respondents. Councils asked State-wide: 66 Councils asked around: 18

**Appendix A:
Index scores,
margins of error
and significant
differences**



Appendix A: Index Scores



Index Scores

Many questions ask respondents to rate council performance on a five-point scale, for example, from 'very good' to 'very poor', with 'can't say' also a possible response category. To facilitate ease of reporting and comparison of results over time, starting from the 2012 survey and measured against the state-wide result and the council group, an 'Index Score' has been calculated for such measures.

The Index Score is calculated and represented as a score out of 100 (on a 0 to 100 scale), with 'can't say' responses excluded from the analysis. The '% RESULT' for each scale category is multiplied by the 'INDEX FACTOR'. This produces an 'INDEX VALUE' for each category, which are then summed to produce the 'INDEX SCORE', equating to '60' in the following example.

Similarly, an Index Score has been calculated for the Core question 'Performance direction in the last 12 months', based on the following scale for each performance measure category, with 'Can't say' responses excluded from the calculation.

SCALE CATEGORIES	% RESULT	INDEX FACTOR	INDEX VALUE
Very good	9%	100	9
Good	40%	75	30
Average	37%	50	19
Poor	9%	25	2
Very poor	4%	0	0
Can't say	1%	--	INDEX SCORE 60

SCALE CATEGORIES	% RESULT	INDEX FACTOR	INDEX VALUE
Improved	36%	100	36
Stayed the same	40%	50	20
Deteriorated	23%	0	0
Can't say	1%	--	INDEX SCORE 56

Appendix A: Margins of error



The sample size for the 2023 State-wide Local Government Community Satisfaction Survey for Macedon Ranges Shire Council was n=400. Unless otherwise noted, this is the total sample base for all reported charts and tables.

The maximum margin of error on a sample of approximately n=400 interviews is +/-4.9% at the 95% confidence level for results around 50%. Margins of error will be larger for any sub-samples. As an example, a result of 50% can be read confidently as falling midway in the range 45.1% - 54.9%.

Maximum margins of error are listed in the table below, based on a population of 39,200 people aged 18 years or over for Macedon Ranges Shire Council, according to ABS estimates.

Demographic	Actual survey sample size	Weighted base	Maximum margin of error at 95% confidence interval
Macedon Ranges Shire Council	400	400	+/-4.9
Men	197	196	+/-7.0
Women	203	204	+/-6.9
East Ward	128	131	+/-8.7
West Ward	143	136	+/-8.2
South Ward	129	133	+/-8.6
18-34 years	61	82	+/-12.6
35-49 years	64	109	+/-12.3
50-64 years	75	57	+/-11.4
65+ years	200	152	+/-6.9

Appendix A: Significant difference reporting notation



Within tables and index score charts throughout this report, statistically significant differences at the 95% confidence level are represented by upward directing green (▲) and downward directing red arrows (▼).

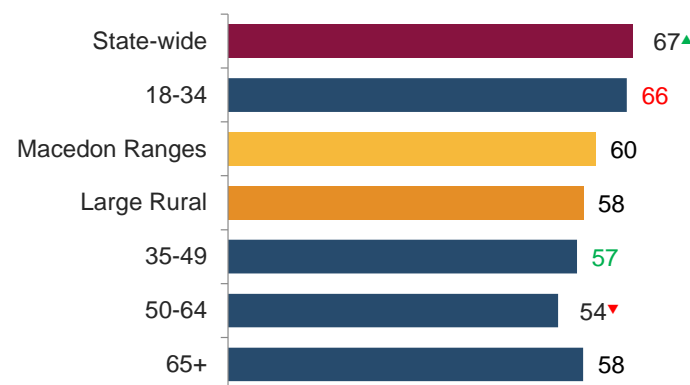
Significance when noted indicates a significantly higher or lower result for the analysis group in comparison to the 'Total' result for the council for that survey question for that year. Therefore in the example below:

- ▲ The state-wide result is significantly higher than the overall result for the council.
- ▼ The result among 50-64 year olds is significantly lower than for the overall result for the council.

Further, results shown in green and red indicate significantly higher or lower results than in 2022. Therefore in the example below:

- The result among 35-49 year olds in the council is **significantly higher** than the result achieved among this group in 2022.
- The result among 18-34 year olds in the council is **significantly lower** than the result achieved among this group in 2022.

2023 overall performance (index scores)
(example extract only)



Appendix A: Index score significant difference calculation



The test applied to the Indexes was an Independent Mean Test, as follows:

$$Z \text{ Score} = (\$1 - \$2) / \text{Sqrt} ((\$5^2 / \$3) + (\$6^2 / \$4))$$

Where:

- \$1 = Index Score 1
- \$2 = Index Score 2
- \$3 = unweighted sample count 1
- \$4 = unweighted sample count 2
- \$5 = standard deviation 1
- \$6 = standard deviation 2

All figures can be sourced from the detailed cross tabulations.

The test was applied at the 95% confidence interval, so if the Z Score was greater than +/- 1.954 the scores are significantly different.



**Appendix B:
Further project
information**

Appendix B: Further information



Further information about the report and explanations about the State-wide Local Government Community Satisfaction Survey can be found in this section including:

- Background and objectives
- Analysis and reporting
- Glossary of terms

Detailed survey tabulations

Detailed survey tabulations are available in supplied Excel file.

Contacts

For further queries about the conduct and reporting of the 2023 State-wide Local Government Community Satisfaction Survey, please contact JWS Research on

(03) 8685 8555 or via email:
admin@jwsresearch.com

Appendix B: Survey methodology and sampling



The 2023 results are compared with previous years, as detailed below:

- 2022, n=400 completed interviews, conducted in the period of 27th January – 24th March.
- 2021, n=400 completed interviews, conducted in the period of 28th January – 18th March.
- 2020, n=400 completed interviews, conducted in the period of 30th January – 22nd March.
- 2019, n=400 completed interviews, conducted in the period of 1st February – 30th March.
- 2018, n=400 completed interviews, conducted in the period of 1st February – 30th March.
- 2017, n=400 completed interviews, conducted in the period of 1st February – 30th March.
- 2016, n=400 completed interviews, conducted in the period of 1st February – 30th March.
- 2015, n=400 completed interviews, conducted in the period of 1st February – 30th March.
- 2014, n=400 completed interviews, conducted in the period of 31st January – 11th March.

Minimum quotas of gender within age groups were applied during the fieldwork phase. Post-survey weighting was then conducted to ensure accurate representation of the age and gender profile of the Macedon Ranges Shire Council area.

Any variation of +/-1% between individual results and net scores in this report or the detailed survey tabulations is due to rounding. In reporting, '—' denotes not mentioned and '0%' denotes mentioned by less than 1% of respondents. 'Net' scores refer to two or more response categories being combined into one category for simplicity of reporting.

This survey was conducted by Computer Assisted Telephone Interviewing (CATI) as a representative random probability survey of residents aged 18+ years in Macedon Ranges Shire Council.

Survey sample matched to the demographic profile of Macedon Ranges Shire Council as determined by the most recent ABS population estimates was purchased from an accredited supplier of publicly available phone records, including up to 60% mobile phone numbers to cater to the diversity of residents within Macedon Ranges Shire Council, particularly younger people.

A total of n=400 completed interviews were achieved in Macedon Ranges Shire Council. Survey fieldwork was conducted across four quarters from 16th June 2022 – 19th March 2023.

Appendix B: Analysis and reporting



All participating councils are listed in the State-wide report published on the DELWP website. In 2023, 66 of the 79 Councils throughout Victoria participated in this survey. For consistency of analysis and reporting across all projects, Local Government Victoria has aligned its presentation of data to use standard council groupings. Accordingly, the council reports for the community satisfaction survey provide analysis using these standard council groupings. Please note that councils participating across 2012-2023 vary slightly.

Council Groups

Macedon Ranges Shire Council is classified as a Large Rural council according to the following classification list:

- Metropolitan, Interface, Regional Centres, Large Rural & Small Rural.

Councils participating in the Large Rural group are:

- Bass Coast, Baw Baw, Colac Otway, Corangamite, East Gippsland, Glenelg, Golden Plains, Macedon Ranges, Mitchell, Moira, Moorabool, Mount Alexander, Moyne, South Gippsland, Southern Grampians, Surf Coast, Swan Hill and Wellington.

Wherever appropriate, results for Macedon Ranges Shire Council for this 2023 State-wide Local Government Community Satisfaction Survey have been compared against other participating councils in the Large Rural group and on a state-wide basis. Please note that council groupings changed for 2015, and as such comparisons to council group results before that time can not be made within the reported charts.

Appendix B: 2012 survey revision



The survey was revised in 2012. As a result:

- The survey is now conducted as a representative random probability survey of residents aged 18 years or over in local councils, whereas previously it was conducted as a 'head of household' survey.
- As part of the change to a representative resident survey, results are now weighted post survey to the known population distribution of Macedon Ranges Shire Council according to the most recently available Australian Bureau of Statistics population estimates, whereas the results were previously not weighted.
- The service responsibility area performance measures have changed significantly and the rating scale used to assess performance has also changed.

As such, the results of the 2012 State-wide Local Government Community Satisfaction Survey should be considered as a benchmark. Please note that comparisons should not be made with the State-wide Local Government Community Satisfaction Survey results from 2011 and prior due to the methodological and sampling changes. Comparisons in the period 2012-2023 have been made throughout this report as appropriate.

Appendix B: Core, optional and tailored questions



Core, optional and tailored questions

Over and above necessary geographic and demographic questions required to ensure sample representativeness, a base set of questions for the 2023 State-wide Local Government Community Satisfaction Survey was designated as 'Core' and therefore compulsory inclusions for all participating Councils.

These core questions comprised:

- Overall performance last 12 months (Overall performance)
- Value for money in services and infrastructure (Value for money)
- Contact in last 12 months (Contact)
- Rating of contact (Customer service)
- Overall council direction last 12 months (Council direction)
- Community consultation and engagement (Consultation)
- Decisions made in the interest of the community (Making community decisions)
- Condition of sealed local roads (Sealed local roads)
- Waste management

Reporting of results for these core questions can always be compared against other participating councils in the council group and against all participating councils state-wide. Alternatively, some questions in the 2023 State-wide Local Government Community Satisfaction Survey were optional. Councils also had the ability to ask tailored questions specific only to their council.

Appendix B: Analysis and reporting



Reporting

Every council that participated in the 2023 State-wide Local Government Community Satisfaction Survey receives a customised report. In addition, the State government is supplied with this State-wide summary report of the aggregate results of 'Core' and 'Optional' questions asked across all council areas surveyed, which is available at:

<https://www.localgovernment.vic.gov.au/our-programs/council-community-satisfaction-survey>

Tailored questions commissioned by individual councils are reported only to the commissioning council and not otherwise shared unless by express written approval of the commissioning council.

Appendix B: Glossary of terms



Core questions: Compulsory inclusion questions for all councils participating in the CSS.

CSS: 2023 Victorian Local Government Community Satisfaction Survey.

Council group: One of five classified groups, comprising: metropolitan, interface, regional centres, large rural and small rural.

Council group average: The average result for all participating councils in the council group.

Highest / lowest: The result described is the highest or lowest result across a particular demographic sub-group e.g. men, for the specific question being reported. Reference to the result for a demographic sub-group being the highest or lowest does not imply that it is significantly higher or lower, unless this is specifically mentioned.

Index score: A score calculated and represented as a score out of 100 (on a 0 to 100 scale). This score is sometimes reported as a figure in brackets next to the category being described, e.g. men 50+ (60).

Optional questions: Questions which councils had an option to include or not.

Percentages: Also referred to as 'detailed results', meaning the proportion of responses, expressed as a percentage.

Sample: The number of completed interviews, e.g. for a council or within a demographic sub-group.

Significantly higher / lower: The result described is significantly higher or lower than the comparison result based on a statistical significance test at the 95% confidence limit. If the result referenced is statistically higher or lower then this will be specifically mentioned, however not all significantly higher or lower results are referenced in summary reporting.

State-wide average: The average result for all participating councils in the State.

Tailored questions: Individual questions tailored by and only reported to the commissioning council.

Weighting: Weighting factors are applied to the sample for each council based on available age and gender proportions from ABS census information to ensure reported results are proportionate to the actual population of the council, rather than the achieved survey sample.

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John Scales
Founder
jsc@jwsresearch.com

Mark Zuker
Managing Director
mz@jwsresearch.com

Katrina Cox
Director of Client Services
kcox@jwsresearch.com





Macedon Ranges Shire Skate and BMX Strategy

June 2023

Draft for Council Review

PLA'CE



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1. Introduction

Introduction

This Skate and BMX Facility Framework is a summary report that looks at existing and future strategic provision of skate and BMX facilities in Macedon Ranges Shire Council from 2024 through to 2040. Specifically, it focuses on a new best practice models of skate facility provision to ensure the Shire has the most appropriate facilities for skate and BMX park users to enjoy over the next 15 years.

Importantly the strategy focuses on the provision of facilities that best meets the unique demographic and physical distribution of population of the Shire which is made up of a range of large towns across a large distance. The resultant implementation plan calls for an equitable distribution of new facilities to replace aging facilities and complement high quality existing facilities so that everyone who skates or rides in the Shire has appropriate opportunities to enjoy their chosen pursuit across the municipality over the next 15 years.

Process

To prepare this strategy the following has been undertaken and makes up the body of this report.

- Discussion on the changing face of skate and BMX participation, review of improvements of construction of skateparks and definition of the range of different types of BMX and skateboarding and the types of facilities required to cater for these various needs.
- Demographics analysis of ABS data, specifically looking at growth and distribution of 5 to 17 year olds over the next 15 years across the municipality.
- Review of current models of skate park provision across Australia to determine what are the current best practice trends to assist in determining the best model for Macedon Ranges.
- Assessment of all of Macedon Ranges existing skate parks and BMX tracks to determine what is currently provided and what gaps or issues there are.
- Review of the broad scale demand participation rates and trends of BMX, scooter and skate use to assess current and future demand, and the likely impact on facilities in Macedon Ranges.
- Benchmarking with other similar councils to see where Macedon Ranges is in comparison with other regional councils with regard to existing skate park provision.
- Review of consultation undertaken with the local community regarding existing skate park use and what future opportunities are most sought after.
- Definition of the best model of skate park provision for Macedon Ranges.
- Determination of the potential best new sites for skate and BMX facilities by assessing a series of possible sites using site selection criteria.
- Outline of key recommendations and next steps to ensure a way forward with skate facility provision including showing possible design solutions at preferred sites.

2. Executive summary

Introduction

The following is a summary of strategic work undertaken by Playce Pty Ltd for Macedon Ranges Shire Council between November 2022 and May 2023 regarding current and future skate and BMX facility provision.

A new model

The model of skatepark provision changes significantly between Councils given significant differences in public transport and access, the distribution of population and the clustering of like services and facilities.

Whilst a traditional regional facility model works in Metropolitan, Country Centres and Suburban Areas, a municipality such as Macedon Ranges should consider a different model due to the distance between higher populated townships, creating access issues for younger cohorts. Both Bass Coast and Mornington Peninsula Shire have looked at a number of district facilities across their townships to service each small population cluster rather than a single centralised facility.

For Macedon Ranges Shire, there is around 15-20min drive between each township and given the limited public transport between towns, it is difficult to expect young people to be able to regularly access a single larger facility in one town over others. Therefore a facility in each town is the most equitable approach. The actual scale of these facilities then should respond to the current and estimated future population of each town. As such larger and growing towns would require a larger facility to accommodate greater use accordingly.

Demographics

There will be significant population increases in towns throughout the Shire, particularly Gisborne, Kyneton, Romsey, Riddells Creek and Lancefield. The existing facilities in these towns vary in condition and scale, and these growth areas are key to focus on for future skatepark and BMX provision.

Existing Provision

All of Macedon Ranges existing skateparks and BMX facilities were assessed and are in varied condition. Lancefield has the a large new facility, however other larger towns such as Kyneton and Romsey have smaller, older parks that are reaching the end of their life span and require replacement. Many of the BMX facilities have also fallen into disrepair, becoming overgrown and potentially hazardous to use.

Broad Scale Demand

The ABS Children's Participation in Selected Physical Recreation Activities report 2012 data shows the participation of both bike riding and skate wheeled sports (skateboarding, scootering and rollerblading) across Australia are significantly higher when assessed against popular organised sports for both boys and girls. This confirms the broader growing popularity of these activities including both skate and BMX racing being Olympic sports.

Benchmarking with other similar councils

Six other similar municipalities were benchmarked against Macedon Ranges regarding skate provision. Macedon Ranges, when compared against all of the other municipalities, actually has one of the highest provisions of skate parks per capita compared to other councils sampled, however many of the existing facilities have significant issues that require consideration moving forward to ensure Macedon Ranges has high quality facilities to cater for current and future demand.

Consultation outcomes

Consultation was undertaken through an online survey, skatepark drop-in sessions, and school consultations, with over 200 people engaging in the consultation process. Participants were asked questions about the existing facility provision, and what skate elements and amenities they would like to see in future facilities. Lancefield Skatepark was popular, showing the appreciation and need for up to date facilities. For skate provision, transition elements, and pump tracks were the highest voted elements, with drinking fountains, toilets, shade and social spaces also proving popular with survey participants.

Suggested Macedon Ranges Model

It is recommended that developing skate and BMX facilities in townships throughout the shire is adopted for Macedon Ranges, with facility sizes ranging from local / spot size facilities (up to approx. 600m²), to district size facilities (up to approx. 1500m²) depending on the size and expected population growth of the township over the next 15+ years.

Additional active elements, such as pump tracks, ball courts, and parkour could be considered in some locations to complement the skate activity, and create active spaces for a wider range of users.

Given the popularity of mountain bike trails in Macedon Ranges Shire, Playce suggest that Council should advocate with land managers (Parks Victoria and DECCA) where mountain biking currently occurs for provision of this sport.

Executive summary (continued)

Locations

Alternate sites were assessed for the re-development of some of the skate and BMX facilities in the shire. Many of the existing locations were deemed suitable, with opportunities for expanding facilities, and further integrating them into the sites. A new location is suggested for Gisborne Skatepark along Robertson Street, with good space, surveillance opportunities, and a potential link to the nearby playspace in Jacksons Creek Reserve.

Recommendations

Short Term: 2024 - 2029

- Detail design, documentation, and construction of local level skatepark in Romsey, as developed by Baseplate.
- Site feasibility study for district level skatepark / active recreation space in Gisborne.
- Consultation, detail design, documentation, and construction of district level skatepark / active recreation space in Kyneton.
- Consultation, detail design, and documentation for local level skatepark in Riddells Creek.
- Consultation, detail design, and documentation for local level skatepark in Woodend.

Medium Term: 2030 - 2035

- Consultation, detail design, documentation, and construction of local level pump track in New Gisborne.
- Construction of local level skatepark in Riddells Creek.
- Construction of local level skatepark in Woodend.
- Consultation, detail design, documentation, and construction of district level skatepark / active recreation space in Gisborne.

Long Term: 2036 - 2040

- Consultation, detail design, documentation, and construction of district level BMX track in Kyneton.
- Consultation, detail design, documentation, and construction of local level pump track in Lancefield.

- Consultation, detail design, documentation, and construction of spot / local levels skate facility in Macedon.

Additional Facility Considerations

- Council to advocate with land managers (Parks Victoria and DECCA) where mountain biking currently occurs for provision of this sport.
- Consider development of skate spots as part of housing developments in the Shire. Smaller, more informal skate elements to complement or integrate in to other active spaces.

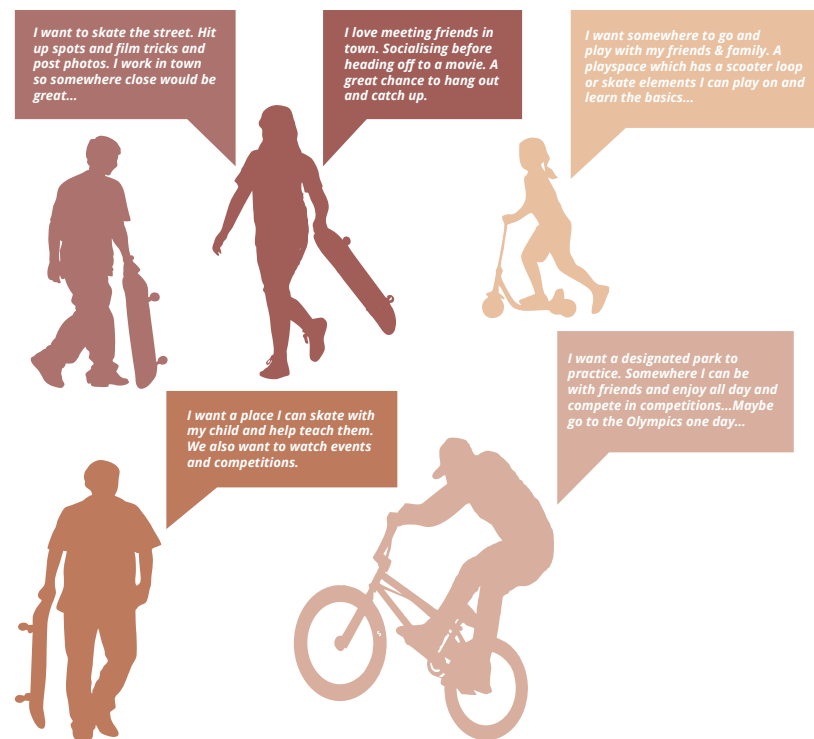


A range of users and a range of needs

When discussing skateboarding and BMX facility provision, it is important to acknowledge that there is no single model that meets everyone's needs. People ride and skate for different reasons, using different terrain and at different levels of expertise.

For some it's a form of transport, to others they have a passion for transition and bowls. For others again it is being able to skate at appropriate urban spaces in the street while others want to train for competition such as the Olympics. For younger children, skate and scootering may form part of a broader play experience.

The sports themselves are continually evolving as are the spaces that are used to accommodate them. Some skate spaces remain relevant forever whilst others are cutting edge and fun but remain relevant for only a short time.



PLA'CE Macedon Ranges Shire Skate and BMX Strategy

Design and construction improvements

One of the big issues with skatepark provision is that there is a perception of set and forget. It appears that due to the nature of skateparks being constructed out of concrete that they need little maintenance and should remain relevant for 15+ years. Due to the relative young age of the skatepark design and construction industry, the methods of construction and quality of design however continues to evolve and improve. Today's new parks are generally designed and built to a much higher quality.

Therefore, some facilities considered high quality 10 years ago could now be considered antiquated or in poor condition. This is important as many Councils have existing skateparks that are now aging and either are in poor condition or no longer meeting current functional trends. Councils though in many instances may not be aware of these issues due to the informal use of these facilities (no structured clubs or onsite management providing feedback). Skaters and BMX riders will still use a facility even if it is in poor condition or have design issues, simply as there are no alternatives.

Outwardly skateparks are then being assessed as still usable and in good condition but this is not always the actual case and users are coping with these condition and functional issues, rather than enjoying high quality skate spaces that meet current best practice standards. Therefore existing skateparks need to be assessed by professionally qualified specialist skatepark design experts against current best practice in design and construction so Councils are aware of the condition, function and long term viability of their skateparks moving forward.

Any new model needs to consider that all skateparks require ongoing maintenance and regular repairs and in some instances over time, full replacement. Councils as part of any new skatepark project should include the need to provide an asset management plan with defined maintenance standards, and plans for their long term replacement at the end of their lifespan.



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Creating a model that meets everyone’s needs

It is important to look at the various users and determine a model that best caters appropriately for as many users as possible. Importantly the model needs to be flexible and diverse like the users that engage in these pursuits. Unlike many sporting pursuits, where there are set court dimensions and rules, skateboarding, scootering and freestyle BMX, have no specific set facility type; it is rather the difference in spaces that provides the diversity and interest in use.

There are also so many different types of activity that one single space or model simply does not cater appropriately for everyone’s needs. Street skaters in particular, rarely use skateparks, preferring to find spots in the urban realm to hit up and enjoy. Bowl skaters however will organize road trips and travel 100s of kilometres just to session a new bowl. Vert skaters and riders require large steep ramps to undertake their chosen pursuit, whilst BMX freestyle riders seek out box jumps, spines and other big transition areas in purpose built concrete or dirt parks. It is therefore critical to start to understand the various styles of skateboarding, scootering and BMX and these are summarized on the following pages.

Transition skateboarding / riding

Transition skateboarding is essentially riding curved bowls and pools or part thereof. Generally the transition or curved surfaces are usually bowls which are essentially a re-creation of the empty pools utilized in California in the 1970s.

Popular over the world, these facilities can come in all shapes and sizes, and include single bowls, snake runs & combination bowls. Generally each bowl is unique and riders will travel to enjoy the unique character of each bowl, particularly those more complex or deep. Whilst usable and enjoyed by both skateboarders and BMX, bowls can be designed to provide greater value for either group such as including spines, street spines etc for greater BMX use.



PLACE Macedon Ranges Shire Skate and BMX Strategy

‘Park’ skateboarding / riding

Often confused with street or plaza skating, park style skateboarding is utilising contrived elements that were created to replicate urban elements utilized in the street by riders and skateboarders.

Mainly to give these users a safe place to skate, they were first created in the late 1990s and are still popular today. Elements created over this time have now become standard features found in many skateparks. These include fun boxes, ledges, spines, banks, quarter pipes, jump boxes and hips. They can also include more street focused elements such as rails and ledges and stairs.

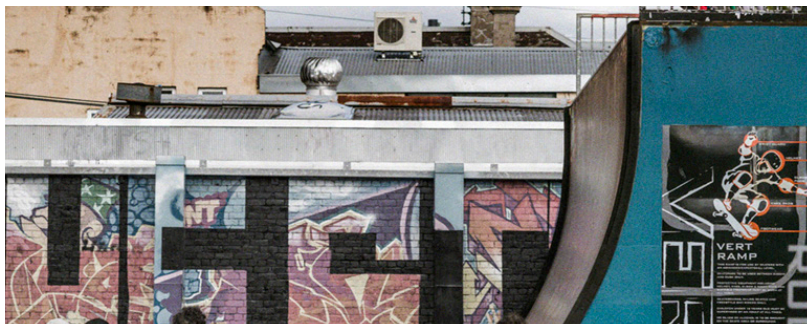
They can be used for both BMX and skate and most skatepark street courses are essentially a collection of park style elements. The Olympic skateboarding events are held on a park style course.



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Vert skateboarding / riding

Vert skateboarding and BMX is all about using large ramps (generally 3m+ in height with at least 30cm vertical face at tops of ramp) for doing vertical tricks. Popular in the 2000s and a mainstay for events such as X Games, the broader interest and number of ramps appears to be waning. They are mainly constructed from steel with steel/composite (skatelite) riding surface.



Plaza skateboarding / riding

The final main form of skateboarding and riding is called plaza or street. This is generally simply utilising the existing street and finding spots or elements to skate or ride. Generally urban spots such as an open plaza, set of stairs or seating are favored spaces. As there has been significant angst by the broader community with skaters utilising spots that impact on others, plaza and street spots are now being created in urban centres around the world that allow skate to occur freely. Importantly these spaces use urban materials and layouts and generally do not include park style elements that are contained at skateparks.



PLACE Macedon Ranges Shire Skate and BMX Strategy

Scooter loops

Scooter loops are low level flowing tracks, with rolled “pump bump” features, and banked corner “berms”, designed for younger wheeled sports users. The rollers and berms help the users regulate their speed around the track, and learning to “pump” the smaller elements prepares users for riding larger tracks. The tracks will generally be a simple loop, with minimal options for gaps / transfers. Scooter loops are often integrated into playspaces, due to their low level and accessibility for a range of users. The tracks are usually concrete or asphalt to provide a smooth surface for smaller wheels, and can be ridden by scooters, skateboards, and bikes of all sizes.



BMX tracks

BMX Tracks are generally large, dedicated facilities with start ramps, gravel / dirt jumps / rollers, and larger asphalt berms. These facilities are suitable for BMX's and bikes with larger wheels, as the tracks are generally unsealed.



Pump tracks

Pump tracks have many similar elements to scooter loops, however are larger, and can be ridden at greater speeds by more experienced riders. The tracks may have the opportunity to be ridden in different configurations, with lines that cross over, or transfers between berms / rollers. This can make the tracks more interesting to ride for more experienced users, whilst still being accessible for learners.

The nature of pump tracks encourages users to “pump” to generate speed, so users can go at their own pace, building up technique to go faster. Pump Tracks are often “raceable”, with users undertaking time-trial style races against each other. The surfacing of pump tracks is usually asphalt or concrete to maximise the number of users, from skateboards to mountain bikes.



PLACE Macedon Ranges Shire Skate and BMX Strategy

Skateboarding at the Olympics

Skateboarding made its Olympic debut at the Tokyo games in 2021. There was a ‘street’ competition for males and females which is based on competitors using a street/plaza course with obstacles found in most skateparks, such as rails, ledges, hubbas, stairs etc. There was also a ‘park’ competition for male and females with a focus on transition skateboarding including large open bowls, hips and curved transitions.

Skateboarding is confirmed for the next Olympics in Paris, with qualifying events already taking place. Given the unstructured nature of skateboarding and its cultural resistance to organized competitions, actually being part of the Olympics at this time signifies an important step in its evolution as a sport.

Many skateboarders enjoy skateboarding more as a recreation pursuit and being with friends and don't see it as a sport. This will always be a critical part of the culture and history of skateboarding and should always be promoted and fostered when considering places and spaces for skate activity. There is however now also a pathway to high level competition for those that want to pursue this more specific sporting side of skateboarding.

Skateparks, whilst providing for that informal recreation enjoyment are now therefore potentially also a venue to practice and train in readiness for major events such as the Olympics. Councils and other providers of public recreation and sporting spaces need to acknowledge that the provision of new skate facilities need to be of a high standard and consider these competition requirements, much like more traditional sports.

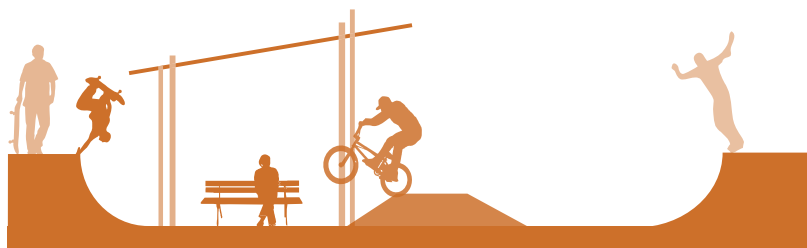


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4. Strategic Approach

As outlined previously, people skate and ride for so many different reasons and the traditional hierarchical skatepark model has created some significant issues. To overcome this and provide direction for the successful future of skatepark provision, the following new approach is suggested that focuses on two key options.

Skate Specific



Designated single purpose facility to allow for all designated skate/BMX and scooter requirements.

- Sporting facility focus on larger regional spaces in central locations that can be complemented with the multipurpose and skateable spaces.
- Contrived skate elements such as transition, bowls, street and park style components.
- May also include some plaza and vert options.
- Designed for those interested in using a space for a longer time to practice and socialise.
- Opportunities for those wanting to train for Olympics and participate and watch events and competitions.
- Caters for all ages including young children learning as well as older skaters and riders.
- Truly intergenerational as given skateparks first rose to prominence in the 1980s, there are now generations of skaters and riders that still participate.
- Provides central open major facility to allow progression of all sports from beginner to advanced. Allows for high end training, participating in events and competitions. Is large, open and can be activated regularly.
- Becomes the central major skatepark for entire communities and a destination sporting facility for both locals and visitors accordingly.
- Needs to be in a central easily accessible location. Whilst an urban space is an option, it can easily be accommodated in parkland context. Space needs to be large enough to cater for facility and associated ancillary requirements such as parking, toilets etc...

Multipurpose



Multipurpose space to allow for a range of recreation and play activities to occur including skate/BMX.

- Skate component could be quite small (200-300 sq.m) as part of larger space.
- Skate elements form part of larger recreation hub. Could include scooter loop, ledges & rails or mini ramp element.
- Caters for beginner skaters, scooterers and riders. More of family experience as part of broader play experience for tweens and younger children. Also local residents that want to have short stay skate opportunity without traveling large distances to go to district facility.
- Caters for all ages of residents who live locally but focuses more on young children and their families, older tweens and young adults as part of a larger recreation/play precinct.
- Allows for localised skate provision at a small scale for local residents and younger children without need to travel to large facility.
- Essentially provides tween play to complement other recreation and play options such as ball courts, parkour or fitness. Allows for teens and young adults living in suburbs to also enjoy skate informally as part of larger precinct.
- Needs to be aligned with other play and recreation spaces such as a playground and/or ball courts in a public neighbourhood park or space.
- Can be urban but important that it is close to residential areas for ease of access and use.

5. Confirming Demand

Introduction

Given that skateboarding, BMX and scooting are undertaken by most participants as informal unstructured recreation, it is difficult to quantify participation unlike organised sports which have clubs and members to determine use and popularity. In recognition of this the ABS undertakes a three yearly survey/research that includes data on children's participation in bike riding, skateboarding, rollerblading and scooting. This information is invaluable as it highlights the significant popularity of these activities, particularly compared against traditional popular organised sports and activities. This is summarised in the table below.

Participation comparison

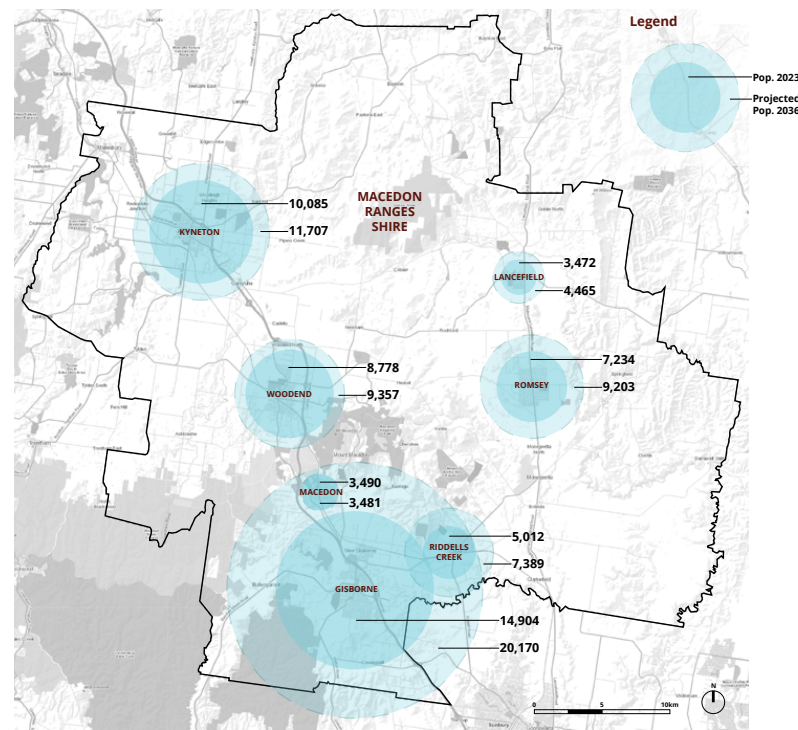
The following table shows how significant the popularity of both bike riding and skate wheeled sports (skateboarding, scooting and rollerblading) are across Australia when compared to the most popular organised sports for both boys (soccer, swimming and AFL) and girls (dancing, swimming, netball). Importantly these figures pick up all bike riding and do not distinguish BMX from other bike usage. The figure for the skate wheeled sports is also general and does not break numbers down into detail for each sport. Given the current popularity with young children for scooters for informal play and transport, this will no doubt have contributed to the high participation data.

Given that the numbers for both bike riding and skate wheeled sports have grown, they represent a significant level that needs acknowledgment when considering both current and future provision of skate and BMX spaces for Macedon Ranges. As a minimum based on these numbers, provision for spaces to participate should be a priority for the Council to ensure this existing and steady demand is catered for appropriately.

	2006		2009		2012	
	number '000	participation rate %	number '000	participation rate %	number '000	participation rate %
MALES						
Bike riding	1003	73.4	922.5	66.1	999.8	69.9
Skateboarding or rollerblading or scooting	780.4	55.9	857.8	60
Soccer (outdoor)	268.5	19.6	277.8	19.9	309.7	21.7
Swimming/Diving	225.7	16.5	240.1	17.2	235.2	16.5
Australian Rules football	188.5	13.8	223.7	16	212.7	14.9
FEMALES						
Bike riding	803.2	61.9	721.1	54.4	770.6	56.8
Skateboarding or rollerblading or scooting	562.2	42.4	640	47.2
Dancing	300.1	23.1	348.5	26.3	367.4	27.1
Swimming/Diving	236.8	18.2	262.8	19.8	256.9	18.9
Netball	224.1	17.3	225	17	220.4	16.2

Table: Children's Participation in Selected Physical Recreation Activities compared with top three organised sports, by sex - 2006, 2009 and 2012 (ABS 2012)

Map of projected population growth



Area	Population 2023	Projected Population 2036	Suggested scale of the facility
Gisborne	14,904	20,170	Large District Facility
Kyneton	10,085	11,707	Large District Facility
Woodend	8,778	9,357	Sub-District Facility
Romsey	7,234	9,203	Sub-District Facility
Riddells Creek	5,012	7,389	Sub-District Facility
Lancefield	3,472	4,465	Local Facility
Smaller townships such as Macedon, Malmesbury, Tylden, Darraweit Guim, Bolinda, etc.	-	-	Sport/Local Facilities subject to demand, potentially incorporated into other township developments

Source: Population and household forecasts, 2021 to 2036, prepared by .id (informed decisions), January 2023. Link

6. Community Engagement

Assessment Criteria

The following pages outline the result of the consultation undertaken for the Macedon Ranges Skate & BMX Strategy. Working with the Macedon Ranges Shire Council, Playce conducted face-to-face consultations and an online survey to gather feedback and comments from the community.

It is very important to understand what people like and dislike, what issues and challenges they face, and also collect stories and valuable local knowledge from the residents. The results from these consultations will be used as the foundation for developing the strategy for skate and BMX facilities in Macedon Ranges Shire.

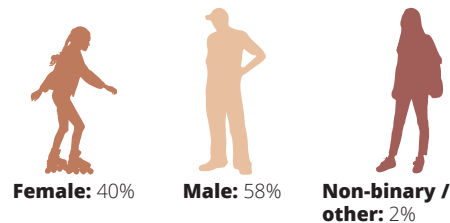
A unique opportunity exists within the region. There are several skateparks that need upgrading which allows for a varied terrain offering for the community. As the survey highlights, there is a diverse range of user groups. There is a varied opinion of things they would like to be considered in the proposed facilities. The aim will be to ensure the communities wants and expectations are met across the proposed new spaces

Consultation Sessions

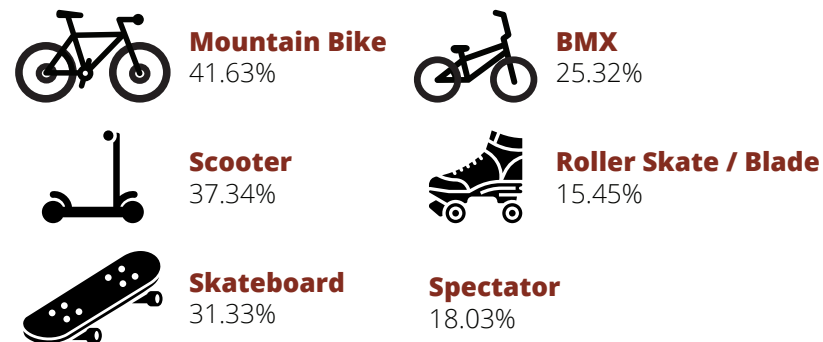
- 3** Skatepark Consultations
- 2** School Consultations
- 248** Online Surveys Completed

Results

Who are we?

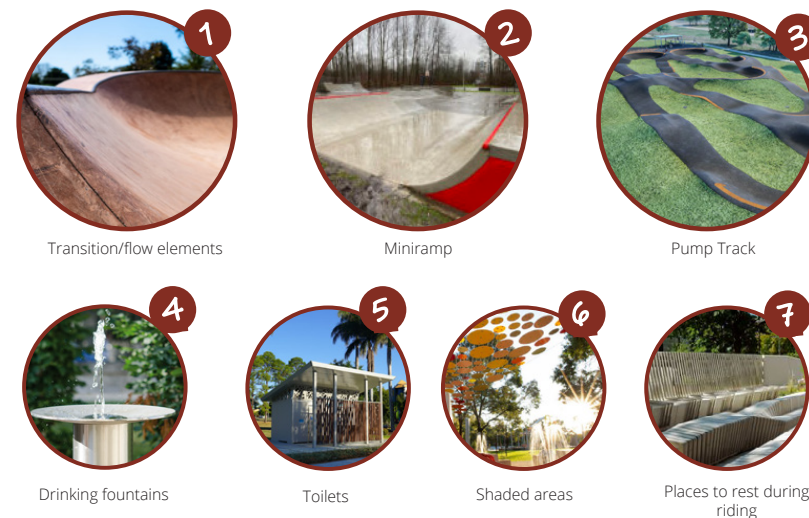


What we do?



Overview of feedback in order of importance

Survey respondents were asked to rate the desirability of different components for the future development of wheeled sports facilities, the most important items are listed below:



Community Engagement Summary

From the face-to-face community consultations and 4 weeks of the online survey, there were more than 200 participants engaged in the consultation process. Ideas and thoughts were collected from the community and a number of key needs and wants were identified. The following consultations were held:

- Wednesday 15th March - Drop-in Session at Romsey Skatepark
- Saturday 18th March - Drop-in Session at Kyneton Skatepark
- Wednesday 22nd March - Drop-in Session at Woodend Skatepark
- Thursday 30th March - School Consultation Session at Braemar College
- Thursday 30th March - School Consultation at Gisborne Secondary College
- Thursday 2nd March - Thursday 30th March - Online Survey

There was a large range of ages and user groups as per the data and community members were passionate and engaged. The gender split of 40% female to 58% male (2% were non-binary or other). The majority of participants were local to Macedon Ranges.

Most of the participants visit the various skateparks and BMX tracks on a weekly or monthly basis. Lancefield was the most popular skatepark with 55% of those surveyed rated it as fantastic. Locality was a strong factor for usage with Woodend and Lancefield being equally used despite 45% of those surveyed rating Woodend as poor.

Overall, there was strong interest across the board in upgrading the skate and BMX facilities in the Macedon Ranges and ensuring more social and active play spaces with shade and amenities.

Within the skate and BMX section, most voted elements are:

- Transition and flow elements
- Mini ramp
- Pump track

Other facilities important to the community are:

- Drinking fountains
- Toilets
- Shaded areas
- Places to rest and hang out in between riding

We have heard throughout the consultations that intermediate and beginner areas are important, and there is a need for pump tracks.

Ensuring that the spaces are welcoming, have visibility and safety and cater to a range of skill levels is also important. Safety concerns from users and parents regarding Romsey skatepark were raised by several consultation participants.

The Kyneton skatepark was raised as a safety concern as the metal ramps become hot and are not meeting flush with the concrete surface, causing a hazard.

Lancefield was universally liked and mentioned as a potential design direction. In the skatepark section, the most preferred style among participants is a transition and flow style park, suitable for beginner and intermediate riders. The direction was for a combination of street and transition elements that flow and link up.

Overall, it is a great outcome. The community embraced some ideas, and see it as an opportunity for a space that can be enjoyed by all residents of the Macedon Ranges.

There were leading trends for the upgrade of pump tracks, the upgrade of skateparks, and inclusion of social and active play; there was also a strong emphasis on a space with shade structures, providing outdoor social and hangout spaces.



Lighting

45% of survey respondents rated lighting as very important. This was not one of the top 7 highest rated components for inclusion in the future development of facilities in the shire, however, lighting is a key consideration for skatepark provision.

The inclusion of sports level lighting will increase a skateparks usable hours, especially during Autumn / Winter months when the sun sets earlier. This is particularly important for older skatepark users who are restricted to using the facilities after work hours.

Lighting can also help reduce risk, as some users will attempt to ride un-lit skateparks in low light, which can be dangerous.

Due to the relatively high fixed cost of lighting, it is not always included, especially in smaller skateparks where the cost of lighting is proportionally high in comparison to the skatepark footprint and cost. When given the choice, skatepark users often prefer the installation of a larger skatepark initially, with the potential for adding lighting as a second phase.

With this in mind, lighting would generally be included in the development of larger scale facilities, district level and above, with the opportunity to add lighting to smaller facilities as a second phase after monitoring use / requests from users.

The strategy suggests lighting two of the skate facilities, Gisborne and Kyneton. These are the proposed district level facilities, and the town's locations provide access to a lit facility for users from the south and north of the Shire.



PLACE Macedon Ranges Shire Skate and BMX Strategy

Mountain Bike Trails

42% of survey respondents ride mountain bikes, and 45% rated mountain bike trails as very important for inclusion in the development of wheeled sports facilities in Macedon Ranges Shire.

The development of mountain bike trails is quite different from other wheeled sports facilities such as skateparks and pump tracks, as there is a requirement for specific terrain, and the scale of the facilities can be very large.

Due to the popularity of mountain bike trails in the Macedon Ranges Shire, there should be consideration for development of these facilities. Due to the land required, Council should advocate with land managers (Parks Victoria and DECCA) where mountain biking currently occurs for provision of this sport.



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Pop-Up Skateparks

Pop-up skate facilities are generally comprised of portable steel or skatelite ramps and obstacles, that can be set-out on an existing asphalt or concrete slab. These facilities can be set-up for local community events, or provide a temporary skatepark in towns that do not have a dedicated facility.

The features of pop-up skateparks are generally smaller, modular obstacles, allowing them to be transported easily. This can limit the function of the obstacles, catering for less experienced riders, and not providing the range of obstacles and opportunity for progression desired by more experienced users.

Requirement for storage, transport, and supervision are also considerations for pop-up skateparks. A list of pros and cons for pop-up skate facilities are as follows:

Pros:

- Provides temporary skate solution, that can be used to gauge interest and potential for development of dedicated skate facility in a town.
- Opportunity to change obstacle layout and location, can be adjusted to suit space available to set-up.
- Can be quickly set-up and relocated for community events, suitable for location alongside food trucks, markets, and other activities.
- Can help engage conversation / potential to dispel concerns around skate facilities being installed in a town.

Cons:

- Generally smaller / linear obstacles with limited opportunity for progression.
- Requirement for existing open asphalt or concrete slab area to set-up. May affect use of existing infrastructure (car park etc)
- Requirement for storage of ramps when not in use, and transport for relocation.
- Less durable than a concrete skatepark and require more frequent maintenance.
- Require set-up / management by Council team or contractor.
- Temporary, do not provide a dedicated skate facility for a town.

Whilst it is not recommended that pop-up skateparks are considered as a long term solution for skatepark provision, if there is infrastructure in place to facilitate these pop-up facilities they could be considered for smaller townships that do not have the population to service a permanent facility, or as a temporary option, and way to gauge interest for a skatepark in a town prior to the installation of a dedicated skate facility.



7. Existing Skate Facility Reviews

Introduction

Representatives from Playce visited the 10 existing skate facilities in Macedon Ranges Shire in November 2022.

Assessments of the skate facilities have been rated using three criteria; Condition, Function and Amenities. These criteria are then combined to give an overall ranking of each facility. The function and condition of a facility are closely linked, if the condition of a facility is poor, then the function is impacted. Alternatively, a facility can be in great condition, but the flow, layout and arrangement of obstacles can be poor and unsuitable for the user's needs.

Skate Facility Rating System

Condition

E (1) – Excellent – This park is a recently built facility with high quality finishes and is showing no real signs of wear and tear. It should have a life span of approximately 20 years if maintained regularly.

G (2) – Good – The facility is likely a few years old and is starting to show some wear, however with regular maintenance and minor repairs it is expected to have a lifespan of at least 15 years.

F (3) – Fair – This is generally an older facility (8-10+ years) that is showing its age or a newer park that wasn't built to current best practice standards. It has visible issues with surfaces and other elements. It should still have a lifespan of 10 years although repairs and maintenance should be a priority. Funding consideration should be made for replacement/ major repairs.

P (4) – Poor – Once again, these are primarily older facilities (15+ years) or are new parks that are not built to current best practice standards and are deteriorating quickly. These parks are showing significant issues with their condition and have an expected lifespan of 5 years or less. Whilst repairs will provide some assistance to the longevity to the park, many issues are widespread. These parks should have regular maintenance to ensure risks are minimized and a plan should be in place to look at major repairs or full replacement.

H (5) – Hazard – Facility is unsafe due to structural failure, poor design or extreme surface degradation and requires immediate action or closure.

Function

E (1) – Excellent – Layout and variety of obstacles suitable for intended use.

G (2) – Good – Layout and variety of obstacles generally suitable, however adjustments/improvements could be made.

F (3) – Fair – Layout and variety of obstacles adequate, however improvements are necessary.

P (4) – Poor – General issues with layout and variety of obstacles, major improvements required.

H (5) – Hazard – Obstacles dangerous or arranged in unsafe layout that could result in injury.

Amenities

Amenities are also rated from Excellent to Hazard, based on the inclusion of bins, seating, shade, drinking fountains etc... and the suitability of their location in relation to the skate facility.

Assessment Criteria

The overall facility rating system used for each site was as follows:

E (1) – Excellent – A recently built facility with high quality finishes showing no real signs of wear and tear. It should have a lifespan of approximately 20 years if maintained regularly. The layout of the facility, variety of obstacles and amenities are suitable for intended use.

G (2) – Good – The facility is likely a few years old and is starting to show some wear, however with regular maintenance and minor repairs it is expected to have a lifespan of at least 15 years. Layout and variety of obstacles and amenities generally suitable, however adjustments/improvements could be made.

F (3) – Fair – This is generally an older facility (8-10+ years) that is showing its age or a newer park that wasn't built to current best practice standards. It has visible issues with surfaces and other elements. It should still have a lifespan of 10 years although repairs and maintenance should be a priority. Funding consideration should be made for replacement/ major repairs. Layout and variety of obstacles and amenities adequate, however improvements are necessary.

P (4) – Poor – Primarily older facilities (15+ years) or newer parks that are not built to current best practice standards and are deteriorating quickly. These parks are showing significant issues with their condition and have an expected lifespan of 5 years or less. Whilst repairs will provide some assistance to the longevity to the park, many issues are widespread. These parks should have regular maintenance to ensure risks are minimized and a plan should be in place to look at major repairs or full replacement. General issues with layout and variety of obstacles and amenities, major improvements required.

H (5) – Hazard – Facility is unsafe due to structural failure, poor design or extreme surface degradation and requires immediate action or closure. Obstacles and amenities are dangerous or arranged in unsafe layout that could result in injury.

Individual reviews of each facility have been completed, and a facility assessment table outlining further information and amenities for the sites has also been generated.

Existing Skate Facility Reviews

Facility Hierarchy

A hierarchy rating for each facility has been included in the facility assessment table based on the following definitions:

Spot (Generally under 200m²)

Primary catchment area usually within walking distance of most users. Spot facility locations are not considered suitable for larger facilities as they are generally provided in residential settings and have limited or constrained function for multiple activities and events. These sites provide for active recreation opportunities. Generally single focus (street elements, ramp), as part of broader recreation precinct. Focus on intermediate/beginner but still usable by more advanced users.

Local (Approx. 200-600m²)

Primary catchment area of single local government areas or multiple suburb areas, approx. 15min travel time to access. Provides a mix of recreational, competitive and program formats of participation. Generally services the needs of local communities for training activities and for participation programs. Generally single focus (street elements, ramp), as part of broader recreation precinct. Focus on intermediate/beginner but still usable by more advanced users.

District (Approx. 600-1500m²)

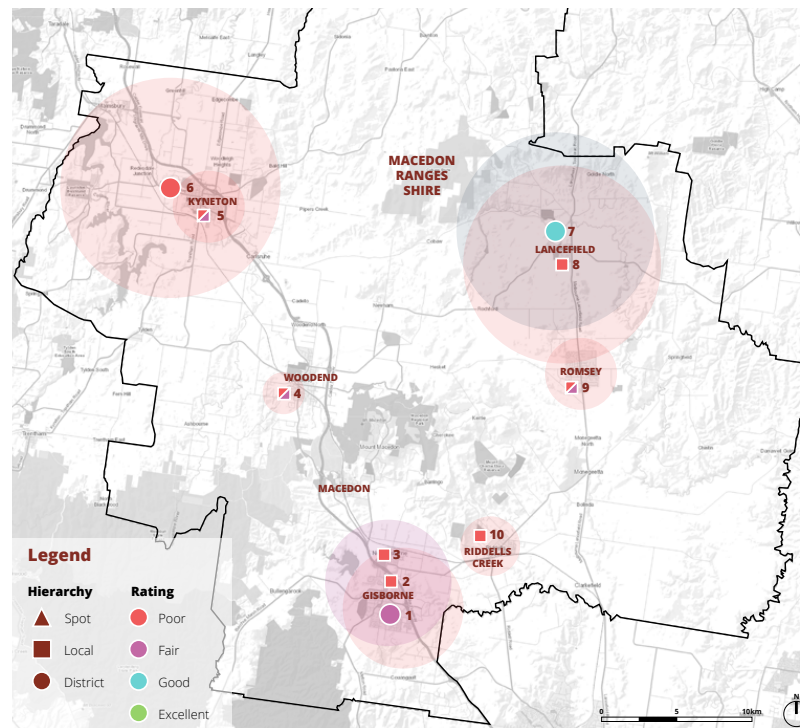
Primary catchment area includes large local government areas, but often covers various Councils due to the nature of the competition or sport, approx. 30min travel time to access. District facilities service a local catchment to provide a mix of recreational, competitive and program formats of participation. Either single user focus (bowl, or street components) or mix thereof. Can be used by users from beginner through to advanced level.

Regional (Over 1500m², or significant components such as iconic bowl)

Primary catchment of local users with extended catchment across multiple local council areas, primarily for competition and events. Provides for high level competition and training, and/or a broad range of sport and active recreation opportunities for a large number of participants across local and regional geographic catchments, generally beyond a single local council area. Regional facilities are best provided at high profile sites in accessible locations with links to transport nodes and/or commercial / community centres and services. All user types (street, park, bowl, vert etc).

It should be noted that whilst some facilities may fit the size of a specified hierarchy, they don't always provide the function of that hierarchy. An example of this could be a skatepark with the footprint of a district facility, however it's limited features and function see it rated as a local facility.

Map of existing facilities



Facility	Name	Size	Type	Rating	Hierarchy
1	Gisborne Skatepark	630m ²	Skate	Fair	District
2	Gisborne Bike Track	300m ²	Bike Track	Poor	Local
3	New Gisborne Bike Track	N/A	Bike Track	Poor	Local
4	Woodend Skatepark	210m ²	Skate	Poor / Fair	Local
5	Kyneton Skatepark	360m ²	Skate	Poor / Fair	Local
6	Kyneton Bike Track	1550m ²	Bike Track	Poor	District
7	Lancefield Skatepark	990m ²	Skate	Good	District
8	Lancefield Bike Track	600m ²	Bike Track	Poor	Local
9	Romsey Skatepark	360m ²	Skate	Poor / Fair	Local
10	Riddells Creek Skatepark	300m ²	Skate	Poor	Local

Existing Skate Facility Reviews

Gisborne Skatepark

Overview

Construction Year: Approx. 2001

Footprint: Approx. 630m²

Model: Skate specific

Skate Style: Street/park

Amenities: Bin x3, bench x2, picnic table x2, shelter x1, signage x1, concrete access path.

Features:

1/4 pipes, flat banks, flat bank hips, fun box with flat bank hips, bank to bank gap, hubba ledge & rail, grind block, flat rail, handrail / flyout rail, stair set, and flat bank to block.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	F (3)	F (3)	F (3)	F (3)

The concrete surfacing of the skatepark is in a fair condition for the age of the facility. There are gaps / chips appearing at joints, and around some steelwork elements that could cause hazards for riders with smaller wheels.

The earthwork mounding around the park has been eroded, exposing the underside of ramps in some areas, and allowing debris to fall on to the skate surface in others. Informal access tracks to the facility have formed from the car park to the west, with further erosion / tracks around the shelter.

The facility caters for street and park style riders. The layout and some of the features in the park are slightly dated, however the obstacles are well spaced and usable.

Amenities on site are fair, with plenty of seating and bins available, however some of the amenities are not easily accessed, and require crossing the skatepark or use of the informal access paths to reach them.

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Skatepark overview facing north.



Sheltered seating area.



Skatepark overview facing south.

Recommendation

Interim Recommendations

- Monitor cracks and damage to surfaces throughout facility, repair as required. Consider re-instatement of eroded earthwork areas, and formalise access tracks as required.

Strategic Recommendations

- Undertake site feasibility study to determine location for development of new district facility. Undertake consultation, design, documentation, and construction of new district facility including skatepark, pump track, and other active youth spaces at the preferred site location (subject to outcome of site feasibility study), as per the implementation plan.

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Existing Skate Facility Reviews

Gisborne Bike Track

Overview

Construction Year: Approx. 2018

Footprint: Approx. 300m²

Model: Bike specific

Skate Style: Bike track

Amenities: Signage x1, the pump track is linked to the skatepark so shares some amenities from the previous page, however there are limited amenities dedicated to the pump track.

Features:

Earthwork / gravel track with pump bumps / rollers and berms.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	H (4)	P (4)	P-F (4-3)	P (4)

The bike track is in a generally poor condition with erosion occurring at the bases of the berms, pump bumps, and general earthwork mounding. Whilst more experienced riders may be fine navigating around these issues, they could cause inexperienced riders to fall. Larger rocks are being exposed from erosion, which could also cause issues if left unaddressed.

The layout of the track includes an informal starting ramp connecting to the skatepark, a series of low pump bumps / rollers, a berm and a series of higher pump bumps / rollers. The proportions of the rollers / berms appear to be inconsistent, and inexperienced riders may struggle to safely regulate speed.

The unsealed gravel / earthwork finish of the track makes it suitable only for riders with larger wheels (BMX, mountain bikes etc), and the track is not suitable for scooter or skateboard riders.



Pump bumps / rollers.



Pump track connection to skatepark.



Eroded berm.

Recommendation

Interim Recommendations

- Reshape gravel / earthwork features to create a more consistent flowing track, remove any larger debris, address drainage / ponding issues through landscaping where possible.

Strategic Recommendations

- Undertake site feasibility study to determine location for development of new district facility. Undertake consultation, design, documentation, and construction of new district facility including skatepark, pump track, and other active youth spaces at the preferred site location (subject to outcome of site feasibility study), as per the implementation plan.

Existing Skate Facility Reviews

New Gisborne Bike Track

Overview

Construction Year: TBC

Footprint: Undefined

Model: Bike specific

Skate Style: Bike track

Amenities: Signage x1.

Features:

At the time of assessment the bike track was very overgrown, and no features were assessable.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	H (5)	H (5)	P (4)	H (5)

At the time of assessment the bike track was very overgrown, the only identifiable feature was the signage.

The track is located to the east of Ross Watt Reserve, and there is no formalised access path or amenities for the track. The current site location has accessibility issues, and is close to nearby residential properties.

Mounding for berms / rollers for the track were visible, however appeared to be delapidated to the point they would be hazardous to use. The overgrowth of the track also reduced visibility of any hazards that may be present, creating further danger if used.



Overgrown BMX Track signage.



Overgrown BMX Track mounds.



Overgrown site.

Recommendation

Interim Recommendations

- Cut overgrown grass / foliage in the reserve, reshape gravel / earthwork features to create a more consistent flowing track, remove any larger rocks / debris, address drainage / ponding issues through landscaping where possible.

Strategic Recommendations

- Upon completion and endorsement of the Ross Watt Reserve Masterplan, undertake consultation, design, documentation, and construction of a local level pump track, as per the implementation plan.

Existing Skate Facility Reviews

Woodend Skatepark

Overview

Construction Year: Approx. 1999

Footprint: Approx. 210m²

Model: Skate specific

Skate Style: Street

Amenities: Bin x1, bench x1, signage x1, nearby car park however no accessible path to skatepark.

Features:

1/4 pipe, flat bank hip, grind block, euro gap, handrail, flat bank, hubba / flyout ledge.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	P (4)	P-F (4-3)	P (4)	P (4)

There are gaps / chips appearing at joints, and around some steelwork elements that could cause hazards for riders with smaller wheels. Gaps present at the joints around the top of banked elements may become particularly hazardous.

The earthwork mounding around the park has been eroded, exposing the underside of ramps in some areas, and allowing debris to fall on to the skate surface in others. There are particular issues at the bases of the ramps, where debris could cause riders to fall.

The features of the park are usable, however the proportions and spacing of some elements feels dated, and provide limited flow.

No shelter is provided for the skate area, however there are trees to the north and west of the facility that may provide shade at certain hours of the day.



Skatepark facing North.



Erosion of earthworks around skatepark.



Cracking / surface damage at joints.

Recommendation

Interim Recommendations

- Address issues with erosion and debris from the earthwork mounding around the skatepark through landscape re-modelling, repair key cracks / chips on features that are hazardous.

Strategic Recommendations

- Undertake consultation, design, documentation, and construction of new local facility with skatepark and amenities, in-line with development of Community Centre, as per the implementation plan.

Existing Skate Facility Reviews

Kyneton Skatepark

Overview

Construction Year: Approx. 2001

Footprint: Approx. 360m²

Model: Skate specific

Skate Style: Park

Amenities: Shelter x1, picnic table x2, bench x2, signage x1, bin x1, nearby car park however no accessible path to skatepark.

Features:

A combination of steel & pre-cast concrete features on a concrete slab including: 1/4 pipes, flat banks, spine, jump box / gap with ledge, kerb slider, and grind block / manual pad.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	P-F (4-3)	P-F (4-3)	F (3)	P-F (4-3)

Refer also "Kyneton Skatepark Assessment July 2021" undertaken by Baseplate.

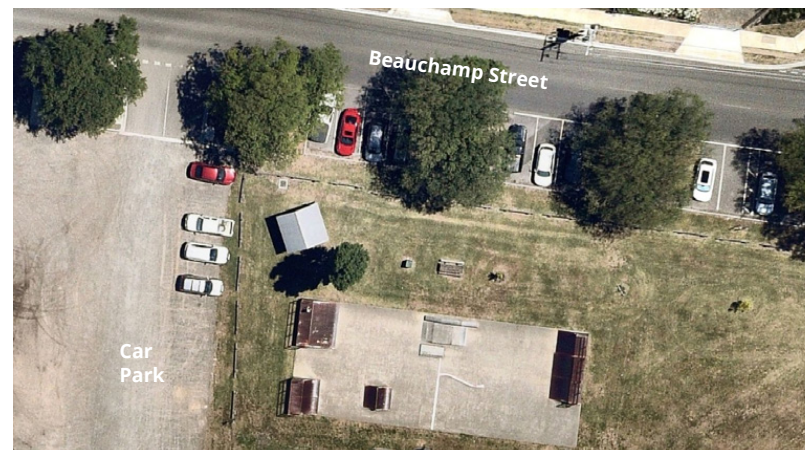
Many of the safety issues highlighted in the report from July 2021 have been addressed, steel coping has been capped where required, and obstacles in hazardous positions have been relocated. A few issues regarding the skatepark standards remain un-addressed.

The park is a combination of pre-fabricated steel & concrete elements on a concrete slab. Many of these elements are well worn, and dated. The layout of the elements is also dated, and the park does not have a coherent flow.

At the time of the assessment there were drainage issues present, with a swale / ponding occurring to the south west of the skatepark.

Amenities on site were generally fair, however there is no accessible path to the skate area, and the shelter is not located in a good location for spectators.

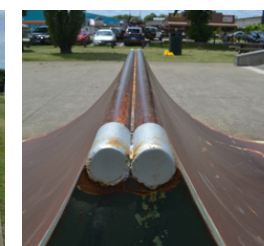
PLACE Macedon Ranges Shire Skate and BMX Strategy



Skatepark facing west.



Skatepark facing east.



Repairs to skatepark steel.

Recommendation

Interim Recommendations

- Address out-standing issues highlighted in "Kyneton Skatepark Assessment July 2021", monitor further degradation of the skatepark and repair accordingly.

Strategic Recommendations

- Undertake consultation, design, documentation, and construction of new district facility including skatepark, pump track, and other active youth spaces, in-line with re-development of adjacent oval, as per the implementation plan.

Existing Skate Facility Reviews

Kyneton Bike Track

Overview

Construction Year: TBC
Footprint: Approx. 1500m²
Model: Bike specific
Skate Style: Bike track
Amenities: Signage x1
Features:
 Earthwork / gravel track with pump bumps / rollers and berms and concrete start ramp.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	H (5)	P (4)	P (4)	P (4)

At the time of assessment hazard tape was across the access point of the facility, and tree management works appeared to be happening.

The grass mounding and earthworks around the track appeared to be recently mown, however many of the elements required shaping, and had become dilapidated.

Erosion of the elements was present, with exposed rocks appearing on the pump bumps / rollers. Experienced riders may be able to navigate these issues, however they may present hazards to inexperienced users. The proportions of the rollers / berms appear to be inconsistent, and inexperienced riders may struggle to safely regulate speed.

The unsealed gravel / earthwork finish of the track makes it suitable only for riders with larger wheels (BMX, mountain bikes etc), and the track is not suitable for scooter or skateboard riders.

The facility is lacking any formalised amenities.



BMX track facing East.



BMX track facing West.



BMX track access path & signage.

Recommendation

Interim Recommendations

- Reshape gravel / earthwork features to create a more consistent flowing track, remove any larger debris, address drainage / ponding issues through landscaping where possible.

Strategic Recommendations

- Undertake consultation, design, documentation, and construction of new district facility, considering re-shaping / re-surfacing of track, with opportunity to integrate spectator seating and additional amenities, as per the implementation plan.

Existing Skate Facility Reviews

Lancefield Skatepark

Overview

Construction Year: Approx. 2017

Footprint: Approx. 990m²

Model: Skate Specific

Skate Style: Park

Amenities: Signage x1, sculptural seating blocks, re-purposed seating "bleachers", bin x1 .

Features:

Level change with stair set, banks, rails & ledges, street area with kicker gap, hip & blocks, flat bank to kerb features, transition section with pump bump, pocket, hips & combination mini-ramp, pump path & track.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	G (2)	E (1)	F (3)	G (2)

Lancefield Skatepark includes a wide range of features for both street and transition riders. The obstacles are well spaced, and the varied heights / complexity of the features provide the opportunity for progression. The concrete surfacing of the skatepark is in a generally good condition, with minor cracking in some areas.

The skatepark is located to the south east of the recreation reserve, approx. 45m from the nearest car parking. There is no formalised access to the skatepark.

Repurposed bleacher seating has been provided under the shade of a nearby tree. The bleachers are in a dilapidated state, however remain usable.

At the time of inspection the pump track / path area was overgrown, with plants extending over the path which could be hazardous. Leaves and other debris were collecting at the edge of the skatepark due to overgrowth too.



Skatepark facing South West.

Skatepark bleacher seating.

Overgrown skatepark pump features.

Recommendation

Interim Recommendations

- Cut back vegetation surrounding the skatepark so features are clear, and debris can be swept away from skate areas, monitor cracks and repair as required.
- Consider adding a formalised access path, and repair of bleacher seating.

Existing Skate Facility Reviews

Lancefield Bike Track

Overview

Construction Year: TBC

Footprint: Approx. 600m²

Model: Bike specific

Skate Style: Bike track

Amenities: The pump track is linked to the skatepark so shares some amenities from the previous page, however there are limited amenities dedicated to the pump track.

Features:

Earthwork / gravel track with pump bumps / rollers and berms.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	H (4)	P (4)	P-F (4-3)	P (4)

At the time of assessment the bike track was very overgrown, berms and pump bumps / rollers were identifiable, but appeared to be delapidated to the point they may be hazardous to use. The overgrowth of the track also reduced visibility of any hazards that may be present, creating further danger if used.

The layout of the track was largely unclear, however proportions of the rollers / berms appear to be inconsistent, and inexperienced riders may struggle to safely regulate speed or navigate around the track.

There is no formalised access or connection between the bike track and the skatepark, and no amenities serving the track directly.



Overgrown berm.



Overgrown bike track facing north.



Overgrown bike track facing south.

Recommendation

Interim Recommendations

- Cut overgrown grass / foliage in the reserve, reshape gravel / earthwork features to create a more consistent flowing track, remove any larger rocks / debris, address drainage / ponding issues through landscaping where possible.

Strategic Recommendations

- Undertake consultation, design, documentation, and construction of new local facility considering re-shaping of track, sealed surfacing, integration with the skatepark, inclusion of spectator seating, and additional amenities, as per the implementation plan.

Existing Skate Facility Reviews

Romsey Skatepark

Overview

Construction Year: Approx. 2001

Footprint: Approx. 360m²

Model: Skate specific

Skate Style: Park

Amenities: Signage x1, bench x2, bike rack, bin x 1.

Features:

Quarter pipes, roll-in / bank, kicker, rails, grind block, fun box with rail & bank to bank gap.

Assessment

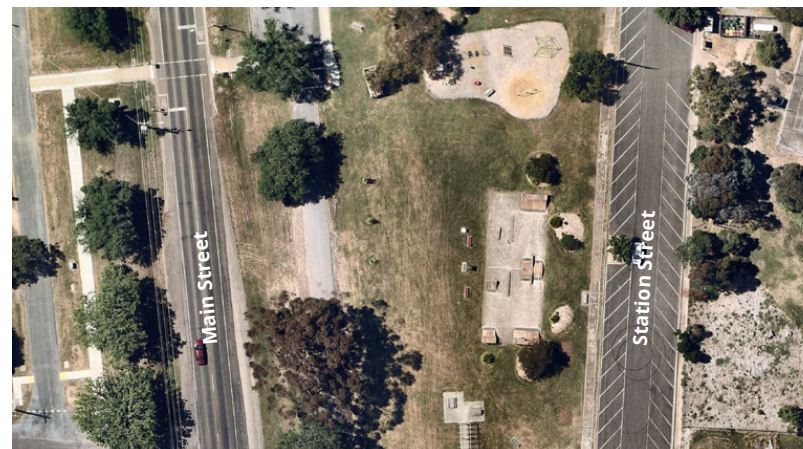
Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	P-F (4-3)	P-F (4-3)	P-F (4-3)	P-F (4-3)

Refer also "Romsey Skatepark Assessment July 2021" undertaken by Baseplate.

Some of the safety issues highlighted in the report from July 2021 have been addressed, steel coping has been capped where required, and obstacles in hazardous positions have been relocated. A few issues regarding the skatepark standards remain un-addressed.

The park is made up of pre-fabricated concrete elements on a concrete slab. Many of these elements are well worn, and dated. The layout of the elements is also dated, and the park does not have a coherent flow.

An access path is not provided for the facility.



Skatepark facing South.



Skatepark facing North.



Cracking / rough surfacing on obstacles.

Recommendation

Interim Recommendations

- Monitor cracks and damage to obstacles throughout facility, repair as required, pending re-development works mentioned below.

Strategic Recommendations

- Install new skate facility, detail design currently being undertaken by Baseplate.

Existing Skate Facility Reviews

Riddells Creek Skatepark

Overview

Construction Year: Approx. 2009

Footprint: Approx. 300m²

Model: Skate specific

Skate Style: Park

Amenities: Signage x1, Bench x1, concrete access path to car park.

Features:

Small street section with banks & rail, bowl with spine & roll-in section.

Assessment

Assessment Criteria	Skatepark Condition	Skatepark Function	Amenities	Overall Ranking
Rating	H (5)	P (4)	P (4)	P (4)

Cracks in the concrete surfacing are present in many locations at the steelwork joints in the bowl. In some locations cracks / blow-outs are big enough to stop a skateboard wheel and cause users to fall.

At the time of inspection water was ponding along the north side of the bowl, away from the drainage pit, and did not appear to be able to reach the pit without intervention.

The street section includes very low level features that are close together. The size and proximity of the features makes them unusable for many riders, and provides little opportunity for learning or progression.

Access paths are provided to the facility, however amenities are lacking.



Pooling of water at base of bowl.



Concrete cracking at joints.



Small "street" section features.

Recommendation

Interim Recommendations

Repair key cracks / blow-outs throughout the bowl, and address drainage issues.

Strategic Recommendations

- Undertake consultation, design, documentation, and construction of new local facility with skatepark and amenities, as per the implementation plan.

8. Facility comparison benchmarking

Given Macedon Ranges location in central Victoria close to Melbourne, comparing it to other major regional centres and adjacent municipalities, can give a good understanding of where it currently sits in skate park provision. To do this, six other centres across regional Victoria have been compared against Macedon Ranges.

Table 2 provides a snapshot of population and numbers of skate parks to get an understanding of current provision. It outlines that generally most municipalities, all have a facility of at least a district scale, if not regional.

Macedon Ranges, when compared against all of the other municipalities, actually has one of the highest provisions of skate parks per capita compared to other councils sampled in this table.

Outwardly then it could be said that Macedon Ranges is a leading council in skate provision however this table does not assess the quality, age or functionality of these parks or where they are located within their councils. Therefore it only shows that Macedon Ranges is performing well in provision however the existing skate park assessments outlined previously show that there are some significant issues with many of the existing facilities that require consideration moving forward to ensure Macedon Ranges has high quality facilities to cater for current and future demand.

COUNCIL/SHIRE	REGIONAL SKATE PARK (1200 sq.m+)	DISTRICT SKATE PARK	LOCAL SKATE PARK	BIKE / PUMP TRACK	FACILITY TOTAL	TOTAL POPULATION	PEOPLE PER FACILITY
MACEDON RANGES	0	2	4	4	10	51,743	5,174
MITCHELL	0	2	2	3	7	49,684	7,098
GREATER BENDIGO	1	2	3	8	14	121,221	8,659
MOUNT ALEXANDER	0	0	1	2	3	20,253	6,751
HEPBURN	0	1	2	2	5	16,604	3,321
MOORABOOL	0	0	3	1	4	37,895	9,474
MELTON	1	2	5	1	9	198,975	22,108

Table 2 Benchmarking of existing skate parks with sample of Councils in comparison to Macedon Ranges Shire

Choosing the best model

GEOGRAPHICAL IMPLICATIONS OF SKATEPARK DISTRIBUTION MODELS

INTRODUCTION

The model of skatepark provision changes significantly between Councils given significant differences public transport and access, the distribution of population and the clustering of like services and facilities. In summary, local government areas can be classified as follows;

METROPOLITAN

These are generally inner city municipalities with good public transport. (Eg: Yarra, Boroondara). In this instance, the recommended hierarchical model of provision focuses on a central regional facility and then is complimented with local spaces as applicable.

COUNTRY CENTRES

These are major townships servicing surrounding smaller rural neighborhoods (Eg: Albury, Ballarat, Shepparton etc). The recommended model is also for a single central regional facility with local facilities to complement the main space as applicable.

SUBURBAN AREAS

These are outer city municipalities with significant urban development but more limited public transport. Casey and Cardinia Shire are considered as this type of municipality. It is generally recommended that 1-2 large regional facilities are located at a central space within the LGA with a series of smaller localised parks distributed across the suburbs.

TOWNSHIPS

These are outer metro and semi-rural municipalities such as Bass Coast and Mornington Peninsula Shire where there are only a few major centralised population centres, with smaller townships making up the majority of the population. Macedon Ranges Shire sits within this typology.

DISCUSSION

Whilst a traditional regional facility model works in Metropolitan, Country Centres and Suburban Areas, a municipality such as Macedon Ranges should consider a different model due to the distance between higher populated townships, creating access issues for younger cohorts. Both Bass Coast and Mornington Peninsula Shire have looked at a number of district facilities across their townships to service each small population cluster rather than a single centralised facility.

For Macedon Ranges Shire, there is around 15-20min drive between each township and given the limited public transport between towns, it is difficult to expect young people to be able to regularly access a single larger facility in one town over others. Therefore a facility in each town is the most equitable approach. The actual scale of these facilities then should respond to the current and estimated future population of each town. As such larger and growing towns would require a larger facility to accommodate greater use accordingly.

THE HIERARCHY OF THE MODEL

Following on from the above, the demographics of the shire provide clarity on the scale and frequency of facilities. These are outlined below, showing current population and expected growth over the next 10 years. By analysing the current projected population of every town and immediate surrounding district, we get clarity on where the larger population centres are and which towns are growing. As outlined below, there is no single major population centre, rather a number of similarly sized towns. Therefore skate provision is based upon similar scaled facilities accordingly, with focusing on slightly larger spaces in Gisborne, Kyneton and Romsey whilst smaller facilities can be considered in Macedon and Lancefield (noting it already has a new skatepark).

Macedon Ranges Shire Area	2023		2036		Change between 2023 and 2036		Suggested scale of facility
	Number	%	Number	%	Number	%	
Gisborne District	14,904	100.0	20,170	100.0	+5,266	+35.33	large district facility
Kyneton District	10,085	100.0	11,707	100.0	+1,622	+16.09	large district facility
Lancefield District	3,472	100.0	4,465	100.0	+993	+28.61	local
Macedon and Mount Macedon District	3,490	100.0	3,481	100.0	-9	-0.25	local / spot
Riddells Creek District	5,012	100.0	7,389	100.0	+2,377	+47.42	sub district facility
Romsey District	7,234	100.0	9,203	100.0	+1,969	+27.22	sub district facility
Woodend District	8,778	100.0	9,357	100.0	+579	+6.59	sub district facility

Source: <https://forecast.id.com.au/macedon-ranges>



9. The Right Locations

Introduction

The following section outlines where possible new skateparks should be sited. It looks at whether the existing skate parks be replaced with a new facility, or whether new locations should be considered within the various townships that better serves the community. A number of sites have been nominated by Macedon Ranges Shire and these were assessed following site discussions and meetings. These sites are assessed against a number of site selection criteria to confirm which is the most suitable location accordingly.

Site selection criteria

To ensure the best locations for new skateparks across the shire, park, a number of site selection criteria have been developed. The overall size or scale of a space is an important consideration to ensure a skate park of an appropriate size can be accommodated. There are also a range of more general criteria that should be applied to determine the suitability and feasibility of a site being able to accommodate a skate space. These have been established using information from the SRV Skate park guide (2001) and Playce's own professional experience (successfully designed over 400 skate park projects worldwide). These are listed in the table on the following page. Obviously all criteria are not weighted the same, with some being absolutely critical (such as physical scale) whilst others are more preferable (eg: close to shopping centres). The weighting is also summarized in the table. These criteria have then been applied to a number of proposed locations within the shire to determine possible new locations in most of the towns. Lancefield has not been assessed given it has a recent high quality skatepark built in its town. Macedon has also not been assessed due to the minor nature of a possible skate space for this smaller township.

Discussion

Following a detailed review of a range sites (shown in the table on the following page) there are some interesting outcomes. For Gisborne, whilst the existing skatepark location ranks reasonably well, a new possible location south of Jackson Creek on Robertson Street ranks even higher. Given its central, highly visible location near the Police Station and McDonald's, this new site is worth serious consideration for a new district facility.

For Kyneton, after reviewing both the existing skatepark and a possible new location at the Botanical Gardens, the existing skatepark ranked much higher, particularly with natural surveillance and accessibility. Woodend sites both ranked well, with a proposed new site at Buffalo Stadium ranking high however it is close to housing. The existing skatepark, whilst on a smaller site, can still be expanded to accommodate a larger facility and was deemed the preferred location for redevelopment. For Romsey, the existing site was assessed and ranked very highly so looking for another location was not deemed necessary. At Riddells Creek, an alternative site at Lions Park was assessed against the existing facility location and ranked equally. This is mainly due to natural surveillance. If the trees along the boundary of the existing skatepark reserve could be removed, the Riddells Creek Recreation Reserve is the preferred location for an upgraded facility.

A snapshot of site assessments

Gisborne

Existing Skatepark

- ✓ Already used as a skate facility
- ✓ Part of existing recreational precinct
- ✓ Close distance town centre
- ✗ Location quite land locked
- ✗ Site not highly visible from road

Jackson creek Location

- ✓ Large open space area
- ✓ Close to police station
- ✓ Close to food and drink
- ✓ Close distance to town centre
- ✓ Path access to major playspace
- ✓ Land not used for other recreation use
- ✓ High natural surveillance

Kyneton

Existing Skatepark

- ✓ Already used as a skate facility
- ✓ Part of existing recreational precinct
- ✓ Close distance to town centre
- ✓ High natural surveillance

Botanical Gardens

- ✗ Site not highly visible from road
- ✗ site difficult to access
- ✗ Low natural surveillance

Woodend

Existing Skatepark

- ✓ Already used as a skate facility
- ✓ Part of existing recreational precinct
- ✓ Close proximity to town centre

- ✓ High natural surveillance
- ✗ Location quite land locked

Buffalo Stadium

- ✓ Large open space area
- ✓ Close to existing ball courts
- ✓ Close to toilets
- ✗ Close to housing on other side of street
- ✓ High natural surveillance

Riddells Creek

Existing Skatepark

- ✗ Low natural surveillance
- ✗ Site not highly visible from road
- ✓ Part of existing recreational precinct

An alternate site location at the Lions Park Precinct was considered for Riddells Creek skatepark, however it is no longer considered suitable due to over-development of the site.

Lions Park Precinct

- ✗ Restricted space due to existing development
- ✓ High natural surveillance
- ✓ Part of existing recreational precinct

Romsey

- ✓ Large open space area
- ✓ Close to police station
- ✓ Close to food and drink
- ✓ Close distance to town centre
- ✓ High natural surveillance

Lancefield

- ✓ Already used as a skate facility
- ✓ Part of existing recreational precinct

10. Site Assessment Table

Higher ranking site:

CRITERIA	WEIGHTING (10 being most important)	Gisborne		Kyneton		Woodend		Riddells Creek		Romsey	Lancefield
		Site 1: Existing skatepark	Site 2: Open Space south of Jackson Creek	Site 1: Existing Skatepark	Site 2: Botanical Gardens	Site 1: Existing Skatepark	Site 2: Buffalo Sports Stadium	Site 1: Existing Skatepark	Site 2: Lions Park	Site 1: Existing Skatepark	Site 1: Existing Skatepark
Is the proposed site capable to cater for a space minimum 1500 sq/m that enables regional scale skate space?	8	4	8	8	5	6	8	8	3	8	8
Is the site visually prominent with good public surveillance for safety?	8	3	7	8	1	8	8	4	7	8	5
Is the site location an adequate distance (50m) from residential dwellings and incompatible land uses to avoid potential noise and light intrusions?	8	8	8	8	6	8	3	8	8	8	8
Is there a safe drop off area or adequate car parking if applicable?	6	5	6	6	3	6	6	4	4	5	5
Is the site a short distance from police response calls and does it provide ease of police access?	6	3	6	5	2	5	4	5	5	6	5
Can the site provide adequate emergency vehicle access (fire and ambulance)?	6	4	6	6	2	6	6	5	5	6	5
Is the site close to or can accommodate amenities (water, toilets, shade, food and drink)?	6	5	5	5	6	6	6	4	6	6	5
Will the location of a skate facility on the site not substantially displace existing recreational or other site users?	6	4	6	6	4	5	5	5	3	5	5
How readily accessible is the site to regular cleaning for existing council cleaning and maintenance teams?	6	4	5	6	6	5	5	5	5	6	5
Is the location consistent with the strategic land use, masterplanning, planning scheme and zoning?	6	5	5	6	4	5	5	5	4	6	6
Is the proposed site not impacted by major existing land use implications or services?	5	3	6	5	2	4	5	5	4	5	5
Are there shared path connections to the proposed site?	5	4	5	3	4	5	5	2	3	3	0
Is the site in close proximity to existing shopping centres, sports or recreation facilities or interested schools?	5	4	5	4	2	4	4	3	5	5	4
Is there appropriate access to public transport at the proposed site?	4	0	0	0	0	1	1	3	3	0	0
Can the proposed site provide safe entry to and from the site and safe setbacks from busy roads and intersections?	4	3	3	3	3	2	3	4	4	4	4
Is the site free from major geotech, ground water and drainage implications?	4	2	2	4	3	4	4	4	4	4	4
Can the site facilitate minimal loss of significant trees?	3	3	3	3	1	2	3	0	1	3	3
Can the site facilitate minimal impact on pedestrian or road network and access including existing desire lines?	2	1	2	2	2	2	2	2	2	2	2
Is the proposed site adjacent to other like/complimentary activities to create a greater recreational experience ?	2	2	2	2	2	2	2	2	2	2	2
TOTALS	100	67	90	90	58	86	85	78	78	92	82

11. Implementation Plan

PRIORITY	WORKS	SCALE	SKATE ELEMENTS	COMMENTS
SHORT TERM (2024-29)	Detail design, documentation, and construction of Romsey Skatepark	LOCAL	<i>Suggested enclosed bowl and street elements as shown in Baseplate Design</i>	<i>A design of Romsey Skatepark has been developed by Baseplate for the local Lions Club following community engagement with local skate stakeholders. Prioritise the construction of this new park to replace aging facility. Current commitment of \$550,000 towards the construction of this facility from the State Government.</i>
	Site feasibility study for Gisborne Skatepark / Active Recreation Space	DISTRICT	<i>TBC</i>	<i>Undertake study to determine suitable site location for Gisborne Skatepark / Active Recreation Space. Consider existing site, and Robertson Street location.</i>
	Design of Kyneton Skatepark / Active Recreation Space	DISTRICT	<i>Suggested street focus with some transition elements incl bowl subject to community feedback incl pump track and other recreation elements</i>	<i>A design process should be undertaken as a priority for this skatepark given the population of Kyneton and current aging condition of the existing facility.</i>
	Construction of Kyneton Skatepark / Active Recreation Space	<i>As outlined above</i>	<i>As outlined above</i>	<i>Construction of new park to replace aging facility.</i>
	Consultation, detail design, and documentation of Riddells Creek Skatepark	<i>As outlined above</i>	<i>Suggested mini ramp or bowl and basic street elements subject to community feedback</i>	<i>Design process to be undertaken for this skatepark given aging condition of the existing facility.</i>
	Consultation, detail design, and documentation of Woodend Skatepark	LOCAL	<i>Suggested mini ramp or bowl and basic street elements subject to community feedback</i>	<i>A design process should be undertaken for this skatepark given the aging condition of the existing facility.</i>
MEDIUM TERM (2030-35)	Consultation, detail design, and documentation of New Gisborne Pump Track	LOCAL	<i>Suggested bitumen pump track with rollers and berms subject to community feedback</i>	<i>A design process should be undertaken for this pump track given the degraded condition of the existing facility.</i>
	Construction of Riddells Creek Skatepark	<i>As outlined above</i>	<i>As outlined above</i>	<i>Construction of new park to replace aging facility.</i>
	Consultation, detail design, and documentation of Gisborne Skatepark / Active Recreation Space	<i>DISTRICT</i>	<i>Mix of elements to accommodate district elements incl bowled elements, street components and pump track</i>	<i>Complete design for redevelopment of Gisborne Skatepark. Given current reasonable condition of existing facility, implementation of new park not as high priority. Note significant opportunity to consider other location as new facility that ties in with possible playspace upgrade as intergenerational recreation precinct.</i>

Implementation Plan (continued)

PRIORITY	WORKS	SCALE	SKATE ELEMENTS	COMMENTS
MEDIUM TERM (2030-35)	Construction of Woodend Skatepark	<i>As outlined above</i>	<i>As outlined above</i>	<i>Construction of new park to replace aging facility.</i>
	Construction of New Gisborne Pump Track	<i>As outlined above</i>	<i>As outlined above</i>	<i>Construction of new park to replace aging facility.</i>
	Construction of Gisborne Skatepark/Active Recreation Space	<i>As outlined above</i>	<i>As outlined above</i>	<i>Construction of new park to replace aging facility.</i>
LONG TERM (2036-40)	Consultation, detail design, and documentation of Kyneton BMX Track upgrade	DISTRICT	<i>Upgrade / renewal of existing track subject to community feedback</i>	<i>Develop design considering re-shaping / upgrade of track, surfacing could remain as dirt pending consultation with community. Opportunity to integrate spectator seating, additional amenities, and provide recreational BMX opportunities.</i>
	Consultation, detail design, and documentation of Lancefield Pump Track upgrade	LOCAL	<i>Upgrade / renewal of existing track subject to community feedback</i>	<i>Develop design considering re-shaping / re-surfacing of track. Opportunity to include sealed surface for riders with smaller wheels. Consider integration with skatepark, inclusion of spectator seating, and additional amenities.</i>
	Construction of Kyneton BMX Track upgrade	<i>As outlined above</i>	<i>As outlined above</i>	<i>Construction of new BMX track to replace aging facility.</i>
	Construction of Lancefield Pump Track upgrade	<i>As outlined above</i>	<i>As outlined above</i>	<i>Construction of new pump track to replace existing facility.</i>
ADDITIONAL FACILITY CONSIDERATIONS	Site feasibility, consultation, detail design, documentation, and construction of local level skate elements at smaller townships across the Shire subject to demand	SPOT / LOCAL	<i>Suggested mini ramp or basic street elements subject to community feedback</i>	<i>Given small scale of elements, consider co-locating skate components with other recreation space such as skate ledges around existing basketball court, or integration into other suitable developments.</i>
	Consider inclusion of skate provision in new housing developments throughout the Shire	SPOT / LOCAL	<i>Lower level / informal skate elements built into proposed developments</i>	<i>Opportunities for inclusion of lower level / informal skate elements as part of playspaces, ball courts, and landscape plans for open space developments in new sub-divisions. For example: skateable seating / ledges next to ball courts.</i>
	Council to undertake advocacy for mountain bike trail provision			<i>Whilst not the focus of this strategy, there was some community interest in mountain bike trails as part of the survey outcomes. Council to advocate with land managers (Parks Victoria and DECCA) where mountain biking currently occurs for provision of this sport.</i>

Implementation Budget Estimates

Facility	Key Implementation Elements				Implementation Plan Budget Estimates		
	Site feasibility study	Consultation, detail design & documentation of new facility	Construction of new facility	Total budget for renewal	Short Term: 2024 - 2029	Medium Term: 2030 - 2035	Long Term: 2036 - 2040
Romsey Skatepark	N/A	\$30,000	\$960,000	\$990,000	\$990,000		
Riddells Creek Skatepark	N/A	\$30,000	\$500,000	\$530,000	\$30,000	\$500,000	
Gisborne Skate & Active Hub	\$15,000	\$90,000	\$1,500,000	\$1,605,000	\$15,000	\$1,590,000	
Kyneton Skate & Active Hub	N/A	\$90,000	\$1,500,000	\$1,590,000	\$1,590,000		
Woodend Skatepark	N/A	\$40,000	\$600,000	\$640,000	\$40,000	\$600,000	
New Gisborne Pump Track	N/A	\$20,000	\$250,000	\$270,000		\$270,000	
Kyneton BMX Track	N/A	\$40,000	\$600,000	\$640,000			\$640,000
Lancefield Pump Track	N/A	\$20,000	\$250,000	\$270,000			\$270,000
Smaller Township Assessments	N/A	\$15,000 (each site)	\$150,000 (each site)	\$165,000 (each site)			\$165,000 (each site)
			Grand Total	\$6,700,000	Short Term Total: \$2,665,000	Medium Term Total: \$2,960,000	Long Term Total: \$1,075,000

The table above outlines the main facilities considered in this strategy. Additional “spot / local” facilities should be considered in future developments throughout the Shire (for example new housing estates where active facilities could be included), to provide complementary, informal skate facilities.

12. Implementation Strategy

Discussion

From undertaking this strategic review it is clear that the existing skate and BMX facilities in Macedon Ranges Shire do not appropriately meet the community's needs. Many of the existing facilities are run down and have functional and condition issues. The consultation undertaken to date expresses a need for a new or upgraded facilities, with opportunities for pump tracks and additional amenities to make the spaces cater for wider ranges of users.

There will be significant population increases in towns throughout the Shire, particularly Gisborne, Kyneton, Romsey, Riddells Creek and Lancefield. The existing facilities in these towns vary in condition and scale, and these growth areas are key to focus on for future skatepark and BMX provision.

For Macedon Ranges Shire, there is around 15-20min drive between each township and given the limited public transport between towns, it is difficult to expect young people to be able to regularly access a single larger facility in one town over others. Therefore a facility in each town is the most equitable approach. The actual scale of these facilities then should respond to the current and estimated future population of each town. As such larger and growing towns would require a larger facility to accommodate greater use accordingly.

The condition assessments, size, age, and risk of each facility has also informed the implementation strategy. Older facilities with dated steel ramps (such as Romsey and Kyneton) present the highest level of risk, and are therefore prioritised in the strategy. The following recommendations are outlined below.

Recommendations

Short Term: 2024 - 2029

- Detail design, documentation, and construction of local level skatepark in Romsey, as developed by Baseplate.
- Site feasibility study for district level skatepark / active recreation space in Gisborne.
- Consultation, detail design, documentation, and construction of district level skatepark / active recreation space in Kyneton.
- Consultation, detail design, and documentation for local level skatepark in Riddells Creek.
- Consultation, detail design, and documentation for local level skatepark in Woodend.

Medium Term: 2030 - 2035

- Consultation, detail design, documentation, and construction of local level pump track in New Gisborne.
- Construction of local level skatepark in Riddells Creek.
- Construction of local level skatepark in Woodend.
- Consultation, detail design, documentation, and construction of district level skatepark / active recreation space in Gisborne.

Long Term: 2036 - 2040

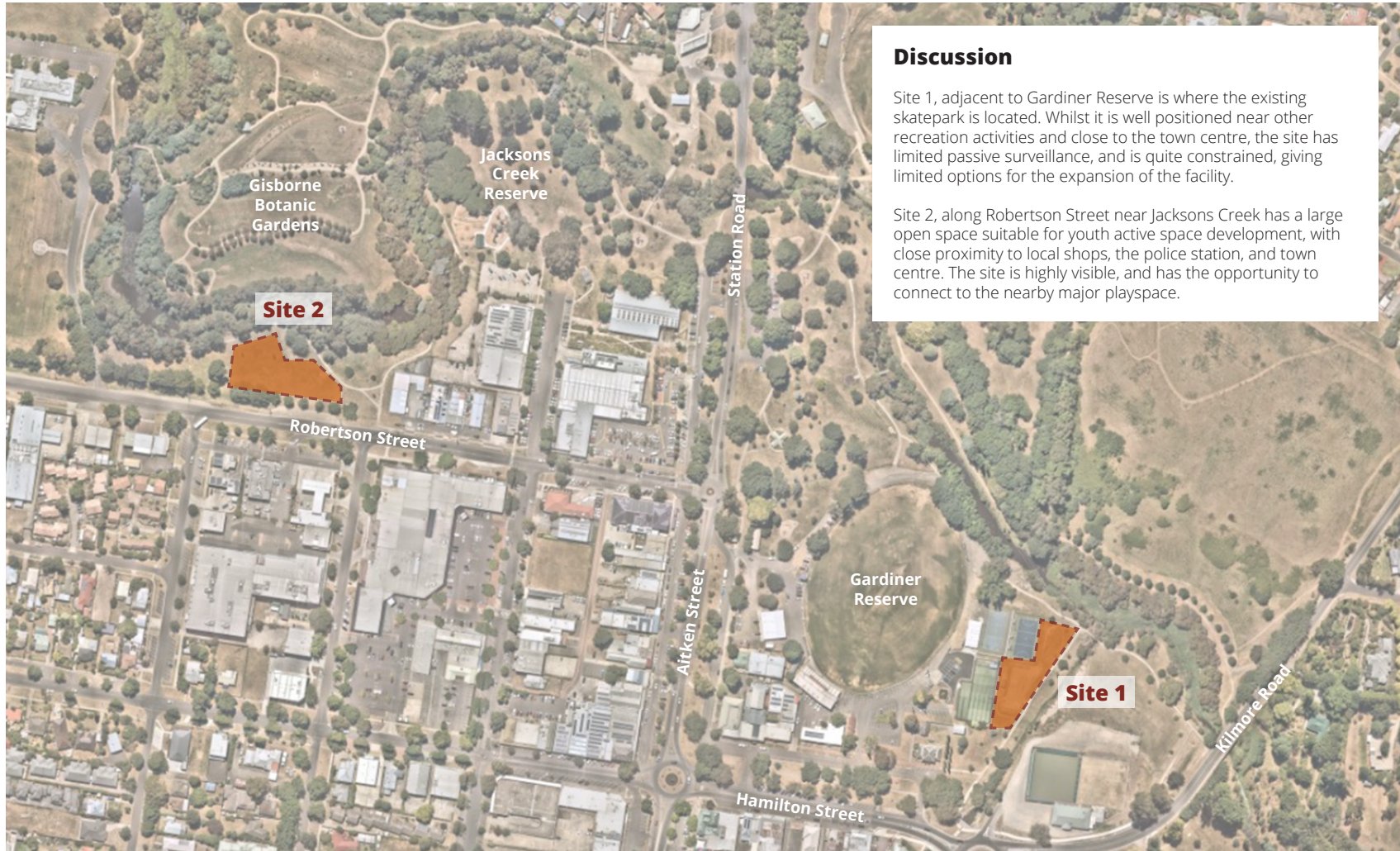
- Consultation, detail design, documentation, and construction of district level BMX track in Kyneton.
- Consultation, detail design, documentation, and construction of local level pump track in Lancefield.

Additional Facility Considerations

- Site feasibility, consultation, detail design, documentation, and construction of local level skate elements at smaller townships across the Shire subject to demand.
- Council to advocate with land managers (Parks Victoria and DECCA) where mountain biking currently occurs for provision of this sport.
- Consider development of skate spots as part of housing developments in the Shire. Smaller, more informal skate elements to complement or integrate in to other active spaces.



Gisborne Skatepark sites



Gisborne Skatepark Example Skate Facility



Woodend Skatepark sites

Discussion

Site 1 is where the existing skatepark is located, and well positioned near other active / public spaces. Development of the skatepark in this area will need to consider the upgrade of the adjacent community centre.

Site 2 is well connected to the sports stadium, with adjacent parking and sports courts, however it is slightly closer to the residential properties along Forest Street.



Woodend Skatepark Example Skate Facility



Riddells Creek Skatepark sites



Riddells Creek Skatepark Example Skate Facility



Kyneton Skatepark sites

Discussion

The existing skate facility is located at site 1, adjacent to the Showgrounds sports ovals. The oval nearest the skatepark is to be upgraded, so re-development of the skate facility in this location will need to work with this upgrade.

Site 2 is located to the west corner of the Botanic Gardens, near the playspace. Whilst this site is well located near other youth activities, there is not much opportunity for surveillance and there is poor access.



Kyneton Skatepark Example Skate Facility



Romsey Skatepark Example Skate Facility



Kyneton BMX Track



Discussion

The Kyneton BMX Track is the only facility of its typology in the Macedon Ranges Shire, and caters for BMX and mountain bike riders.

Responses to the survey indicated the facility is not well used, with only 3% of respondents using it weekly, and 11% using it monthly. 36% of respondents also found the facility to be in poor condition.

39% of survey respondents rated BMX Tracks as very important, so there is some calling for this type of facility in the shire.

As the track caters for wheeled sports users with larger wheels (BMX and larger bikes) there may not be a requirement for a sealed surface on the track, however the existing facility will require re-shaping, and considerations should be made to re-design to cater for recreational BMX opportunities, with inclusion of seating and other amenities.

Lancefield Pump Track



Discussion

The Lancefield Pump Track is currently an un-sealed dirt track which was overgrown at the time of inspection.

The Lancefield skate facility is already large in relation to the town population, however as there is already a pump track as part of the facility, formalising and developing the track should be considered.

Providing a sealed surface for the pump track would allow use for riders with smaller wheels (scooter / skateboards), expanding the facility for all wheeled sport users. There is also opportunity for connection / integration with the skatepark, and addition of seating and other amenities.

Additional Spot Facilities

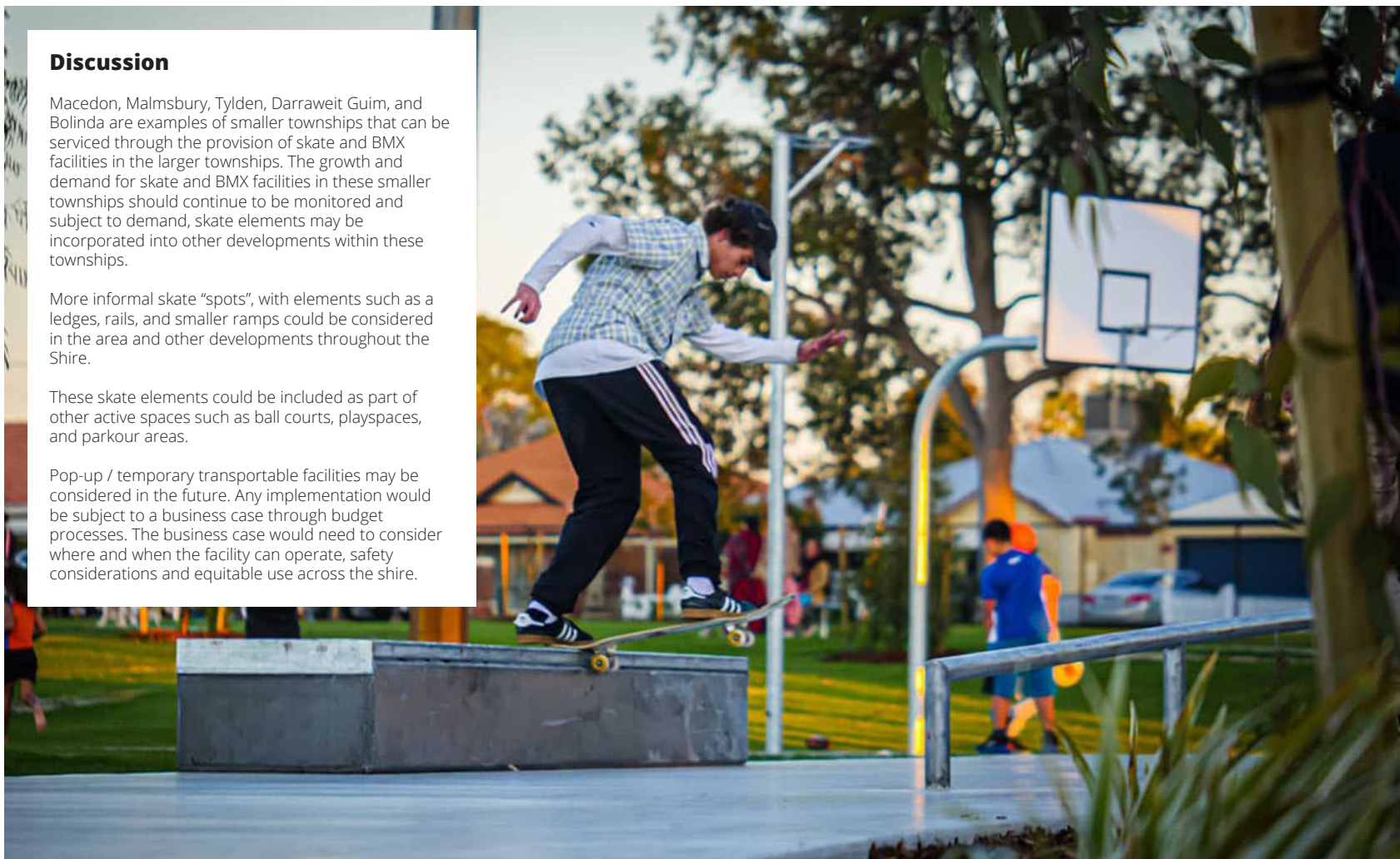
Discussion

Macedon, Malmsbury, Tylden, Darraweit Guim, and Bolinda are examples of smaller townships that can be serviced through the provision of skate and BMX facilities in the larger townships. The growth and demand for skate and BMX facilities in these smaller townships should continue to be monitored and subject to demand, skate elements may be incorporated into other developments within these townships.

More informal skate "spots", with elements such as a ledges, rails, and smaller ramps could be considered in the area and other developments throughout the Shire.

These skate elements could be included as part of other active spaces such as ball courts, playspaces, and parkour areas.

Pop-up / temporary transportable facilities may be considered in the future. Any implementation would be subject to a business case through budget processes. The business case would need to consider where and when the facility can operate, safety considerations and equitable use across the shire.



Skatepark Cost Discussion

Due to the specialized nature of the work, and importance for high quality finishes and tolerances, there are a limited number of contractors that undertake skatepark construction. There have been considerable escalation of costs for the installation of skateparks in recent years, in-line with the market in general.

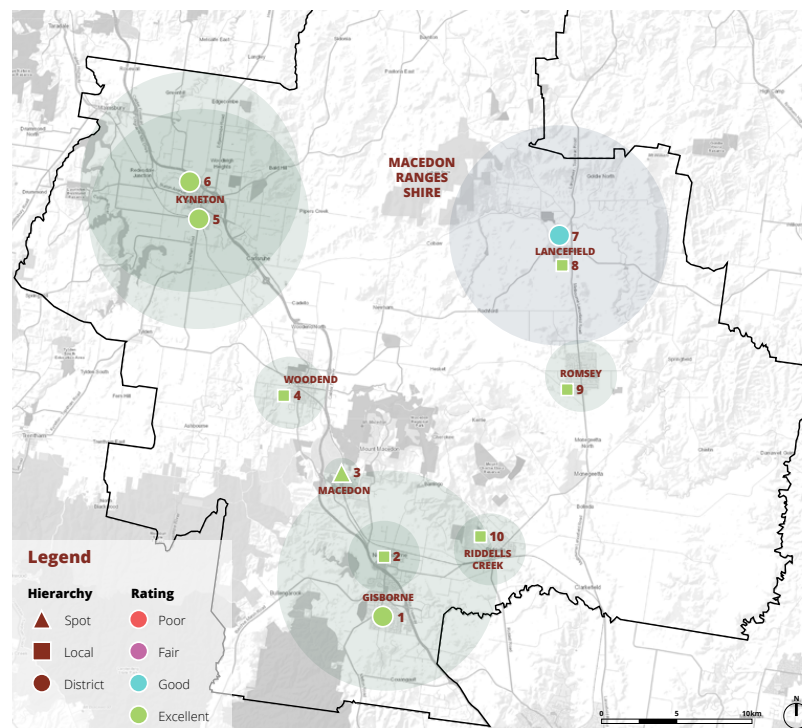
Different skatepark styles present varying construction complexities. Transitions and bowls require large areas of blended concrete, where plaza's may have more custom steel elements. Therefore the footprint cost rate for skateparks varies depending on the typologies, however an estimated footprint rate has been used as an initial guideline.

The shape and footprint required for the different skatepark typologies also varies, and the size of skateparks are not "set" like other sporting activities, therefore skatepark designs can be adjusted to suit budgets and sites accordingly. Guideline footprint areas for the facilities have been included in the adjacent table, however they are subject to change as the projects develop.



PLA'CE Macedon Ranges Shire Skate and BMX Strategy

Map of proposed facilities

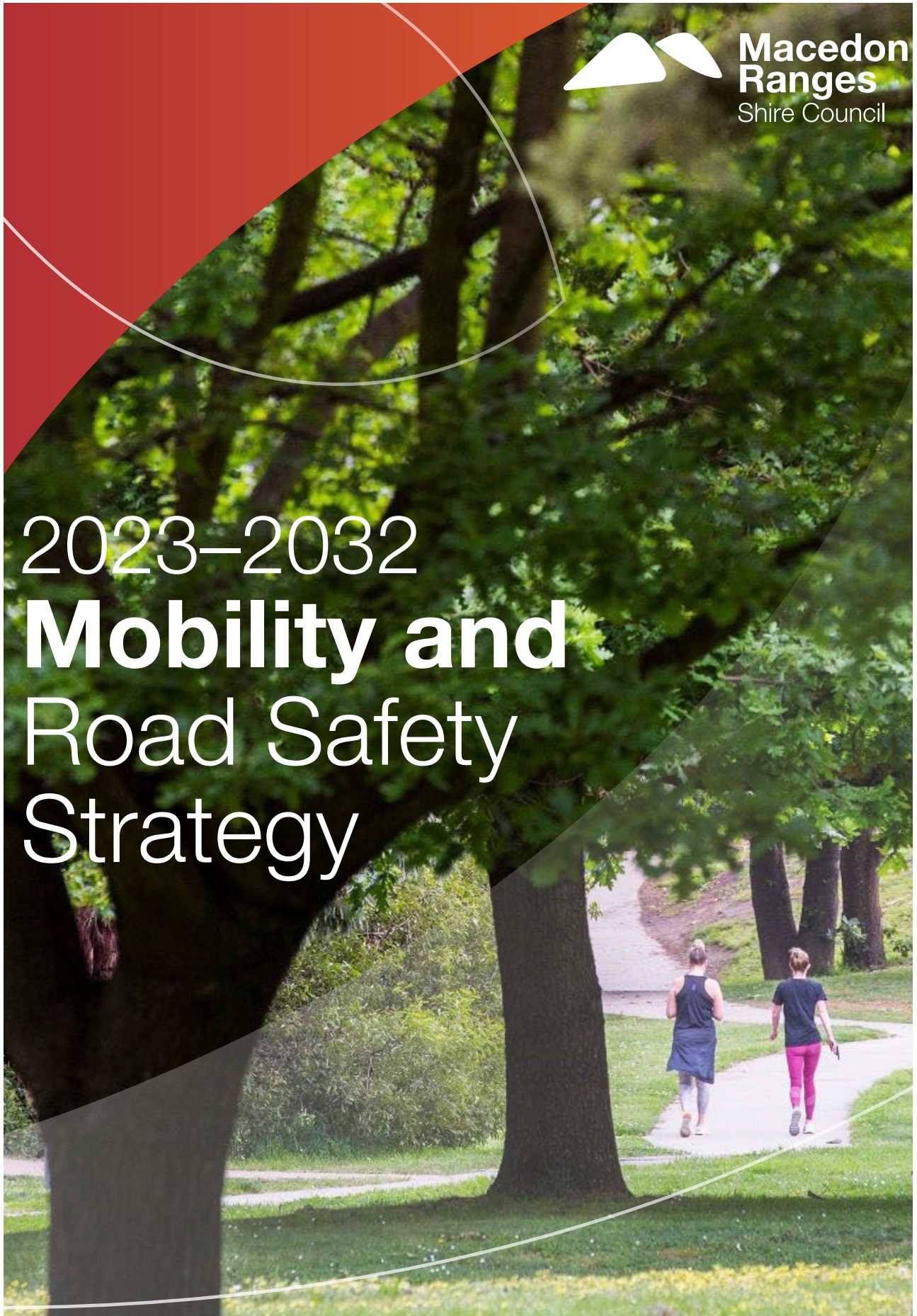


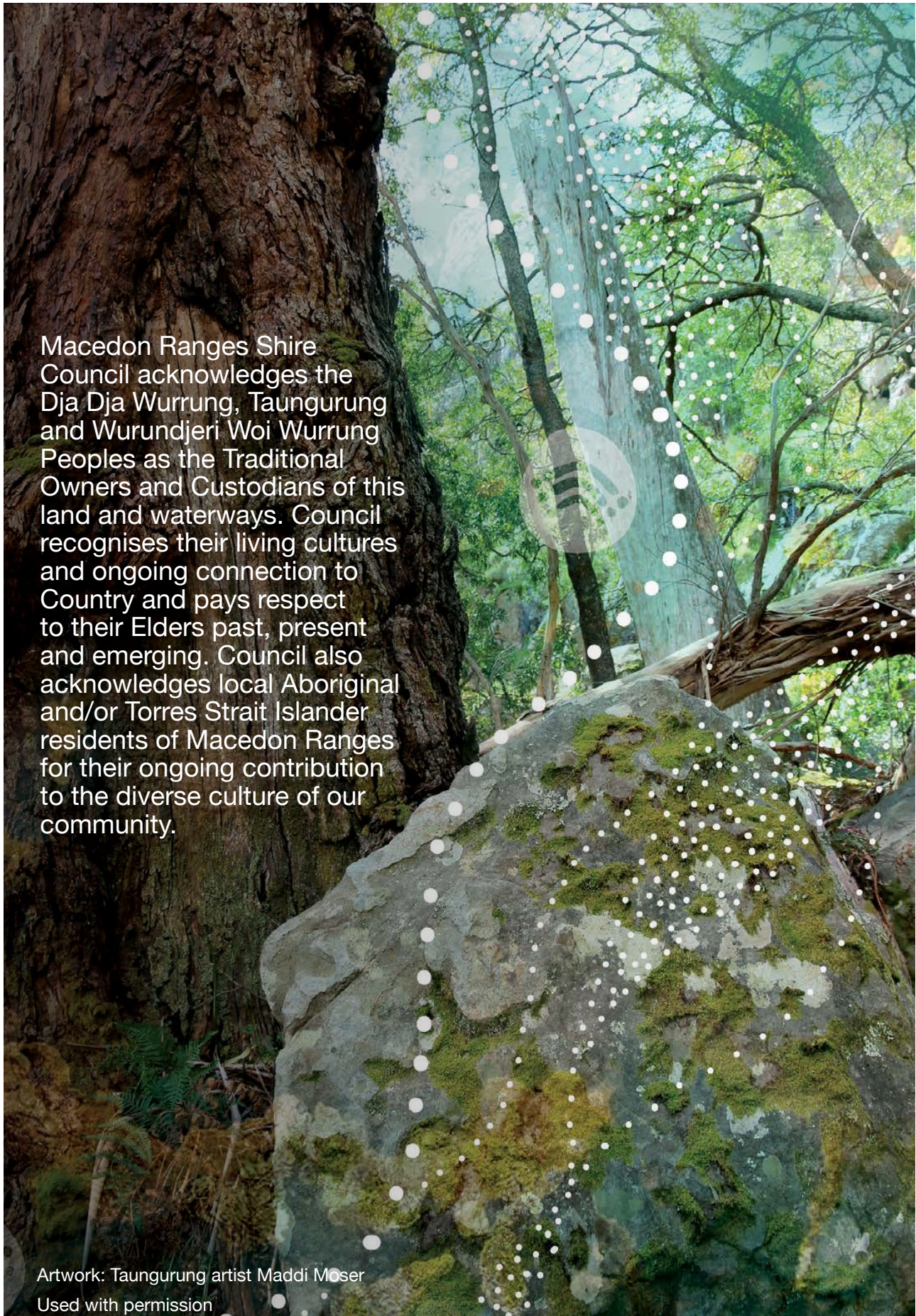
Facility	Name	Size	Type	Rating	Hierarchy
1	Gisborne Skatepark	1200m2	Skate	Excellent	District
2	New Gisborne Pump Track	300m2	Pump Track	Excellent	Local
3	Macedon Skate Spot	150m2	Skate	Excellent	Spot
4	Woodend Skatepark	600m2	Skate	Excellent	Local
5	Kyneton Skatepark	1200m2	Skate	Excellent	District
6	Kyneton BMX Track	1500m2	BMX Track	Excellent	District
7	Lancefield Skatepark	990m2	Skate	Good	District
8	Lancefield Pump Track	300m2	Pump Track	Excellent	Local
9	Romsey Skatepark	690m2	Skate	Excellent	Local
10	Riddells Creek Skatepark	450m2	Skate	Excellent	Local



**Macedon
Ranges**
Shire Council

2023–2032 **Mobility and Road Safety Strategy**





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, present and emerging. 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.

Artwork: Taungurung artist Maddi Moser
Used with permission

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Message from the Mayor



Macedon Ranges Shire Council believes that keeping our community safe while interacting with the road network is paramount. With the support of its road safety partners, Council will strive to eliminate death and serious injury from its roads by adopting the philosophy and principles of the globally recognised Safe System road safety vision.

The Safe System will be progressively applied across the municipality and prioritised according to problems and places, to reduce severe trauma significantly. This will align with the Victorian Government’s Towards Zero Strategy, which aims for zero road trauma. It will take time; however, there are many things that we can do in the short term to reduce the number of deaths and the number of serious injuries on our network.

Providing safe access to all destinations within our towns ensures we look after all community members. Moreover, our many places of natural beauty and cultural significance are extremely important to us, and we want residents and visitors to be able to see them, appreciate them, and be protected from road crashes while they do so.

The Movement and Place Framework has been adopted at a state level and categorises different road and roadside environments. This is a useful tool for selecting appropriate road treatments and speed limits that match and support the surrounding land use and function. We will work with the Department of Transport and Planning in applying this framework when planning road modifications and upgrades.

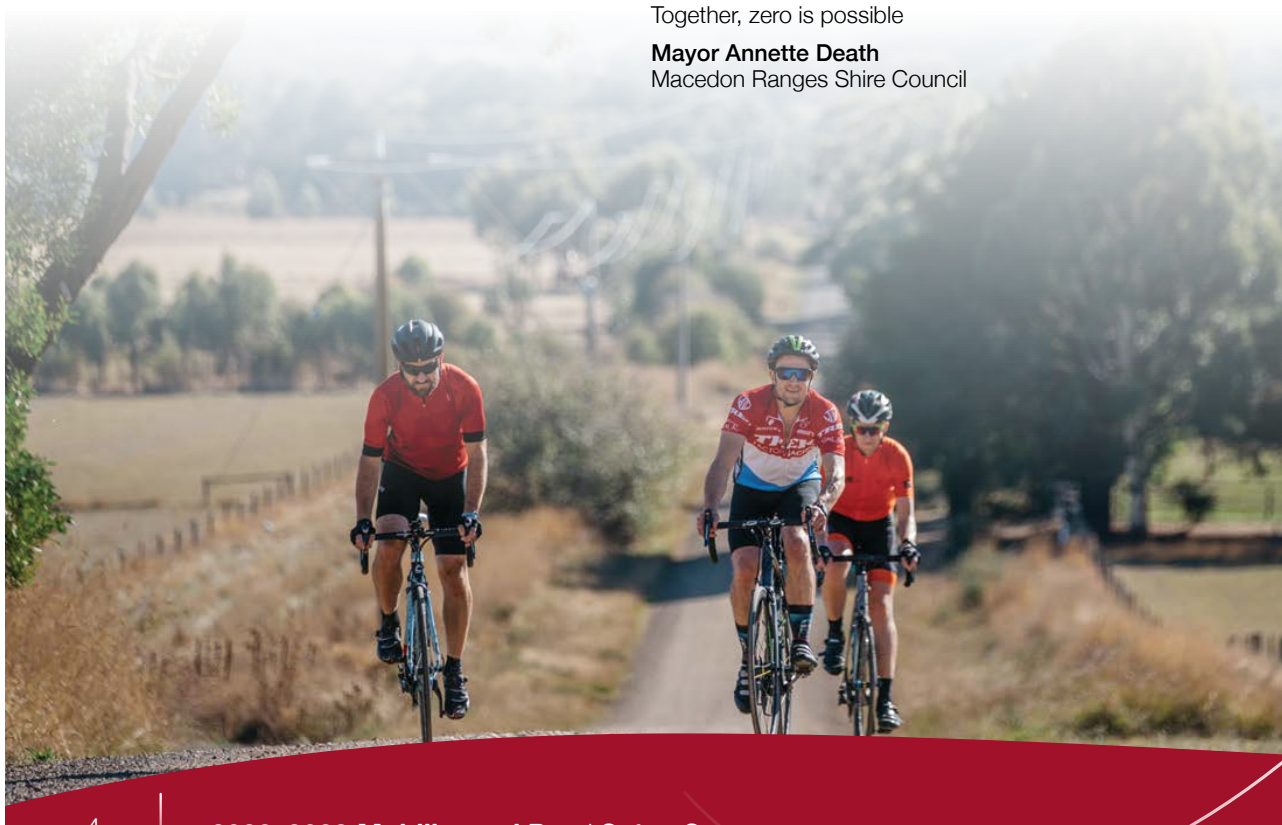
Active forms of travel, such as walking, cycling and public transport, can improve community health and reduce congestion. Investing in high-quality infrastructure that supports and encourages people to engage in active transport forms will have environmental, health and wellbeing benefits, as well as social benefits.

This Strategy has been developed with extensive community engagement and leading road safety expertise. It acknowledges road safety is a shared responsibility that requires the dedication of everyone in the community. We must strive to be safe road users and drive safe vehicles. We must also work to implement road safety solutions that provide forgiving environments, allowing for human error and reduce the risk of death or serious injury when a crash occurs.

I urge you to work with us on this task and do what you can to reduce road trauma in the Macedon Ranges Shire. Zero is the only acceptable number of deaths and serious injuries on our roads.

Together, zero is possible

Mayor Annette Death
Macedon Ranges Shire Council



Vision and purpose

Our vision for mobility and road safety in Macedon Ranges

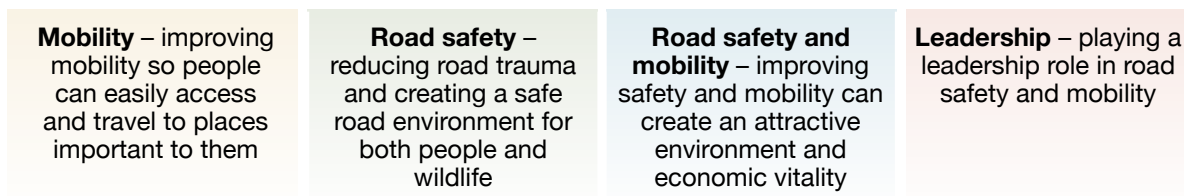
Our Council Plan 2021-2031 sets our strategic direction for the future of Macedon Ranges Shire. It outlines our key priorities for the next ten years, and supports the achievement of the Community Vision through planned objectives and strategies. The Council Plan has identified four main strategic objectives that align perfectly with our vision for road safety and mobility in the municipality.

Our strategic objectives

Council Plan 2021-2031



Road Safety and Mobility Strategy 2022-2032



Through this Strategy, we are aiming to raise the safety and protective quality of our mobility networks for the benefit of all people, our environment and wildlife.

This will be achieved through the implementation of various road infrastructure interventions to retrofit improved safety to existing networks, road infrastructure assessment and improved safety-conscious planning, design, construction and operation of our roads.

Road users do have a responsibility for safe crash outcomes but designers or providers of elements of the system have a greater responsibility. This is a key message of change inherent to Safe System¹ thinking.



¹ National Road Safety Strategy 2021-2030 (<https://www.roadsafety.gov.au/nrss>)

Strategic themes for mobility and road safety

Best practice

At a local level

We are committed to reducing road trauma and improving mobility by applying best practice guidelines and frameworks. We will embrace the Safe System model for road safety and the Movement and Place model for mobility.

At a state level

We will play our part in delivering the objectives of the State Government's Victorian Road Safety Strategy 2021-2030, including the target of halving road deaths by 2030. And we will improve journeys for road users and encourage active transport, such as walking and cycling. We also support Vision Zero as an aspirational target to be achieved by 2050 to eliminate any human fatalities, which is also in line with the Australian National Road Safety Strategy.

At a global level

Our Strategy is consistent with the UN General Assembly adopted resolution 74/299, "Improving global road safety", proclaiming the Decade of Action for Road Safety 2021-2030, with the ambitious target of preventing at least 50 per cent of road traffic deaths and injuries by 2030.

We will lead by example whilst working closely with our community and road safety partners. Our decisions will be evidence-based and our actions will be prioritised to get the best value from investments.

DECADE OF ACTION FOR ROAD SAFETY
2021-2030

TARGET

reduce road traffic deaths
and injuries

BY AT
LEAST 50%

Our guiding principles

We consulted with road safety and mobility experts, including those with local knowledge and those with knowledge of international best practices, including

Australia, have adopted best-practice road safety and mobility approaches. These are at the heart of our Strategy and guide our actions.

The three key approaches are:



Vision Zero

Vision Zero is a worldwide initiative aimed at eliminating traffic-related fatalities and severe injuries through a comprehensive and systematic approach to road safety. The fundamental road safety principles that effectively reduce fatalities have been implemented in various Australian states and territories. Moreover, numerous countries around the globe, such as Sweden, Canada, the United Kingdom, France, Norway, New Zealand, and several major cities in the United States, have embraced these principles as well.

Vision Zero planning envisages a future city free of death and serious injury on the roads. It compares that vision with the current transport system to identify what needs to change. The transformation could include changes to road user behaviour, vehicles, roads and travel speeds.

As we plan, design, build, maintain and manage our road system, we analyse the existing transport system and its performance to find areas that do not fit our vision.

We strive to achieve zero deaths and serious injuries on our roads to people in line with the Vision Zero global movement. Macedon Ranges Shire Council's Vision Zero has special consideration for reducing fatalities for native wildlife living in a rural environment. The safe movement of people from one location to the other promptly is our

primary transport aim; however, we also continue to explore and learn how to design our road network to minimise road trauma for both people and wildlife. Our strategy has outlined actions and commitment to improve the movement and safety of improving travelling in rural road corridors and sharing the road with native wildlife so that both can move from one place to another in a safer manner. An example is installing creative wildlife signs on rural roads where wildlife exists.



The Safe System

The Safe System approach (see Figure 2), originating from Sweden, is an internationally recognised framework for reducing human road trauma. It is recognised in many other countries, including Australia, as best practice in encouraging a better understanding of the interaction

between the fundamental components of the road system. Macedon Ranges Shire Council is committed to applying the Safe System in our mobility and road safety projects and practices.



Figure 2: Safe System (Source: VicRoads and TAC)

- **Safer Roads and Roadside** – the infrastructure is predictable and forgiving of mistakes – their design should encourage appropriate road user behaviour and speeds.
- **Safer Speeds** – adopt speed limits that suit the road’s function and level of safety; the road user understands and complies with those speed limits and drives to the conditions.
- **Safer Vehicles** – help prevent crashes and protect road users from crash forces that cause death and serious injury.
- **Safer People** – ensure road users are competent, alert, and unimpaired, and people comply with road rules and choose safer vehicles.
- **Post-Crash Care** – ensure that how persons injured in road traffic crashes are dealt with following a crash determines their chances and the quality of survival.

Note: In the Macedon Ranges, we acknowledge the value of our wildlife and seek to reduce their road trauma. We plan to reduce the potential for injury when planning and designing roads.



Movement and Place

The Victorian Government adopted the Movement and Place framework to translate broad strategic outcomes into priority changes improving community transport outcomes. Recognising that transport corridors perform multiple functions is fundamental to thinking about movement and place. Transport links not only move people from A to B but also serve key places and destinations in their own right. This way of thinking means that when we plan and develop the transport network, we must consider the breadth of community needs, expectations and aspirations for the places they live and the roads and streets they pass through.

A location or transport link is mapped against a movement and a place axis according to the significance of its future aspirational movement and place functions to determine its classification. Transport links are mapped considering the mix and balance of transport modes, the built environment, the aesthetic quality and character of the place and the types of modes appropriate to the place.

Six general road and street types define the various roads and streets on the rural transport network.

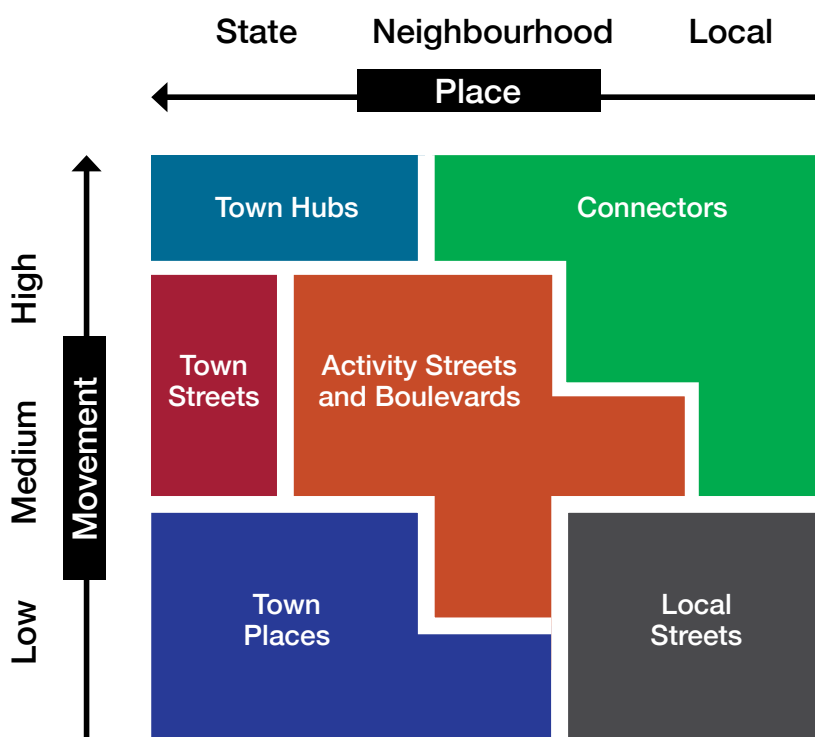


Figure 3: Movement and Place Framework

Note: The Victorian Movement and Place Framework is heavily focused on the movements of people and vehicles in townships. However, noting our rural environment, our Mobility and Road Safety Strategy has included special considerations for driving conditions and how this would impact people and wildlife safety.



Typical street types in Macedon Ranges



Town hubs

- Dense, vibrant places
- High demand for movement

E.g. Aitken Street Service lane - Gisborne, High Street Service lane - Woodend



Town streets

- Pedestrian friendly environment
- Pedestrian-friendly transport

E.g. Station Street, Riddells Creek



Town places

- High community value
- Lower levels of vehicle movement

E.g. Anslow Street, Woodend



Activity streets and boulevards

- High-quality public realm
- Access is provided for all transport modes, such as walking, cycling, public transport and vehicles

E.g. High Street, Kyneton



Local streets

- Local community access
- Quiet, safe and desirable for all ages and abilities
- Includes rural environs outside of townships

E.g. Honour Avenue, Macedon



Connectors

- Safe, reliable and efficient movement of people and goods
- Includes rural environs outside of townships

E.g. Main Road, Riddells Creek

Typical street elements

Movement



Walking
Clear space on footpaths for all to pass



Cycling
Protected lanes for bike riders separated from other modes, including parked cars



Vehicle
Dedicated space for motorised vehicles to move people and goods



Parking
Space for vehicle parking, stopping and loading and unloading people and goods



Public transport
Street design to cater for safe public bus movement including facilities

Place



Outdoor dining
Permitted space for outdoor dining



Public place
Hard-paved public areas that can be used for events and activities



Street furniture
Physical objects in the street, including light poles, bins, parking machines, seats and new technology



Green space
Trees, planting beds, nature strips, vertical planting and water-sensitive urban design



Footpath trading
Permitted space for business signs, goods displays and food vendors

The bigger picture

Macedon Ranges Shire Council's Mobility & Road Safety Strategy addresses the ongoing and emerging road safety issues for the Shire over the next 10 years.

The Strategy aligns with the Council Plan 2021-2031 and the State Government's Victorian Road Safety Strategy 2021-2031 to reduce the road toll by 50 per cent by 2030.

As shown in Figure 4, this is not a standalone document but is informed by various plans and strategies by regional, state and national plans and strategies, as well as how it is linked to other Council plans.

It is also an overarching strategic document, providing directions and guidance on implementing specific transport modes, action plans and operational policy matters, as illustrated in Figure 5.

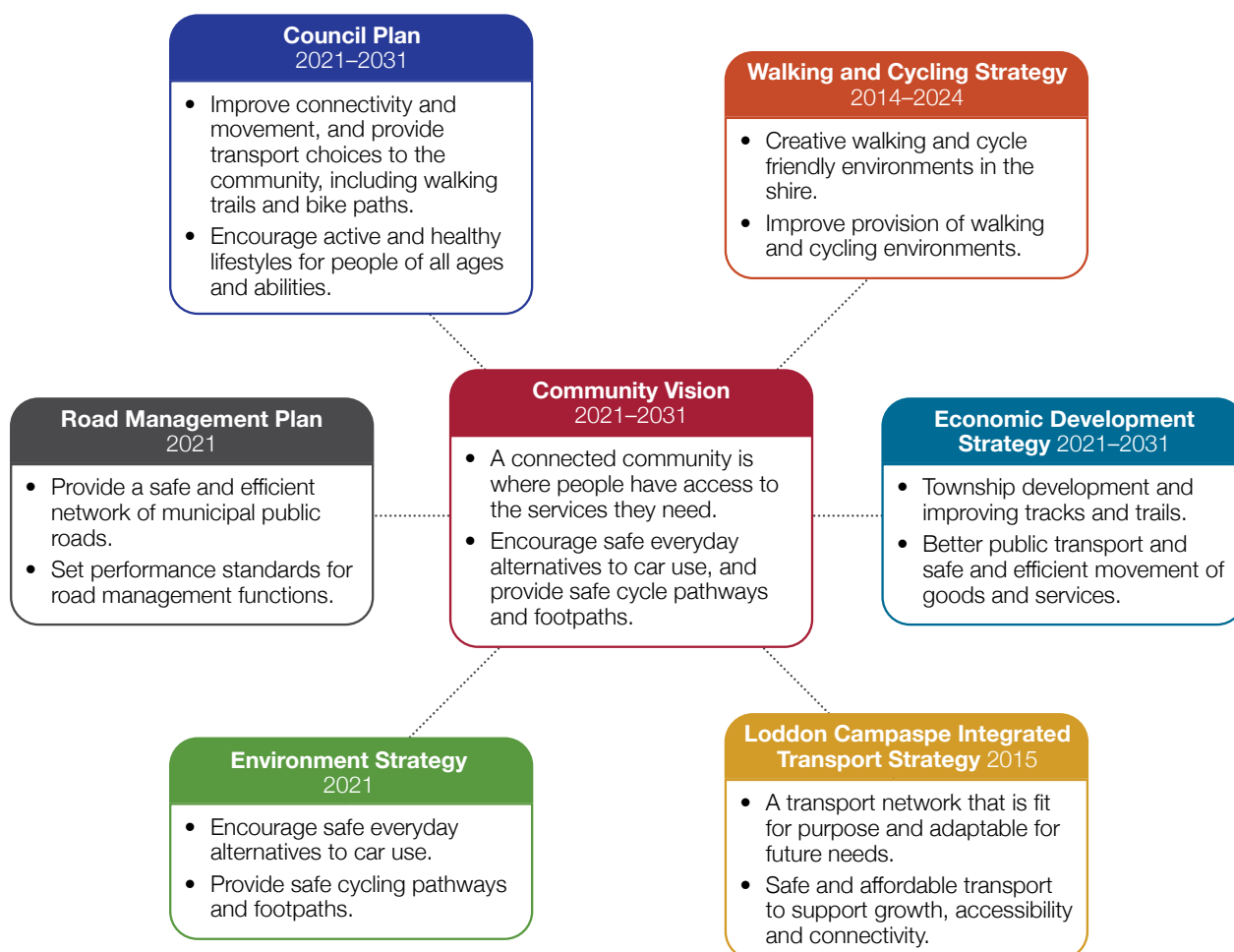


Figure 4: The Bigger Strategies



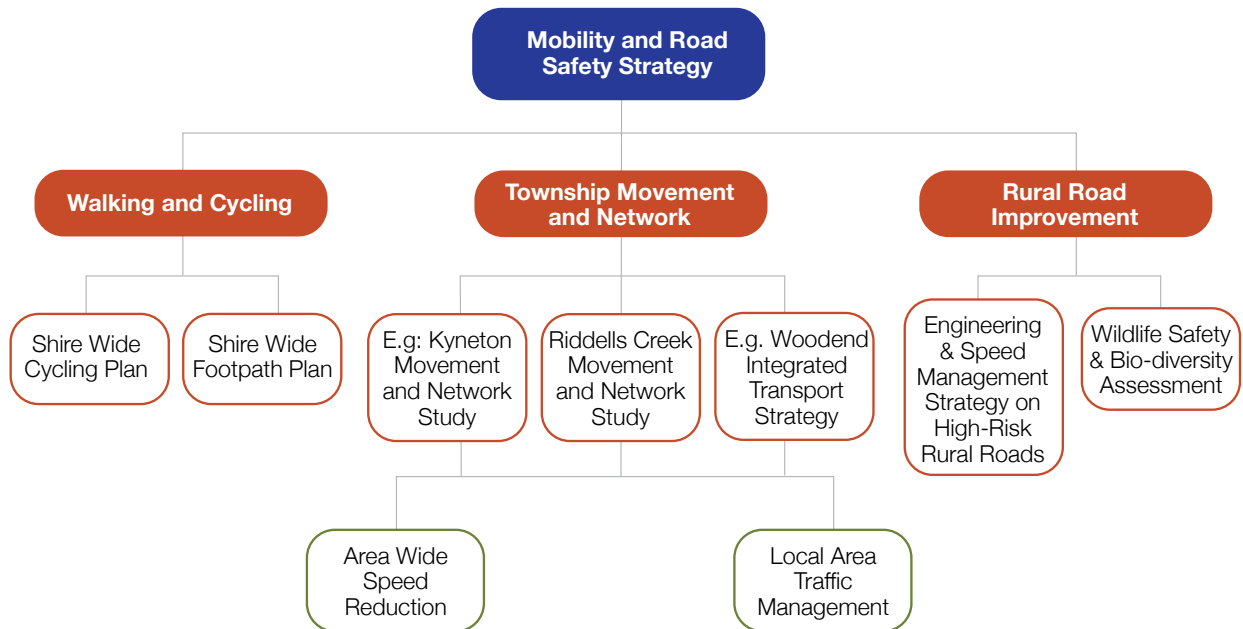


Figure 5: Hierarchy of Transport-related Documents



Council responsibilities

Macedon Ranges Shire Council has several important roles in shaping our community and its environment. Our functions relating to the transport network, service and assets include:

Road Authority – responsible for planning, construction, maintenance and operation of the local municipal roads.

Planning Authority – making decisions about land use and development.

Advocate – advocating to the Victorian and Commonwealth Governments for funding to improve transport infrastructure and provision of services and changes to legislation that provide community benefit.

Community education – informing, engaging and empowering our community to contribute to travel and transport issues.

Place making – planning and building places for people to congregate, visit and enjoy (both within townships and in the natural environment).



About the Macedon Ranges

Macedon Ranges Shire Council is located in central Victoria, about one hour's drive northwest of Melbourne. With an area of about 1,750 square kilometres, we are a semi-rural municipality known for our beautiful natural landscapes.

The Calder Freeway and northern rail line run the length of the west side of the shire. More than 50 per cent of our working residents travel outside of the shire to work, with most travelling to metropolitan Melbourne.

The shire consists of nine main towns and several smaller settlements. The largest towns are Gisborne, Kyneton, Romsey and Woodend. About 35 per cent of people in Macedon Ranges live outside a town boundary in a rural setting.



Figure 6: Map of Macedon Ranges Shire (Source: MRSC Annual Plan 2021-2022)

As of December 2022, the key transport infrastructure managed by Council includes:

- 867** km of Sealed Roads
- 811** km of Unsealed Roads
- 209** km of footpaths/shared paths
- 149** Bridges and Culverts
- 64** Footbridges

Population

In June 2021, our resident population was 51,020 people and is projected to increase to just over 60,000 by 2031. The southern townships of Gisborne and Riddells Creek expect the largest population growth.

In 2021, the largest age group in the Macedon Ranges was 50 to 54-year-olds. The group that changed the most since 2016 was 70 to 74-year-olds, increasing by 795 people. Although this may indicate an aging population, in 2021 the Macedon Ranges also had a higher proportion of children (under 18) and a lower proportion of persons aged 60 or older compared to regional Victoria more broadly.

In 2021, 2,614 people (or 5.1 per cent of the population) in Macedon Ranges Shire reported needing help in their day-to-day lives due to disability. This was a percentage increase from 2016 and compares to 6.9 per cent for Regional Victoria.

In Macedon Ranges Shire in 2021, 5,878 carers were providing unpaid assistance to a person with a disability, long term illness or old age in 2021, an increase of 1.9 per cent since 2016. This represents 14.3 per cent of the population aged 15+ compared to 14.1 per cent for Regional Victoria.¹

Environment

The shire is rich in native flora and wildlife, many of which are threatened or endangered. Native animals move through the landscape for breeding, foraging and migration. Rural roadsides provide food, refuge and protection from predators, and these areas can often present a high risk to our native wildlife. Council supports wildlife safety around our roads through warning signage at ‘hot spot’ locations and providing contact information in the event of injured or dead wildlife.

Through the declaration of climate emergency, Council also seeks to support our natural environment by de-carbonisation through transport. As part of the Central Victorian Greenhouse Alliance’s (CVGA) ‘Charging the Regions’ Project, as of **June 2023** there were **only 4** EV charge points publicly and 3 council fleet vehicle EV change points in the shire, located in Kyneton, Gisborne and Woodend.

¹<https://profile.id.com.au/macedon-ranges/five-year-age-groups>



Developing the Mobility and Road Safety Strategy

To gain insight into the mobility and road safety challenges faced by the municipality, we conducted a comprehensive analysis using data on road crashes, feedback from the community, and input from transportation and road safety experts.

These three elements have helped us to create a best practice strategy and an action plan tailored to address our most pressing safety and mobility concerns.

Strategic themes and priority measures

We consulted with various experts and knowledgeable stakeholders, especially those with local knowledge, to identify issues and potential solutions. We also identified the best ways of tackling issues and improving mobility and safety in our transport system.

Community engagement and road user concerns

We conducted an online public survey to get a snapshot of community views. We also collected feedback through our website and other communication channels during our day-to-day operations. This feedback gives us an insight into issues that matter to the community.

For a high-level summary of community feedback, please refer to Appendix A.

Data analysis and evidence base

We conducted an extensive analysis of road safety crash data³ for the past five years in which a complete data set was available (2015-19). This provided insights into crash types, incident time, location and conditions, and the type of road user involved.

For high-level crash data, please refer to Appendix B.



³ <https://www.vicroads.vic.gov.au/safety-and-road-rules/safety-statistics/crash-statistics>

Strategic themes and priority measures

What Macedon Ranges Shire Council will do

Designing and planning initiatives to reduce road deaths now and get to zero road deaths by 2050 requires a good understanding of the road travelling complexity and agility to adapt to current and future trends and changes.

Based on our crash data analysis, community engagement, consultations with experts and application of best practice in road safety practices, we have identified the five strategic themes which will help us in shaping this plan and actions.

Below, we describe the five key strategic themes and the priority issues within those themes.



Strategic theme 1: Improving safety on high risk rural roads

- Speed management
- Motorcycle safety
- Infrastructure improvements



Strategic theme 2: Improving safety and mobility in and around towns

- Speed management
- Cycling and pedestrians
- Intersection safety
- People of all abilities



Strategic theme 3: Implementing movement and place

- Infrastructure planning or strategic planning
- Road space allocation



Strategic theme 4: Improving road user preference

- Safe behaviour
- Advocacy for enforcement; speed
- Sustainability (modal shift)



Strategic theme 5: Improving wildlife safety and outcomes

- Work with stakeholders
- Vegetation management
- Infrastructure improvements
- Adaptation measures



What can Macedon Ranges Shire Council do?

Under this Strategy, Macedon Ranges Shire Council will work with focused road safety authorities to adopt the Safe System and Movement and Place Framework approach. The strategy aims to create a road transport system that makes allowance for errors and minimises the consequences by considering all factors and their combined effects on road safety.

The Safe System

The Safe System approach encourages understanding the interaction between fundamental components of road safety.

Safe roads and paths

Our roads and paths should be designed, built and maintained to minimise the risk and severity of a crash. Crash history helps us to identify high-risk locations so that we can focus our attention on where it is most likely to show benefits. We will also take a more proactive, forward-looking approach and apply the latest techniques to assess risks on different network parts. This will enable us to improve road safety before crashes can happen.

Our commitment

- Better quality connected footpaths and crossing facilities
- Safer cycling facilities (such as separation, or protection, from vehicular traffic)
- Addressing poor-quality school journeys with difficulties around safety, congestion and parking
- Minimising common crash types, including run-off-road run-off road crashes and animal strikes
- Addressing the relatively high proportion of motorcycle crashes
- Better and more inclusive town planning and development

Safe people

Road safety is a shared responsibility, and we should all exercise care, attention and awareness of others for our safety. We will work with the community to raise awareness of important road safety issues and encourage safe travel behaviours.

Our commitment

- Encouraging young drivers to access resources that help them to become safe drivers
- Raising awareness of road rules and support measures to reduce distraction
- Encouraging riders to wear full safety gear and be visible

Safe vehicles

Modern vehicles with best-in-class safety features are much safer for drivers, passengers, and others. These safety features can assist in preventing crashes by automatically detecting dangerous situations and reacting appropriately or, when a crash is unavoidable, by reducing the impact forces in the crash. Increasingly safe vehicles are essential in improving personal safety and reducing road trauma.

Our commitment

- Promotion of modern vehicles with five-star safety ratings
- Promoting the use of motorcycles equipped with the latest safety technology
- Encouraging people to use in-car safety features such as intelligent speed assist and lane guidance
- Encourage company policies, including ours, that promote the safest vehicles and safe driving



Safe speed

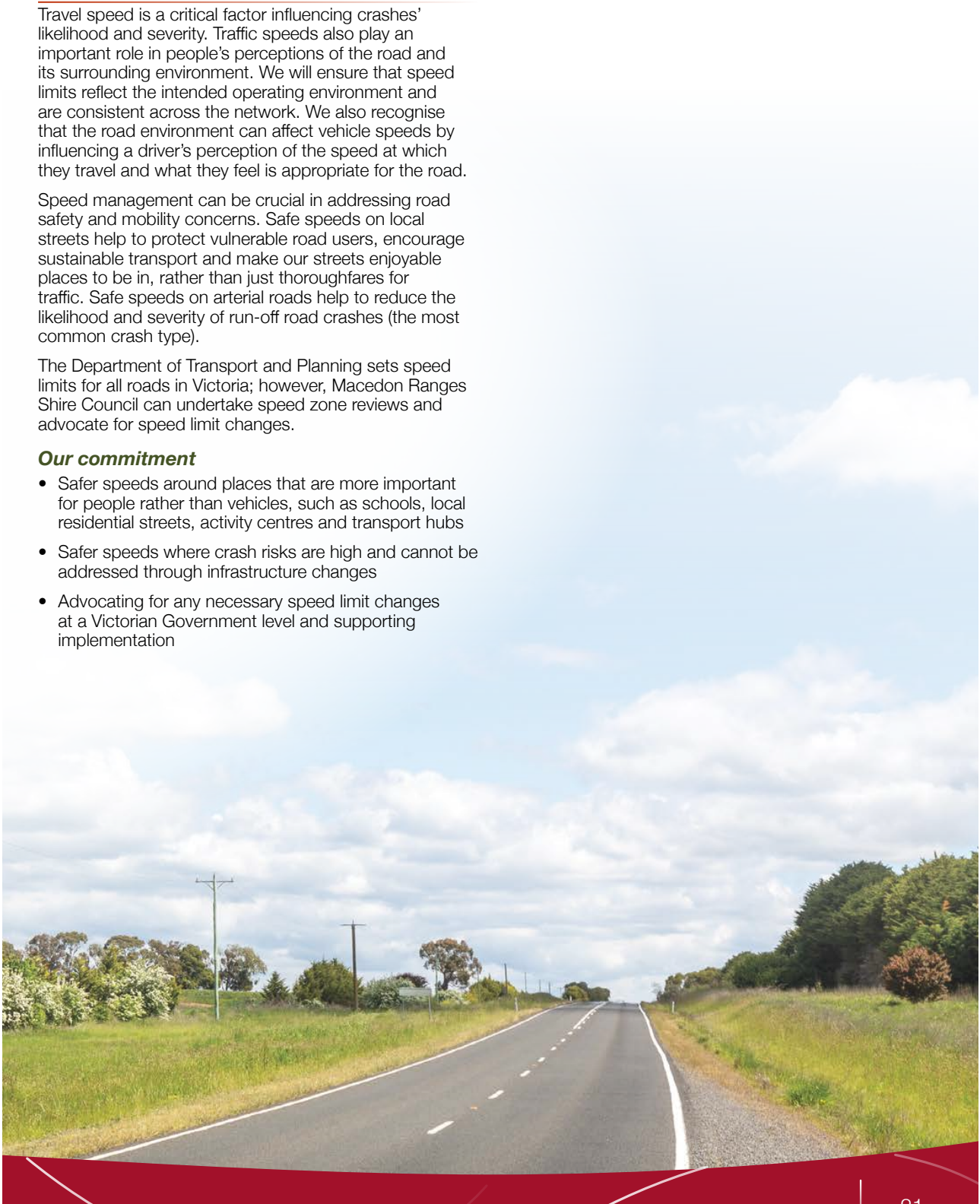
Travel speed is a critical factor influencing crashes' likelihood and severity. Traffic speeds also play an important role in people's perceptions of the road and its surrounding environment. We will ensure that speed limits reflect the intended operating environment and are consistent across the network. We also recognise that the road environment can affect vehicle speeds by influencing a driver's perception of the speed at which they travel and what they feel is appropriate for the road.

Speed management can be crucial in addressing road safety and mobility concerns. Safe speeds on local streets help to protect vulnerable road users, encourage sustainable transport and make our streets enjoyable places to be in, rather than just thoroughfares for traffic. Safe speeds on arterial roads help to reduce the likelihood and severity of run-off road crashes (the most common crash type).

The Department of Transport and Planning sets speed limits for all roads in Victoria; however, Macedon Ranges Shire Council can undertake speed zone reviews and advocate for speed limit changes.

Our commitment

- Safer speeds around places that are more important for people rather than vehicles, such as schools, local residential streets, activity centres and transport hubs
- Safer speeds where crash risks are high and cannot be addressed through infrastructure changes
- Advocating for any necessary speed limit changes at a Victorian Government level and supporting implementation



Movement and Place Movement

The Movement and Place Framework takes a future-focused, multi-modal approach to network planning (intra-township, inter-township and travel outside the Macedon Ranges).

We will work closely with the Department of Transport and Planning in applying and referencing the Movement and Place Framework to ensure consistency with state-wide objectives as stipulated in our Action Plan.

Our commitment

- Set our aspirations and vision for an integrated and sustainable transport system
- Classify the transport network and assign future vision for roads and streets
- Translate the experience and requirements of different users during their journey within a street
- Provide design guidance for the development of project options and solutions
- Preference / encourage active transport modes where appropriate (to suit surrounding land use)

Walking

As the Macedon Ranges grows, we will have an increased demand to create safe, connected pedestrian journeys. We are committed to progressively improving the provision of pedestrian facilities and constructing new facilities where needed.

About 90 per cent of our community walks daily, with most activity occurring within our towns. We will collaborate with relevant agencies and community groups to prioritise and implement improvement initiatives to reflect community needs.

In addition to new infrastructure, we will investigate missing links in our current pedestrian network and identify sub-standard existing footpaths.

Our commitment

- Identify and address sections of missing or disconnected pedestrian facilities
- Deliver improved crossing facilities in high-priority areas (schools, activity centres, public transport etc.)
- Include pedestrian connectivity and safety planning with all new developments
- Reviewing the benefits of active transport and connectivity against any potential impacts to the natural environment (requires consideration on a case by case)
- Promote Active Paths Program to schools, with a particular focus on primary schools
- Referencing the MRSC Shire Wide Footpath Plan to prioritise investment

Cycling

People cycle within the Macedon Ranges for various reasons, including recreational, social, fitness and transport. The health, economic and environmental benefits of cycling are well documented. We will continue to encourage residents and visitors alike to engage in active transport modes and ensure those safe facilities are in place to serve these road users. We manage long sections of high-speed environments where on-road cycling is generally only viable for very confident cyclists. Providing segregated cycling paths adjacent to these roads would be beyond our financial capacity. Instead, we will focus on routes within towns that pass major attraction points (railway stations, shopping districts, schools, etc.).

Strategic Cycling Corridors (SCCs) and the Principal Bicycle Network (PBN) are bicycle “highways” that generally see the highest cycling volumes compared to other routes (typically a mixture of off-road and separate bike paths). We will prioritise investment for routes that form part of the SCCs and PBNs and investigate implementing treatments that offer cyclists protected spaces such as Copenhagen bicycle lanes, protected bicycle lanes, off-road paths, etc.

Treating these priority routes with best-practice infrastructure will make cycling more attractive and safer and cater to a greater variety of cyclists – skill levels, experience and confidence. Treatment option analysis needs to be undertaken on a case-by-case basis.

Our commitment

- Implement cycling facilities protected from motor vehicles where feasible
- Reference and update our cycling network maps within townships
- Identify locations for bicycle repair stations to encourage active transport further
- Support the development of tracks and trails throughout the Macedon Ranges and connections to regional networks
- Engage with our community to discuss treatment options

Micro-mobility

Micro-mobility devices such as e-scooters and e-bikes are becoming a more prevalent choice. Yarra City Council, City of Melbourne, Frankston City Council, and others are trialling the hiring of micro-mobility modes within their jurisdictions. Once these trial periods are complete, evaluation reports will examine the success/ community response towards these trials. We will review these evaluation reports to learn from other jurisdictions' experiences.

The uptake in these devices needs to be considered, and any transport network challenges evaluated.

Our commitment

- Conducting community survey(s) to gauge the perception of micro-mobility modes
- Updating strategic transport plans to incorporate this novel mode
- Preparing and/or updating design guidance
- Monitor the uptake in micro-mobility modes and their effects

Public transport

Access to reliable, convenient and accessible public transport options dramatically improves the users' likelihood of opting for this mode. We want our community to view public transport as a viable and safe means to get from 'A' to 'B'. Providing better connections inter-town, intra-town, and beyond the Council boundaries will encourage more users to consider this more sustainable mode of transport (compared to travel via passenger vehicles). We plan to implement local transport options for towns not currently serviced, similar to Gisbus and Woodend Flexi ride services. Improving our public transport network starts with listening to our community and identifying gaps in the network. Council will advocate to the Victorian Government for bus and rail public transport services improvements.

Our commitment

- Listening to our community and recording their experiences with public transport
- Advocating for improved public transport travel options for people to access work and study
- Reviewing the capacity of public transport services
- Identifying gaps in public transport needs

Connectivity

We aim to balance the mobility, safety, efficiency and convenience of mechanised and non-mechanised transport options tailored to the non-mechanised. As a part of this strategy, we will look at the connectivity of the following:

- Intra-Township
- Inter-Township
- Regional

Our commitment

- Advocating for more public transport such as Demand Responsive Transits (DRT) Example: GisBus in Gisborne and Flexi Ride in Woodend
- Improved rail service and quality of train connections.
- Connecting the missing footpaths links with townships
- Improved bicycle links
- Safe routes to school for primary and secondary students
- A shared trail connecting Inter-Township or Regional Township
- Commitment to a sustainable Shire-wide Footpath Plan



Accessibility / Disability

We aim to provide access for people of all abilities and safely enable individual mobility in our public areas. We will address issues, including footpath width, quality and gradients, and lack of connectivity. We will continue to work with the community to identify these barriers to accessibility and rectify them. In addition, we plan to review and improve our adherence to Disability Discrimination Act (DDA) requirements and implement an action plan to address issues where need is assessed.

We want everyone with a disability to feel like they can travel and feel safe in the same way as everyone else. Under this strategy, we aim to work and develop an action plan focusing on Council’s adopted Disability Action Plan 2021-2025, such as joining and safe access to the buildings and key places.

We want to create equitable areas for all community members to interact with each other.

Our commitment

- Actively support a clear capital works program for all township’s public infrastructure (ensuring our townships, major activity centres, and attractions are accessible by all community members)
- Support the implementation of township structure plan recommendations
- Upgrade current infrastructure to meet current accessibility/disability requirements, including improving pram crossing, which can be accessible by all road users
- Increase the number of accessible parking spaces in townships and key locations
- Work closely with disability groups in the shire.

Sustainability

We want to cultivate and promote healthier and more sustainable communities. We aspire to provide the opportunity for all to live a fulfilling life while continuing to protect our heritage, environment and sense of community through our shared commitment to a sustainable Macedon Ranges for the current generation and generations to come. Fundamental to achieving this goal is reliable and convenient access to sustainable transport modes, specifically active transport and public transport. Attractive alternatives to personal car travel will improve our communities in a myriad of ways:

- Improved environmental outcomes through less congestion and reduced air pollution)
- Improved physical and mental health outcomes through active road users
- Maintaining and supporting our flora and fauna
- Managing our impact on climate change
- Strengthening the intrinsic value of our towns and natural reserves; and creating areas where people want to congregate, visit and enjoy.

Our commitment

- Promoting ride-share possibilities (such as carpooling to schools or communal car rental programs)
- Developing networks that cater for and encourage active transport modes
- Investigate infrastructure support for electric vehicles within our townships
- Improving pram crossings, which can be accessible by all road users
- Increasing the number of accessible parking spaces in townships and key locations
- Working along with disability groups in the shire.
- Ensure that we protect and conserve our flora and fauna, especially along the roadside.



Wildlife safety

Roads attract wildlife because they traverse their natural habitats and give animals a clear travel corridor, easy access to food, and a source of salt in the winter. Many species are active at dawn and dusk when visibility is poor and traffic volume is high. To mitigate the loss of iconic native Australian marsupials, we commit to undertake the following actions:

- Maintaining vegetation control along busy Council roads
- Cutting back bushes and trees to ensure you see animals on either side of the road
- Reducing speed on Council roads where a heavy presence of wildlife is present
- Working closely with the environment and wildlife working groups such as Wildlife Victoria and Koala Rescue
- Trialling wildlife-friendly lighting
- Working with motor insurance companies to obtain key hotspot locations of wildlife tolls
- Educating the community about wildlife safety by installing variable message board and other warning signs.

Working together

Mobility and road safety is a shared responsibility. Therefore it has to be based on cooperation and coordination by all the agencies, the general public and the private/business sector, working together at every level — national, regional, local and community — to develop effective and innovative road safety initiatives and interventions. It is also the responsibility of every road user to ensure their safety on the roads and contribute to the safety of others through responsible road use.

We cannot work in isolation to deliver our roads' best possible safety outcomes. We will work with various groups and individuals to ensure that we understand the diversity of our road users' needs and deliver the most effective and inclusive road safety and mobility improvements.

We will be proactive, responsive and supportive as we engage with groups, organisations, and individuals, including:

Department of Transport and Planning

Managing the arterial road network. Working collaboratively to ensure seamless interaction between the Council road network and the arterial road network.

Victoria Police

Enforcing high-risk driving behaviour that compromises road safety and adversely affects the safety of the general community.

Transport Accident Commission

Promoting road safety, improving the state's trauma system and supporting those who have been injured on our roads.

Wildlife Victoria

Promoting community knowledge and care of wildlife and advocating for the protection and welfare of wildlife.

Community groups & residents

Meet community expectations, engage and encourage alternative modes of transport to vehicles and help us understand perceptions, priorities and desired outcomes.

We will implement road safety and mobility improvements on the local road network. We will also proactively advocate and support improvements that are the responsibility of other levels of government.

Local business

Contributing to our local economies and boosting place values.

Schools

Ensuring our kids can have safe, efficient, and sustainable access to their places of education.

Neighbouring municipalities

Work with neighboring municipalities to ensure an integrated transport response to regional needs.

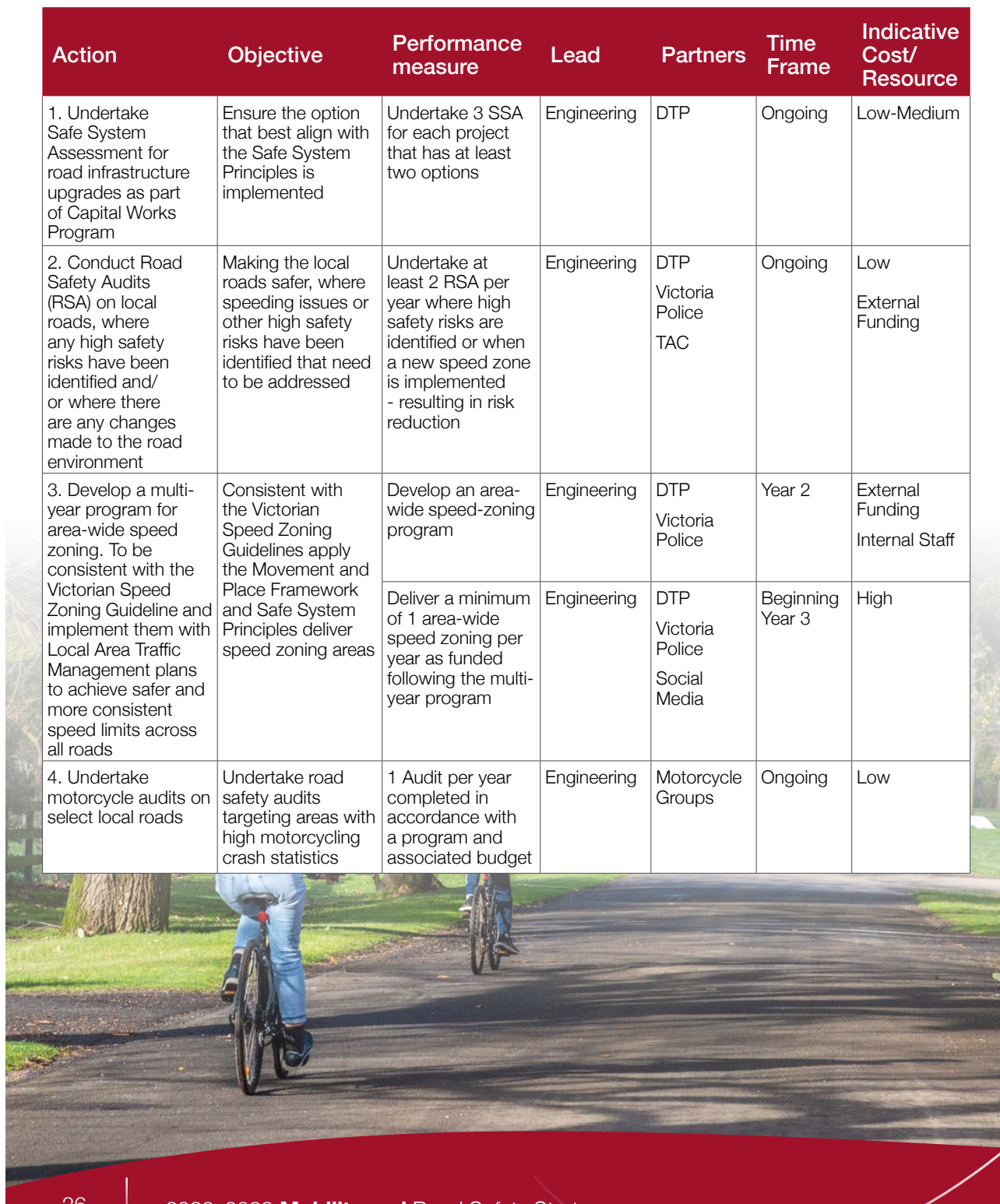
10 Year Action Plan

What will we do?



Strategic Theme 1: Improving safety on high risk rural roads

Action	Objective	Performance measure	Lead	Partners	Time Frame	Indicative Cost/ Resource
1. Undertake Safe System Assessment for road infrastructure upgrades as part of Capital Works Program	Ensure the option that best align with the Safe System Principles is implemented	Undertake 3 SSA for each project that has at least two options	Engineering	DTP	Ongoing	Low-Medium
2. Conduct Road Safety Audits (RSA) on local roads, where any high safety risks have been identified and/ or where there are any changes made to the road environment	Making the local roads safer, where speeding issues or other high safety risks have been identified that need to be addressed	Undertake at least 2 RSA per year where high safety risks are identified or when a new speed zone is implemented - resulting in risk reduction	Engineering	DTP Victoria Police TAC	Ongoing	Low External Funding
3. Develop a multi-year program for area-wide speed zoning. To be consistent with the Victorian Speed Zoning Guidelines apply the Movement and Place Framework and Safe System Principles deliver speed zoning areas	Consistent with the Victorian Speed Zoning Guidelines apply the Movement and Place Framework and Safe System Principles deliver speed zoning areas	Develop an area-wide speed-zoning program	Engineering	DTP Victoria Police	Year 2	External Funding Internal Staff
		Deliver a minimum of 1 area-wide speed zoning per year as funded following the multi-year program	Engineering	DTP Victoria Police Social Media	Beginning Year 3	High
4. Undertake motorcycle audits on select local roads	Undertake road safety audits targeting areas with high motorcycling crash statistics	1 Audit per year completed in accordance with a program and associated budget	Engineering	Motorcycle Groups	Ongoing	Low





Strategic Theme 2: Improving Safety and Mobility in and around towns

Action	Objective	Performance measure	Lead	Partners	Time Frame	Indicative Cost/ Resource
5. Develop a list of funding sources and register to online mailing lists for the TAC Grants Program and Community Road Safety Grants, as well as State e.g Department of Transport and Planning (DTP) and Federal Government Grants	Establish a funding applications program and supporting procedures	Develop and submit 2 applications to TAC or other grants per year	Engineering	TAC DTP	Ongoing	External Funding Internal Staff
6. Deliver pedestrian crossing facilities and improve cycling accessibility in high-priority areas, including areas of high active transport usage, schools, key activity and commercial centres and public transport locations	Increased pedestrian and cyclist safety and mobility	The number of kilometres and/ or locations of pedestrian and cycle path projects delivered each financial year	Engineering	Community Wellbeing PTV DTP	Ongoing	Internal Staff
7. Develop (or update) a Walking and Cycling Strategy 2030	The Walking and Cycling Strategy is intended to complement the overarching Mobility and Road Safety Strategy by focusing specifically on walking and cycling	Develop the Strategy by 2025 and successful full implementation of the strategy by 2035	Open Space and Recreation	Strategic Planning Department Community Wellbeing Engineering DTP	Year 2	Medium External Funding Internal Staff
8. Conduct Road Safety Audits for schools precincts noting conditions during drop off and pick up times	Work with schools to understand their perceptions of risk and assess school precincts on a prioritised program	As funded, undertake safety audits of 3 school precincts per year	Engineering	TAC Schools	Ongoing	Medium External Funding Internal Staff



Strategic Theme 3: Implementing movement and place

Action	Objective	Performance measure	Lead	Partners	Time Frame	Indicative Cost/ Resource
9. Support delivery of Council's Disability Action Plan 2021-2025	Develop a program to deliver 10 footpath and parking improvements to existing elements to improve mobility experiences for people with disabilities	Undertake audit of parking bays within one township per year for accessibility compliance	Engineering	Disability Community Wellbeing	Year 3 to Year 10	Low Internal Staff
		Present a Business Case each year for implementing required upgrades	Engineering	Community Wellbeing	Year 3	Low Internal Staff
10. Assess opportunities to improve safety and amenity of walking environments in conjunction with other planned works, particularly within activity centres	Integrate the Safe System principles to improve amenity, pedestrian and cyclist safety	Engineering Design and Development Referral Process	Engineering	Statuary Planning Department Open Space and Recreation DTP	Ongoing	Internal Staff
11. Continue to participate in the Safe Routes to School (SRTS) Program: - identify schools suitable for SRTS support - apply for grants - implement actions/improvements	Attract funding for improved SRTS	Complete 1 grant application per year and act on the improvement recommendations	Community Wellbeing	Engineering Children, Youth and Family Services TAC DTP	Ongoing	External Funding Internal Staff

40 Strategic Theme 4: Improving road user preference

Action	Objective	Performance measure	Lead	Partners	Time Frame	Indicative Cost/ Resource
12. Provide information to the community on the relationship between speed, safety and liveability	Community education in relation to speed and liveability	2 promotional campaigns per year and change in community perception about the speed	Engineering	Community Engagement TAC	Ongoing	Internal Staff
13. Continue working with Police for enforcement for confirmed high speed locations/ areas	Meet with police to identify locations for enforcement (speed, distraction etc.) together with any potential improvements at key crash locations	Meeting 2 per year	Engineering	DTP Victoria Police	Ongoing	External Staff Internal Staff





Strategic Theme 5: Improving wildlife safety and outcomes

Action	Objective	Performance measure	Lead	Partners	Time Frame	Indicative Cost/ Resource
14. Link the implementation of the Roadside Conservation Management Plan to reduce the risk of animal strike incidents.	Include clauses in road project specifications requiring assessment of wildlife trauma risk and mitigations.	Install roadside signage and communication campaigns, advocating for lower speed limits in high-risk locations and exploring new technologies.	Engineering	Environment Community DTP	Ongoing	Internal Staff
15. Advocate for reducing default 100 km/h speed limit to 80 km/h on unsealed roads with the intention to reduce wildlife trauma, vehicle damage and personal injury	Advocate in multiple forums for undeclared speed reduction for unsealed roads	Advocacy to three entities per year with the ability to influence the required changes.	Engineering	DTP Victoria Police	Year 1	Low Internal Funding
	Identify opportunity for reducing wildlife trauma, vehicle damage and personal injury on all roads. This will include using Customer Service data on wildlife incidents.	Implement 2 projects per year including options such as narrowing the road, lowering speed limits (on sealed road), and adding wildlife warning signs. Noting a Business Case is required and will require adoption in Council's budget	Engineering	DTP Victoria Police	Year 2	Low Internal Funding



Appendix A

Community feedback



Community feedback and road user concerns—what you told us

We invited our community to complete an online survey to express their views on road safety and mobility in Macedon Ranges Shire. We received excellent responses from more than 500 people, most of whom are Macedon Ranges residents.

We received lots of valuable information, which gives us a good idea of the issues that matter to you. Here is a summary of some of the things you told us.

Travelling in the municipality

Macedon Ranges has a very diverse range of road users. Whilst car use is very high, many people walk, cycle and use non-motorised vehicles (such as skateboards and scooters). Horse riding is also a significant activity, with 8 per cent of survey respondents identifying as equestrians and 10 per cent as horse floats drivers. We also received responses from wheelchair and mobility scooter users and truck drivers. The community tend to use public transport infrequently. Figure 7 provides a high-level summary of the most prominent transport modes.

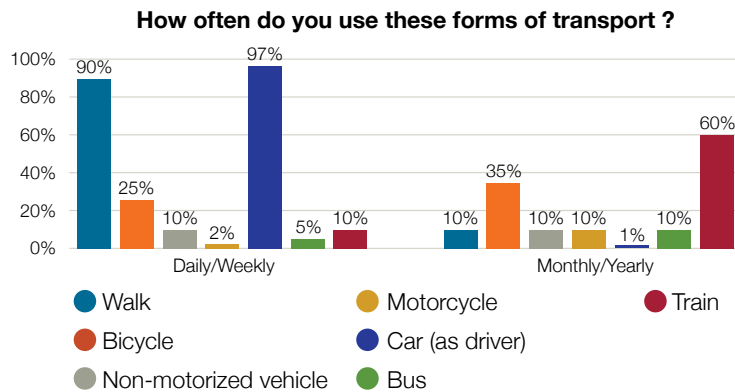


Figure 7: Prominent transport modes

Perceptions of safety

Many people are unsatisfied with the safety of roads, footpaths and cycling facilities. Cyclists and motorcyclists are the least satisfied with the road network, with the majority feeling unsafe. The outlook from pedestrians and drivers was better, however, still identified concerns.

How safe do you feel when you use these forms of transport ?

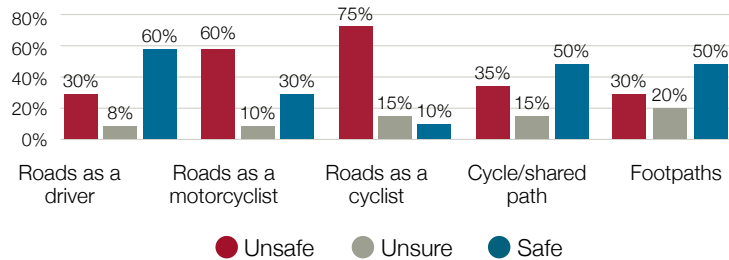


Figure 8: Perceptions of road safety by road users

Figure 8: provides a high-level summary of perceptions of safety by road users.

Why the community feels unsafe based on the quality of infrastructure?

- Lack of footpaths and pedestrian crossings and poor footpath surface conditions
- Drivers and cyclists identified poor-quality roads and a lack of cycling facilities as key issues
- School journeys Issues related to safety, congestion and parking

Figure 9 provides a high-level summary of the cause of concern for the community feeling unsafe related to the quality of infrastructure.

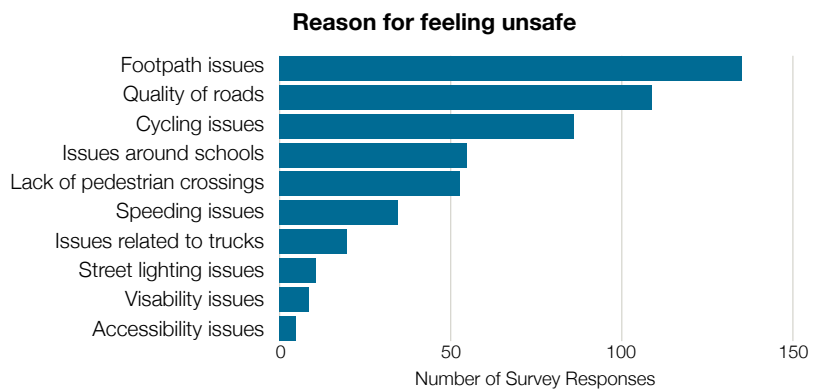


Figure 9: Causes of concern

Perceptions of journeys

Feedback indicated that many people are not satisfied when considering the quality of journeys. Safety is a cause of concern for 45 per cent of survey respondents, and 35 per cent felt that it was not easy to access important locations.

Figure 10 provides a high-level summary of perceptions of satisfaction by road users.

What are the gaps and issues in the related infrastructure quality?

- Poor roads and paths
- Lack of cycling facilities
- Poor connectivity for walking and cycling
- The safety of the school journey and safe movement around schools.

**How safe do you feel when you use these forms of transport?
How satisfied are you with your journey to services/locations in terms of safety and ease of access?**

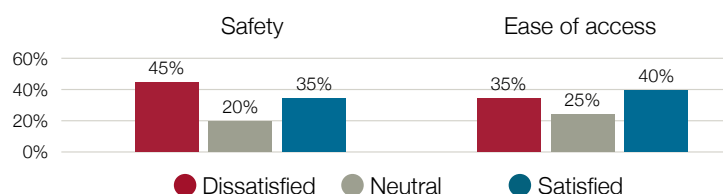


Figure 10: Perceptions of satisfaction by road users

Reason for feeling unsatisfied

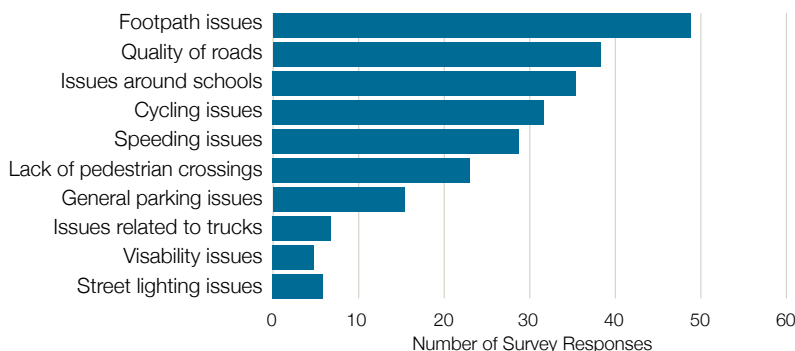


Figure 11: Causes of concern



Appendix B

Data analysis and evidence



Data analysis and evidence base

What’s happening on our roads?

To understand the risks on our roads and paths, we look at the crash history and the parts of the road network where there is an elevated crash risk. This is a proactive approach – we don’t need to wait for crashes before we act.

We are in the early stages of developing a risk-based approach to managing our network. We have conducted an extensive analysis of road safety data for the most recent five years in which a complete data set is available (July 2014 to June 2019).

What happened in past 5 years?

Over the five years, there were 312 serious injury crashes and 22 fatal crashes, resulting in 388 serious injuries and 25 lives lost.

What does the crash data show?

Crash history

Fatal and serious injuries are on a slight downward trend, but figures for lives lost have plateaued.

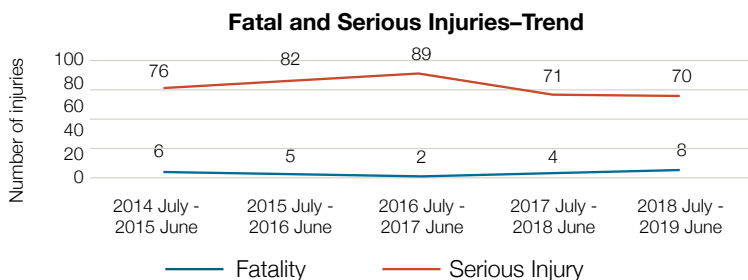


Figure 12: Fatal and serious injuries trend (July 2014 to June 2019)

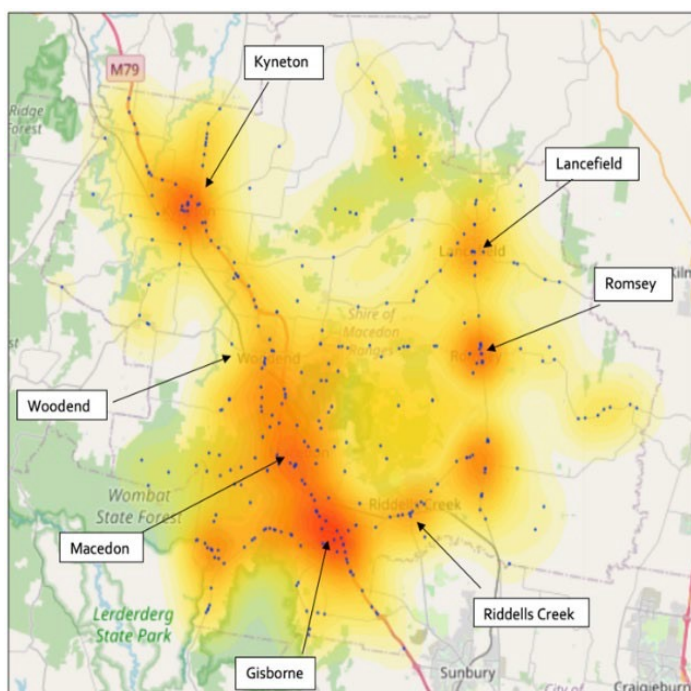


Crash locations—where are the crashes happening?

Figure 13 shows crash hotspots in Macedon Ranges Shire and prominent roads. It shows that fatal and serious injury crashes cluster around the main centres of population, along the Calder Freeway (M79) and roads linking population centres. There is also a relatively high concentration of crashes running east-west from Bolinda to Lerderderg State Park.

Other high-level fatal and serious crash data (between July 2014 and June 2019) shows:

- 56 per cent of crashes are on 100+ km/h roads
- 54 per cent of crashes are on freeways/arterial roads (Regional Roads Victoria)
- 8 per cent of crashes are in parks
- 35 per cent of crashes occur over the weekend
- Over 50 per cent of people involved in crashes are from outside the municipality
- Road and weather conditions are generally unexceptional



Road Name	No. of crashes
Calder Freeway	39
Romsey Road	19
Bacchus Marsh Road	15
Melbourne-Lancefield Road	13
Kilmore Road	12
Main Street	9
Black Forest Drive	8
Mount Macedon Road	7
Ashbourne Road	6
Edgecombe Road	6

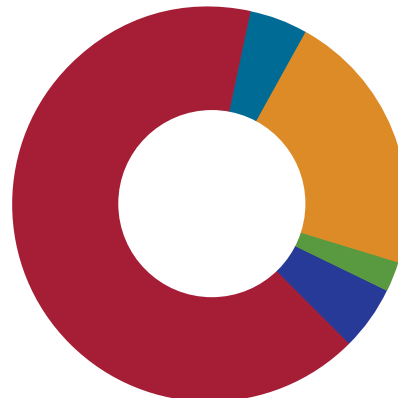
Figure 13 : Crash hotspots in the Macedon Ranges

Road users—who is involved in crashes?

Figure 13 shows crash hotspots in Macedon Ranges. Figure 14 shows how the total number of fatal and serious injuries (between July 2014 and June 2019) are distributed. Proportions are broadly similar to state averages, however, there are a few points worth highlighting:

- Pedestrian and cyclist crash numbers are relatively low (refer to Pedestrian and Cycling crashes heatmap)
- Heavy vehicle crash numbers are relatively low and trending down, but a crash is more likely to have serious consequences.

Road users involved in fatal and serious injury crashes



- 239 Light vehicles
- 19 Heavy vehicles
- 78 Motorcyclists
- 9 Bicyclists
- 19 Pedestrians

Figure 14: Road users involved in fatal and serious injury crashes (between July 2014 and June 2019)

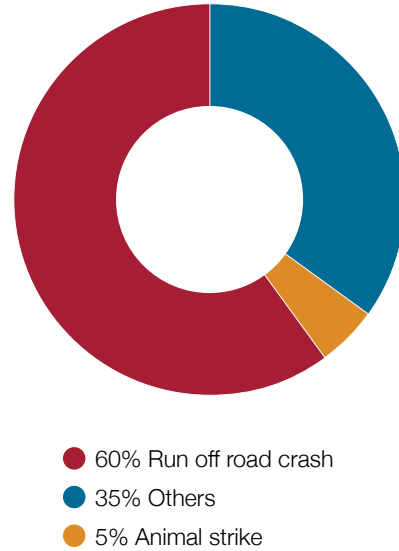


Crash types—what are the most common types of crashes?

Figure 13 shows crash hotspots in Macedon Ranges Shire and prominent roads. It shows that fatal and serious injury crashes cluster around the main centres of population, along the Calder Freeway (M79) and roads linking population centres. There is also a relatively high concentration of crashes running east-west from Bolinda to Lerderderg State Park.

More than 80 per cent of these animal strikes occur on arterial roads with a speed limit of 100 km/h (refer to Wildlife crashes heatmap).

The Most Common Types of Crashes



Fatal and Serious Injury Crashes—Prominent Crash Types

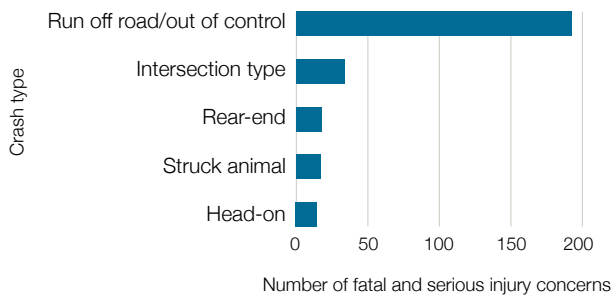


Figure 15 : Prominent crash types (between July 2014 and June 2019)



Heatmap of crashes

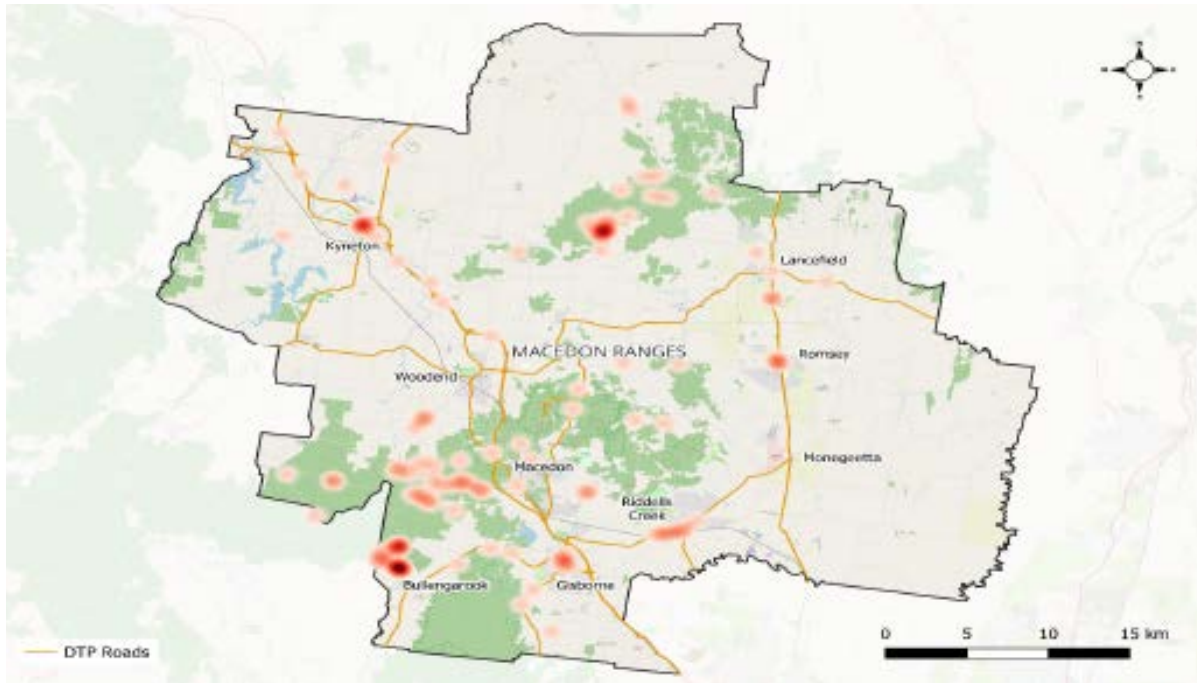


Figure16: Heatmap of motorcycle crashes (includes State Forest statistics)

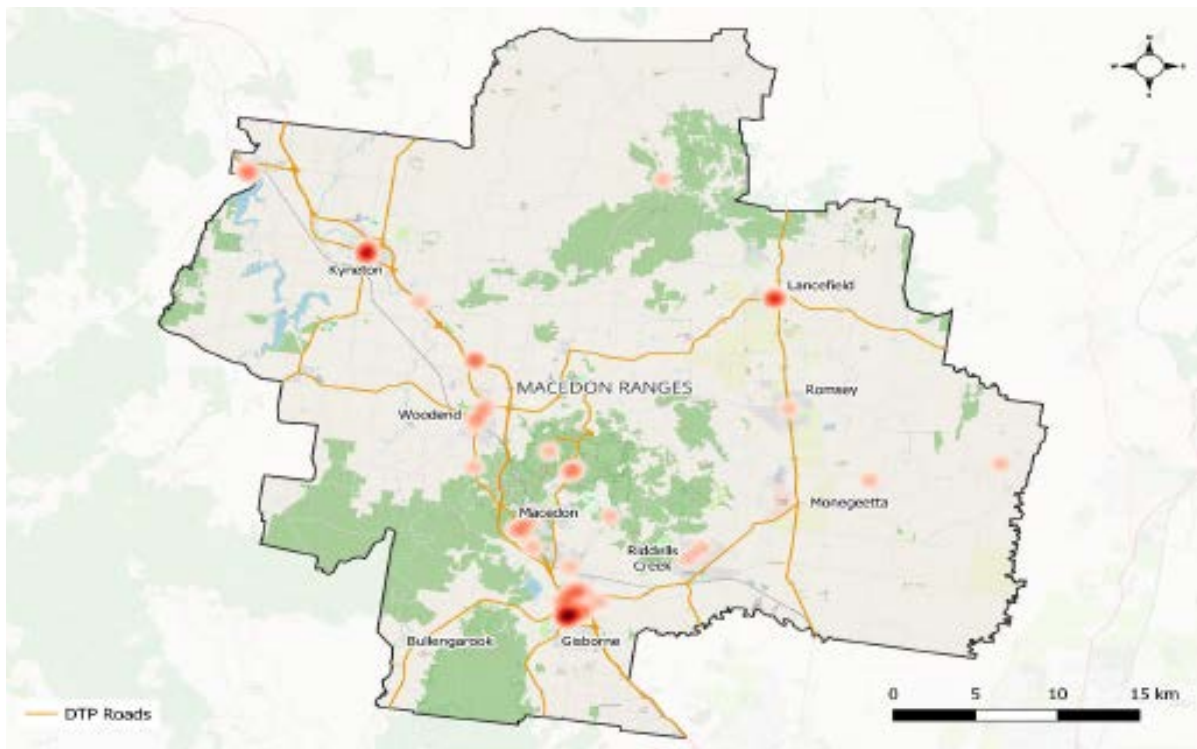


Figure 17: Heatmap of pedestrian and cycling crashes

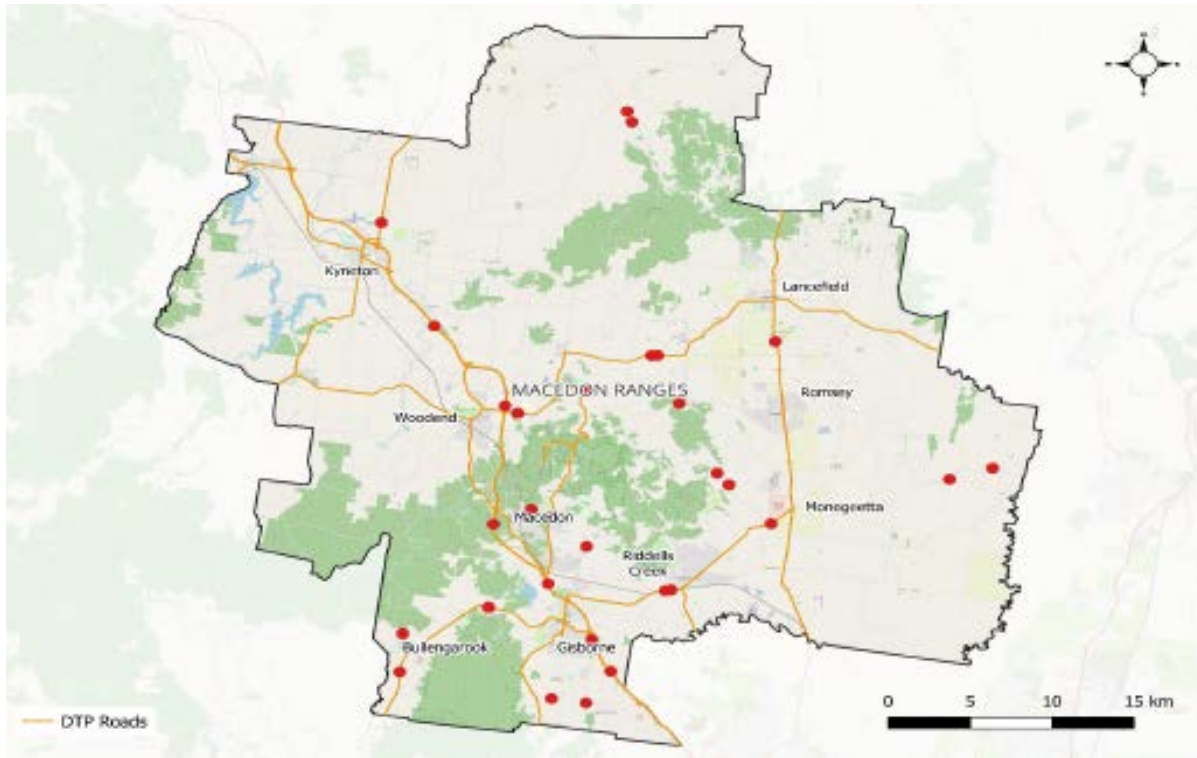


Figure 18: Heatmap of Wildlife crashes



