

Kyneton Movement Network Study

Submission by Kyneton and District Town Square Co-op

On behalf of the Kyneton and District Town Square Co-op, please find a submission outlining our recommendations and suggestions regarding the Kyneton Movement Network Study currently under consideration by the Macedon Ranges Shire Council.

Introduction

The Kyneton and District Town Square Co-op is a community organisation dedicated to enhancing the vibrancy, accessibility, and sustainability of our local area. The Co-op values the opportunity to contribute to the development of the Kyneton Movement Network Study, recognising its crucial role in shaping the future of well considered modes of movement in our town, prioritising active transport to ensure the health and wellbeing of our community.

Our Approach

When it comes to moving community around Kyneton Town Centre, the Co-op supports walking and cycling above car usage. To support and encourage people to walk and cycle, it is important to provide high quality infrastructure that inspires people to prioritise active transport options, so the submission herein seeks to prioritise those projects.

The Co-Op also supports the provision of expanded open public space in our town centre. The provision of angle parking in Simpson and Ebdon Streets will help protect the Co-Op's vision for a Town Square and open public space in the heart of Kyneton. We ask the engineers of this study to understand the importance of this parking initiative firstly in relation to Creative Victoria's plans to compromise open space in the Town Square with the construction of a carpark. Secondly, the expanded parking capacity could compensate for the reduction of carparking as a result of the extension of the Mechanics Reserve down Baynton Street to the west.



This artist's impression is a view of the expanded open public space looking from the supermarket carpark.



Walking is one of the simplest and most accessible forms of physical activity, promoting better health and well-being. By improving walking infrastructure such as constructing well connected and accessible footpaths around our town centre, residents are more likely to incorporate walking into their daily routines, leading to healthier lifestyles and reduced rates of chronic diseases like obesity and heart disease. When people walk through Kyneton, they have the opportunity to engage with neighbours, shop owners, and other members of the community, strengthening social bonds and creating a more cohesive town fabric.

By encouraging more people to cycle for short trips and commuting, Kyneton can alleviate traffic congestion on its roads. Dedicated bike lanes and paths provide a safe and efficient alternative for cyclists, reducing the number of cars on the road and easing congestion during peak hours, particularly in the town centre and residential areas. Fostering a cycling-friendly culture in Kyneton provides a safe and healthy way for our children to move around town to their school, the Kyneton Showgrounds, Barkly Square, Kyneton Library, or the Kyneton Aquatic Centre and their friends' places. More dedicated bike hoops, sharrows, bike lanes, bike signage and wayfinding are all good initiatives to help get more people on bikes.

Top 30 Projects as outlined in the Study, reprioritised by the Co-op

Ranking Council	Proposed ranking Co-op	Project type	Location/Road name	Between/Intersecting street	Feedback comments
2	1	Area speed limit reduction (30 km/h or 40 km/h)	Kyneton Town Centre		Strongly support, advocate for 30km/hr trial
4	2	Speed limit reduction (to 40 km/h)	Streets surrounding town centre (bounded by Piper/Mair, Victoria, Donnithorne/Bodkin & Wedge)		Streets bounded by the Campaspe River and Calder Highway.
New #1	3	Angle parking around old Kyneton Primary School	Simpson and Ebden Streets		To increase parking closer to the town centre. Eliminate the need for a carpark in the town square open public space. Compensate for future parking loss from the extension of the Mechanics reserve to the end of the supermarket as part of the town square vision.
New #4	4	Kyneton Shimmies	Kyneton Town Centre		Council to link major landmarks, e.g. train station, main streets, schools, leisure centre, recreation area. Ebden Street is well situated for a pilot/ trial. It already has a 40 kmh and is one block west of Mollison Street. To the south, it interfaces with the botanical gardens, providing an attractive section of an alternate route to the railway station. Early shimmy infrastructure can be as basic as pavement bicycle symbols and wayfinding signage.
27	5	Construct footpath	Lauriston-Reservoir Road (south side)	Mollison Street and Harpers Lane	<p>Replace with footpaths in town and connect to landmarks. New St (east side, Begg to High Sts) Connects to education precinct.</p> <p>AND</p> <p>Bowen St (north side, Mollison to Victoria Sts). Connects main street with Leisure Centre and school landmarks.</p> <p>AND</p> <p>Simpson St (north side, Wedge to Ebden Sts). Completes the connection to the new childcare centre and the main street of Mollison St.</p>

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23	6	Construct footpath	Yaldwyn Street East (north side)	Mollison Street and Victoria Street	
24	7	Construct footpath	Wedge Street (west side)	Baynton Street and Jennings Street	Foot path does not attempt to connect with any major active road. Replace with footpath linking with Mollison St and other footpaths. Baynton St (north side, Wedge and Powlett Sts)
25	8	Construct footpath	Pohlman Street (south side)	Ebden Street and Powlett Street	Ebden to Mollison Sts
26	9	Construct footpath	Donnithorne Street (south side)	Powlett Street and Wedge Street	Not enough space on the south side of Donnithorne St to go to Wedge St. Donnithorne St (south side, Powlett and Mollison Sts)
29	10	Construct footpath	Victoria Street (west side)	Mair Street and Beauchamp Street	Connect up the main road with the playground and ovals. Mair St (north side, Mollison to Victoria Sts)
28	11	Construct footpath	Epping Street (south side)	Edgecombe Street and Barton Street	

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30	12	Construct footpath	Beauchamp Street (north side)	Wedge Street and Powlett Street	Marry with other footpaths already installed on Wedge St. and bus stops along the road to Mollison St. Beauchamp St (south side, Wedge and Ebdon Sts) to marry with a footpath to Mollison St.
20	13	On-road cycle lanes/shared path	Wedge Street	Beauchamp Street OR Yaldwyn Street and Simpson Street	Wedge St (Beauchamp to Baynton Sts) Baynton St (Wedge to Mollison Sts)
21	14	On-road cycle lanes/shared path	Beauchamp Street OR Yaldwyn Street	Edgecombe Street and Campaspe River Trail	Wedge St (Beauchamp to Baynton Sts) Baynton St (Wedge to Mollison Sts)
20	15	On-road cycle lanes/shared path	Wedge Street	Beauchamp Street OR Yaldwyn Street and Simpson Street	Wedge St (Beauchamp to Baynton Sts) Baynton St (Wedge to Mollison Sts)
Ne w #3	16	Bike hoops needs assessment	Kyneton Town Centre		Councils to undertake an audit of bike users during peak times, e.g. farmers markets, morning, night, school pickup/drop off. Bike hoops taking car parks - Mollison St, High St and Piper St Conduct regular counts of bikes chained to street furniture along these routes.
Ne w #2	17	Bike racks on buses - advocacy	Trethnam-Kyneton Bus		Enables greater access for people to travel between the two towns. In particular a trial on the bus that provides a connection could be the most worthwhile as it would provide an increased catchment so that more people can reach the railway station without driving.
3	18	Carriageway reconfiguration (shared bicycle and parking lane) and kerb outstands (narrowing effect and reducing crossing distance)	Edgecombe Street	High Street and Beauchamp Street	
9	19	Undertake accessible	Kyneton Town Centre		

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		parking audit			
22	20	Install on-street accessible parking in/around the education precinct	High Street, Epping Street, Edgecombe Street		
15	21	Priority crossing with kerb outstands	Mollison Street	Simpson Street and Welsh Street	
16	22	Priority crossing with kerb outstands	Mollison Street	Hutton Street and Bowen Street	
5	23	Priority crossing with kerb outstands	High Street at Market Street Car Park ROW access		
6	24	Wombat crossing (raised pedestrian crossing) with kerb outstands	Piper Street	Ebden Street and Powlett Street	
11	25	Traffic calming (speed cushions and hockey sticks [line markings related to parking])	New Street	High Street and Begg Street	
12	26	Speed cushions	Begg Street	Mollison Street and Ross Street	
13	27	Traffic calming (speed humps, hockey sticks [line markings related to parking], splitter island at New Street)	Bodkin Street	Mollison Street and New Street	
1	28	Priority crossing with kerb outstands	Edgecombe Street at existing shared path connection through		

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			education precinct		
8	29	Convert on-street parking spaces to accessible parking spaces (case-by-case basis)	Kyneton Town Centre		Ensure this is done after the accessible parking audit.
14	30	Restrict right turn movements during peak times (short term)	Mollison Street into Market Street		
19	Repl ace	On road cycle lanes/shared path.	Edgecombe Street (post the construction of a bridge at Campaspe River)	Pleasant Hills Road	This proposal is outside the scope of the Network study because it is located outside the town boundary. We strongly oppose it because it supports more urban sprawl.
10	Repl ace	Speed limit reduction (to 40 km/h)	Edgecombe Street (post the construction of a bridge at Campaspe River)	Epping Street and Beauchamp Street	This is in front of the school precinct and can happen now. Remove requirements for it to happen after the construction of the Campaspe River Bridge. Any project noted as being constructed after the Campaspe River bridge construction should not be a priority - the priority in this instance is building the bridge.
7	Repl ace	Road upgrade and reconfiguration	Edgecombe Street (post the construction of a bridge at Campaspe River)	High Street and future Campaspe River bridge	Any project noted as being constructed after the Campaspe River bridge construction should not be a priority - the priority in this instance is building the bridge.
17	Repl ace	Intersection upgrades (traffic signals)	High Street/Edgecombe Street (post the construction of a bridge at Campaspe River)		Any project noted as being constructed after the Campaspe River bridge construction should not be a priority - the priority in this instance is building the bridge.
18	Repl ace	Intersection upgrades (right turn extension and signal modifications)	Mollison Street/High Street		These are state government roads, what kind of power does the council have on this upgrade?

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27	Replace	footpath	Lauriston-Reservoir Road (south side)	Mollison Street and Harpers Lane	We have inserted our replacement suggestions under number five of our ranking

