

MACEDON/MOUNT MACEDON DRAFT COMMUNITY PLAN 2011/2012

Transport Improvement Plan

What is the plan?

Improve the appearance and utilisation of our existing transport assets to: -

- create a sustainable transport option for residents and visitors by interlinking commercial and community assets to Macedon and Mt. Macedon's gateway; our station
- showcase the significance of Macedon and the Mount in Victoria's transport heritage
- expand the local economy by enabling and promoting Macedon and Mt. Macedon as a green/low carbon getaway destination

What are the benefits of enhancing the appearance of Macedon and Mt. Macedon's gateway and interlinking our combined community and commercial assets?

Local residents: -

- can rely on a well presented, reliable and integrated transport option
- reduce or negate their reliance on private motor vehicles
- benefit from additional commercial and tourism opportunities

Visitors: -

- can access all that Macedon and Mt. Macedon have to offer, but leave their car at home.
Including: -
 - Historic homes and gardens
 - Cafes, restaurants and local shops
 - The magnificent views from the cross and the tranquillity of our forests and lakes
- learn about the historic significance of the area, and particularly the role played by Middle Gully/Macedon and the Mount in building Victoria's transport infrastructure
- experience how local residents can be proud custodians of their heritage infrastructure

How can it be accomplished?

The success of this plan relies on buy-in of the respective stakeholders. These include: -

- VicTrack – owner of Macedon and Mt Macedon's gateway station
- V/Line – operator and responsible for maintenance of the station
- GisBus – potential operator of the link bus
- VicRoads – manager of the road network
- Local community – volunteers to coordinate and manage the project as required (e.g. Landcare, walking, biking and cycling groups, historical and horticultural societies)
- Local government – to help promote, support and facilitate projects (e.g. Planning, Transport Connections Officer, Culture and Arts, Tourism)
- Sponsors – to help fund the project through financial or professional donations (e.g. insurance, legal advice and documentation, marketing and promotion etc.)

Funding will be sought from a variety of sources (e.g. budget and grant submissions, in-kind donations, local business and community support.)

PROJECT OVERVIEW

1. Gateway upgrade

What	How	Cost estimate
<p>MACEDON STATION PRESENTATION Enhance presentation of Macedon train station precinct (east/west, entrance and car park); include bike rack</p>	<p>> Community art project: 'Macedon train station precinct design' competition (with guidelines: heritage, low maintenance, fire resistant, drought tolerant, recommended species list)</p> <p>> Master planning by local landscape designer outlining go-no-go and safe height areas with VicTrack</p> <p>> Competition submissions judged by panel of local horticulture, heritage, botanical specialists and VicTrack</p> <p>> Shared community/VicTrack garden maintenance roster</p>	<p>\$50,000</p> <p>Reference: Newmarket train station beatification - Moonee Valley City Council, Parks and Cityscapes advisor</p> <p>Delivered via community group – 'Stationers Club' – via Keep Australia Beautiful - liaison with VicTrack</p>
<p>LOCAL HERITAGE PROTECTION Preserve the heritage of Macedon train station assets, surrounding garden and entrance</p>	<p>> Restore Macedon train station building to its original condition (internal and external)</p> <p>> Enable access to a waiting room, with child and disabled-friendly bathroom facilities</p> <p>> Erect a history gallery to share station/township history with locals and visitors</p> <p>> Celebrate 150 years of rail to Macedon district with a community festival and ball (May 2013) – fill a steam train from Melbourne with paying tourists</p>	<p>Year 1: Building Assessment \$3,000</p> <p>Year 2: \$75,000</p> <p>Year 3: \$150,000</p> <p>References: Australian Building Conservation Company</p> <p>Maryborough train station restoration (<i>\$1.6 million project</i>)</p>
<p>PEAK HOUR SERVICE Ensure adequate commuter peak hour services</p>	<p>> Conduct needs analysis (commuter survey)</p> <p>> Prepare patronage case for V/Line</p>	<p>N/A</p>

2. Economic and recreation centre link

What	How	Cost estimate
<p>COMMUNITY BUS Local community-based transport service between Macedon, Mt. Macedon, Gisborne, Woodend and (if viable) Melton</p>	<ul style="list-style-type: none"> > Conduct a needs analysis (combine with MRSC regional survey: Transport Connections) > Develop business case to use existing bus infrastructure and expand current GisBus service > Propose bus stops that link with existing transport network > Service targeted to transport disadvantaged (time and frequency) 	<p>N/A</p> <p>If existing GisBus bus/driver assets used, only fuel and labour costs increase</p> <p>This cost anticipated to be covered by ticket price, but requires modelling</p> <p>Reference: GisBus</p>

3. Safe, sustainable transport options (linking existing trails, foot paths and shopping)

What	How	Cost estimate
<p>CYCLE PATH NETWORK Link Macedon train station, economic and recreational centres of Mt. Macedon and Macedon</p>	<ul style="list-style-type: none"> > Survey existing cycle and foot paths > Assess feasibility (off-road shared path or separate off road path) > Map proposed cycle path network > Seek stakeholder feedback > Finalise map and budget > Secure approval/funds/land > Develop in sections as budget allows 	<p>Year 1: Assessment \$25,000</p> <p>Year 2 until completion \$80,000 per annum</p> <p>Reference: Two Towns Trail, 8-10 km trail linking Drouin and Warragul – VicRoads/Baw Baw Shire Council project (\$1.5 million project)</p>
<p>EXERCISE/TOURIST TRAIL Create a 10 km off road bush trail linking Macedon train station and Woodend</p>	<ul style="list-style-type: none"> > Review existing unofficial route linking Macedon and Woodend > Investigate links to proposed Blackwood to Mt. Macedon trail, to existing mountain bike trail at the lagoon on Black Forest Drive and to the Great Dividing Trail > Assess feasibility > Propose trail path with links to existing transport infrastructure > Seek stakeholder feedback > Finalise map and budget > Secure approval/funds/land 	<p>\$50,000</p> <p>Community can offer labour and machinery</p> <p>Reference: Woodend Cycles</p>