Maroondah Transport Strategy
2025–2035

Working towards an accessible and connected community



MAROONDAH 2040

Maroondah City Council


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Acknowledgements
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Acknowledgment of Country
We, in the spirit of Reconciliation, acknowledge the Wurundjeri People of the Kulin Nation as traditional custodians of the land now known as the City of Maroondah, where Indigenous Australians have performed age-old ceremonies. We acknowledge and respect their unique ability to care for Country and their deep spiritual connection to it. We pay our respects to their Elders, past, present and emerging.

Mayor's message

I am delighted to present to you our *Maroondah Transport Strategy 2025-2035*, a medium-term plan that sets the strategic directions and areas of focus for Council to take action to deliver an efficient, integrated, sustainable, accessible and safe, transport system.

Transport plays an essential role in our lives. Having the means to get from one place to another, safely and without barriers, is fundamental to our quality of life, economic success and ability to access and enjoy all the services and opportunities our municipality affords. In urban Melbourne where significant population, housing and economic growth is predicted, road safety and transport loom large, and if we miss the opportunity to consider efficient and new ways of moving people and freight, we risk the opportunity to increase the wellbeing and prosperity of our community and businesses.

This Strategy reflects the priorities and expectations that our community has shared with us regarding driving, public transport, walking, bike riding, street activities, parking and accessibility. We know that having the ability to use public transport, walk, or bike to reach places is important to our residents. There is an aspiration for the transport system of the future to be a balanced and a combined network that builds on our strengths and also expands the convenience and choices of transport options available.

This Strategy is more than just about streets and transport infrastructure; it's about people, communities and the environment in which we live. It involves working with communities, listening to our residents to deliver transport infrastructure, services and programs that are easy and affordable to use, and motivates us to discover new ways of getting around.

Over the next decade, the Strategy sets us on a path to:

- Improve access to our activity centres to support compact and liveable places for people to live, work and play.
- Maintain and improve our road network.
- Deliver integrated, resilient, and safe transport networks to support our communities transition to sustainable and less polluting transport.
- Provide a connected cross town public transport network that reduces our dependence on private vehicles.
- Expand the pedestrian and bicycle networks to ensure better connection and integration at transport hubs to encourage more people to walk and cycle.
- Support and enable residents to tap into the opportunities presented by emerging transport services and technologies to make travelling cheaper and easier.

No matter how you get about – drive, walk, cycle, scoot or catch public transport, this Strategy strives to deliver a transport network and services that are sustainable and that work for everyone and, importantly, that keeps us moving into the future.

This Strategy at a glance

Strategic Directions

D1. Support compact and liveable precincts.
D2. Enhance cross region transit corridors.
D3. Deliver integrated, resilient and safe transport networks.
D4. Transition to low-cost low-carbon transport and economy.
D5. Deliver safe, accessible and low-stress pedestrian and cycling routes.
D6. Pilot new and emerging transport systems and services.

Key Strategic Focus Areas

SFA1. Encourage sustainable transport options to support the realisation of connected communities.
SFA2. Advocate for investment in public transport systems and road upgrades to make them safer and usable.
SFA3. Capitalise on potential transport corridors through Maroondah.
SFA4. Capitalise on Intelligent Transport Systems to better manage streets, trails, pathways and car parking.
SFA5 Capitalise on large infrastructure projects to implement footpath and bicycle network upgrades.
SFA.6 Facilitate the introduction of shared transport.

Outcomes

O1. Integrated and efficient transport network that works to respond to demographic, urban intensification and climate pressures.
O2. Enhanced transport system that is future-proofed, user-friendly and provides for those living, working and visiting our city.
O3. Council applying overarching safety objectives relative to all transport considerations.
O4. Reduced car use for short trips within Maroondah.
O5. Enhanced streets, places and corridors for pedestrians and people on bikes to support local living in our neighbourhoods.
O6. Increased awareness and use of sustainable modes of transport.
O7. Increased use of Intelligent Transport Systems to maximise the use of existing roads and car parking.
O8. Increased take up of public transport through improved transport connectivity and efficiency.

About this Strategy

The *Maroondah Transport Strategy 2025-2035* establishes the strategic direction to guide transport planning and actions over the next decade, aiming to connect people to their desired destinations through various modes of transport ─ whether it be pedestrian access, cycling, using public transport, or road travel.

It outlines Council's policies, priority infrastructure, services and programs to deliver upon the Maroondah 2040 Community Plan vision for an accessible and connected community.



'In 2040, Maroondah will be accessible for all ages and abilities with walkable neighbourhoods, sustainable transport options, and a safe integrated transport network.

To support the activities and aspirations of our communities the Maroondah Transport Strategy seeks to:

- **PRIORITISE** Council's transport actions
- Inform **ADVOCACY** to project partners
- **INFORM** the development of emerging and future Council strategies, plans and projects
- Show **COMMITMENT** to transport project priorities for funding bodies and project partners

When implemented the Strategy will assist in the realisation of the following Maroondah 2040 outcomes:

- **A safe, healthy and active community**
- **An accessible and connected community**
- **An attractive, thriving and well-built community**

Why do we need a Transport Strategy?

To effectively respond to the pressures arising from transport demand, urban development, economic growth, road safety, public health, pollution and population growth, it is crucial to establish a clear and shared direction for transport and movement. With this direction Council will be well placed to harness the emerging transportation services and technologies, support active transport, unlock future transport corridors and obtain better outcomes from major road projects and upgrades.

Key to this Strategy is the recognition that Maroondah has a well-established transport network and system, encompassing rail, road, pedestrian and cycling infrastructure and services. This network and system are a solid foundation that can be modernised, enhanced and expanded to deliver the additional capacity to support urban growth and liveability, facilitate mobility, social inclusion and economic productivity.

Better integration of the transport system with the built environment also offers the opportunity to distribute demand more evenly across transport types, ensuring reliable, efficient, accessible and sustainable transport within easy reach of more residents. These improvements are essential for maintaining well-planned, connected, prosperous and liveable places, supporting thriving, safe, active and inclusive communities within Maroondah.

Approach to developing the Strategy

This Strategy, along with its action plan, will be the main document for improving our transport network and system over the next decade. It combines the transport and movement actions from *Maroondah 2040: Our future together*, the *Council Plan 2021 - 2025*, various precinct structure plans, background technical research, the *Maroondah Road Management Plan 2021-2025*, and the *Maroondah Parking Framework*.

This Strategy supersedes the *Maroondah Integrated Transport Strategy 2006, Maroondah Bicycle Strategy 2004 and Maroondah Pedestrian Strategy 2006.*

Section 1 - Transport in Maroondah - an overview

The components and performance of our established transport network and system.

	**2** Electrified heavy rail lines (Belgrave & Lilydale)	**5** Stations (Croydon, Heatherdale, Heathmont, Ringwood, and Ringwood East)	**2.4 mil** visitations to all stations in 2022 -23	**471** train services going through Ringwood on a weekday in 2023 **420** on Saturday **317** on Sunday	**2nd** The Burnley rail corridor, which includes the Belgrave and Lilydale services is the second busiest line after the Pakenham/Cranbourne Line
	**21** Bus routes in 2024 **3** Night buses (670, 901 & 967)	**520** Bus stops in 2024 **200m** Average distance to a bus stop	**2.1 mil** Total boardings made at bus stops in Maroondah in 2024	**1,996** weekday bus services in 2023 **1,011** on Saturday **672** on Sunday	**Croydon, Ringwood & Ringwood East.** Suburbs with the most bus passengers
	**482km** of local roads	**86.7%** of all trips originating within the municipality are private vehicles	**305,566** trips a day are made by private vehicles **4.34 mil** kilometres travelled	**92.1%** of households own one or more cars in 2021.	**17.7%** of land in the Croydon Major Activity Centre is dedicated to roads and car parking
	**62kms** of bicycle, lanes, paths and trails	**5** Major trails (Eastlink, Mullum Mullum Creek, Heathmont, Tarralla Creek and Dandenong Creek)	**6.8kms** The average distance of a bike ride **27 mins** average travel time.	**21,000** bike movements on Box Hill to Ringwood Trail in 2023, (Up from the 20,000 cyclists in 2022)	**53.6%** of households own one or more bicycles (2022)
	**645kms** of footpaths	**224** pedestrian crossings, including 76 school crossings	**35%** of all trips of less than 3 kilometres are walked.	Bus stops are accessed mostly by walking	In 2020, more trips originating in the Maroondah were made by active transport (11.9%) than by public transport (6.7%).

Sources: Department of Transport and Planning, Annual Metropolitan Train Station Entries 2022 -23, Melbourne.
Public Transport Victoria, Monthly Performance Data for September 2022 to August 2023, Melbourne.
Public Transport Victoria, Belgrave and Lilydale Timetables 2023, Melbourne.
Department of Transport and Planning, Victorian Integrated Survey of Travel and Activity 2020, Melbourne.
Department of Transport and Planning, Bus Patronage Data 2023 - 2024, Melbourne.

A snapshot of our growing and changing places and community.

	**117,484** estimated residents in 2022	**129,975** estimated residents by 2036		**0.75%** average annual growth	
	**46,870** estimated households in 2022	**50,980** estimated households in 2036	**61.4km²** Land area	**2.51** persons per a household in 2022	**120** *permits issued for a total of* **540** additional dwellings in 2023.
	**$20.1 bil** In annual business output in 2023	**10,000+** businesses in 2023	**48,700** local jobs in 2023	**$3.5 bil** in regional exports in 2023.	**5,300** businesses and **33,400** jobs within the Bayswater Business Precinct
	**734** residents identified as Aboriginal and/or Torres Strait Islander	**28%** of residents were born overseas	Slightly higher proportion of residents aged 50+ Lower proportion of residents aged between 20 to 34 years.	**66%** parents actively involved in their local schools	**33%** of residents are members of an organised community groups
	**653** hectares of open space	**578** parks	**46** bushland reserves	**131** playgrounds	**750,000** trees in our parks and reserves

Sources: Australian Bureau of Statistics, Census of Population and Housing 2021. Compiled and presented in profile.id by.id, September 2024
Population and household forecasts, 2021 to 2046, prepared by .id, September 2024.
Maroondah City Council, 2023, Housing Strategy Annual Report
National Institute of Economic and Industry Research (NIEIR) 2024, presented in economy.id by .id, November 2024.

Section 2 -Transport challenges facing Maroondah

Given the expected population and economic growth, as well as urban transformation and societal changes, there are transport challenges that our transport system, neighbourhoods, businesses, and communities face both currently and in the future. This Strategy addresses these challenges and provides solutions.

1 Managing congestion and through traffic

The increasing population and vehicle ownership in Maroondah will lead to higher traffic volumes and congestion on arterial roads. This will result in slower and more expensive journeys for commuters. The road network's efficiency will decrease, impacting the overall liveability of the area.

2 Transport and disadvantage

The quality of bus routes in Maroondah varies, with some areas having better services than others. This disparity affects vulnerable groups such as young people, people with disabilities, and seniors, limiting their access to work, study, and social activities. It is crucial to consider their specific needs when planning transport networks to promote social inclusion and address disparities.

3 Air, water, and noise pollution

Vehicle emissions contribute to air pollution, affecting human health and the environment. Pollutants also impact water quality and biodiversity when washed into local waterways. Noise pollution from vehicles disrupts the amenity of public spaces.

4 Public health and wellbeing

The reliance on cars and uneven access to walking and cycling infrastructure contributes to sedentary lifestyles. Encouraging active transportation can help reduce obesity rates and improve overall health.

5 Low density

Maroondah's predominantly low-density residential areas result in longer distances to amenities and limited public transport options, leading to a heavier reliance on private vehicles.

6 Increase demand for street space, including parking

With population growth and increasing vehicle numbers, the competition and demand for street space, including parking, is increasing.

7 Road Safety

Efforts to improve road safety are ongoing, with a focus on creating safe streets, implementing safer speeds, and supporting safer road users. Council employs various measures such as traffic calming, improved signage, and enhanced pedestrian and cycling infrastructure to ensure the safety of all road users.

8 Unreliable on-road public transport

Maroondah's bus services are variable, with limited frequency and availability, especially on weekends and public holidays. The lack of dedicated rights of way leads to delays and unreliable service, discouraging public transport use.

9 A fragmented pedestrian and bicycle network

While Maroondah has some high-quality footpaths and bike routes, there are gaps and opportunities for increased safe connections between them. The full potential of active transport will be realised with more people accessing and using these facilities.

Section 3 - Transport opportunities for Maroondah

Improved and expanded transport opportunities have the potential to significantly impact on the movement of people and goods, network capacity, road safety, service availability, and travel behaviours. The exploration and utilisation of these opportunities can maximise the potential of our roads, car parks, public transport system, pedestrian, and cycling networks. As new technologies come online and transport services and low emissions vehicles gain in popularity, our community can choose from a selection of cost-effective, convenient and safe travel options to suit their needs.

1 Embrace sustainable travel

Simple active transport is the most convenient option for short trips, particularly between local town centres, shops, businesses, open spaces and residential areas, with walking and cycling promoted as sustainable and healthy travel modes. An extensive well-built, protected and connected pedestrian and cycling network can cater for varying abilities and travel purposes.

2 Emerging transport services and technology

Advancements in technology, such as connected and automated vehicles, Mobility as a Service (MaaS), air freight, and drones, will impact established transport modes and create new ones. Promotion and adaption to these technologies and services can bring about efficiencies, and increased capacity and performance in the transport networks and systems.

3 Fair, just, and accessible public car parking management

Public parking is a component of the transport network that must be managed effectively, with consideration given to both supply and demand. The Maroondah Parking Framework aims to cater to the community's parking needs, optimise parking utilisation, and improve compliance to ensure parking is available for those who need it most.

4 Reduce barriers to walking, riding, and taking public transport

Infrastructure gaps and unsafe access in pedestrian and cycling networks discourages people from walking or bike riding in high numbers. Investing in removing the gaps to create a complete network expand the networks coverage into the suburbs and promote equitable access to active transportation.

5 Harness Intelligent Transport Systems for efficient transport systems/networks

Intelligent transport systems (ITS) and intelligent parking systems (IPS) can improve traffic management, address congestion, and enhance safety and sustainability. The strategy considers the application of ITS and IPS technologies to optimise parking management and provide real-time information to road users.

6 Assisted active transport:

Lightweight assisted devices such as electric bicycles, scooters, and skateboards are becoming increasingly popular. If regulated appropriately and limited to safe streets and shared pathways, they have the potential to increase last mile transit to public transport and active travel.

7 Encourage transition to low emission road vehicles and shared transport

Encouraging active, shared, and public transport will reduce emissions and improve air and water quality. With the increase in sales and popularity of electric vehicles (EVs), it is important to provide public EV charging stations for those residents that cannot charge at home, e.g. renters.

8 Future strategic transport corridors and roads

The proposed Healesville and Northern Arterial corridors serve as alternative road connections to handle increased traffic from North East Link. Strategic planning is essential to maximise the investment benefits of these arterial roads for both transportation and community outcomes.

Section 4 – Listening to our community

This Strategy responds to feedback from a range of community consultations undertaken between 2017 and 2024. These included transport as either a featured topic or as an independently raised topic by the community. Feedback incorporating resident's values, aspirations and activities was received on a wide range of topics including public transport, walking, bicycle riding, road space, parking and accessibility.

What we heard

Overall, the following key themes consistently emerged from the community consultation:

- **Strong community support for public transport**
- **Recognition and support of active transport**
- **Concerns about traffic congestion, parking allocation, and limited public transport**
- **Importance of sustainable transport for local livability and personal wellbeing**
- **Support for sustainable transport to address pollution and emissions**
- **Transport access concerns and incorporating the needs of children and families**
- **Importance of transport in housing choices**
- **Complex and diverse needs and perspectives on transport**

These key themes highlight the community's desire for improved public and active transport options, addressing traffic congestion and parking issues, promoting sustainability, and ensuring transport accessibility for all age groups.

Section 5 - Looking forward: vision and guiding principles

Vision

In 2040, Maroondah will be accessible for all ages and abilities with walkable neighbourhoods, sustainable transport options, and a safe integrated transport network[1].

Guiding principles

1. Consider the transport network as one multi-modal system that caters for regional and local movements accommodated by connected suburbs to activity centres, local destinations and integrated at transport hubs.
2. Embrace partnerships to deliver transport projects that shape a liveable and sustainable Maroondah that is socially, economically and environmentally resilient.
3. A modern public transport system provides equity in transport access and choice to enable people to connect easily, reliably and confidently.
4. Support space efficient transport and parking along key transport corridors and in activity centres to support jobs, industry and economic prosperity.
5. Apply a safety approach and principles to ensure streets and networks contribute to public safety and are suitable for all ages and abilities.
6. Streets and places can expand and change to increase safe and integrated pedestrian and cycling opportunities.
7. Set in place planning strategies that enable existing and future transport projects.
8. Ensure strategic plans are developed to support continuous advocacy for transport infrastructure and system improvements.
9. Think creatively, be resourceful and pilot projects such as intelligent transport systems and shared transport.

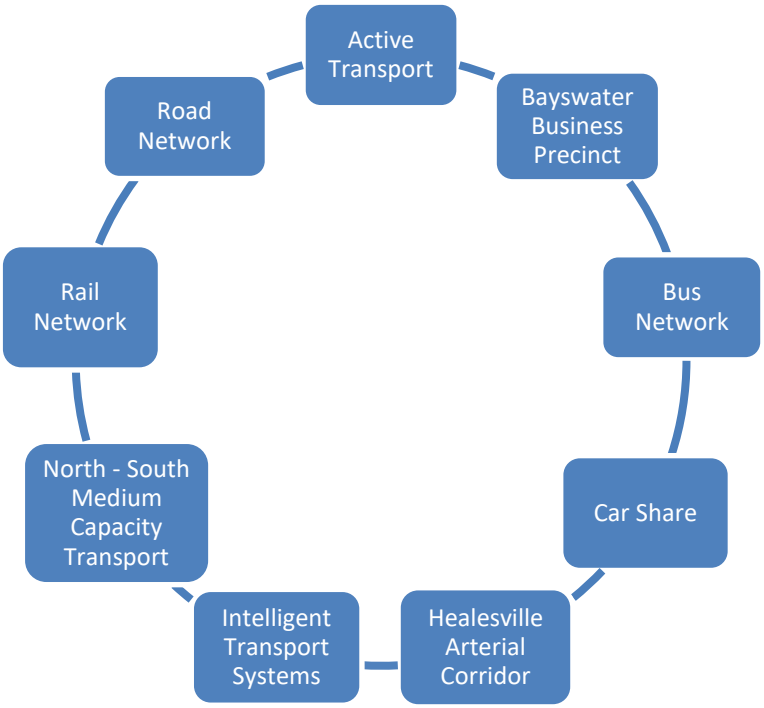
[1] The accessible and connected community vision from the Maroondah 2040 Community Plan is the adopted vision for the Maroondah Transport Strategy.

Section 6 – How we will achieve our vision

Transport Position Statements

The Maroondah Transport Strategy and Action Plan is informed by a suite of Transport Position Statements developed by Council, see Figure 1. These provide a contemporary overview of our transport network, movement issues, urban changes and transport opportunities. These mode and issue based statements articulate Council's position, commitments and priorities. They are the foundation from which this Strategy has been developed.

Figure 1: Transport Position Statements



The focus and purpose of the statements are outlined below.

1. **Active Transport** - Sets guidance for the expansion of pedestrian and bicycle networks, as well as supporting behaviour change programs to encourage sustainable transportation options.

2. **Bayswater Business Precinct - Movement and Place** - Addresses the transportation needs of the Bayswater Business Precinct, aiming to support its economic, liveability, and environmental potential.

3. **Bus Network** - advocates for bus network reforms, including new and upgraded routes and innovative technologies

4. **Car Share** - Sets protocols and guidelines for introducing car share programs in the Ringwood and Croydon activity centres.

5. **Healesville Arterial Corridor** - Considers the potential of the proposed Healesville Arterial Corridor to support various modes of transportation and community infrastructure.

6. **Intelligent Transport Systems** - Flags Council's intention to pilot intelligent transport systems, such as digital connectivity and parking solutions.

7. **North-South Medium Capacity Transport** - Outlines an investigation process for a possible north-south medium capacity public transport link.

8. **Rail Network** - Proposes collaboration with governments and transport agencies to invest in rail network upgrades to improve capacity, reliability and passenger experience.

9. **Road Network** - Envisions an integrated and safe road network that accommodates all road users. It refines the approach to road network management, planning and infrastructure delivery to make roads safer and usable for all road users.

Strategic Directions

Six directions feature across the Transport Positions Statements and guide how Council will work towards achieving our transport vision:

1. Support compact and liveable precincts - Inform and influence the Municipal Planning Strategy to ensure linkages between land use and transport policy.

2. Enhance cross region transit corridors - Drive strategic transport corridor planning.

3. Deliver integrated, resilient, and safe transport networks - Preparations to future proof the transport system against anticipated disruptions and leverage transport network reform opportunities created by major metropolitan transport projects in the eastern region (e.g., North-East Link, Suburban Rail Loop, level crossing removals and transport interchange upgrades).

4. Transition to low-cost low-carbon transport and economy - Take practical steps towards low carbon and sustainable transport system to reduce the economic, social, and environmental impacts of transport related emissions, noise and disposal of vehicle components.

5. Deliver safe, accessible and low stress walking and cycling routes - Continue to plan, build and maintain the pedestrian and bicycle networks and education programs to support active and connected communities and centres for local living.

6. Pilot new and emerging transport systems and services - Transform the way roads function, people travel, and products are moved. Pilot new services, such as car share, to provide personal transport without private vehicle ownership. Digital connectivity, intelligent transport and parking systems all form part of emerging transport innovation.

Strategic Areas of Focus

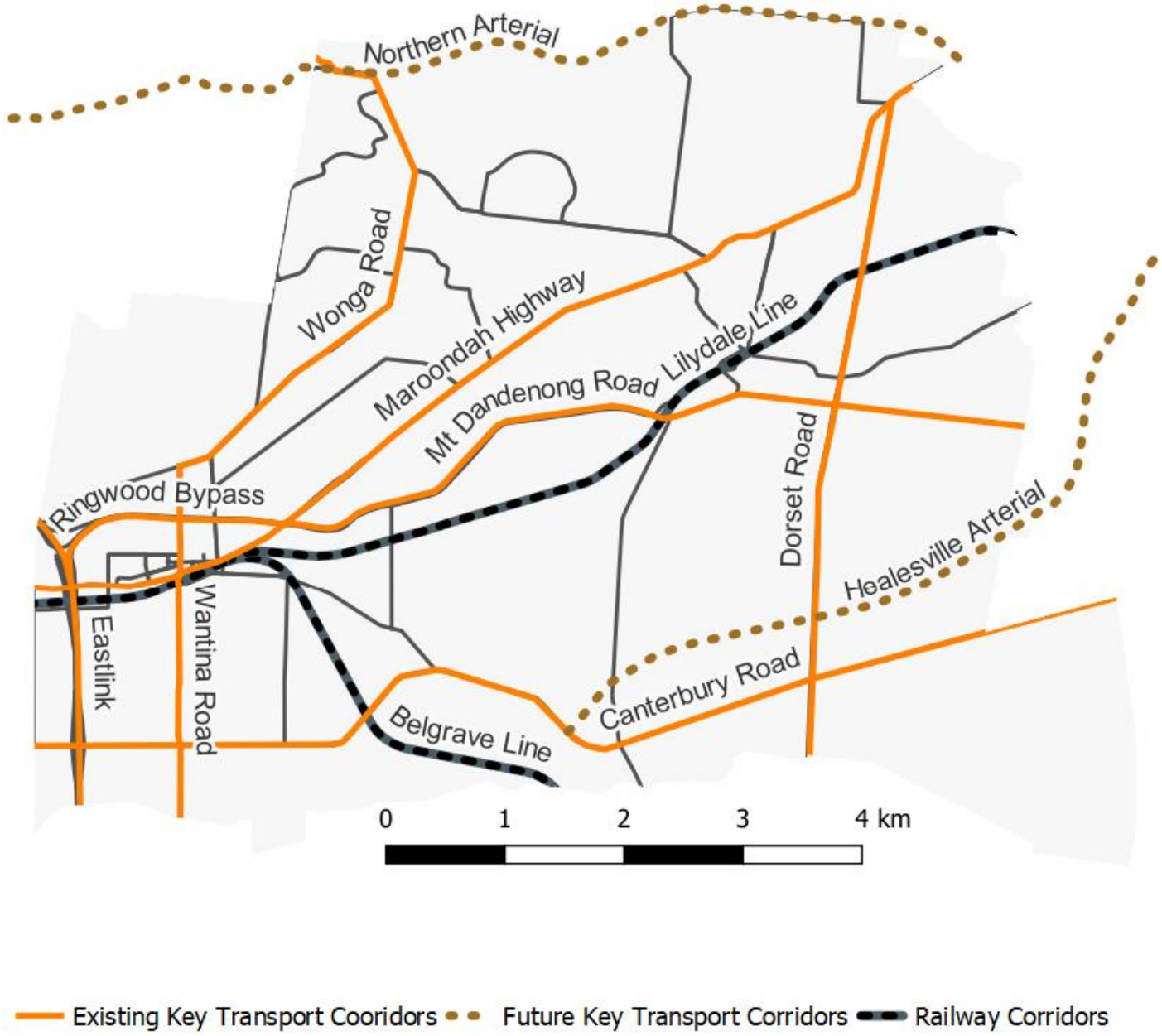
The above Strategic Directions have guided the preparation of the following Strategic Areas of Focus:

SFA1. Encourage sustainable transport options to support the realisation of connected communities - It is important that the places we live, work, learn, shop and recreate are walkable and bike friendly. Council will continue to help activate neighbourhood centres for local living. These are places of high pedestrian mobility and bicycle riding activity. Quality infrastructure will be important to create high functioning streets that encourage people to walk or ride for a more sustainable lifestyle.

SFA2. Advocating for investment in public transport systems and road upgrades to make them safer and usable - Maroondah needs better public transport and road conditions, especially, our rural standard roads. Inadequate investment in these roads and bus services are causing congestion and disadvantages for residents. The lack of accessible stops, walkable streets, and quality bus services makes it difficult for people with mobility issues or disabilities to participate in work, study, and access services. Council will continue advocate to secure investment in buses and our roads from the Victorian Government.

SFA3. Capitalise on potential transport corridors through Maroondah - Our key transport corridors, (see Map 1) act as critical movement arteries that intersect our urban landscape, connecting residential areas, commercial centres and recreational spaces.

Map 1: Existing and potential future transport corridors



These corridors are vital for efficient transportation, supporting high-capacity freight, general traffic, and public transport movement. They are potential routes for future rapid mass transit, connecting major centres and supporting sustainable growth.

The Healesville and Northern arterial corridors have been reserved for potential transport links, offering opportunities for multi-modal transportation, parklands, and improved native vegetation. Council supports studies to enhance transport connectivity and liveability in the Bayswater Business Precinct and surrounding neighbourhoods. Collaboration with government, transport authorities, businesses, and communities will determine the best use of these corridors. Once road alignments are confirmed, planning for social and environmental infrastructure and enhancements can follow.

SFA4. Capitalise on Intelligent Transport Systems to better manage streets, trails, pathways and car parking - Technology is transforming transportation, impacting on vehicle design, road functions, public transport services, and travel behaviours. Mobility as a Service (MaaS) allows users to plan, book, and pay for journeys using mobile devices, offering personalized transport options. Real-time traffic and parking information help drivers avoid congestion and find parking efficiently. Connected vehicles communicate with infrastructure and other vehicles, improving road network efficiency and safety. Intelligent Transport Systems (ITS) can effectively manage congested areas. Private companies offer turnkey ITS solutions, providing access to valuable transportation data.

Council aims to integrate smart transport systems at congestion points and high demand car parking areas to optimise the network. The types of intelligent transport systems most likely to be used by Council are:

- Car parking management systems that may include, sensors and signage to effectively navigate motorist to vacant bays, inform the occupier of pending end of time, dynamic parking rates, payment and enforcement options in the future.
- Traffic and incident management systems that may include variable speed limit or lane control signs, electronic messaging signs, roadside data systems and circuit television cameras.
- Pedestrian and cycling monitoring systems that may include sensors, cameras, counters and displays collect and analysis movement data sets to about travel volumes, trends, and asset usage.
- Electric vehicle infrastructure to support the roll out of electric vehicles.

The roll out of any intelligent transport system will require Council to take responsible steps to protect personal information from misuse, unauthorized access, modification, and disclosure under the *Privacy and Data Protection Act 2014*. Any data collection, use, storage, or publishing of information from intelligent transport systems must be compliant with the Act. Only necessary data for specific functions of transport network and asset management will be collected and stored.

SFA5 Capitalise on large infrastructure projects to implement footpath and bicycle network upgrades - Transport disruptions caused by severe weather emergencies, cost of living, societal mobility changes and during and post construction of major infrastructure projects, highlights the need for responsive action. Council's advocacy and involvement in groups such as the Eastern Regional Group of Councils, will supplement our work towards securing funding to accelerate the delivery of sustainable and integrated transport systems. The aim is to provide more and better transport options, particularly non-car modes, reducing car dependency, transport disadvantage, and vulnerability to disruptions. Future road projects are opportunities to improve not just vehicle and freight movements but also active transport networks, making it easier for people to choose active modes for local trips.

SFA6. Facilitate the introduction of shared transport - Shared transport, such as car share and ride share are valid and accepted ways to reduce private transport emissions, vehicles on the road and improving transport choices. As opportunities arise Council will work with private providers to introduce car share options in activity centres.

Outcomes

When implemented, the Strategy will realise these outcomes:

O1. Integrated and efficient transport network that works to respond to demographic, urban intensification and climate pressures.

O2. Enhanced transport system that is future-proofed, user-friendly and provides for those living, working and visiting our city.

O3. Council applying overarching safety objectives relative to all transport considerations.

O4. Reduced car use for short trips within Maroondah.

O5. Enhanced streets, places and corridors for pedestrians and people on bikes to support local living in our neighbourhoods.

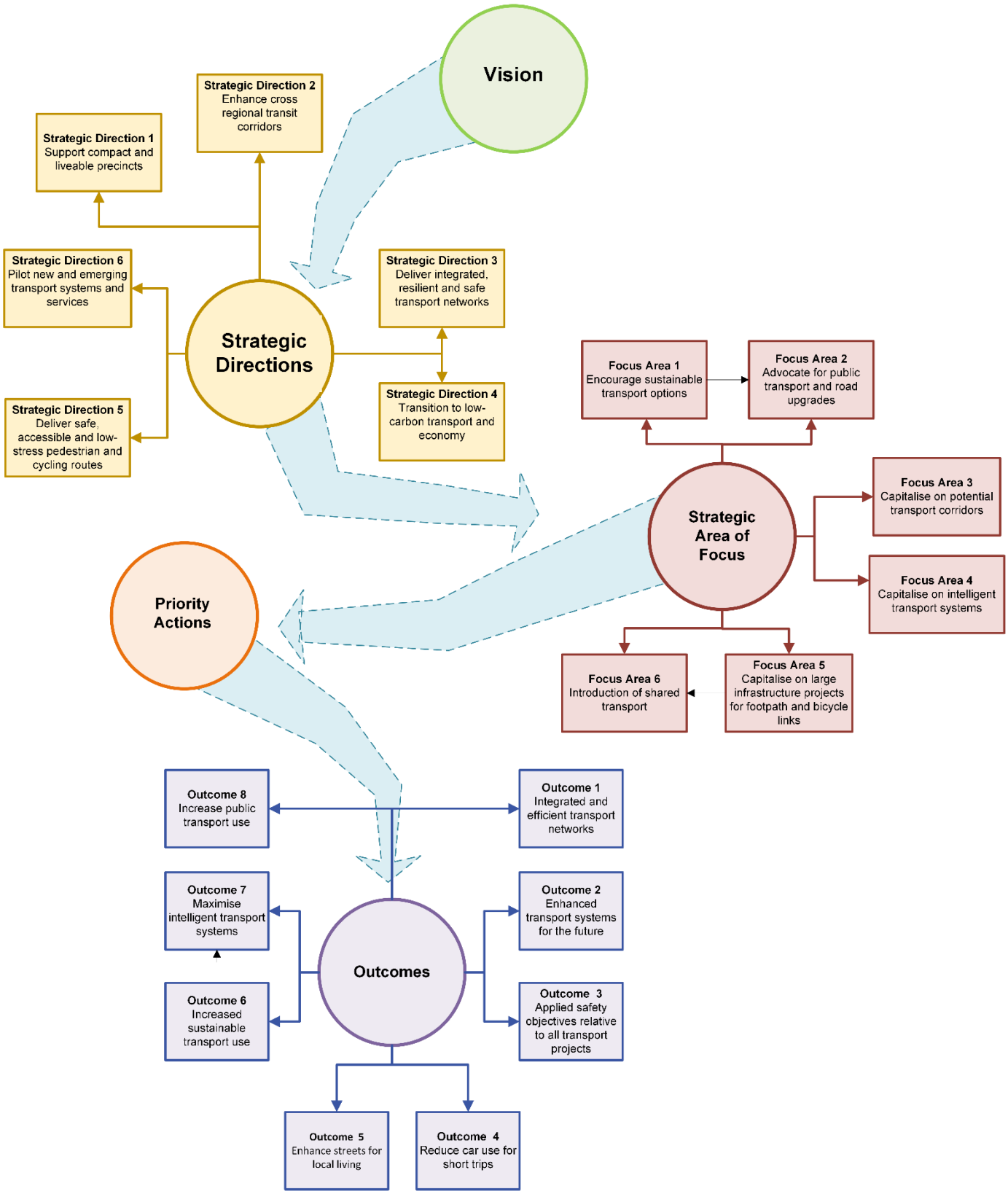
O6. Increased awareness and use of sustainable modes of transport.

O7. Increased use of Intelligent Transport Systems to maximise the use of existing roads and car parking.

O8. Increased take up of public transport through improved transport connectivity and efficiency.

Together, the Position Statements, Strategic Directions, Key Strategic Focus Areas and desired Outcomes provide the holistic framework for strategic action on movement and transport for Maroondah over the next decade. Figure 2 details these relationships.

Figure 2:The policy context of the Maroondah Transport Strategy



Section 7 - Transport Mode Hierarchy

This Strategy introduces a transport hierarchy to guide decisions on how road space should be allocated to different modes of transportation. It will be used flexibly for relevant transport projects and policy decisions. Its purpose is to help guide transport investment, infrastructure, and services being allocated based on the function and priorities of each street or location.

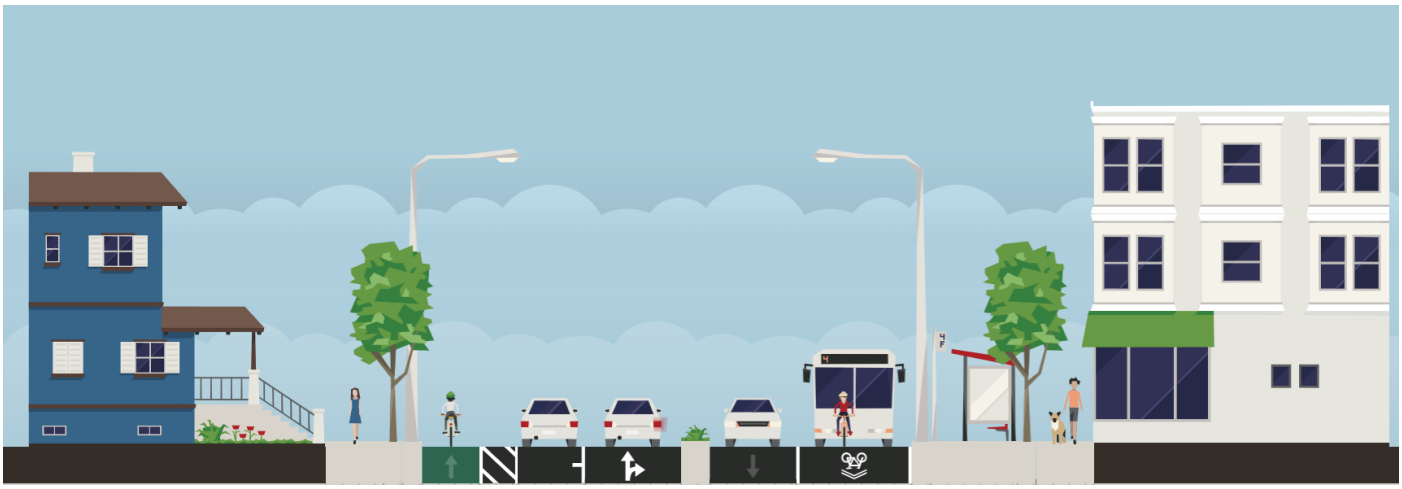
Streets often need to accommodate multiple modes, such as buses, general traffic, and freight. The function of the street and the prioritised modes will determine how transport investment, infrastructure, and services are allocated.

Determining how streets, places, trails, and pathways should look and function is complex due to several community, road user and practical matters to be considered in the consultation, analysis, decision making about street design and road space allocation. Figure 3 outlines many aspects considered by Council when aiming to balance the movement role of streets with the amenity and quality of places.

Figure 3: Aspects considered in the determination of the role and function of road space

Multiple Modes
Trails, pathways, and footpaths are utilised by a diverse range of people engaging in various activities such as commuting, recreational walking and cycling, running, dog walking, and socialising.

Limited Space
Limited street space creates competition among different modes of transportation, including cars, buses, trucks, cyclists, and pedestrians. It is essential for all road users to have access to and feel safe while using the streets.



Planning and Designing for Now vs the Future
Potential discrepancy in designing infrastructure for today's usage, the anticipated future trends and disruptions. These can be at odds, but important for infrastructure longevity.

Individual Values vs Community Values
At the local level diverse community perspectives and opinions on street roles and mode priority. Reconciling the views involves striking a balance between the different ideas and what is feasible, while achieving the context of the overall vision and project objectives.

The Movement and Place Framework

A further important consideration is the application of the Victorian Movement and Place Framework developed by The Department of Transport and Planning. The Framework classifies streets to roles and allocates street space to prioritise modes to accord with the role. The nuanced Movement and Place assessment considers local, environmental, and community factors to determine the appropriate allocation of space to modes and mix of facilities.

There are several ways in which streets can cater to different modes based on their classification. The following figures provide examples of how the hierarchy can change for streets on the pedestrian, cycling or bus networks. Additionally, there will be streets that prioritise the movement of freight and general traffic, beyond the examples shown.

Figure 4: Example of a transport hierarchy for a typical local street where walking and cycling is expected

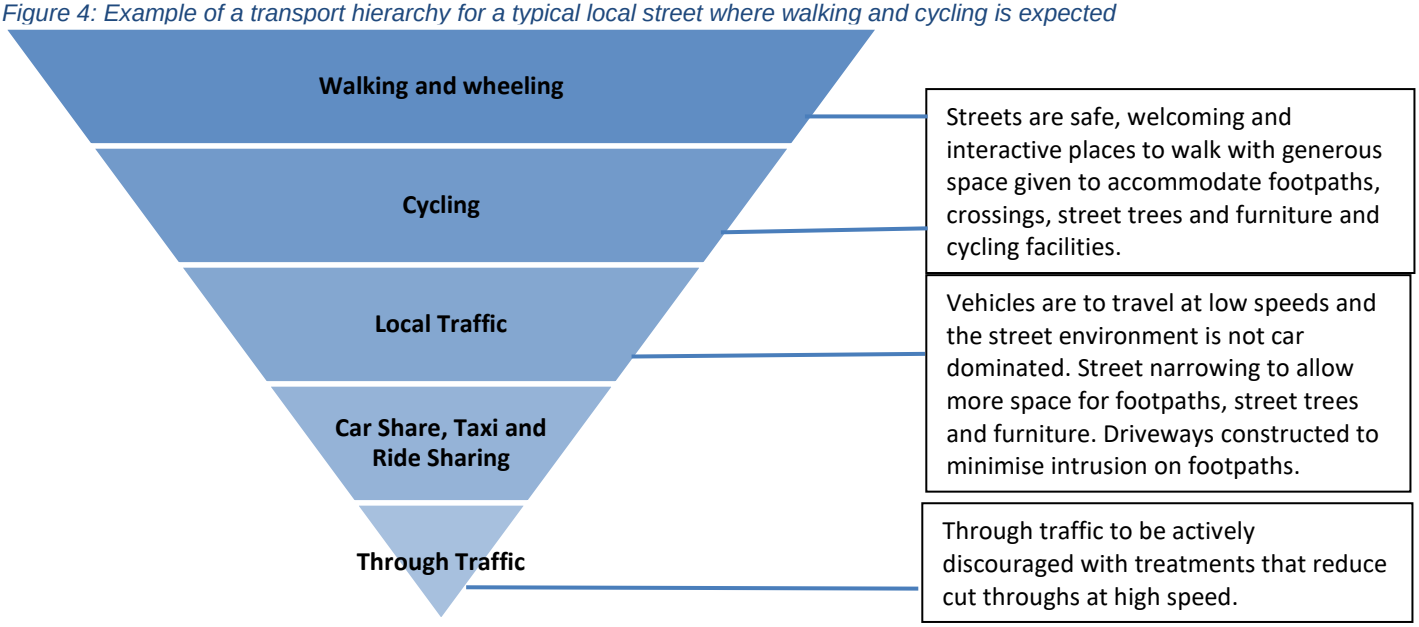


Figure 5: Example of a transport hierarchy for a street on the bus network

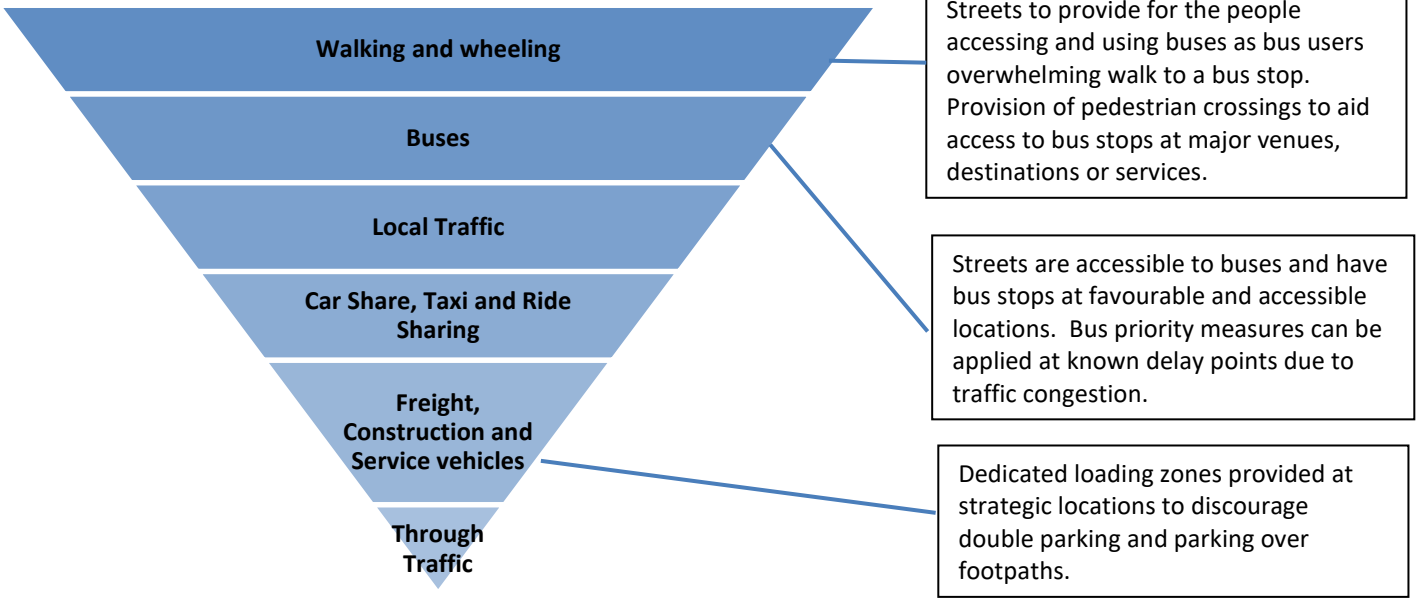
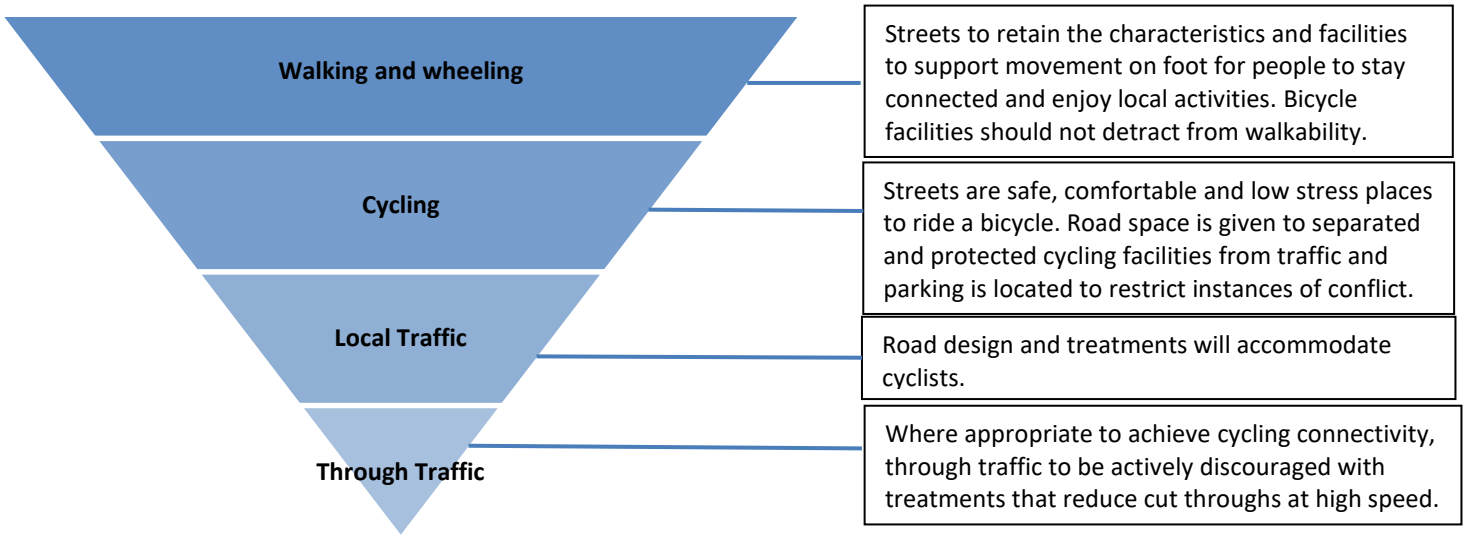


Figure 6: Example of a transport hierarchy for a street on the bicycle network



Section 8 - Our Actions

What all levels of Government invest and build now will help to shape the changes needed to enhance transport in Maroondah including how our activity centres and neighbourhoods develop, goods are moved, business is conducted, and people go about their day to day lives.

This section describes how Council will deliver the Maroondah Transport Strategy.

Encourage low-cost low-pollution, transport options to support connected communities and centres for local living.

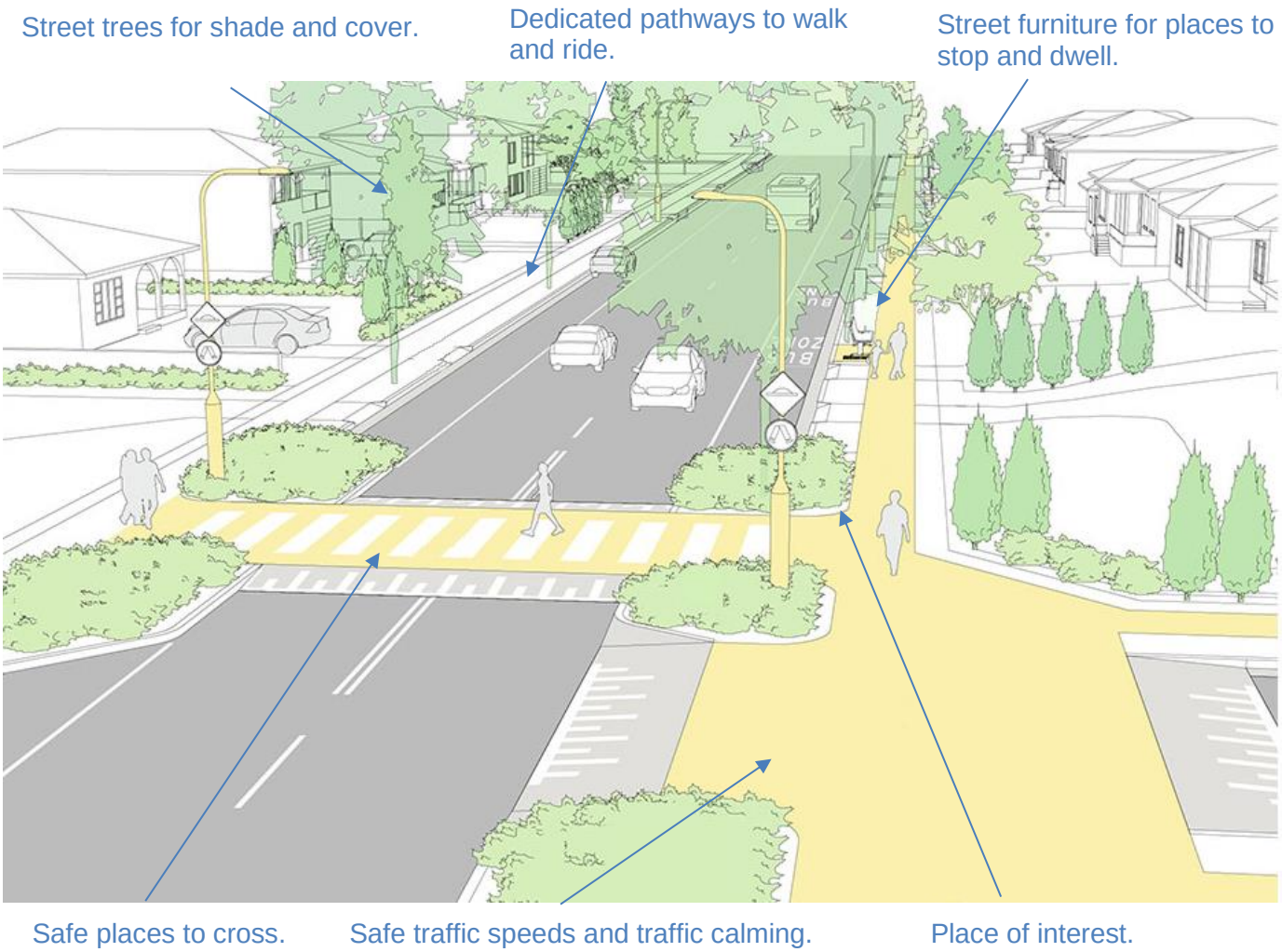
Walkable streets, clear bicycle routes, and accessible bus stops, and train stations are essential elements of connected communities, accessible places and liveable neighbourhoods. Council has taken a leading role in developing frameworks and initiatives to deliver local living outcomes, starting with the successful Croydon South neighbourhood pilot project. There are further opportunities to provide place-based and community co-designed spaces to transform local centres into vibrant, liveable, and connected communities.

Supporting active travel by children and families

Walking, scooting, or biking are preferred modes of transportation for children, youth, and families to reach local destinations like schools, playgrounds, and shops. Active commuting promotes physical activity, independent travel, and community involvement.

To support active children and youth, Council takes a multifaceted approach to enhance streets and promote community action, creating safer routes and places for walking and to ride a bike. These streets will feature many of the hallmarks of walkable streets as shown in Figure 7.

Figure 7: Hallmarks of walkable streets



Source: Transport for NSW, Movement and Place - Urban Connector Streets Webpage.

The Maroondah Principal Pedestrian Network identifies key walking routes, while the footpath construction program fills gaps and expands the footpath network. Council provides a program of street tree planting to align with routes to schools to provide shade and amenity.

Child safety and road safety skill development for independent travel is a priority. Collaborating with schools and communities delivers programs combining road safety education, educational initiatives, and minor street infrastructure improvements. These initiatives aim to create a pleasant and inviting environment that encourages walking and bike riding.

The Roadsafe Eastern Metro Group, of which Maroondah Council is a member, secures funding for road safety education programs, including safer routes to schools, bicycle education, and public transport awareness and safety programs.

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Advocating for critical road upgrades to make them safe and usable for all road users

It is recognised that the delivery of many critical projects that benefit Maroondah's road network is the responsibility of the Victorian Government (i.e., arterial road upgrades) and are dependent on the ability of the Victorian and Australian governments to fund such projects. It is therefore critical that Council collaborates with all tiers of government to progress and advocate for critical network projects.

Some key examples of projects that Council will continue to advocate and support are shown are shown on Map 2 and explained below.

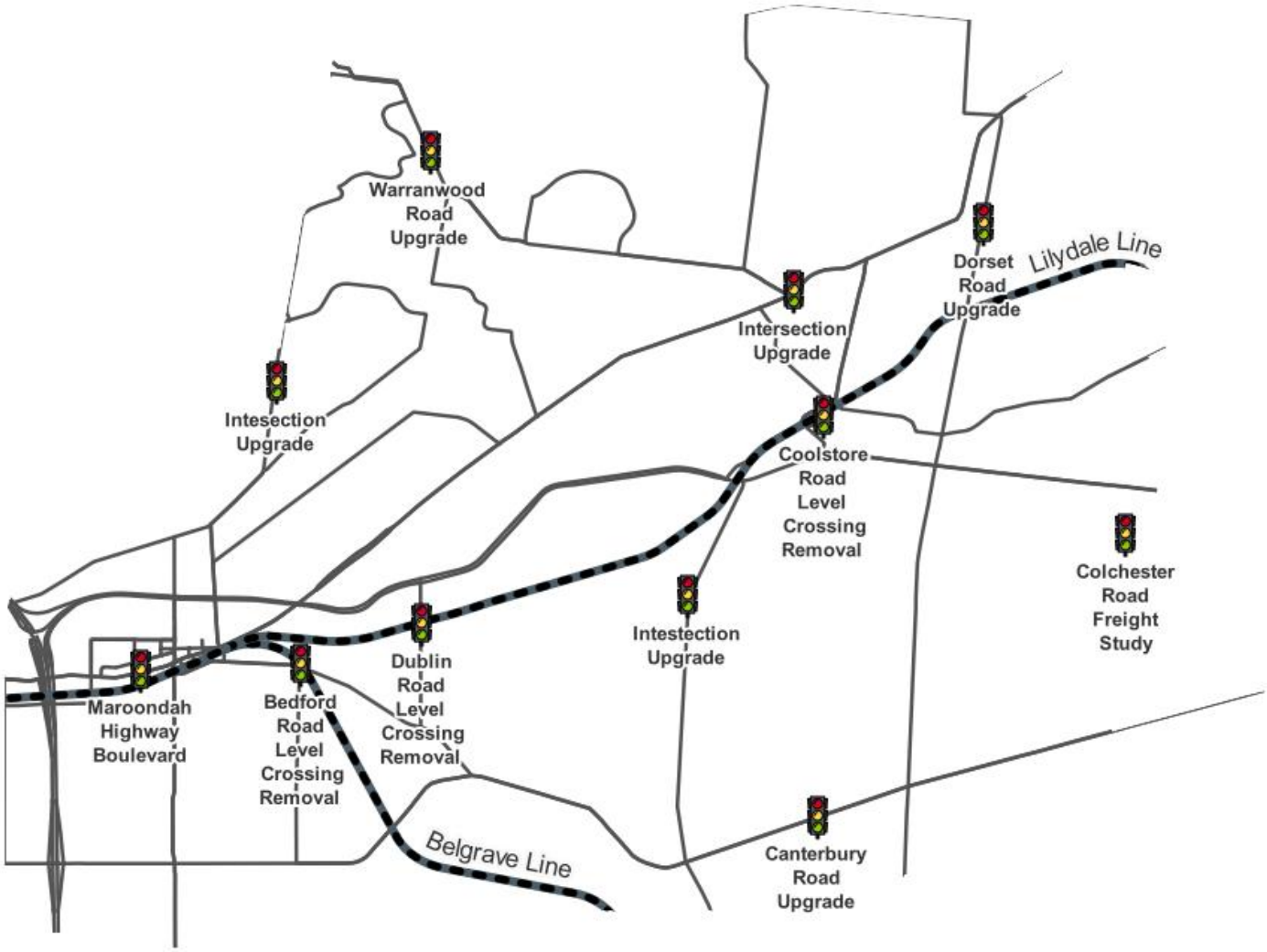
- **Canterbury Road Upgrade** - Canterbury Road is a vital corridor for freight and general traffic in Melbourne's east. The section from Eastlink to Mt Dandenong Road, Montrose, is part of the Principal Freight Network. Widening Canterbury Road to three lanes from Bayswater to Montrose will improve traffic flow, enhance safety, and provide consistent travel times for freight and general traffic, benefiting the Bayswater Business Precinct.
- **Maroondah Highway Boulevard Extensions** - The Ringwood Metropolitan Activity Centre Masterplan contains the objective to extend the Maroondah Highway 'boulevard treatment' to the east and west of Ringwood Station. This extension will transform the road into vibrant, people-oriented spaces that support economic activity, encourage active transportation, and enhance the overall liveability of the activity centre.
- **Develop a Colchester Road Freight Study -** Upon the completion of the Canterbury Road upgrade, a Colchester Road Freight Study will be undertaken to identify road upgrades to provide for improved movement of freight.
- **Dorset Road Upgrades** - Dorset Road, a major north-south arterial road, lacks essential infrastructure like footpaths, kerb and channel, leading to safety concerns. The Federal Government committed $50 million through the Urban Congestion Fund in 2019 to the project, but the funding was withdrawn by a new Federal Government and the works were not started.

There are several operational and safety issues associated with the layout of the following intersections.

- Maroondah Highway and Yarra Road Intersection
- Bayswater Road at Eastfield Shops
- Plymouth Road and Kalinda Road Roundabout and Warranwood Road, through to Bryson Road Roundabout -
- Warrandyte and Oban Road Upgrade -

To proactively plan for and respond to the changing urban environment and our community's feedback, Council will continue to develop solutions to improve roads, vehicle access and the safety of roads across the municipality.

Map 2: Examples of successful and proposed road projects Council has advocated for funding.

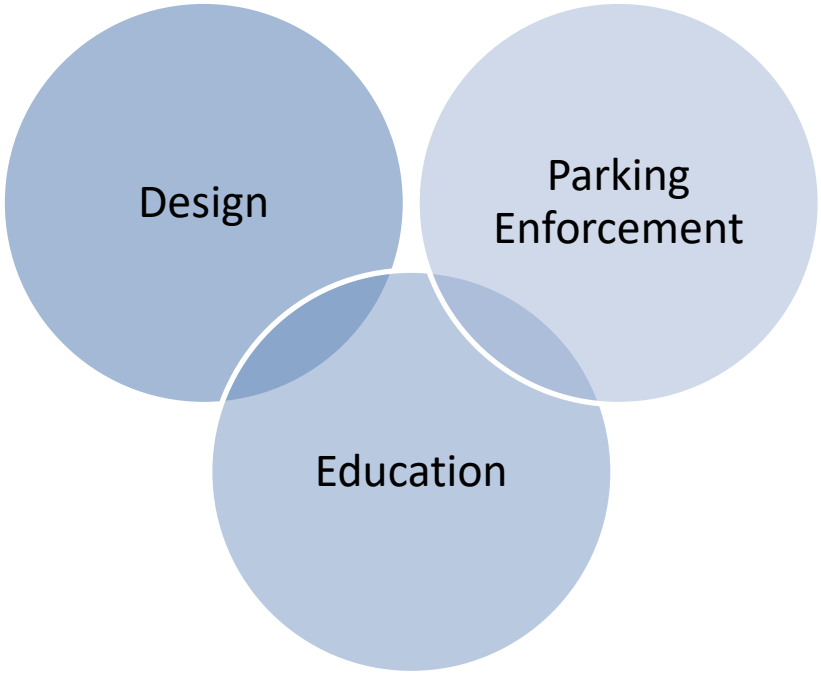


Our road safety approach addresses known safety issues.

Council takes into account government strategies at both national and state levels to improve road safety for all users. The aim is to eliminate road deaths, following the Safe Systems approach. To protect vulnerable users and reduce human error, Council focuses on vehicle safety, street design, and appropriate speed limits.

Through analysis of street conditions, crash data, and other investigations, Council identifies areas with road safety issues. Collaboration with organisations like the Transport Accident Commission (TAC) and the Department of Transport and Planning can help to secure funding opportunities for Safe System Projects that deliver safety outcomes for road users. Council also works with law enforcement and education programs to promote safe road behaviors and create a culture of safety.

Figure 8 Shared Safe Systems Approach domains



Medium capacity transport

Efficient transportation between employment clusters and transport hubs is important for a thriving, productive and liveable city. The train system serves as the primary rapid transit system within the municipality, experiencing high demand during peak commuter hours.

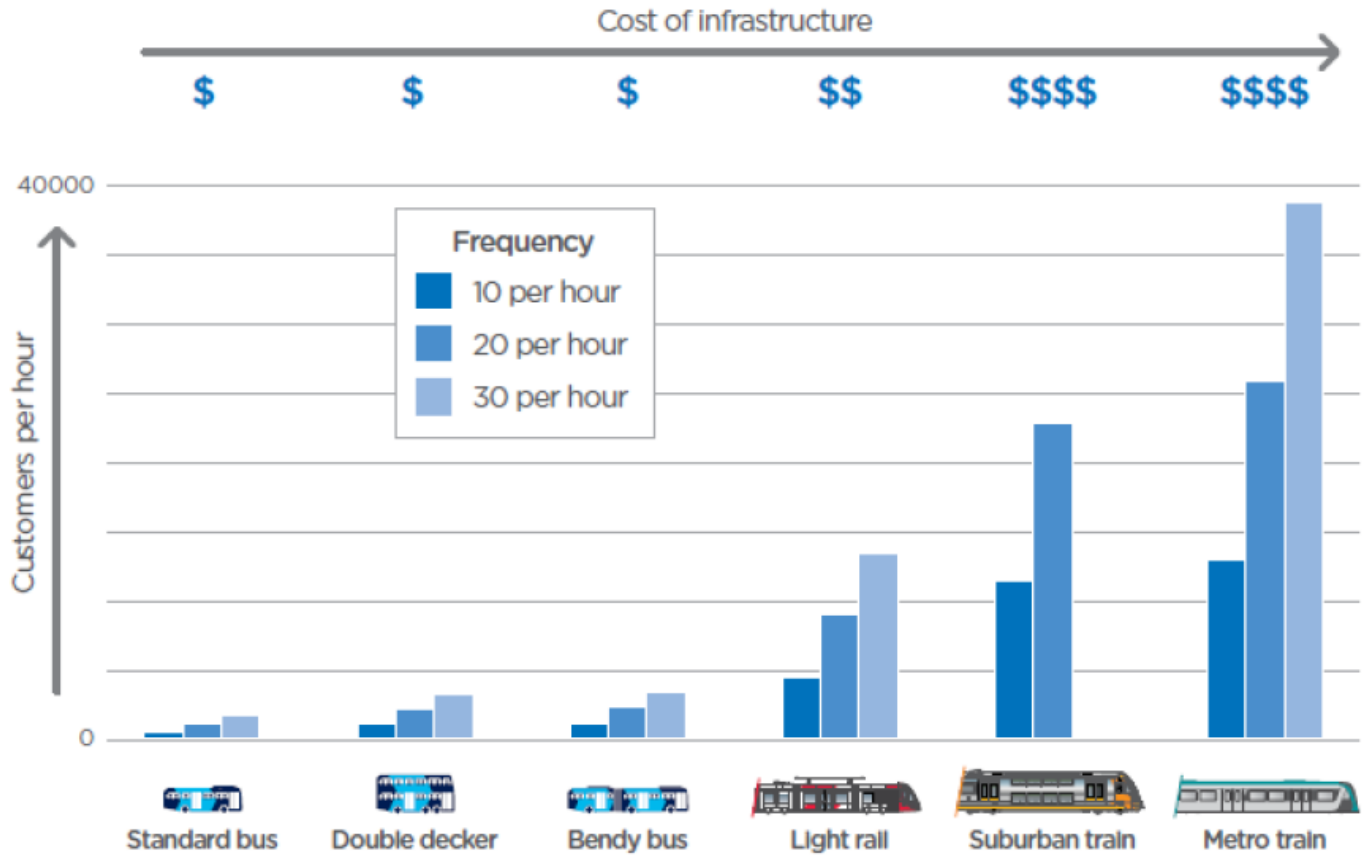
Urban development has primarily occurred along the east-west railway corridors, centered around major stations like Box Hill and Ringwood. However, there is a lack of high-speed, high-volume, north-south public transport services connecting the railway lines and activity precincts.

The 901 SmartBus partially fulfills this role but faces limitations due to road space and traffic constraints. While introducing new heavy railway lines or trams may not be feasible, alternative options such as light rail transit or bus rapid transit can provide medium capacity transit. Figure 9 illustrates the various modes of medium capacity transit available.

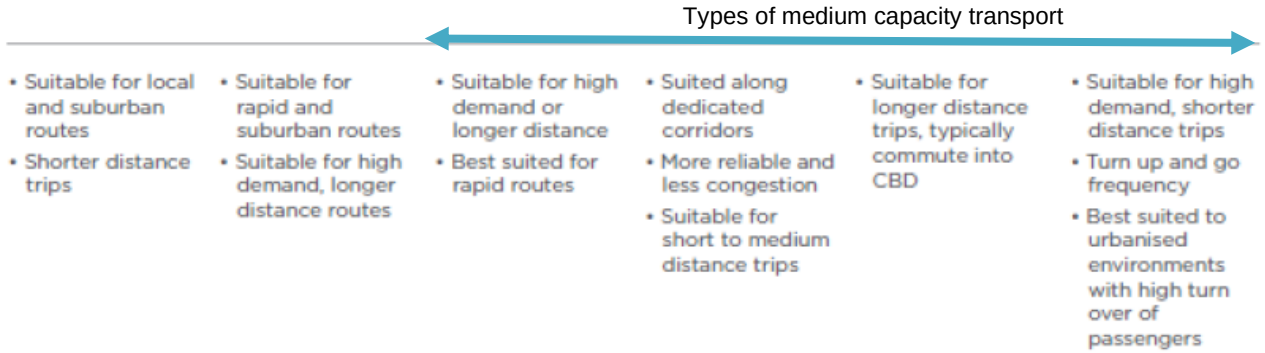
The Doncaster Area Rapid Transit is an example of a bus rapid transit service in the suburbs with dedicated bus stations and bus lanes on the Eastern Freeway. The high-speed bus lanes are intended to go beneath the Eastern Freeway interchange ramps, allowing buses to travel at speeds of up to 100km per hour. This will result in faster and more convenient travel to and from the city, reducing travel times for over 6 million express bus trips annually.

Existing and future high speed and volume roadways, such as Eastlink, are potential candidates for bus rapid transit. Further strategic work is required to identify feasible corridors that possess the appropriate urban structure, form and infrastructure to support and accommodate medium capacity transport. Figure 9 below shows the types of public transport along with the capacity and cost.

Figure 9 The capacity, costs and frequency associated with public transport modes



Source: Transport for NSW, 2016, How We Plan Transport, page 11.



Capitalise on Intelligent Transport Systems to better manage streets, trails, pathways and car parking

Intelligent Transport Systems (ITS) and Intelligent Parking Systems (IPS) present significant opportunities to address challenges in the transport network. By optimising traffic flow, regulating signal timings, and dynamically adjusting traffic patterns based on real-time data, ITS and IPS can enhance the management of streets, trails, pathways, and parking. Job and industry centres are expected to benefit greatly from the implementation of these systems.

Council will consider the continued use of ITS and IPS through advocating to relevant road and transport authorities along with considering opportunities for the development of local Council infrastructure such as Smart Parking. This approach aims to tackle congestion, increasing development intensity, and maintenance costs in urban areas.

Effective management of asset capacity, condition, and utility information is crucial as cities become more crowded. Real-time traffic and parking management systems can help mitigate disruptions and failures in the road network, ensuring smooth traffic flow and reducing congestion. Leveraging technology and data allows Council to optimise the timing and funding of asset repair and renewal, improving the efficiency and capacity of transportation networks. Additionally, reducing conflicts between motor vehicles and pedestrians or cyclists is another desired outcome.

Capitalise on large infrastructure projects to implement footpath and bicycle network upgrades

Active transport facilities associated with large infrastructure projects are an important part of the solution to traffic congestion associated with population growth.

Council will review the Municipal Bicycle Network and Principal Pedestrian Network to determine the appropriate infrastructure to support seamless connections and access between activity centres, transport hubs, essential services and suburbs for people on bikes and foot.

Examples of key projects that Maroondah supports are set out below:

- **Ringwood to Croydon Pathway** - The completion of a 5.8 km shared user pathway between Ringwood and Croydon will create a significant active transport corridor for Melbourne's East. This pathway will serve as a high-quality route for commuting and recreation, enhancing usability for various trip purposes. Two important sub-projects associated with the Ringwood to Croydon Pathway include addressing the railway line crossing along the O'Shannassy Pipe Track in Croydon, which may require an underpass or overpass, and completing the connection to Mt Dandenong Road, with facilities on Wicklow Avenue and Star Cross Avenue.
- **Greenwood Avenue Pathway** - The completion of a new shared pathway along Greenwood Avenue will connect Ringwood Station to Maroondah Federation Estate and the Jubilee Park Sports Hub, including Aquanation.
- **Pedestrian and Bicycle Underpass** - A pedestrian and bicycle pass through the rail bridge near Maroondah Highway and under the Ringwood Bypass will bring about important connectivity and safety improvements for pedestrians and cyclists. These underpasses will allow for the continuation of dedicated shared use pathways on Warrandyte Road and create a better connected and integrated active transport network in Ringwood.

Facilitate the introduction of shared transport

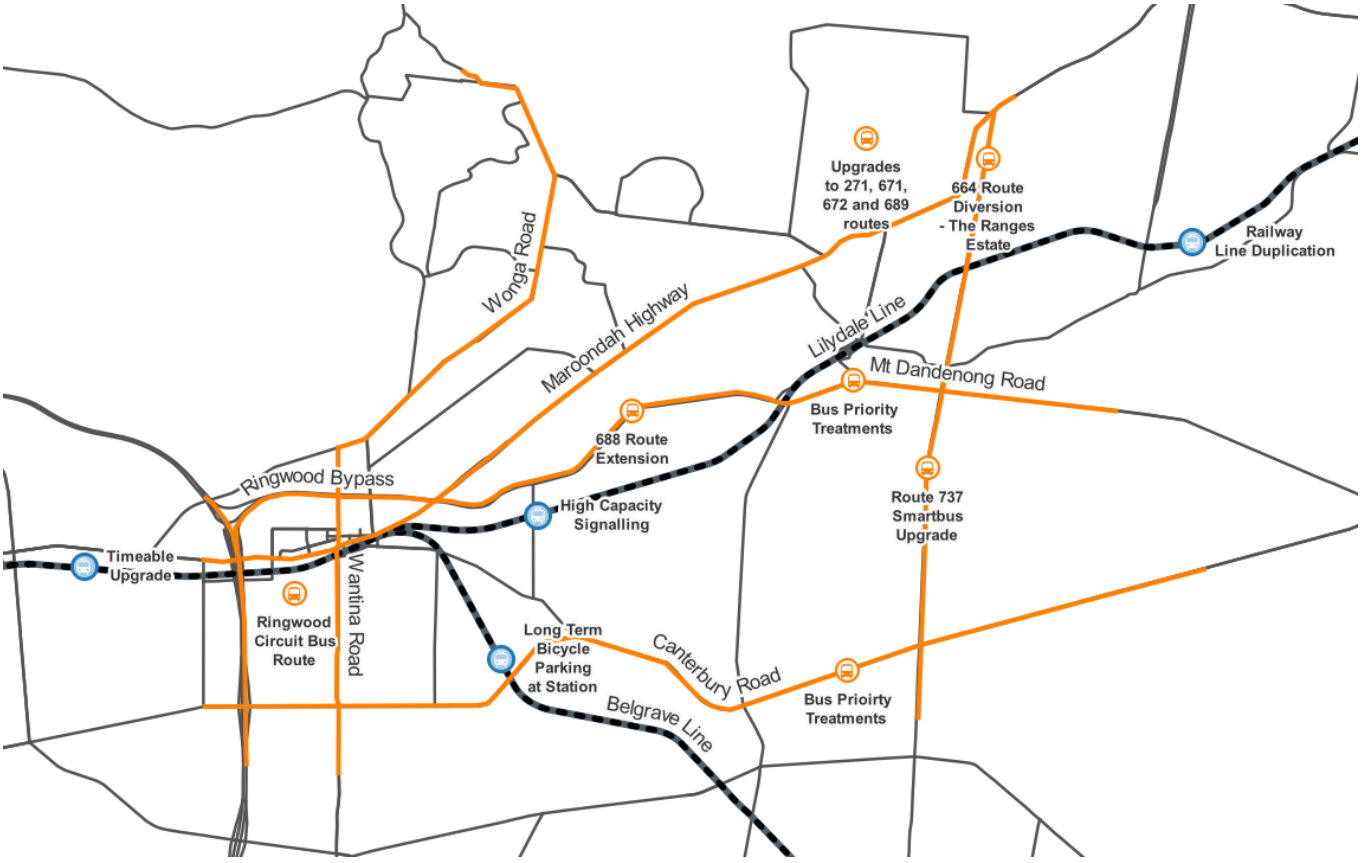
Car share is anticipated to be one of the first ‘on demand’ transportation services to extend to the City of Maroondah. Car share acts to fill a missing service within the city’s transport system, allowing people to access on demand vehicles without owning a car. Facilitating the introduction of car share within Ringwood and Croydon Activity Centres will provide a convenient, affordable and sustainable transport option for residents and businesses alike.

Advocate for investment in public transport infrastructure and services

Innovative bus technologies and on-demand services are transforming public transport, offering passengers more flexibility, efficiency, and convenience. Council will advocate and support the efforts of others for the key public transport infrastructure and services improvements shown on Map 3:

- Delivery of a multi deck car park at Ringwood Station
- Burnley rail corridor upgrades including:
    - The duplication of the railway between Mooroolbark and Lilydale Station with a new station to serve the Lilydale Quarry Development.
    - High-capacity signalling installed along the Burnley group of railway lines to expand track capacity to possibly run more limited express trains.
    - Quadruplication of the line between Burnley and Camberwell,
    - The duplication of the railway between Ferntree Gully and Upwey, along with second platform at Tecoma Station.
- Timetable enhancements to deliver a train every 10 minutes to Ringwood all day, seven days a week.
- Long term bicycle parking at Heathmont Station.
- Appropriate bus priority treatments at intersections on Mount Dandenong Road and Canterbury Road.
- Strategic review of the extension of the 688 bus route to Ringwood and route realignments for 669 and 737 bus routes.
- Diversion of the 664 bus route into The Ranges Estate, Croydon.
- Upgrade of the 737 bus route to SmartBus frequency and service span.
- Upgrades to 671, 672 and 689 bus routes to improve frequency and service span on weekends, especially the commencement of Sunday and public holiday services.
- Introduce a new on demand bus service for Ringwood to increase access to Ringwood Station, and arts, community and sporting venues.

Map 3:Council's active and public transport advocacy projects



Section 9 - Tracking our progress

A Strategy that moves forward and adapts

The *Maroondah Transport Strategy 2024-2034* is a high level document that forms part of Council's response to delivering on the Maroondah 2040 Community Vision. An important component of this Strategy involves ongoing monitoring and evaluation to ensure its relevance over time and to track our progress.

This Strategy is supported by an Action Plan to be implemented over the life of this document. While the outcomes we have set for this Strategy are enduring, the rapid pace of change makes it challenging to anticipate opportunities that may arise. The Action Plan is therefore intended to be dynamic and adaptable, subject to regular review.

Where actions proposed extend beyond the scope of Council's jurisdiction, collaborative efforts involving higher levels of government and relevant stakeholders will be necessary to address these broader challenges effectively.

The Strategy will undergo an interim review at the three-year mark (2026/27), with a full review to be undertaken after six years (2030/31).

How we will know we have succeeded

Progress on the delivery of the actions will be monitored periodically and reported upon annually through Council's reporting processes. To measure the extent of achievement on the outcomes of the Strategy, data and information will be collected on two scales, the municipal and individual project levels.

At the municipal level, Council will monitor progress against the following indicators and measures. These relate to the actions undertaken by Council and others relating to the travel trends affected by these actions. For each indicator the scale of change in alignment with the Strategy's outcomes will indicate the scale of impact.

Indicator	Data Source	Baseline Statistic	Baseline Statistic Year	Updates	Desirable Direction of Change
Percentage of households that are within 200 metres of a bicycle route, 400m metres of a bus route, or 800 metres of a train station. (Access to walking and cycling and public transport)	Maroondah Council	90.7	2023	3 years	Increase
Daily average commute time of a Maroondah resident across the different modes (public transport, bus, cycling and private car).	Victorian Integrated Survey of Travel and Activity	Public transport - 67 mins Cycling - 27 mins Private Car - 21 mins	2023	2 years	Decrease
Daily number of public transport services operating in Maroondah on a weekday.	Department of Transport and Planning	2,467	2023	3 years	Increase

Indicator	Data Source	Baseline Statistic	Baseline Statistic Year	Updates	Desirable Direction of Change
Percentage of journeys (for all purposes) by Maroondah residents using sustainable transport, i.e., public transport, walking and cycling.	Victorian Integrated Survey of Travel and Activity	Public transport - 7% Cycling - 0.5% Walking - 11%	2020	2 years	Increase
Percentage of commuters travelling by public transport, walking, cycling or scooting to work.	ABS Census	Public transport - 28.6 Cycling - 0.7% Walking - 2%	2021	5 years	Increase
Average number of cars owned by a Maroondah Household.	ABS Census	1.67	2021	5 years	Decrease
Kilometres of bicycle routes delivered (on-road and off-road facilities).	Maroondah Council	31km on road 58km off road	2024	Annual	Increase
Kilometres of footpaths delivered.	Maroondah Council	645km	2024	Annual	Increase
Number of community road safety events and programs supported and delivered	Maroondah Council	7	2024	Annual	Increase
Number of supervised school crossings	Maroondah Council	76	2024	Annual	Stable
Reduction in transport emissions (on road)	Climate Snapshot	219,000 (t CO_2C)	2022	Annual	Decrease
Number of dedicated car share parking spaces	Maroondah Council	0	2024	Annual	Increase
Number of dedicated electric vehicle charging spaces	Plug Share	17	2024	Annual	Increase

At the individual project level, the monitoring process will capture data and findings from the evaluation done for key significant projects delivered.

By combining municipal with individual project level data, Council will learn what practices, infrastructure and other interventions are the most effective.

Section 10 – References and Glossary

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Glossary

Accessibility - The ability for everyone, regardless of disability, personal circumstances or where they live, to use and benefit from a service.

Active transport - Transport requiring physical activity, typically walking or cycling.

Activity Centres - Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.

Amenity - The extent a place, experience or services is pleasant, attractive or comfortable. Improved features, facilities or services may contribute to increased amenity.

Arterial Road - A higher order road providing for moderate to high volumes, at relatively higher speeds. Arterial roads are typically used for inter-suburban or inter-urban journeys, often linking to freeways.

Car share is a service that allows car share members to reserve commercially owned vehicles for short term access on an as needs basis. Cars have designated bays on-street.

Connectivity - The general term for how easy it is for people to get to places, jobs, homes and services.

Corridor - A broad, linear geographic area between places.

Freight - Goods or cargo transported by rail, truck, light commercial vehicles or cycle couriers.

Infrastructure - Basic facilities and networks needed for the functioning of a local community or broader society.

Integrated transport network - A multi-modal transport system where all transportation is efficiently linked to maximise ease and efficiency for the user in terms of time, cost, comfort, safety, accessibility and convenience.

Intelligent Transport Systems (ITS) - The application of computing, electronics, information technology and communications to optimise the performance of transport networks, mitigate disruptions and enable customers to make better informed transport choices.

Interchange - A facility to transfer from one mode of transport to another, e.g., train station, bus facility or park and ride. Also referred to as a transport hub.

Lightweight assisted devices - Are small, lightweight, and often electric-powered vehicles designed for personal transportation. Typically used for short-distance travel, such as commuting within a neighbourhood, travel to a station or navigating through crowded urban areas. Examples of devices, include electric scooters, electric bicycles, hoverboards, roller skates, roller blades and segways. The term can also include wheelchairs and other mobility devices that support personal transport for people with disabilities. Also referred to as rideables and personal mobility devices.

Liveability - A measure of a city's residents' quality of life, used to benchmark cities around the world. It includes socioeconomic, environmental, transport and recreational measures.

Medium capacity transport - Is a transport services that travels between major centres with carrying capacity and speed than light rail or standard buses, but less than a railway. It is most effective when fully grade separated and with exclusive right-of-way. The distance between stops is typically longer than on railways. Examples are separated trams and bus rapid transport. Also known as medium capacity systems, light rapid transit or light metro.

Mode - The type of vehicle or method use for a trip, (i.e., train, bus, tram, car, bicycle or walking).

Multi-modal - A Road, precinct or network characterised by the accommodation of several different modes of transport.

Precinct - A geographical area with boundaries determined by land use.

Principal Pedestrian Network - A designated network of existing and planned routes in each area that provides pedestrian facilities to which support walking trips into and around key destinations, such as activity centres, schools and transport nodes.

Public transport - Buses, trains, and other forms of transport that are available to the public, charges set fares and runs on determined routes.

Public transport system - Operation of a fleet of vehicles that provides a public passenger service on a regular and continuing basis. Examples include trains, buses, trams and ferries. Services might also include shuttle buses and a range of privately operated but publicly accessible transport types.

Rail/Railway - A guided system designed for the movement of trains or trams that has the capability of transporting passengers or freight or both on a track with a track gauge of 600 millimetres or more, together with its rail infrastructure. It includes heavy railway, light railway, monorail railway; an inclined railway; a tramway; a railway within a marshalling yard or passenger or freight terminal; a private siding; a railway that is prescribed by the regulations to be a railway.

Train - Means a vehicle that operates on or uses a railway, and includes a locomotive, carriage, rail car, rail motor, light rail vehicle, train, tram, light inspection vehicle, self-propelled infrastructure maintenance vehicle, trolley, wagon or monorail vehicle but does not include a vehicle designed to operate both on and off a railway when the vehicle is not operating on a railway.

To contact Council

- phone 1300 88 22 33 or (03) 9298 4598
- SMS 0480 020 200
- visit our website at www.maroondah.vic.gov.au
- email maroondah@maroondah.vic.gov.au

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