# Maroondah Transport Strategy

## Community Consultation Report
## July 2024



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## Acknowledgement 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.

Front Cover: Art by Viaan Rajan, March 2024, Tinternvale Primary School.

# 1 Introduction

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, well-being, and ability to access and enjoy all the opportunities Maroondah affords us. In today's landscape, where challenges of climate change, intensive land use, congestion, pollution, socio-economic disadvantage, an aging community, and car dependency loom large, we are working towards transformative change that supports our city's growth and development.

The draft Maroondah Transport Strategy 2024-2034 has been prepared to meet these challenges, reflects our community's transport needs, and makes the most of transport prospects on the horizon. It sets the strategic direction to guide decisions and take action to influence the future of transport in the City of Maroondah.

This Strategy is about more than streets and transport; it is about people, communities, and the environment. It involves shaping our city to motivate us to venture beyond our usual travel routines, to discover new ways of getting around, and to tap into the opportunities presented by the mobility advancements within our reach. Informed by research, the Maroondah 2040 Community Vision and the Council Plan 2021-25, our vision is that Maroondah will be accessible for all ages and abilities with walkable neighborhoods, sustainable transport options, and a safe integrated transport network by 2040.

The purpose of the Strategy is to:

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

Considerable community consultations undertaken between 2017 and 2022 reveal that our residents are interested in transport and want better, quicker, and more reliable transport choices to access work, education, shops, and community services. Maroondah City Council considered the key transport-related views, interests, concerns, and needs of our diverse community throughout the development of the Strategy. The exhibition of the draft Strategy continues the conversation and is a further step towards a shared understanding and support for the directions and actions.

The objectives of this engagement were:

- To introduce the Strategy and engage widely with the community and stakeholders to ensure they are informed.
- To seek and capture feedback from stakeholders to refine the Strategy.
- To demonstrate the level of community and stakeholder support for the Strategy.

This report provides a summary of the key findings from the stakeholder feedback received over the exhibition. It includes a transparent response to the feedback and outlines the proposed changes to produce the definitive version of the Strategy.

# 2 What we did

The community and stakeholders provided comments and feedback through an online 'Have your Say' page on the Maroondah City Council website from 25 March to 21 April 2024. The primary method of feedback was an online survey designed to:

1. Gauge the extent of support for the strategic direction, focus areas, and outcomes.
2. Gather general feedback on the strategic directions, focus areas, outcomes, and actions.
3. Collect demographic and transport information to enable a more nuanced interpretation of responses.

The survey asked participants to:

1. Indicate why they visit Maroondah.
2. Specify the transport modes they have used in the last month.
3. Express their level of support for the proposed strategic directions, focus areas, and outcomes.
4. Provide any other comments about specific strategic directions, focus areas, outcomes, and actions.

To support the 'Have your Say' page, additional information about the consultation and other opportunities for feedback were provided through:

- A formal submission process.
- Workshops and direct notifications to advisory committees.
- Direct notifications to 'Your Say' subscribers.
- Internal messages to Maroondah City Council Employees.
- Letters of notification to interested and influential stakeholders, including the Department of Transport and Planning, transport companies, peak body agencies, and adjacent councils. • Installation of forty signs across train stations, bus interchanges, busy pedestrian crossings, and stopping points on the bicycle network.
- Six drop-in sessions available for local community members to raise and engage on transport matters of importance.
- Cover story for the April 2024 Maroondah News and three mentions in the Mayor of Maroondah videos.
- Workshops with members of the Maroondah Community Health and Wellbeing Advisory Committees, Maroondah Environment Advisory Committee, and Maroondah Youth Wellbeing Advocates.
- Direct notifications to members of the Maroondah Disability Advisory Committee and Maroondah Liveability, Safety, and Amenity Advisory Committee. • Social media campaign with a series of general and targeted advertisements.
- Three mentions in the Maroondah News delivered by the Mayor of Maroondah.
- A Herald Sun article about the Strategy released on the 19th of April.
- A presentation given to adjacent councils at the Eastern Transport Coalition.

# 3 Who participated and levels of engagement?

Across the consultation methods 1,375 people became aware of the Strategy, and we heard from 146 people, 5 advisory groups and 3 agencies.

The overwhelming majority (295) of respondents choose to remain anonymous.

The graphs and tables provide a snapshot of participants and their level of engagement.

## Who did we hear from?

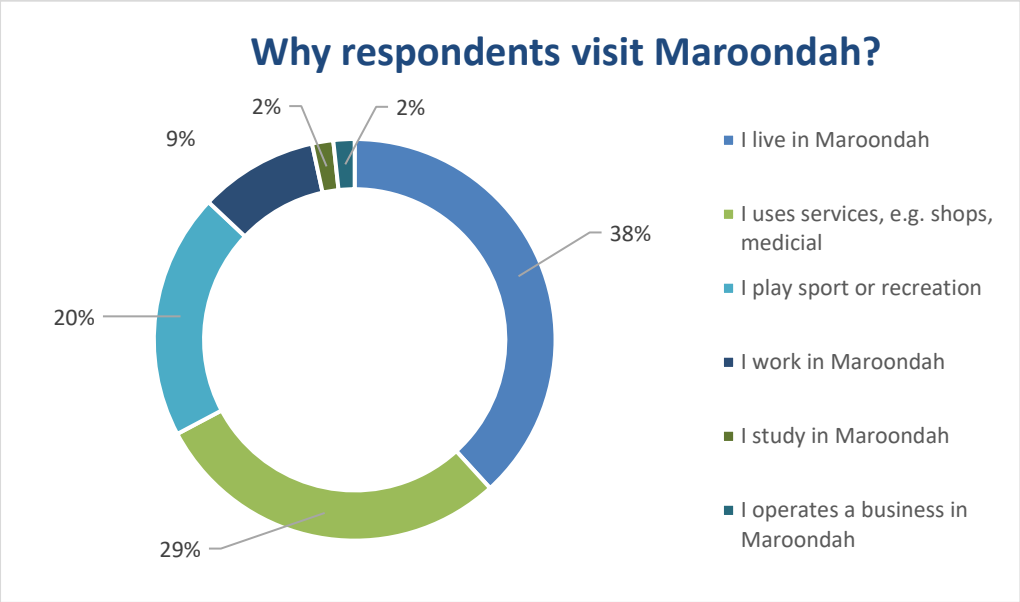



*Figure 1: Survey participants' reasons for visiting Maroondah.*

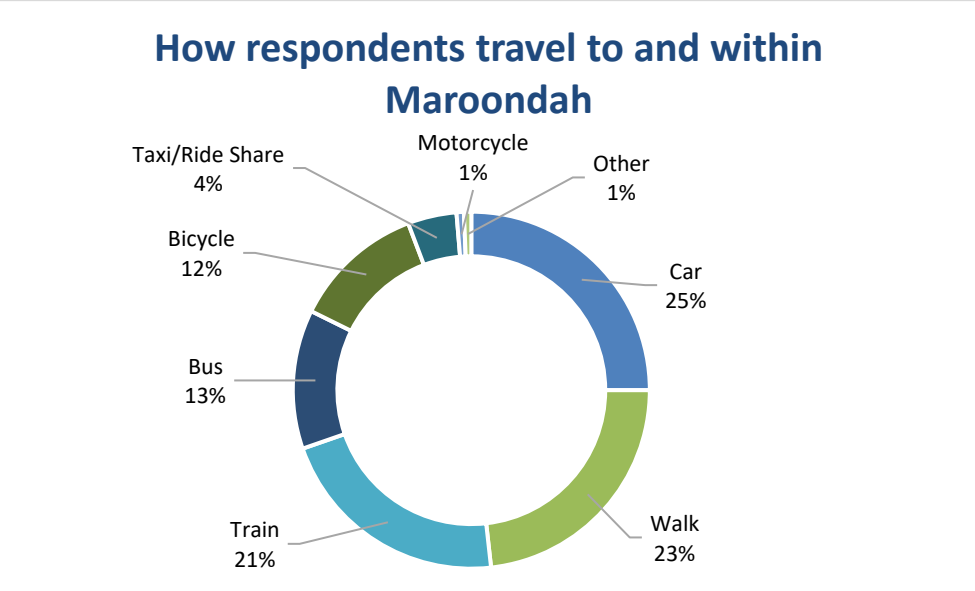



*Figure 2: Survey participants' mode of travel in the last month.*

We heard from a diverse range of people that visit Maroondah for several reasons.

- 38% of respondents live in Maroondah.
- 29% of respondents used services in Maroondah.
- 20% of respondents played sport and did recreation in Maroondah.

In the last month, people choose to travel by a mix of modes.

- 34% of respondents travel by public transport, 21% by trains and 13% by buses.
- 26% of respondents are motorists, 25% drive a car and only 1% ride a motorbike.
- 23% of respondents walked and 12% cycled.
- 4% of respondents used taxi and ride share.

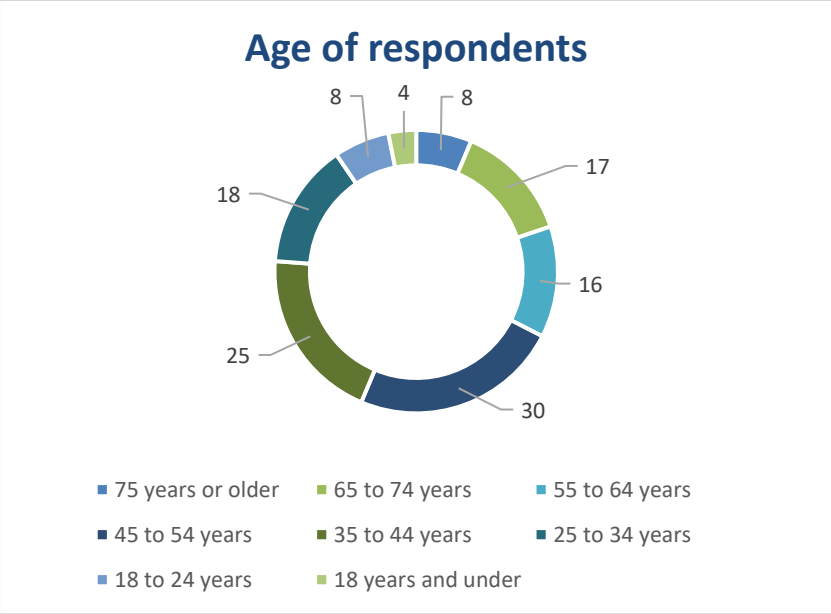



*Figure 3: The age of the survey participants.*

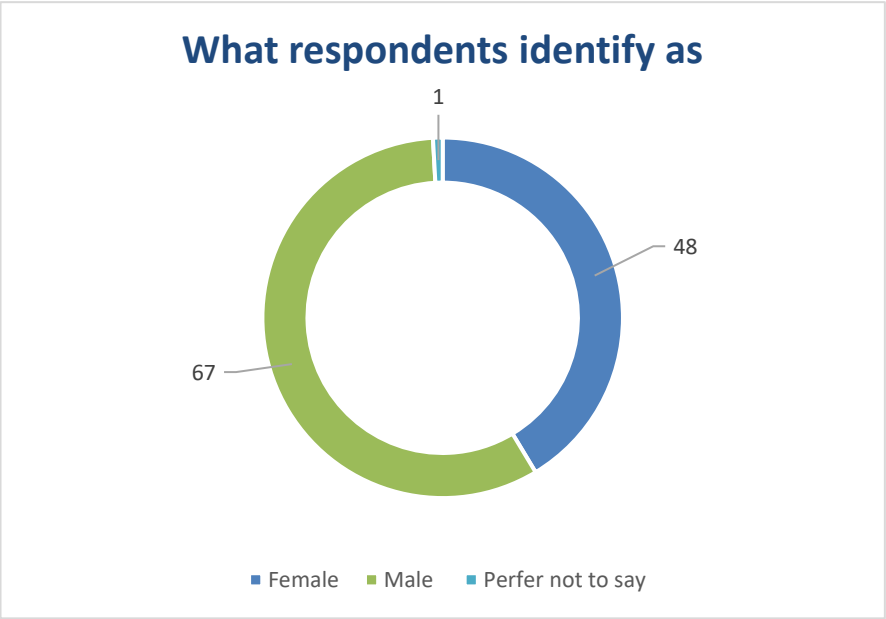



*Figure 4: What the survey respondents identified as.*

We heard from a range of age groups:

- 3% of respondents between the age of 18 years and younger.
- 6% of respondents between the age range of 18 to 24 years.
- 44% of respondents between the age range of 35 to 54 years old.
- 20% of respondents between the age range of 65 years and older.

We heard from a range of identity groups:

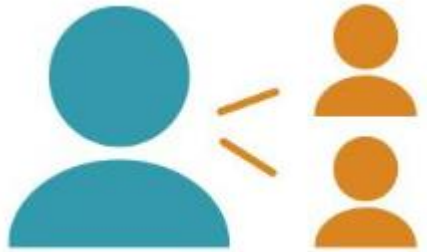
- Males (58%) were more likely to respond than females (41%).
- 18 respondents were a person living with a disability.
- 13 respondents were a carer for a person with a disability.
- 13 respondents speak a language other than English at home.
- 9 respondents identified as a member of the LGBTQIA+ community.

## Level of Engagement

The following graphic is a snapshot of the quantum that people and stakeholders engaged with the consultation and types of feedback submitted.







| Informed | Consult | Involved |
|---|---|---|
| • 1,375 people visited the 'Have your Say' page.<br>• 298 people downloaded the Strategy.<br>• 96 stakeholders contacted about the strategy and invited to make a submission. | • 125 survey participants<br>• Members of the Maroondah Community Health and Wellbeing Advisory Committees, Maroondah Disability Advisory Committee, Maroondah Environment Advisory Committee, Maroondah Liveability, Safety and Amenity Advisory Committee and Maroondah Youth Wellbeing Advocates. | • 4 drop-in session participants to discuss specific transport matter of importance.<br>• Workshops for Maroondah Liveability, Safety and Amenity Advisory Committee and Maroondah Environmental Advisory Committee and Maroondah Youth Wellbeing Advocates.<br>• 8 formal submissions received. |

- 67 respondents want to receive further updates about the Strategy in the future.

# 4 What we heard

This section provides a summary of the level of support towards the Strategy and the key feedback themes identified through the assessment of the responses.

## Level of Support for the Strategy

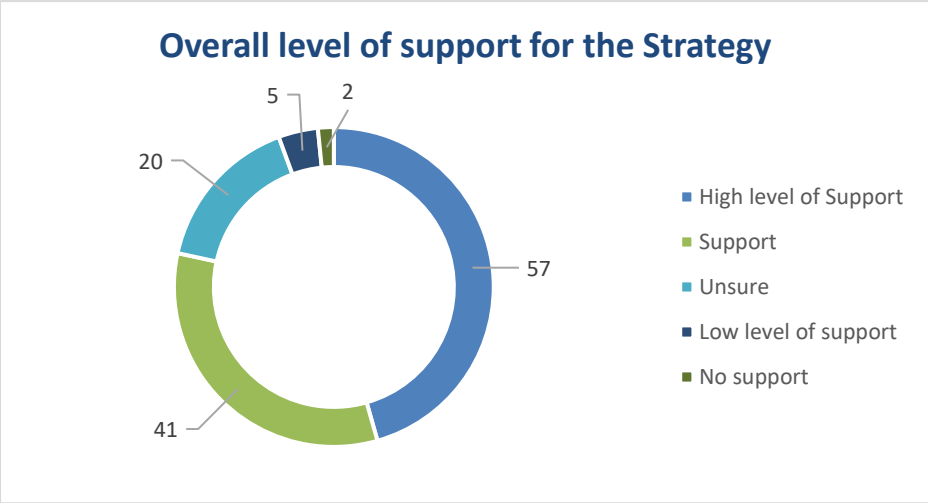



*Figure 5: Survey participants' indicated level of support for the Strategy.*

The data presented in the graphs and tables represents the range of support for the Strategy as a whole, as well as for the different directions, key strategic focus areas, and outcomes. Overall, the community and stakeholders have expressed a positive position on the Strategy, with a strong statement of support and consensus. However, there is a moderate level of uncertainty and an extremely low level of opposition towards the Strategy among the community.

### A Snapshot

- 78% of respondents supported the Strategy, indicating a strong consensus that the strategy reflects the community's views, concerns, and priorities.
- 2% of respondents indicated opposition towards the Strategy.
- 20% of respondents expressed uncertainty towards the Strategy.

### Directions

- Close to 80% or more of respondents supported all six directions of the Strategy.
- Highest level of support and importance given to enhance cross region transit corridors (95%) and deliver integrated, resilient, and safe transport networks (91%).
- Significant support demonstrated for the transition and promotion of sustainable and environmentally friendly modes of transport.
- Mixed support and some uncertainty amongst the respondents for compact and liveable precincts, transition to a low-carbon transport and the pilot of emerging transport system.
- Low opposition to any of the directions with the percentage of respondents never reach more than 8%.

## Key Strategic Focus Areas

- 75% of more respondents supported all six strategic focus areas.
- Highest level of support and importance given to advocating for investment in public transport systems and road upgrades (94%) and the capitalisation on potential transport corridors (92%).
- Mixed support amongst respondents for the introduction of shared transport and capitalisation on Intelligent Transport Systems.
- Moderate uncertainty about Intelligent Transport Systems and shared transport. This is possibly an indication of a limited understanding amongst the community about the application of the technology and services.
- Low opposition to any of the key strategic focus areas, with greatest mix of opinion to the introduction of shared transport (6%).

## Outcomes

- 70% of more respondents supported all eight outcomes.
- Highest level of support and importance given the provision of safe, efficient, and easy to use to transport system.
- High level of support and interest in the enhancement of streets, places, and corridors to accommodate more public and active transport in an integrated and connected way.
- Mixed support amongst respondents for a reduction in car use for short trips and increasing awareness and use of sustainable modes of transport.
- Moderate uncertainty for an increase in Intelligent Transport Systems to maximise the use of existing roads and car parking.
- Low opposition to any of the key strategic focus areas, with greatest mix of opinion to the introduction of shared transport (6%).

| Directions | No Support | Unsure | Low Support | Support | High Support | % of Supporters |
|---|---|---|---|---|---|---|
| Support compact and liveable precincts. | 3 | 13 | 9 | 45 | 55 | **80** |
| Enhance cross region transit corridors. | 1 | 3 | 2 | 37 | 82 | **95** |
| Deliver integrated, resilient, and safe transport networks. | 1 | 9 | 1 | 31 | 83 | **91** |
| Transition to a low-carbon transport and economy. | 5 | 8 | 13 | 35 | 64 | **79** |
| Deliver safe, accessible, and low-stress walking and cycling routes | 3 | 4 | 6 | 21 | 91 | **90** |
| Pilot new and emerging transport systems and services. | 10 | 14 | 17 | 41 | 43 | **84** |

| Key Strategic Focus Areas | No Support | Unsure | Low Support | Support | High Support | % of Supporters |
|---|---|---|---|---|---|---|
| Incentives for low-carbon, sustainable transport options to support the actualisation of connected communities. | 5 | 10 | 7 | 43 | 60 | **82** |
| Advocating for investment in public transport systems and road upgrades to make them safer and usable for all road users. | 2 | 5 | 1 | 31 | 86 | **94** |
| Capitalise on potential transport corridors through Maroondah. | 3 | 7 | 0 | 40 | 75 | **92** |
| Capitalise on Intelligent Transport Systems to better manage streets, trails, pathways, and car parking. | 3 | 21 | 7 | 44 | 50 | **75** |
| Capitalise on large infrastructure projects to implement footpath and bicycle network upgrades. | 2 | 8 | 6 | 23 | 86 | **86** |
| Facilitate the introduction of shared transport. | 8 | 24 | 18 | 39 | 36 | **75** |

| Outcomes | No Support | Unsure | Low Support | Support | High Support | % of Supporters |
|---|---|---|---|---|---|---|
| Integrated and efficient transport network that works to respond to demographic, urban intensification, and climate change pressures. | 6 | 9 | 8 | 34 | 68 | **82** |
| Enhanced transport system that is future-proofed, user-friendly and provides for those living, working, and visiting our city. | 2 | 6 | 3 | 35 | 79 | **91** |
| Council to apply an overarching safety objective relative to all transport considerations. | 2 | 7 | 2 | 42 | 72 | **91** |
| Reduce car use for short trips within Maroondah. | 13 | 14 | 11 | 16 | 71 | **70** |
| Enhanced streets, places and corridors for pedestrians and people on bikes to support local living in our neighbourhoods. | 4 | 10 | 3 | 23 | 85 | **86** |
| Increase awareness and use of sustainable modes of transport. | 9 | 14 | 11 | 38 | 53 | **73** |
| Increase use of Intelligent Transport Systems to maximise the use of existing roads and car parking. | 6 | 19 | 12 | 53 | 35 | **70** |
| Increase in take up of public transport through improved transport connectivity and efficiency | 2 | 4 | 2 | 20 | 97 | **86** |

# Topics of Interest

The comments were classified into 24 key feedback topics. The graphic shows the frequency of the comments as they related to each key feedback topic.

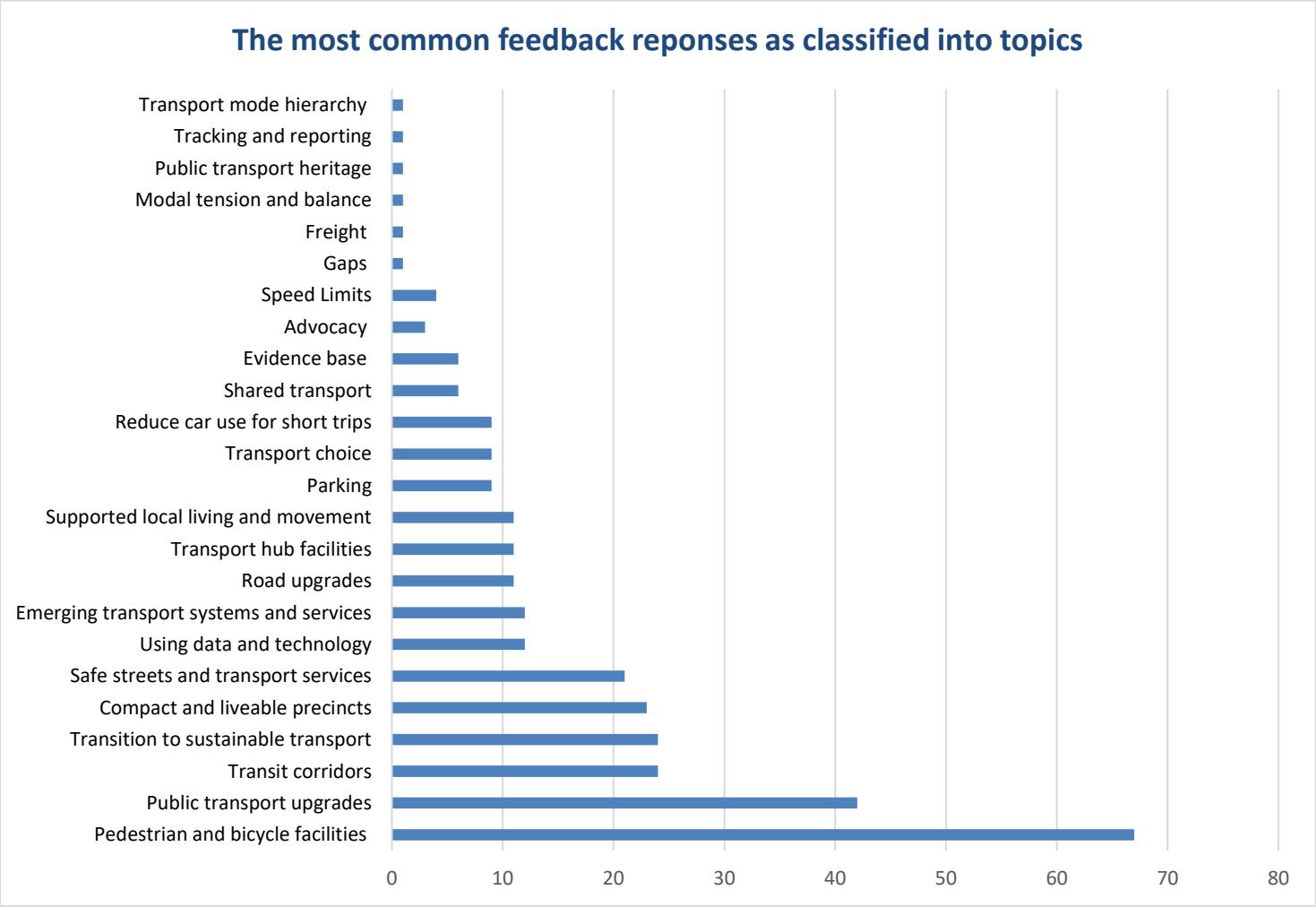



*Figure 6: The frequency of topics raised by participants in the survey and submissions.*

The series of tables provide the most mentioned subjects heard for each of the most common key feedback topics. In each case, Maroondah City Council has given a position and a response.

Many comments were requests for specific transport infrastructure or service improvements. Maroondah City Council has noted these specific requests. In many cases, the requests align with existing pipeline of capital works projects or the advocacy program. Those projects not currently featured on the capital works or advocacy lists are candidates for further investigation.

Additionally, the appendix contains the full verbatim comments and Maroondah City Council's position and response. The definitions of the range of positions are explained on page 22 of the report.

| **Pedestrian and bicycle facilities** | | |
|---|---|---|
| **What we heard** | **Council's position** | **Councils' response** |
| They would like more separated, direct, and complete cycling routes that are built sooner. | Supported | The Maroondah Bicycle Network Plan is under development as part of strategic integrated transport planning. The Plan articulates our approach and prioritisation to provide direct, safe, and connected cycling routes. The Maroondah Bicycle Network Plan is an action of the Strategy. |
| Shade over pathways is important to them. | Supported | Trees play a significant role in enhancing the quality, character, and amenity of streets. The Street Trees Along School Routes Program has successfully implemented tree planting along popular pedestrian routes. Maroondah City Council is committed to its street tree planting program, aiming to increase the urban canopy cover of the municipality. |
| Well-lit and signed pedestrian and cycling routes are valued. | Supported | It is importance of feeling comfortable and safe when out on the streets, trails, and pathways, especially at night. To enhance public safety, Maroondah City Council implements measures such as improving public lighting, installing well-lit bus shelters, and managing vegetation.<br><br>Wayfinding signage on trails and pathways is also crucial for users to navigate and find their desired destinations. Incorporating such signage is standard practice, providing directions, distances, and points of interest. Ongoing maintenance and upgrades ensure clear, visible, and informative signage for user-friendly and accessible routes. |
| They have a desire for more secure bicycle parking at more destinations. | Supported | Maroondah City Council is committed to installing more bicycle racks at shops, major parks, and destinations that are near major cycling routes. Council promotes and encourages active and sustainable transportation options with the installations of bicycle racks at a range of destinations. |

| What we heard | Council's position | Councils' response |
|---|---|---|
| They would like a greater emphasis to connecting footpaths to stations, schools, and bus stops. | Supported | The capital works program of Maroondah City Council includes the construction of new footpaths and bicycle pathways, as well as the upgrading of existing paths. The Principal Pedestrian Network and the Maroondah Bicycle Network Plan inform decisions on where to deliver the infrastructure. These plans provide guidance on the prioritisation and development of pedestrian and cycling infrastructure to ensure connectivity and accessibility throughout the municipality. |
| They would like more safe crossings on busy roads. | Supported in principle | Maroondah City Council acknowledges the importance of safe pedestrian crossings on busy roads to the community. Council is aware of several locations where the safety of all road users would be improved with the installation of a pedestrian crossing and/or other traffic calming treatments.<br><br>Any proposals for a new pedestrian crossing on an arterial road, requires a submission to the Department of Transport and Planning. The department is responsible for evaluating and making decisions on such proposals. Maroondah City Council will work in collaboration with the department to reach a satisfactory solution for the community. |

**Public transport upgrades**

| What we heard | Council's position | Councils' response |
|---|---|---|
| They desire bus routes that are more reliable, arrive often and run for longer, especially in areas with poor level of service. | Supported | Maroondah City Council recognises that buses often do not provide a competitive alternative to private transport due to factors such as low frequencies, limited operating hours, and slow and complex routes. To reduce the transport disadvantage the deficiencies in bus services must be overcome to enable buses to play a larger role in facilitating people's mobility.<br><br>Maroondah City Council will continue to call for bus service improvements to make all routes a competitive and desirable choice. As a minimum, all bus routes need to meet at least set service targets to operate 7 days a week, to be frequent, and to extend operating hours to cater for modern work and study practices. |

| What we heard | Council's position | Councils' response |
|---|---|---|
| Increasing the frequency of train services, with limited express trains during peak times and more trains during the off-peak times. | Supported | Maroondah City Council welcomes continued investment in the train network to increase capacity and run more train services, such as the duplication of the end of the branch lines and high capacity signaling.<br><br>A compelling case for more train services during off-peak and weekends continues to be made to the Department of Transport and Planning and members of the Victorian Government. Maroondah City Council will continue to call for improved train services. |
| They would like an emphasis on timetable coordination for better integration between modes of public transport to reduce time spent waiting for the next service. | Supported | Timetable harmonisation can be achieved through the alignment of a 10-minute train frequency and a 20-minute bus frequency. This synchronisation of schedules can improve the connectivity and convenience of public transportation for passengers. However, it is important to note that achieving full network harmonisation may not be possible for some bus routes that serve multiple train stations. In such cases, efforts can still be made to minimise waiting times and optimise connections as much as possible. |
| They would like public transport to be more affordable, especially lower fares. | Supported in principle | A fair, accessible, and affordable public transport system is a crucial social equity issue. The current flat fare model, based on two zones, time (2 hours or daily), or full or concession fares, provides commuters with limited choices and incentives. This model does not allow for a more nuanced and fairer charging system based on distance travelled, mode used, or time of day.<br><br>The introduction of specific fares at various times, for different modes, distances, and certain vulnerable groups would provide users with more flexibility and options in terms of how and when they travel. The introduction of variable fare pricing is part of the solution, but it must be accompanied by targeted investments in public transport infrastructure and services to make public transport more competitive with private transport." |

| Transit corridors | | |
|---|---|---|
| **What we heard** | **Council's position** | **Councils' response** |
| They value shorter journey times achieved with more express train services. | Supported | The feasibility of introducing additional limited express trains becomes more viable as the train lines become independent of the road network. With complete independence and improved signaling, trains can operate at higher speeds and closer intervals, making it easier to introduce express services.<br><br>Once upgrades to the train network are implement, requests for limited express trains will be made to the Department of Transport and Planning. Maroondah City Council recognises the potential benefits of such services and will advocate for their introduction to enhance the efficiency and convenience of train travel for the community. |
| They value existing off-road cycling and pedestrian paths and they desire new links to be built along the waterways and railway corridors. | Supported | The development of the Maroondah Bicycle Network Plan as part of strategic integrated transport planning is a commendable initiative. The aim of this plan is to provide a network of direct, safe, and connected cycling routes that can take people to their jobs, educational institutions, transport hubs, and social venues. The completion of the cycling and pedestrian paths along the waterways and railway corridors is a focus area of the Plan. |
| The Healesville Arterial Corridor is important to them and there are differences of viewpoint on the best uses of the corridor. | Noted | Community support to enhance the Healesville corridor to meet a range of transport, biodiversity and social infrastructure needs is noted. However, further studies will be necessary to initiate conversations to reach a shared vision for the corridor.<br><br>A series of corridor studies and stakeholder engagements will share Maroondah City Council's stance on the corridor. |
| They have a desire for fast bus routes to major places of employment. | Supported in principle | Rapid bus connections to key business precincts like Bayswater, Monash National Employment Centre, and Dandenong are essential for a transport system that can take a high volume of people to work every day. |

| Transition to sustainable transport | | |
|---|---|---|
| **What we heard** | **Council's position** | **Councils' response** |
| They are aware that electric vehicles are on the market, and many consider them expensive.<br><br>They would support transition initiatives to electric vehicles that did not restrict motorists who drive internal combustion engine cars.<br><br>An expressed preference for user pays destination charging model. | Supported | A network of public destination chargers is important to the address range anxiety about electric vehicles, support electric vehicle purchases and realise the emission reduction benefits of electric vehicles.<br><br>The establishment of a public charger network aligns with the objectives of the Maroondah Sustainability Strategy to transition to a low carbon economy and create low carbon intensive activity centres.<br><br>We can expect more electric vehicles on the roads as model availability increase and costs fall. Maroondah City Council is exploring the feasibility of public-private partnership procurement models for public destination charges on council land. A user pays business model with exceptional customer service is the preference. |
| Some support for schemes that help people purchase bicycles or electric-assisted bicycles, scooters, and skateboards. | Supported in principle | Infrastructure Victoria proposed a similar scheme to the Victorian Government in 2021. At this point, the State Government has not made a commitment deliver such a scheme. |

| Compact and livable precincts | | |
|---|---|---|
| **What we heard** | **Council's position** | **Councils' response** |
| Many expressed concerns about the impact of high-density development on the character and liveability of the area. | Not supported | Increasing public transport frequency, coverage, and accessibility can indeed help to alleviate transport challenges. However, the magnitude of benefits and impacts can increase in specific areas with high density distribution. Activity centre renewal becomes necessary to accommodate the growing population and respond to the changing needs of urban areas and the people residing, working, and visiting there.<br><br>Higher density development optimises the utilisation of public transport infrastructure and services, thereby supporting sustainable development. Additionally, it can assist in preserving historical heritage and maintaining the character of streets through contextual urban planning. By strategically planning for higher density in areas well-served by public transport, we can create vibrant and sustainable urban environments that cater to the needs of the community while minimising the reliance on private vehicles. |
| They have a desire for improved infrastructure and amenities, such as parking, public transport, and pedestrian accessibility. | Supported | Maroondah City Council plays a crucial planning role in delivering great places for the community. Careful consideration is given to planning places at the human scale to deliver interesting, accessible, and diverse places for people to move through, connect and interact. An emphasis is on getting the right mix of transport and community infrastructure to meet the needs of the community to sustain a high quality of living. |
| The needs of disabled drivers and public transport users are to be considered. | Supported | Maroondah City Council acknowledges the needs of disabled motorists and public transport users, and we are committed to ensuring that our planning and infrastructure projects take their specific needs into consideration. We understand that long walking distances can be challenging for some individuals, and we strive to create accessible and inclusive environments. We will work closely with disability advocacy groups and experts to ensure that any changes or developments do not negatively impact the mobility and accessibility of disabled individuals. Our goal is to create a streets and neighbourhoods that are accessible and accommodating for everyone. |
| They would like well-designed and environmentally sustainable developments. | Supported | Maroondah City Council's planning approach to housing and development is consistent with the Victorian Planning Strategy, Plan Melbourne. The principles and strategies around transit-oriented development, housing choices close to jobs and services, and connected communities are applied to selected precincts. |

| What we heard | Council's position | Councils' response |
|---|---|---|
| They recognise the need for effective integration between transport and land use planning. | Supported | Transport networks and land use influence each other to shape the development and livability of the activity centres. The strategic alignment of transport infrastructure with land use planning, will create well-connected and sustainable precincts that promote active transportation, reduce congestion, and enhance accessibility for all residents.<br><br>Maroondah City Council are committed to working closely with relevant stakeholders, including transport authorities and urban planners, to ensure that our land use decisions are informed by a comprehensive understanding of transport needs and opportunities. Through this integrated approach, we aim to create a vibrant and connected places that supports the diverse needs of the residents. |

| Safe streets and transport services | | |
|---|---|---|
| **What we heard** | **Council's position** | **Councils' response** |
| Safety, security, and comfort on public transport, especially at night, is a major concern for them, especially for women and children. | Supported | Feeling comfortable and safe is crucial for women, children, seniors, and other vulnerable individuals when using public transport, cycling, or walking, especially after dark. Enhancing public safety in streets and public spaces involves creating an environment that is accessible, welcoming, and attractive.<br><br>There are many ways to achieve these outcomes, including providing more public transport services that operate for longer hours, improving public lighting to ensure well-lit areas, installing well-lit bus shelters, and managing vegetation to maintain clear sightlines and reduce hiding spots. Maroondah City Council ensures that all streets are designed and managed in accordance with the Maroondah Public Lighting Policy, Road Management Plan, and Asset Management Plans to prioritise safety and accessibility.<br><br>Maroondah City Council is committed to continuously improving pedestrian safety and enhancing the overall experience for all pedestrians. Maroondah City Council builds new footpaths, replaces the old footpaths plants street trees, and employs crossing supervisors along key streets and crossings in the pedestrian network to make routes to school safer. These measures aim to create a safer environment for students and encourage active transportation options. |
| They value clean stations, bus stops, trains and buses. | Supported | The cleanliness on trains, buses and at stations and bus stops is important and the Department of Transport and Planning is made aware of any issues. |

# 5 Recommendations and Next Steps

The consultation process has confirmed that the Strategy is well-supported, reflects the interests of the community and stakeholders, and is on the right track with its priorities. All the feedback summarised in this report has been considered and has informed the new Maroondah Transport Strategy 2024-2034.

The final version of the Maroondah Transport Strategy 2024-2034 will include the following changes:

- A reference to the needs of disabled motorists and commuters to address transport disadvantage, including measures to enhance accessibility.
- Updates and expansions to the evidence bases, including revised statistics from the Census, mode share statistics, and statistics about short trips made within Maroondah.
- Revisions to the 'transport challenges and opportunities' section, including information about the popularity of trains and buses for different purposes, driving as the most common method of travel, and the emergence of new transport services and technology.
- Revisions to the transport network summary, including a list of train stations, bus routes, and active transport routes, as well as the strategic role of the Principal Pedestrian Network and Maroondah Bicycle Network.
- Revisions to the major precinct section, including the addition of maps for each precinct and a summary of the public and active transport aims of the Bayswater Business Precinct Transformation Strategy.
- Updates to the Healesville Arterial Corridor section, including a reference to the delivery of active and social infrastructure prior to road construction.
- Addition of a new section called 'Progress to date'.
- Updates to references of the Level Crossing Removal Project to reflect the project status as of June 2024, including specific cycling and pedestrian infrastructure completed by the project.
- Inclusion of a diagram showing the relationship between statements, directions, focus areas, and outcomes.
- Addition of three new sections called 'How we will achieve our vision', 'Transport mode hierarchy', and 'What we're going to do - our major areas of action'.
- Revisions to the major areas of action section, including a new area about supporting active travel by children and families and a description and diagram illustrating different types of medium capacity transport systems.
- Additional explanation about the alignment of Maroondah City Council's network safety approach to address known safety issues.
- Addition of specific rail capacity projects to the list of advocacy items.
- Removal of references to the new Ringwood East and Croydon Stations from the advocacy list.
- Inclusion of information about project evaluation and tracking by the Integrated Transport Group.
- Addition of definitions for permeability and personal mobility devices in the glossary.

We would like to thank the community and stakeholders for your feedback to help refine the draft Maroondah Transport Strategy. The Strategy will be considered for adoption by Council in July 2024 and will be released to the public as part of the adoption process.

# 6 Appendix: Verbatim Comments and Maroondah City Council's Position and Responses

The Victorian Local Government imposes the obligations on Maroondah City Council to be transparent and accountable in our response to public consultation. The table contains the verbatim comments received from the community and stakeholders during the exhibition. For each comment a position is given with a brief explanation.

The definitions of the range of alignments are as follows:

**Positive:** A positive comment refers to a statement or opinion that expresses satisfaction, support, or approval towards the transport strategy being discussed. It highlights the strengths, benefits, or successes of the strategy and may commend the efforts made or the positive outcomes achieved.

**Neutral:** A neutral comment refers to a statement or opinion that does not express a strong positive or negative sentiment towards the transport strategy being discussed. It typically presents a balanced viewpoint without showing any bias or preference.

**Negative:** A negative comment refers to a statement or opinion that expresses dissatisfaction, criticism, or disapproval towards the transport strategy being discussed. It highlights flaws, drawbacks, or shortcomings of the strategy and may suggest alternative approaches or improvements.

The definitions of the range of positions are as follows:

**Supported:** The comment, suggestion or idea is supported in fill and changes to the Maroondah Transport Strategy will be undertaken.

**Supported in principle:** The intent of the comment, suggest or idea is supported, and a commitment is subject to further policy development, budget considerations or external factors. The suggestion or idea will not feature in the final version of the Maroondah Transport Strategy.

**Not supported:** The comment, suggestion or idea is not supported as it is a misalignment with policy or outside the authority/responsibility of Maroondah City Council. The suggestion or idea will not feature in the final version of the Maroondah Transport Strategy.

**Noted:** The comment, suggestion or idea has been taken note but has no bearing on the final version of the Maroondah Transport Strategy.

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Transit corridors** | Faster train networks required with more express services. After visiting Japan, it feels like our transport network is at least 50 years behind. | Neutral | Supported | More frequent, faster, and reliable train services, particularly during off-peak times, are identified as a high priority in the Strategy. Maroondah City Council remains committed to advocating for improved train services as a member of the Eastern Regional Group of Councils and the Eastern Transport Coalition. | No change. |
| Anonymous | **Transition to sustainable transport** | Taxing high polluting, unnecessarily large vehicles. If these vehicles can't fit in existing standard parking, they either pay metered for 2 spots or park in designated truck parking areas. Remove high idle, congested areas as the particulate and fumes make the air unsuitable for active mode transport. | Neutral | Not supported | Vehicle efficiency standards and initiatives to incentivise the supply of fuel-efficient, low-emission, and zero-emission vehicles on the market fall under the jurisdiction of the Australian Federal Government. It is important to note that this subject and suggestion are outside the policy scope of the Strategy and beyond the authority of Maroondah City Council. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Add more direct cycling corridors that have a shorter route with less vehicles to make selecting cycling to a destination a first option than thinking it is going to be a trip to Frankston and back because on the existing indirect cycling routes. | Neutral | Supported | The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our approach and prioritisation to provide direct, safe, and connected cycling routes will be articulated in the Plan. The Maroondah Bicycle Network Plan is an action of the Strategy. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Reduce car use for short trips** | Provide better parking at shops and services for bikes and make it safer around them. At the moment, it is hard to find somewhere to lock your bike up that is even within the shopping strip, and you almost get run over by big whopping utes/SUVs. For me, the traffic isn't an issue through I have had my run ins with cars taking me out, but I can see that it is very intimidating unless something is done around this excessive car culture. | Neutral | Supported | It is acknowledged that bicycles can be expensive, and therefore, it is crucial to provide safe and secure bicycle parking facilities. Maroondah City Council is committed to installing more bicycle racks at shops, major parks, and destinations that are near major cycling routes. This initiative aims to encourage and support cycling as a sustainable mode of transportation. | No change. |
| Anonymous | **Road upgrades** | Being aware that potholes are dangerous but fixing them properly, not just covering them up with tar. | Neutral | Noted | Maroondah City Council has a statutory obligation to design, build, operate, and manage safe local roads for all road users. Our road standards and level of service commitments, including the inspection, maintenance, and repair of public roads, are outlined in the Road Management Plan 2021 - 2025. Council conducts regular inspections and promptly responds to reports of road defects identified through asset condition assessments or public notifications. This ensures the ongoing safety and functionality of our road network. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Supported local living and movement** | Bike lanes seem to be very rarely used in Maroondah but they cause traffic build up. Waste of money. | Neutral | Not supported | Maroondah City Council has the statutory obligation to design, build, operate, and manage safe local roads for all road users, including bike riders. Victorian crash data indicates that bike riders are more vulnerable and at a higher risk of severe injury or fatality in a crash. They are more exposed to traffic and lack the external protection beyond a helmet and protective clothing. Therefore, it is necessary to provide a level of separation and protection from vehicles, especially on high-traffic and high-speed roads, to ensure the safety of people on bikes.<br><br>Guidance on the implementation of road bicycle facilities will be established by the Maroondah Bicycle Network Plan, which is currently under development. This plan will outline strategies and measures to enhance the safety and accessibility of cycling infrastructure throughout the municipality. | No change. |
| Anonymous | **General** | Good that Council is aware of some of the problems. | Positive | Noted | The comment is appreciated and noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Pedestrian and bicycle facilities** | An existing poor gravel road of Montana Parade, Croydon, where is situated within 15-20mins walking distance between Ringwood East and Croydon station, is a hazard to local residents, dog walkers and cyclists.<br><br>The gravel footpath presents several challenges, including frequent potholes requiring repairs, posing hazards to cyclists and individuals using mobility aids. Additionally, dust accumulation poses respiratory risks to pedestrians, local residents, dog walkers, and cyclists. Moreover, the narrowness of certain sections prohibits simultaneous passage of two cars, making it difficult for truck drivers to navigate or stop for loading and unloading. | Neutral | Noted | Council recognises the unique semi-rural character of Montana Parade and has previously worked with residents on a proposal to construct the road through a Special Charge Scheme. The proposed road construction was not supported by the residents at that time.<br><br>Accordingly, Council has implemented several minor drainage, pavement and sign control changes over the years to improve operation and safety on Montana Parade. Further widescale changes are not possible without affecting the area's amenity.<br><br>Council continues to maintain the road elements of Montana Parade in accordance with our Road Management Plan. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Andy Choi | **Pedestrian and bicycle facilities** | It would be great to see more initiatives that remove the barrier to entry for active transport modes. More investment into active transport infrastructure such as more/improved walking paths, bike paths etc to key destinations and activity hubs.<br><br>Further investment into walking and bicycle paths would be great, not only for recreation but to and from key destinations and activity centres. Improved paths to railway stations, shopping areas and schools would encourage the use of active modes, but the upgrades need to make sure that they are usable. E.g. bike paths are useless if they feel dangerous to use and are right next to speeding cars, a barrier or kerb needs to separate the modes. | Neutral | Supported | The Strategy encompasses nine actions aimed at supporting and promoting walking and bike riding in all its forms. These actions are drawn from the three pillars of network planning, infrastructure, and behaviour change. Further explanation and prioritisation of pedestrian and bicycle infrastructure will be revealed through subsequent reviews of the Principal Pedestrian Network and the Maroondah Bicycle Network Plan.<br><br>The Maroondah Principal Pedestrian Network and the Maroondah Bicycle Network Plan are currently being refreshed as part of our strategic integrated transport planning efforts. These plans will ensure a comprehensive and coordinated approach to enhancing pedestrian and cycling infrastructure throughout the municipality | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Andy Choi | **Emerging transport systems and services** | It would be great to see investment into electric vehicle charging locations at key destinations. EVs are only becoming more and more common and publicly accessible charging stations would be critical to encourage the uptake of EVs. | Neutral | Supported | A network of public destination chargers is crucial in addressing range anxiety associated with electric vehicles, supporting electric vehicle purchases, and realising the emission reduction benefits of electric vehicles. The establishment of such a public charger network aligns with the objectives of the Maroondah Sustainability Strategy, which aims to transition to a low-carbon economy and create low-carbon intensive activity centres. As model availability increases and costs decrease, we can expect to see more electric vehicles on the roads.<br><br>The feasibility of public-private partnerships and procurement models for installing public destination chargers on council land is currently being explored. This exploration will help determine the most effective and efficient approach to implementing the charger network. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Andy Choi | **Public transport upgrades** | Advocacy for lower myki fares would encourage more public transport use. | Neutral | Supported in principle | A fair, accessible, and affordable public transport system is a crucial social equity issue. The current flat fare model, based on two zones, time (2 hours or daily), or full or concession fares, provides commuters with limited choices and incentives. This model does not allow for a more nuanced and fairer charging system based on distance travelled, mode used, or time of day.<br><br>Introducing specific fares at various times, for different modes, distances, and certain vulnerable groups would provide users with more flexibility and options in terms of how and when they travel. The introduction of variable fare pricing is part of the solution, but it must be accompanied by targeted investments in public transport infrastructure and services to make public transport more competitive with private transport. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Andy Choi | **Public transport upgrades** | While car parking is not a preferred solution, currently it can be difficult to access railway stations. Improvements to bus frequency and active transport paths to and from stations would benefit commuters without expensive car park upgrades. | Neutral | Supported | The demand for parking at train stations and within activity centres presents a challenge in terms of land use and transportation. Maroondah City Council adopts a balanced approach to facilitate residents' movement to and within activity centres. This approach recognises that certain individuals with disabilities or specific work needs may always require parking. Conversely, parking studies conducted at stations indicate that residents living within a 5-kilometer radius commonly park at stations and activity centres.<br><br>To encourage local residents to switch to competitive local bus services and utilise safer pedestrian and bicycle routes, the priorities are to secure funding for the construction of new pedestrian and bicycle routes, obtain commitments from the Victorian Government for bus route service upgrades, and construct new multi-deck car parks at stations. This balanced approach aims to provide a range of transportation options while addressing the parking demands in a comprehensive manner. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Andy Choi | **Transition to sustainable transport** | I believe that Maroondah residents are aware of alternative modes of transport to cars, however the inefficiencies or lack of infrastructure make cars too appealing to use. More investment would encourage the use of sustainable modes of transport. | Neutral | Supported | Upgrading train stations and bus interchanges, expanding bus services, and developing new pedestrian and bicycle paths are identified as high priorities in the Strategy. Maroondah City Council remains committed to advocating for major transport infrastructure by engaging with the Australian Federal Government and Victorian Government as a member of the Eastern Regional Group of Councils, Eastern Transport Coalition. This advocacy aims to secure the necessary support and funding to enhance the transportation network and improve connectivity within the region. | No change. |
| Andy Choi | **Public transport upgrades** | Buses are a key mode that needs improvement. Improving frequency of services and better tracking of bus arrival to a stop would encourage their use. They are currently unreliable for most.<br><br>Highly support actions 2 and 5 to advocate for improved bus services to feed into activity centres and railway stations. | Neutral | Supported | It is recognised that buses often do not provide a competitive alternative to private transport due to factors such as low frequencies, limited operating hours, and slow and complex routes. These deficiencies in bus services need to be addressed in order to reduce transport disadvantage and enable buses to play a larger role in facilitating people's mobility.<br><br>The expansion of bus services, with a focus on improving speed and connectivity, is a priority of the Strategy. This expansion aims to move people more efficiently and effectively, connecting communities to employment, education, and social activities. By enhancing bus services, we can create a more accessible and convenient public transportation system that meets the needs of the community. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Andy Choi | **Parking** | Support actions 4 and 8 to deliver car parking solutions in the Ringwood MAC and Station, however it should be acknowledged that more car parking is not a sustainable solution and only encourages more car use. This needs to be in conjunction with other infrastructure upgrades. | Neutral | Supported in principle | The demand for parking at train stations and within activity centres poses a challenge in terms of land use and transportation. Maroondah City Council adopts a balanced approach to facilitate residents' movement to and within activity centres. This approach recognises that individuals with certain disabilities or specific work needs will always require parking. Conversely, parking studies conducted at stations indicate that residents living within a 5-kilometer radius commonly park at stations and activity centres.<br><br>To encourage local residents to switch to competitive local bus services and utilise safer pedestrian and bicycle routes, the priorities are to secure funding for the construction of new pedestrian and bicycle routes, obtain commitments from the Victorian Government for bus route service upgrades, and construct new multi-deck car parks at stations. This balanced approach aims to provide a range of transport options while addressing the parking demands in a comprehensive manner. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Transition to sustainable transport** | We should be modelling the northern European countries that get this right and have the best public transport system, best access to walking and cycling, lowest roads carbon footprint. | Neutral | Supported in principle | Awareness and understanding of the leading and successful policies and practices for sustainable transport transition in Europe can provide valuable inspiration, evidence, and innovation. However, it is important to recognise that any overseas model must be tailored and adapted to suit the unique context of the community, including its culture, mobility trends, street uses, and local neighbourhood characteristics. | No change. |
| Anonymous | **Emerging transport systems and services** | Put more incentives for electric vehicle purchasing by providing more charging stations in local shop areas so small business benefit from the shopping down while the car charges. | Neutral | Supported | A network of public destination chargers is crucial in addressing range anxiety associated with electric vehicles, supporting electric vehicle purchases, and realising the emission reduction benefits of electric vehicles. The establishment of such a public charger network aligns with the objectives of the Maroondah Sustainability Strategy, which aims to transition to a low-carbon economy and create low-carbon intensive activity centres. As model availability increases and costs decrease, we can expect to see more electric vehicles on the roads.<br><br>The feasibility of public-private partnerships and procurement models for installing public destination chargers on council land is currently being explored. This exploration will help determine the most effective and efficient approach to implementing the charger network. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Public transport upgrades** | we should be investing in more public transport options which are electric or environmentally friendly. | Neutral | Noted | The transition of public transport fleets to electric vehicles falls under the jurisdiction of the Victorian Government. It is worth noting that trams and trains in Victoria have been operating on 100% renewable electricity since 2021. The Victorian Climate Change Strategy and the Victorian Bus Plan have committed to ensuring that all new bus fleets are zero emissions from 2025.<br><br>Please be aware that the subject of transition of public transport fleets to electric vehicles are outside the scope of the Strategy and beyond the responsibility of Maroondah City Council. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Compact and liveable precincts** | I believe if you in increase public transport and its reach then you don't need to redesign the inner liveability access. This will only create a congested look and remove history and older architecture from the leafy streets. | Neutral | Not Supported | Increasing public transport frequency, coverage, and accessibility can indeed help alleviate some transport challenges. However, the benefits and impacts can be further multiplied by increasing density distribution in specific areas with a high intensity of public transport. Activity centre renewal becomes necessary to accommodate the growing population and respond to the changing needs of urban areas and the people residing, working, and visiting there.<br><br>Higher density development optimises the utilisation of public transport infrastructure and services, thereby supporting sustainable development. Additionally, it can assist in preserving historical heritage and maintaining the character of streets through contextual urban planning. By strategically planning for higher density in areas well-served by public transport, we can create vibrant and sustainable urban environments that cater to the needs of the community while minimising the reliance on private vehicles. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Compact and liveable precincts** | I would support this but feel like you are failing with your current strategy and in fact creating less jobs. I see a lot of vacant shops around the RMAC since Eastland opened. Ringwood square is slowly turning into a dead mall. The shops on Maroondah Hwy are starting to turn into a decrepit eye sore. There is not enough parking to visit shops (like bunnings) where carrying items home on a bike would be dangerous. | Negative | Noted | Maroondah City Council shares concerns about the current state of retail and job opportunities in the Maroondah area. To address these concerns, the activity centre structure plans include initiatives aimed at enhancing the local economy and creating job opportunities. Strategies to attract investment have already yielded positive results, such as the expansion of Eastland, the arrival of Costco, and the renewal of other retail areas.<br><br>In addition to these efforts, Maroondah City Council is actively working to improve parking infrastructure and promote alternative modes of transport. This ensures that residents and visitors have safe and convenient access to shops and amenities while also encouraging sustainable transportation options. By focusing on these aspects, Maroondah City Council aims to support the local economy, create job opportunities, and enhance the overall liveability of the area. | No change. |
| Anonymous | **Speed Limits** | There are too many 40 zones in main roads. Travelling north-south is impossible without getting stuck in a lengthy traffic game. There is often traffic blocking the bypass as the traffic is stuck in the RMAC. This causes people to take 'shortcuts' in back streets like Oban Rd and smaller back streets. These people speed in the back streets past day care and play grounds where the speed limit is much higher then 40 for some reason. Very dangerous. | Neutral | Not supported | Speed limit controls for arterial and local roads within Maroondah are implemented in accordance with the State Government's Speed Zoning Guidelines. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Transition to sustainable transport** | Please ask yourself why people are driving, and you might see that cycling or walking is not an option. You will find that carrying a weekly shop or some DIY goods home on a bike is not really possible. So if you create the bike lanes without changing WHY people drive it wont make any difference for the environment. Wouldn't it be more effective to have traffic lights timed to shorten the amount of time a car engine needs to be running? Currently anyone needing to do the weekly groceries needs to sit in traffic just to get to Ringwood square. Improving traffic flow would have a much better impact. | Neutral | Not supported | Substantial traffic, transport, and movement evidence informed the development of the Strategy. The research and studies showed that a large percentage of trips to shops, schools, and sport and recreation venues are less than 5 kilometres from the home. In general, these trips have the greatest potential to switch to alternative modes. It is acknowledged that personal circumstances will influence people's ability to switch. However, not every trip is a large shopping trip, nor does every trip need to be switched to obtain the network operations, community health, and neighbourhood amenity benefits.<br><br>As road management authorities such as the Department of Transport and Planning and Maroondah City Council are obligated to manage the local road network to be safe for all road users. Accordingly, traffic lights sequencing, and speed limits are set by the Department of Transport and Planning to accommodate the safe flow and movement of different modes as is appropriate to the street context. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Pedestrian and bicycle facilities** | What is the benefit of this item and how will this benefit the people and business in Ringwood? People walking or cycling won't be shopping for weekly groceries or anything of significance. If you are trying to increase revenue earned by business in Ringwood then this item should not be on the strategy list at all. At the least this should not interfere with the car traffic which is already heavily impacted by un-necessary 40 zones and poorly timed red lights. | Negative | Not supported | Studies about the shopping habits and expenditure of people arriving by different modes in Melbourne have been conducted. These studies have shown that people who drive tend to spend more on a shop but visit less frequently, people who walk or cycle to the shops spend less but visit more often, and public transport users have mixed spending patterns. In general, it is understood that shopping habits and expenditure are influenced by various individual preferences and living contexts. Accessible shops to all transport modes give people the option to choose how they want to travel. | No change. |
| Anonymous | **Parking** | We need more free parking not paid parking, or restricted parking for BEVs, or special parking for the corporations of ride share platforms. Just more regular parking for people who want to do their groceries or catch the train into the city. | Neutral | Noted | Demand for parking at train stations and within activity centres is a land use and transport challenge. Maroondah City Council applies a balanced approach to make it easier for residents to move to and within activity centres. The approach recognises that people with certain disabilities, specific travel times, or work needs will always require a park. Conversely, parking studies conducted at stations indicate that residents living within 5 kilometres commonly park. Residents can be enticed to switch to a competitive local bus service and safer pedestrian and bicycle routes. Given the balanced approach, the priorities are to secure funding to build new pedestrian and bicycle routes, obtain commitments to bus route service upgrades from the Victorian Government, and construct new multi-deck car parks at stations. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Supported local living and movement** | Why would people cycle or walk to the 'local living' strip mall? Do you expect people to do their weekly shop and carry it all home on foot or bicycle? This is the exact opposite of what is needed. | Neutral | Noted | Studies about the shopping habits and expenditure of people arriving by different modes in Melbourne have been conducted. These studies have shown that people who drive tend to spend more on a shop but visit less frequently, people who walk or cycle to the shops spend less but visit more often, and public transport users have mixed spending patterns. In general, it is understood that shopping habits and expenditure are influenced by various individual preferences and living contexts. Accessible shops to all transport modes give people the option to choose how they want to travel. | No change. |
| Anonymous | **Advocacy** | Your plan is to advocate?? That's it? How is that any different to what you did for the last 10 years? What do you expect will be different this time? | Neutral | Noted | Advocacy is a fundamental strategy to secure the necessary commitments and investment from the Australian Federal Government and Victorian Government to deliver major road upgrades, public transport infrastructure, and service improvements that are beyond the authority and capabilities of Maroondah City Council. Over the last decade, our advocacy has successfully resulted in the new Ringwood and Heatherdale Stations, Eastlink, three grade separation projects, train and bus timetable enhancements, the Box Hill to Ringwood Bicycle Pathway, and the Carrum to Warburton Trail. As a member of the Eastern Regional Group of Councils and Eastern Transport Coalition, Maroondah City Council will continue our commitment to advocate to the Australian Federal Government and Victorian Government for major road and transport projects and service enhancements. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Transport choice** | How will "options to improve public transport services, pedestrian and cycling infrastructure" help anyone travelling through Maroondah on "transport corridors"? You think people will be cycling the 30kms to their place of business? How about you survey the public to see how many would actually cycle and how far? Disappointed that cars are not part of the key focus given they are the vast majority of users. | Neutral | Noted | Improvements to create fast, direct, and safe public transport, pedestrian, or cycling routes will make these modes more competitive and compelling options for more people. The convenience and affordability will entice some people to switch from driving.<br><br>Accordingly, buses, walking, and cycling can play a much larger role in moving people around. When they do, the benefits will be a reduction in congestion and disruptions, improvements in flow, journey times, and safer roads for all road users. | No change. |
| Anonymous | **Parking** | I am wondering what your plan is but the description of SFA4 makes it sound like you think utilised car parks are a bad thing? This is wrong. If you want to encourage patronage to shops and restaurants, then car parks should be easy to access and free. The longer people stay the more they spend. However, smart traffic monitoring and traffic light timing would be a great initiative to reduce congestion. | Neutral | Noted | Demand for parking at train stations and within activity centres is a land use and transport challenge. Maroondah City Council applies a balanced approach to make it easier for residents to move to and within activity centres. The approach recognises that people with certain disabilities, specific travel times, or work needs will always require a park. Given the balanced approach, the priorities are to secure funding to build new pedestrian and bicycle routes, obtain commitments to bus route service upgrades from the Victorian Government, and construct new multi-deck car parks at stations. Intelligent parking systems are part of the solution and are being explored. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Shared transport** | I don't think it should be the council's responsibility to reduce or enforce the reduction of carbon emissions. I surely don't want me rates going towards this. | Neutral | Noted | Shared transportation and electric vehicle chargers are services provided by private companies to customers, such as Uber. A user pays service model is applied by companies to cover the infrastructure and service costs. Companies will pay annual fees to Maroondah City Council if the service uses public land. | No change. |
| Anonymous | **Compact and liveable precincts** | Environmental sustainability should have no bearing on this outcome. | Neutral | Not supported | The Metropolitan Planning Strategy sets the statutory requirements and direction for a sustainable and resilient city. The transition to a low carbon economy, transportation, and developments is essential for cities to remain productive, liveable, and healthy places. Businesses and residents in sustainable and resilient cities will be exposed to and impacted less by the effects of climate change, such as extreme weather events. | No change. |
| Anonymous | **Reduce car use for short trips** | Your own research shows that most people move to Maroondah for family environment. How do you expect these people cart the kids around to the shops, pool, or school? | Neutral | Noted | It is acknowledged that personal circumstances influence people's ability to switch particular trips to public transport, walking, or cycling. In general, these local trips to shops, schools, or sport venues have the greatest potential to switch to an alternative mode. Streets can provide an attractive and safe environment to give families the option to make trips to the shops, schools, parks, or sports venues by alternative modes. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Supported local living and movement** | Have you done any research on how many people would use a bike if they could? People are not just going to the shops and standing around. They are using a car because they will buy stuff which needs to be carried home, whilst also carting the kids around to local sports and school events. | Neutral | Noted | Substantial traffic, transport, and movement evidence informed the development of the Strategy. The research and studies showed that a large percentage of trips to shops, schools, and sport and recreation venues are less than 5 kilometres from the home. In general, these trips have the greatest potential to switch to alternative modes. It is acknowledged that personal circumstances will influence people's ability to switch. | Show statistics and facts in Section 2, 'What does the evidence tell us 'About the volume, modes and journey types of short trips made within Maroondah. |
| Anonymous | **General** | Looks like a pretty comprehensive plan which is reassuring. But you are focusing on the wrong items. Your ideas are misaligned with the public expectations and needs. Its almost like the focus areas are blinded by ideology.<br><br>I think you are going in the wrong direction. Please do some research on how many people would be willing to walk and cycle to the RMAC *instead* of driving. | Neutral | Not Supported | The Strategy documents the considerable community consultations that provided evidence about the transport trends, habits, and needs of communities. The evidence informed the setting of strategic policy and direction in the Strategy. | No change. |
| Anonymous | **Compact and liveable precincts** | Footpaths need to be suitable for gofers etc with ramps at kerbs. Traffic-calming measures should be considered for more 'rat-run' streets, like Campbell St., Heathmont | Neutral | Supported | Quality streets with footpaths, trees, and well-placed crossings are essential for people with disabilities to maintain independence, job participation, and civic inclusion. Maroondah City Council remains committed to building new footpaths, applying traffic calming treatments, and installing crossings as warranted to ensure streets are safe for everyone. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Transit corridors** | There are some wonderful off-road routes for bikes & gofers etc, but there are some places on these routes that need attention. e.g. The road bridge where Canterbury Rd crosses the Belgrave train line at Heathmont, and the bridge over Bungalook Ck on Bayswater Rd, at the end of the trail along Bungalook Ck<br>And, of course, Bedford Rd between Warrandyte Rd & Bedford Rd shops needs a bike lane, especially now the level crossing is gone. | Neutral | Supported | Trails and pathways are inspected annually to identify asset maintenance needs. Renewal is conducted at the end of the asset's life or when assets fail.<br><br>Maroondah City Council is aware of the access and safety concerns regarding the narrow bridges on major pedestrian and bicycle routes. Conversations with the Department of Transport and Planning, based on bridge concept plans, are currently in progress.<br><br>Following public consultation, technical plans for bicycle facilities on Bedford Road exist and are featured in the advocacy for the Ringwood to Croydon Trail. | No change. |
| Anonymous | **Transition to sustainable transport** | I think you meant 'emit' lower emissions perhaps?? | Neutral | Noted | Yes 'emit' is the correct verb rather than 'omit' on the webpage. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Continuing the Heathmont Rail trail up the rail corridor to Bedford Rd from Lena Grove would be good. | Neutral | Supported | The Bedford Road level crossing removal project will include the construction of a new shared pathway. The new pathway is expected to open to the public in 2024. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | If roads and footpaths are made user friendly, vegetation and trees must play an important part in creating shade. | Neutral | Supported | Trees play an important role in enhancing the quality, character, and amenity of streets. The Street Trees Along School Routes Program has successfully implemented tree planting along popular pedestrian routes. Maroondah City Council is committed to its street tree planting program, aiming to increase the urban canopy cover of the municipality. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transport hub facilities** | If some of the new stations are designated unmanned and as such do not include a public toilet facility either on the station or in the carpark, this is a huge negative and is in no way user friendly. We all expect better than this. | Neutral | Supported | Public toilets are a requirement of the Australian Building Code and the Victorian Railway Station Design Standards and Guidelines. According to these standards, all new stations should provide public toilets within the paid concourse area as a customer service.<br><br>However, Maroondah City Council disagrees with the Level Crossing Removal Project's position that unstaffed stations should not have public toilets. The council's disagreement is based on concerns around safety and security, vandalism, graffiti, and anti-social or illegal activities, as well as the inability to provide immediate staff assistance if required. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Make cycle paths safe for pedestrians and limit the speed of bicycle riders | Neutral | Supported | It is a statutory obligation of Maroondah City Council to ensure the safety of all roads, footpaths, trails, and pathways for all users. Existing trails and pathways are being upgraded to address asset failures, known crowding, or user conflicts. However, it should be noted that this statement has no bearing on the final version of the strategy. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Speed Limits** | Consider lowering speed limits on all residential streets and shopping strip roads, and along Canterbury Road Heathmont | Neutral | Noted | Speed limit controls for arterial and local roads within Maroondah are implemented in accordance with the State Government's Speed Zoning Guidelines.<br><br>Arterial roads such as Canterbury Road are under the care and management of the State Department of Transport and Planning (DTP, formerly VicRoads). Council regularly engages with our counterparts at DTP to review movement and safety issues, such as the application of speed limits.<br><br>Council regularly undertakes investigations into traffic speeds and volumes on local roads within the municipality. Where significant issues are identified, Council refers roads to our Local Area Traffic Management (LATM) Program for treatment through installation of devices such as raised pavements. LATM treatments have been demonstrated to lower general traffic speeds along our local roads. | No change. |
| Anonymous | **Supported local living and movement** | Residential roads near schools should have raised pedestrian crossings to allow children walking to school to be seen and to cross the road with safety. More traffic calming measures should be added to many residential streets to slow down road vehicles using those streets as rat-runs | Neutral | Supported in principle | Quality streets with footpaths, trees, and well-placed crossings are essential to promote pedestrian movement and access to schools.<br><br>Speed limit changes and traffic calming treatments are investigated for streets known to be adversely impacted by high-speed and high-volume traffic. Extensive consultation with residents and road users is undertaken to inform decision-making. Maroondah City Council is committed to building new footpaths, applying traffic calming treatments, and installing new crossings where warranted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Using data and technology** | Eastland especially. As the lights to say empty car spaces (red , green) do not seem to work anymore. | Neutral | Noted | The subject and suggestion are outside the policy of the Strategy or responsibility of Maroondah City Council. | No change. |
| Anonymous | **Shared transport** | I support introducing car-sharing programs and emerging transport systems. There's also some wonderful work being done on revitalising our bus network for a more well-connected and zero emissions future. https://msd.unimelb.edu.au/news/world-leading-bus-network-possible-for-melbourne<br><br>I'd also love to see other areas of Maroondah that are less well-serviced by trains introduce flexi rides or on-demand bus services, in particular, Bayswater North, Ringwood North, Croydon North, Croydon Hills and Warranwood. https://www.ptv.vic.gov.au/more/travelling-on-the-network/flexiride/ | Neutral | Supported | It is recognised that car share will play a role in reducing car dependency in our communities. Car share provides households with access to the benefits of point-to-point transit without the need for car ownership. When car share services are available, they expand people's mobility options.<br><br>Transport disadvantage is higher in suburbs without a train station or quality bus routes. Maroondah City Council is aware of and understands the impacts of poor public transport on households in these suburbs. Our response has been twofold. Firstly, we work with the Department of Transport to develop sound budget submissions for bus service improvements. Secondly, we advocate to the Victorian Government for bus service improvements as a member of the Eastern Regional Group of Councils and the Eastern Transport Coalition. | No change. |
| Anonymous | **Transition to sustainable transport** | I love this and there are some great proposed solutions. Schemes that help people purchase bicycles or electric-assisted bicycles, scooters and skateboards can help transition to more active forms of transport for people of various abilities. https://www.bike2workscheme.co.uk/ | Neutral | Supported in principle | A similar Bike2 Work Scheme has been proposed by Infrastructure Victoria to the Victorian Government in 2021. At this point, the State Government has not made a commitment deliver such a scheme. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transport choice** | I support the implementation of bike cages for Ringwood East and Heathmont Stations and the provision of places to lock bicycles in key shopping areas and districts. | Neutral | Supported | The new Ringwood East Station will include end-of-trip facilities, including long and short-term bicycle parking. These facilities will comply with the Victorian Railway Station Design Standards and Guidelines.<br><br>Additionally, Maroondah City Council's advocacy for the upgrade of Heathmont Station includes end-of-trip facilities as a key feature. | No change. |
| Anonymous | **Shared transport** | Wonderful way to get people to reduce and remove use of personal vehicles. Love it! | Positive | Noted | The comment is appreciated and noted. | No change. |
| Anonymous | **Supported local living and movement** | As someone who walks and cycles to lessen car use, this is hugely helpful. Trails and pedestrian and cyclist-friendly corridors like the Taralla Creek, Dandenong Creek and Croydon trails are helping me meet my goal of going car-free. | Positive | Noted | Good to hear that you are enjoying these trails. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Liz & Craig C | **Safe streets and transport services** | I'd like to understand how this will be delivered with due consideration for women to walk safely to/from home at any time of day.<br>At present, I feel unsafe to walk home from Croydon Station after dark and the buses have stopped running.<br>Also overgrown vegetation is a real issue for feeling safe to walk.<br>Really hoping to have increased bus services connecting Croydon with other activity centres e.g. McAdams Square, Eastfield Rd shops etc. | Neutral | Noted | Feeling comfortable and safe is fundamental to woman, children, seniors and other vulnerable people using public transport, cycling or walking, especially after dark. The enhancement of public safety in streets and public spaces involves them becoming accessible, welcoming, and attractive. Ways to achieve these outcomes include more public transport services that run for longer, public lighting, lite bus shelters, vegetation management. All streets are designed and managed in accordance with the Maroondah Public Lighting Policy, Road Management Plan and Asset Management Plans.<br><br>There is a roll to be played by car share and ride share that can give point to point travel after public transport has stopped. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Liz & Craig C | **Pedestrian and bicycle facilities** | It would be great to see a lot more low-stress well-lit and well signed pedestrian routes that are separated from cyclists. For example, the current cycle path parallel to Croydon Road is in abysmal condition!<br>Will there be an effort made by the council to clear vegetation so that it's safe to walk? | Neutral | Supported in principle | The Maroondah Bicycle Network Plan is currently being developed as part of strategic integrated transport planning. This plan will outline our approach and prioritisation in providing direct, safe, and connected cycling routes. Decisions regarding the type and treatment of bicycle facilities are determined by standards and the level of service required for each link, as well as the street and traffic context. These considerations ensure that the chosen facilities are appropriate and safe for cyclists and pedestrians.<br><br>Council is currently undertaking a design to renew and upgrade the Croydon Road bicycle path. Due to competing priorities for renewal and upgrade of other bicycle paths, the Croydon Road bicycle path upgrade is not currently scheduled for construction within the next five financial years.<br><br>Council maintains the condition of our paths and vegetation clearances along our paths in accordance with our Road Management Plan. | No change. |
| Cliff Fielding | **Public transport upgrades** | I would like to see a few more express trains in late morning/early afternoon | Neutral | Supported | A strong case for more train services during off-peak times has been made to the Department of Transport and Planning and members of the Victorian Government through advocacy efforts. Maroondah City Council remains committed to advocating for improved train services and will continue to do so as a member of the Eastern Regional Group of Councils and the Eastern Transport Coalition. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transition to sustainable transport** | What about maintenance access, parking and building access. Lots of parking is too low for trade vehicles. Carrying 150kg of maintenance gear 1.5km is unreasonable. And security of the vehicles. Typically, a trade vehicle carries over $10000 of tools and equipment which seems to be stolen on a regular basis if you are a trade. And then there's the installation of the upgraded/updated equipment (e.g., EV chargers). How are they to be delivered to site inside building carparks. | Neutral | Noted | In the absence of Australian or Victorian standards and guidelines for charging bays, Maroondah City Council is taking the initiative to develop EV charging specifications and guidelines for public EV bays. The document will consider accessible EV charger bays to accommodate various vehicle types and ensure ease of customer access. It will be a requirement that all EV bays comply with the specifications and receive approval from the Council before they can be put into operation.<br><br>Regarding private EV parking bays, the Council will collaborate with developers during the planning process to provide suitable parking sites that allow for easy access and ensure the security of vehicles. | No change. |
| Anonymous | **Public transport upgrades** | Have buses fitted with carriers for carrying bikes  these have been fitted to the front on systems I've seen usually about 3 per bus | Neutral | Supported in principle | Bicycle carriers on buses have been successfully trialled and introduced by the Department of Transport and Planning in parts of Melbourne, including the Yarra Ranges. However, the expansion of bus fleets with bicycle carriers has been slow. There is currently no indication from the department or bus companies regarding the introduction of bicycle carriers to any routes operating in Maroondah. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | Love the paths and trails. I'd like to see better safety on the trails. 1. More signage for dogs to be on leads. 2, the timber panels over the bridges on Mullum Mullum can be quite slippery and dangerous when riding a bike. A better nonslip version would be great. However overall, very happy with how the council are working through this. 3. More separated bike lanes rather than just painted lines would be welcomed. Wellington street in Collingwood is a good one to see as a comparison. | Neutral | Supported in principle | Dogs on lead signage will be considered for places where conflicts between dog walkers and other pathway users are known to occur.<br><br>New non-slip surfaces will be applied when the bridges are next upgraded or renewed.<br><br>Maroondah City Council takes into consideration AustRoads, Department of Transport and Planning, and other standards and guidelines for bicycle and pedestrian infrastructure. The choice of cycling infrastructure depends on the street context, including factors such as the mix of transport, speed limit, and space allowance. There is a preference for delivering off-road facilities that are separated from other modes where it is appropriate to do so. | No change. |
| Anonymous | **Parking** | More management and fines for restricted parking areas. They are not monitored enough, and it impacts the enjoyment of local residents. | Neutral | Noted | Council regularly enforces both proactively and reactively a wide breadth of parking related issues across the municipality such as restricted parking, parking obstructions, safety issues related to illegal parking and parking permit management and aims to strike a balance between enforcement, education and community outcomes. | No change. |
| Anonymous | **Action Plan** | Looks great and well planned. | Neutral | Noted | The comment is appreciated and noted. | No change. |
| Anonymous | **General** | Keep up the good work | Neutral | Noted | The comment is appreciated and noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Luke Whitfield | **Compact and liveable precincts** | Consider car parking demands as 'maximums' not 'minimums'. If car parking is provided it will be used and prioritised over other means of travel, we should be incentivising.<br>People who drive cars also walk and ride bikes. They are not mutually exclusive user groups.<br><br>If space is at a premium in a 'compact' precinct, don't waste it on a car monopolising the space for 24 hours a day. | Neutral | Supported in principle | On-street and off-street parking are integral parts of the road network. There is an increased demand for street space, and it is understood that more parking can generate more traffic, which impacts road performance. Therefore, decisions about parking provisions must integrate and complement the road network, support proposed urban development, and reflect the economic and civic activities in the area. A balanced parking management approach is applied to ensure a sufficient supply of parking for those who need it while discouraging non-essential car ownership and driving. Street parking should not adversely impact safety or restrict the movement of other road users.<br><br>Advances in parking technology provide Maroondah City Council with effective systems to transition to adaptive parking management and optimise parking provision. Drivers will benefit from greater availability of parking information, enabling them to make informed choices about parking. This increased information will help reduce traffic circulation within precincts caused by cars searching for parking. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Luke Whitfield | **Pedestrian and bicycle facilities** | Low-stress and accessible means separation to vehicles.<br>Cars should be 'opt-in', not 'opt-out' in the road reserve.<br>We need spaces for humans, not vehicles.<br><br>30 km/hr streets have had successful pilots in other municipalities. Incentives and introductions to using the road as a non-driver should be prioritised to build cultural support for car driving and parking restrictions.<br><br>The cost of inconveniencing car travel should be weighted much lower than improving convenience for other less impactful forms of travel.<br><br>Pilot programs where parking is restricted on street and riding/scooting/walking is given priority. Establish the status quo does not need to be car-centric.<br><br>The transport hierarchy in the report should be repeatedly referred to by Council, and communicated to the public in community engagement. | Neutral | Supported in principle | The aspiration is to provide off-road pedestrian and bicycle infrastructure where space allows. In cases where an off-road facility is not possible, the safest on-road bicycle facility will be designed and built. Decisions regarding the level of physical separation of the facility, traffic calming treatments, or speed limit changes will be informed by the street context, road safety data, and community consultation.<br><br>Work is ongoing on the Victorian Movement and Place Framework, which includes the setting of street types and mode hierarchy. Maroondah City Council continues to engage in discussions with the Department of Transport and Planning regarding street hierarchies to inform operational decisions about road space, mode prioritisation, and flow management. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Luke Whitfield | **Emerging transport systems and services** | E-scooters and bikes remove a barrier of physical ability to ride. In combination with Direction 4, they can become a meaningful method of travel in Maroondah.<br>The cost of bike/scooter parking hoops are small, and should be favoured.<br><br>Adding a bike/scooter takes away a car! Servicing this user group also helps the other.<br><br>Don't install bike hoops like at Realm, where the hoop is shaped poorly and doesn't suit the bikes they're supposed to help! End of trip facilities should also prioritise other users, not car park walking distance. | Neutral | Supported in principle | The statements are consistent with the recognised benefits of e-scooters, e-bicycles, and similar devices. It is acknowledged that the sales of e-scooters, bicycles, and devices are increasing, and more people will be using them on trails, pathways, and streets.<br><br>Maroondah City Council is also aware that issues such as speed differentials (especially with illegal scooters or devices), reckless riding, and improper parking can create concerns and inconveniences for other users of streets, pathways, and trails. Permanent regulations and a high level of rider awareness of the rules for e-scooters are necessary to ensure the safety of e-scooters, bicycles, and devices. The specific regulations will be subject to the findings of the ongoing Victorian Government trial into e-scooters. | No change. |
| Luke Whitfield | **Pedestrian and bicycle facilities** | I feel that all infrastructure upgrades should be taking the opportunity to implement footpath and bicycle upgrades. I don't believe they are separate demands. | Neutral | Supported | Maroondah City Council continues to prioritise and include footpath upgrades within road, transport, parks, and community projects. Additionally, bicycle upgrades are requested and included in projects that are along or in close proximity to existing or future bicycle routes. This commitment ensures the improvement and expansion of pedestrian and cycling infrastructure throughout the municipality. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Luke Whitfield | **Using data and technology** | I suspect that Maroondah has good knowledge of how the municipality operates, and what it wants to influence. Resources for 'data' could simply be allocated to resource the projects we already know and approve of, and want to deliver. | Neutral | Not supported | Data collection and analysis are indeed essential for understanding and measuring the interactions and performance of infrastructure. The data collected plays a crucial role in evaluating the outcomes and impacts of projects.<br><br>By investing in data capture technology, Maroondah City Council will be able to gain valuable insights, identify new opportunities, and enhance the effectiveness and efficiency of infrastructure. This will ultimately lead to better outcomes for the community, as decisions and improvements can be based on accurate and up-to-date information. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | The extended closure of the Kilsyth to Croydon water main track during works has had a huge impact on cycling routes in Maroondah, and the length of closure shows a total disregard for the users of those trails. Such a closure would be unacceptable for a road route, why is this acceptable for a walking/cycling route? | Neutral | Noted | The impacts on pedestrian and cyclist access and movement resulting from the lengthy closure of the pipe track are known and understood. The complexity of the pipe upgrades and safety requirements necessitate a complete occupation and closure of the pipe track by Melbourne Water.<br><br>Once completed, the project will not only build a new section of trail but also restore the pathway to a better quality than was previously provided. This will ensure improved accessibility and a higher standard for pedestrians and cyclists using the trail. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | Please include safe physically separated cycling lanes along major roads. | Neutral | Supported | The statement aligns with the aspiration of Maroondah City Council to provide off-road bicycle infrastructure where space allows. In cases where an off-road facility is not feasible, the council aims to design and build the safest on-road bicycle facility. Decisions regarding the level of physical separation, traffic calming treatments, or speed limit changes will be informed by the street context, road safety data, and community consultation. This approach ensures that the design and implementation of bicycle facilities prioritise safety and consider the specific needs of the community. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Please consider improvements in safe and secure cycle parking at major destinations. Many destinations are hostile to cyclists once they arrive. | Neutral | Supported | Maroondah City Council is committed to installing more bicycle racks at shops, major parks, and destinations that are near major cycling routes. By increasing the availability of bicycle racks, active and sustainable transportation options are promoted to communities. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Emerging transport systems and services** | I would like to understand and believe that Maroondah demonstrates its intention to constantly research and report to the community new and well costed ideas regarding transport here. I cannot see any evidence of innovation at all regarding materials other than concrete. | Neutral | Supported in principle | Maroondah City Council conducts feasibility studies to inform project business cases and evaluations, which are conducted on a project basis. The findings of these studies, research, or evaluations are used to track the progress of the Strategy, as outlined in section 8. They are often shared with stakeholders, including the community.<br><br>Regarding pathway surfaces, the standard material has become concrete due to its durability. However, alternative materials are considered, explored, and applied in locations where concrete is consistent with the aesthetics and character of a specific area. The choice of materials is a balanced consideration between practicality, durability, and aesthetics to ensure the best outcomes for a range of users. | In section 8 provide an explanation about how projects will be evaluated and the findings captured by the Integrated Transport Group and recorded for tracking . |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | 1. I am most concerned about the lack of attention being paid to details of the current state of footpaths where no concrete paving is planned for years in some areas.<br>I cannot understand why some levelling and light gravel cannot be laid whilst we wait.<br>I wholly support canopy street trees but cannot understand why the council does not attempt to smooth walking paths with 'bridges' of gravel.<br>NB 68+ Heathwood Street in Ringwood East where, due to extremely uneven surface, the safest walking is on the road. This is unsafe because cars are often parked on both sides of the street .... and it is on a reasonably steep hill. Also, grass is slippery when wet and too boggy for motorised scooters. Disabled citizens deserve better! | Neutral | Noted | Maroondah City Council, like other suburban Councils, has many areas without footpaths. Given the spread of urban sprawl and the continuing infill development, missing footpath infrastructure is a growing concern for Councils and the community.<br><br>Council has adopted a Principal Pedestrian Network (PPN) to identify areas that have high pedestrian demands and therefore require the prioritised construction of footpaths to meet these demands. Further information on the PPN, including the five-year construction program, are available for viewing on Council's website at: https://www.maroondah.vic.gov.au/Development/Roads-footpaths-and-drains/Roads-and-footpaths/New-footpaths-and-the-Principal-Pedestrian-Network<br><br>Specific locations where the nature strip is damaged and creating an unsafe walking environment may be referred to Council's Operations Department to inspect and determine any mitigation, if appropriate. The specified section of Heathwood Street will be referred to Council's Operations Department. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Shared transport** | I feel there is a real need for some service such as FlexiRide in Mooroolbark.<br>When elderly citizens lose their licence they are often left really lonely when the nearest public transport is too far away for them to walk. | Neutral | Supported in principle | FlexiRide is considered a reasonable attempt by the Department of Transport and Planning to provide on-demand bus services in sparser suburbs. It is seen as an improvement over the previous Telebus service, and patronage has grown on all FlexiRide services. While they have been successful to some extent, there are known reliability and service scaling concerns with the service.<br><br>In precincts and suburbs where a conventional bus route is deemed viable, the preference is to favour the conventional fixed route due to its greater versatility, carrying capacity, and reliability. FlexiRide or other models of on-demand services may be appropriate for sparsely populated suburbs or areas with a high representation of low mobility individuals. However, any decision regarding on-demand bus services would require investigation and community consultation before the proposal is discussed with the Department of Transport and Planning. This ensures that the needs and preferences of the community are taken into account when determining the most suitable public transport options for a particular area. | No change. |
| Anonymous | **Public transport upgrades** | Regular and reliable public transport is a right. | Positive | Supported | The comment is appreciated and noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transport hub facilities** | I would also like to see more public toilets near stations. Water drinking stations should be installed here also. | Neutral | Supported | Public toilets are a requirement of the Australian Building Code and the Victorian Railway Station Design Standards and Guidelines. According to these standards, all new stations should provide public toilets within the paid concourse area as a customer service.<br><br>However, Maroondah City Council disagrees with the Level Crossing Removal Project's position that unstaffed stations should not have public toilets. The council's disagreement is based on concerns around safety and security, vandalism, graffiti, and anti-social or illegal activities, as well as the inability to provide immediate staff assistance if required. | No change. |
| Anonymous | **General** | My ideas are limited by the wording of the questions. 'Have Your Say' is somewhat misleading! | Neutral | Noted | The opportunity to email submissions to Council provides people with the option to write longer and more detailed comments compared to surveys. This allows individuals to express their thoughts, concerns, and suggestions in a more comprehensive manner. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Shared transport** | More frequency of buses, such as expanding the flexi bus routes to get a greater and convenient reach to more people at their preferred time. | Neutral | Supported in principle | This statement aligns with the intent of the strategy. FlexiRide is acknowledged as a reasonable attempt by the Department of Transport and Planning to provide on-demand bus services in sparser suburbs. It is seen as an improvement over the previous Telebus service, and patronage has grown on all FlexiRide services. However, there are recognised concerns regarding reliability and service scaling.<br><br>In precincts and suburbs where a conventional bus route is deemed viable, the preference is to favour the conventional fixed route due to its greater versatility, carrying capacity, and reliability. FlexiRide or other models of on-demand services may be appropriate for sparsely populated suburbs or areas with a high representation of low mobility individuals. Any decision regarding on-demand bus services would be subject to investigation and community consultation before the proposal is discussed with the Department of Transport and Planning. This ensures that the needs and preferences of the community are taken into account when determining the most suitable public transport options for a particular area. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | Better walking paths to stations and bus stops MUST have better facilities such as lighting. Anything to get cars off the road.! | Neutral | Supported | This statement aligns with the intent of the strategy. The capital works program of Maroondah City Council includes the construction of new footpaths and bicycle pathways, as well as the upgrading of existing paths. The decisions on where to deliver this infrastructure will be informed by the Principal Pedestrian Network and the Maroondah Bicycle Network Plan. These plans provide guidance on the prioritisation and development of pedestrian and cycling infrastructure to ensure connectivity and accessibility throughout the municipality. | No change. |
| Anonymous | **Public transport upgrades** | Expand the bus routes or offer a community bus for Maroondah residents only. Taking them to the train station from their home. Maroondah is a big area and there are many pockets who still have poor public transport access | Neutral | Not supported | It is acknowledged that some councils offer community bus services to residents to maintain independence, social inclusion, and quality of life. Maroondah City Council currently provides a limited community bus service to select social inclusion programs and venues. The service is regularly reviewed, and options for continuous improvement are considered. Any decision to expand community bus services would be evaluated as part of wider service delivery planning and subject to feasibility investigation. This ensures that resources are allocated effectively and in line with the needs and priorities of the community. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | Cycling routes should be built wider to separate pedestrians for bicycles for the safety of all. Routes such as Mullum Mullum should be sealed to encourage use in all weather conditions. Where practice road under/over passes should be encouraged to create safer more efficient routes. Bicycle parking should also be more plentiful including all small shopping strips so bikes can be parked safely and securely. More priority for pedestrians at intersections by avoiding long delays at traffic lights. An example of what is wrong is when crossing Mount Dandenong Road, Ringwood East. | Neutral | Supported in principle | The Maroondah Bicycle Network Plan is currently being developed as part of strategic integrated transport planning. This plan will outline our approach and prioritisation in providing direct, safe, and connected cycling routes. It is an action of the Strategy, reflecting our commitment to improving cycling infrastructure.<br><br>Decisions regarding the type and surface of bicycle facilities are determined by standards and the level of service required for each link, as well as the street and traffic context. These considerations ensure that the chosen facilities are appropriate and safe for cyclists.<br><br>Recognising that bicycles are valuable investments, Maroondah City Council acknowledges the importance of providing safe and secure bicycle parking. As part of our efforts to support cycling, we continue to install more bicycle racks at shops, major parks, and destinations that are near major cycling routes. This helps to encourage cycling and provide convenient parking options for cyclists. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transit corridors** | New trails shouldn't be delayed while waiting for long term projects such as the proposed Healesville freeway. A new route could be built through the reserve now rather than waiting for a trail to be built along with a freeway that may never be built at all. Also, it should be mandatory that council be involved early in projects to discuss how pedestrian and cycle routes could be best integrated into projects and not an afterthought. | Neutral | Supported | The intent of the statement aligns with Maroondah City Council's vision and approach towards the Healesville Arterial Corridor. Once the road alignment is confirmed, the planning and eventual construction of social infrastructure can begin. Studies for local transport and community facilities would initiate conversations and the establishment of a shared vision for social infrastructure and biodiversity areas within the corridor. This approach ensures that the development of the corridor considers the needs and aspirations of the community, as well as the preservation of biodiversity and environmental considerations. | Section 7 - Strategic Area Focus - Include an explanation that once the road alignment is confirmed and shared vision for the corridor is achieved amongst stakeholders the delivery of active and social infrastructure enhances can occur prior to the road construction. |
| Anonymous | **Public transport upgrades** | Council should advocate state governments to pressure them to increase the frequency of all types of public transport. Particularly trains on weekends where the minimum wait time should be 20 mins or less. Nobody enjoys waiting at cold windy unsafe railway stations. | Neutral | Supported | The statement is consistent with the intent and outcomes of the strategy. A strong case for more train services during off-peak and weekends times has been made to the Department of Transport and Planning and members of the Victorian Government. Maroondah City Council will continue our commitment to advocate to the Victorian Government for improved train service as a member of the Eastern Regional Group of Councils and Eastern Transport Coalition. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transit corridors** | Really important. Cycling corridors must be safe, well defined, and direct. An example is if I want to go from Croydon to Ringwood by bike. I can go up a dirt track beside the rail line followed streets (steep) in Ringwood East and then through Ringwood Lake. Not something that will encourage people to cycle | Neutral | Supported | Safe, direct and connected bicycle routes are objectives of the strategic planning and implementation of the Maroondah Bicycle Network. The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our approach and prioritisation to provide direct, safe and connected cycling routes will be articulated in the Plan. The Maroondah Bicycle Network Plan is an action of the Strategy. | No change. |
| Anonymous | **Safe streets and transport services** | More frequent buses. An example is in the morning peak the bus is every 30 mins, but the trains are every 10 so I drive to the station. If we want integration, the services must link up | Neutral | Supported | It is understood that buses are rarely a competitive alternative to private transport due to low frequencies, limited operating hours, slow and complex routes. These service deficiencies must be addressed to reduce transport disadvantage and play a larger role in moving people around. The expansion of bus services to move people quicker and connect communities to employment, education, and social activities is a priority of the Strategy. Timetable harmonisation can be achieved through the alignment of 10-minute train frequency and a 20-minute bus frequency. It is noted that full network harmonisation is not possible for some bus routes that service multiple train stations. | No change. |
| Anonymous | **Transition to sustainable transport** | All for it. | Positive | Noted | The comment is appreciated and noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | Definitely but they must go direct. At present a lot of cycling paths are scenic which is good but if you want to go direct to somewhere, it takes so much longer. | Positive | Supported | Safe, direct and connected bicycle routes are objectives of the strategic planning and implementation of the Maroondah Bicycle Network. The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our approach and prioritisation to provide direct, safe and connected cycling routes will be articulated in the Plan. The Maroondah Bicycle Network Plan is an action of the Strategy. | No change. |
| Anonymous | **Transport choice** | Ensure these are multi mode and not forcing cyclists to share with cars on busy roads | Neutral | Supported | The statement is consistent with the intent and outcomes of the strategy. Maroondah City Council has the statutory obligation to design, build, operate and manage safe local roads for all road users. Off-road bicycle facilities are the preferred treatment where there is the space allowance. Where bicycle facilities are on-road, there are a range of physical separations and traffic calming treatments that can be deployed to give protection from vehicles. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Safe streets and transport services** | Any solution must include measures for public safety. Public transport at night must have good safety and visible safety measures to encourage people to use it | Neutral | Supported | Feeling comfortable and safe is fundamental to vulnerable people using public transport, cycling or walking, especially after dark. The enhancement of public safety in streets and public spaces involves them becoming accessible, welcoming, and attractive. Ways to achieve these outcomes include more public transport services that run for longer, public lighting, lite bus shelters and vegetation management. All streets are designed and managed in accordance with the Maroondah Public Lighting Policy, Road Management Plan and Asset Management Plans.<br><br>There is a roll to be played by car share and ride share that can give point to point travel after public transport has stopped. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Safe streets and transport services** | Maroondah simply isn't high density. Chances are, it won't be for the foreseeable future. It's a great idea to focus new housing in apartment blocks around the station and shopping districts but the majority of residents, particularly aging residents and larger families, will still reside in the Maroondah we know now. That is, the leafy streets that are 1km or more away from the hub. And they're not well served by transport today, unfortunately. Buses aren't particularly frequent or reliable, especially in off hours, and many areas aren't close to a stop. They're also not particularly walkable, but not necessarily because of a lack of infrastructure. It's because of topology, distance, and the age of residents (older and very young). And then, past Ringwood, even train frequency is lowest within all of the Melbourne metro area.<br><br>What would really help with transport isn't in walking paths (though lovely to have as amenities go) but in the realisation that Maroondah residents are aging, and the residential situation is changing every time a house is torn down to make 4 new units. The streets further clog due to street parking, the snarl to find parking increases and the teardown/rebuild permits will continue.<br><br>What an area like Maroondah needs is<br><br>1) people need to get from their house to the station, preferably with minimal | Neutral | Supported in principle | Improving bus services is crucial to address the transport challenges faced by the community, especially for vulnerable individuals and those living in the suburbs. By creating better bus connections to stations and activity centres, people can move quicker and reach more destinations.<br><br>Additionally, expanding capacity on branch lines beyond Ringwood to accommodate more trains can further enhance the transportation network.<br><br>The directions and actions contained with the strategy have been informed by extensive community consultation and transport data analysis.<br><br>Rapid bus connections to key business precincts like Bayswater, Monash National Employment Centre, and Dandenong are also sought after. These rapid bus connections are essential for a transport system that can take a high volume of people to work every day.<br><br>It is important to consider the changing demographics and residential landscape in Maroondah and offer multiple solutions to overcome the obstacles faced by residents While apartment blocks and walking paths may not fully address the needs of older residents with mobility issues, they do have a role to play. | No change. |

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| | | carbon output. But while also understanding that this area is very hilly, that it rains a lot at times or can be dangerously hot. It would be great if we should look at the real-world obstacles before we start choosing from a list of typical directions for solutions. How exactly do apartment blocks help a 65-year-old with some mobility problems get from their long-time family house on Penhyrn Ave to, say, Eltham? (a relatively close suburb many of our neighbours have familial ties to). Truthfully, apartments and walking paths won't help people in these areas resolve their transport needs and they likely will continue to bypass the system and probably keep driving wherever they need to go.<br><br>2) Much of Melbourne still struggles with the idea that most people need to get to and from their local train station to the CBD. But if you just watch the traffic flow at the divide on the Ringwood bypass, you'll see just as many cars heading south towards areas like Dandenong as you do going right to go to the CBD. Maroondah is a more "working class" area, high volume connections between large scale employment areas such as Ringwood and Dandenong and Campbellfield are way overdue. | | | | |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Using data and technology** | Focus on data here. Not just within Maroondah but where are people coming and going as they enter and exit Maroondah. We could use a voice for better access to the wider metro transport system. (for instance, the ring road connecting not to Eastlink but dumping into Bulleen, which is about the centre point of Melbourne's east/west population divide. | Neutral | Supported | Understanding the movement of people and goods to, within and out of the municipality is essential for good strategic transport planning and network management. More frequent updates and greater access to transport data sets from the Department of Transport and Planning would help considerable with transport analysis and conducting studies. The findings of the studies can support the development business cases for transport and road projects. | No change. |
| Anonymous | **Supported local living and movement** | Walkability is great but please don't try using a transport plan for socially engineering the population. "Just walk" is not a transport plan. | Negative | Not Supported | The purpose of the strategy is to provide accessible and efficient transport options to meet the mobility needs of the community and business. Walkability is just one aspect of the comprehensive strategy that considers various factors such as demographics, infrastructure, and mobility challenges. The goal is to create a balanced, safe, and integrated transport network and system that considers the diverse needs and preferences of residents, including those who may require alternative modes of transportation due to physical limitations or other factors. The focus is on providing a range of options that promote sustainability, reduce congestion, and enhance the overall quality of life for the community. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Parking** | Some roads are too narrow to allow parking on both sides and have ample room for fire truck, ambulances etc to safely pass between the parked cars. When there are bus stops on opposite sides of a busy road, there needs to be an island to safely cross the road, especially where the road curves, e.g. Yarra Rd, Croydon Hills/ Croydon North, with Power St. on one (east) side and Layfield Rd. on the other (west) side, as you cannot see what is coming around the curve until you are in the middle of the road!<br>Outside Kurboroo Kindergarten, Bemboka Rd., Warranwood, there is parking on the kinder side, and none immediately opposite, but parking on the east side is allowed near the crest of the hill. If there are cars parked outside the kinder, and in the first/ most northernly allowed spot allowed (on the east side), and you are going south along Merrill Crescent- Bemboka Road, in a normal car - not one of those SUV 'monsters' - you have to pull into the middle of the road to get past the cars before you can see if anything is coming the other way (i.e. north). | Neutral | Noted | On street parking is managed in a way to limit the impacts on other modes and urban amenity. Parking regulations is a flexible tool to set where, when and for how long it is acceptable to park in each street. When reviewing streets for street parking regulations a range of street aspects, traffic flow, mode and urban amenity impacts are considered.<br><br>The provision of crossings to access bus stops is a known area of improvement. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transport hub facilities** | Ensuring toilets are available at major transport locations. I am aware that there are plans (or lack thereof) for there to be no public toilet at Ringwood East train station. This is going to be a major flaw for such a huge, expansive development! A fundamental need for people is being overlooked, making the time and money being spent on this project redundant. | Neutral | Supported in principle | Public toilets are a requirement of the Australian Building Code and the Victorian Railway Station Design Standards and Guidelines. All new stations should provide public toilets within the paid concourse area as a customer service.<br><br>Maroondah City Council disagrees with the Level Crossing Removal Project's position that unstaffed stations should not have public toilets due to concerns around safety and security, vandalism, graffiti, and anti-social or illegal activities, and the inability to provide immediate staff assistance if required. | No change. |
| Anonymous | **Safe streets and transport services** | My personal preference would be to primarily focus on the train network. However, this needs coordination at a state level and long-term planning to ensure commuters can move across the city efficiency. Unfortunately, through a heavy focus on roads / cars this is now more expensive to achieve, as tunnelling underground and not enough width was reserved to run dual lines both outbound / inbound being able to run express and stop all stations simultaneously. | Neutral | Supported | The investment in major railway projects by the State Government has resulted in upgraded stations and timetable improvements. Maroondah City Council welcomes continued investment in the train network to increase capacity to run more train services, e.g., duplication of the end of the branch lines and high capacity signalling. A strong case for more train services during off-peak and weekends times has been made to the Department of Transport and Planning and members of the Victorian Government. Maroondah City Council will continue our commitment to advocate to the Victorian Government for improved train service as a member of the Eastern Regional Group of Councils, Eastern Transport Coalition. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transition to sustainable transport** | I personally like using the train, walking and cycling. My preference would be to focus on the train network and improve bike paths through wide, quality of surface and interconnections, as more people opt for electric bikes. | Neutral | Supported | The statement is consistent with the intent and outcomes of the strategy. A strong case for train service upgrades and the building of quality cycling routes to transport hubs has been made to the Department of Transport and Planning and members of the Victorian Government. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | I cycle often both recreation and commuting and have observed many more electric scooters using the bike paths at high speed and I think this will have to be factored into planning and rules. | Neutral | Supported | It is acknowledged that sales of e-scooters, bicycles, and devices are on the increase, and more people will use them on our trails, pathways, and streets.<br><br>Maroondah City Council is also aware that speed differentials (especially on illegal scooters or devices), reckless riding, and bad parking create concerns and inconveniences for other users of streets, pathways, and trails.<br><br>Capacity and speed management considerations are being factored into the planning of new bicycle routes and upgrades to existing bicycle facilities.<br><br>Permanent regulations and high rider awareness of the rules for e-scooters are necessary to ensure the e-scooters, bicycles, and devices are safe. The regulations are subject to the findings of the continued Victorian Government trial into e-scooters. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Emerging transport systems and services** | I am all for new transport options, I think in the next decade due to space constraints, increased costs, carbon emissions reductions there will be less ownership of cars and more rental / robo-taxis. I feel the Victorian government has failed over the last 50 years to deliver an efficient train network across Melbourne, as all of the focus has been on roads networks and tolls and they are now forced to play catch-up. As Melbourne grows it is paramount to have a train network that allows an efficient way to traverse the city and move sideways through outer circles, cross cutting train lines to efficiently access key activity centres (great examples of train networks - Tokyo, London, Moscow and Singapore). | Neutral | Supported | The investment in major railway projects by the State Government has resulted in upgraded stations and timetable improvements. Maroondah City Council welcomes continued investment in the train network to increase capacity to run more train services, e.g., duplication of the end of the branch lines and high-capacity signalling. A strong case for more train services during off-peak and weekends times has been made to the Department of Transport and Planning and members of the Victorian Government. Maroondah City Council will continue our commitment to advocate to the Victorian Government for improved train service as a member of the Eastern Regional Group of Councils, Eastern Transport Coalition.<br><br>Studies that explore medium capacity transport corridors for north-south movement will be catalysts for forward planning conversations with stakeholders that are consistent with the new plan for Victoria. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | I think a lot more people would cycle if they could stay off the road, as many people I talk to feel it is not safe. Often there are bike paths on roads, however, cars park in the space and you are forced out. The bike path that runs parallel to the Ringwood to Box Hill train track is great, as it provides a safe form of commuting. Having safe places to lock and store bikes is also important, such as, Parkiteer cages at train stations and shopping centres. | Neutral | Supported | It is recognised that most people do not feel confident in their bike skills to ride on the road. Accordingly, the aspiration is to provide off-road pedestrian and bicycle infrastructure where space allows. Where an off-road facility is not possible, the safest on-road bicycle facility will be designed and built. Decisions about the levels of physical separation of the facility, traffic calming treatments, or speed limit changes will be informed by street context, road safety data, and community consultation.<br><br>The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our approach and prioritisation to provide direct, safe, and connected cycling routes will be articulated in the Plan. The Maroondah Bicycle Network Plan is an action of the Strategy.<br><br>It is acknowledged that bicycles are expensive, and it is important to have safe and secure bicycle parking. Maroondah City Council continues to install more bicycle racks at shops, major parks, and destinations near major cycling routes. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Supported local living and movement** | I would like to see safe bike / walking paths that connect commuters to schools, shopping centres, train stations, sporting / recreation locations, as this provides health and environmental benefits to the community. | Neutral | Supported | The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our approach and prioritisation to provide direct, safe, and connected cycling routes will be articulated in the Plan. Connection and access to important destinations is a core consideration in the future network planning. Routes that service a range of jobs, education, transport hubs, and community destinations will be prioritised. The Maroondah Bicycle Network Plan is an action of the Strategy. | No change. |
| Anonymous | **Action Plan** | I believe if the Victorian government / Maroondah City Council provides bike / walking and a train network that is efficient patronage will increase and most people that travel in a car alone with no requirements like a trades vehicle to carry tools or materials would opt for the train if we had a well-connected network across the city and comfortable seats were you could be productive if you wanted. | Neutral | Supported | A priority of the strategy is to provide efficient and sustainable transportation options for our residents. The benefits of an integrated bike, walking, and train network are understood and promoted. Our commitment is to work with all stakeholders to deliver an interconnected active and public transport network to allow quick journeys, easy transitions, and safe and comfortable commutes. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **General** | I am very grateful for the train station upgrades and any bike paths that are improved or created linking and expanding the network. However, I feel there is a bigger piece to the train network, as great as new train stations are what is needed is duplication of lines and more networks that cut sideways allowing passengers to interchange without the need to travel to the city. The other thing I would like to ensure is tree canopy is preserved and this is where trains and bike / walking paths are great as they don't take up much space and are often integrated. Thank you for all the work you do to improve the liveability of the Maroondah area | Neutral | Supported | Maroondah City Council welcomes continued investment in the train network to increase capacity to run more train services, e.g., duplication of the end of the branch lines and high-capacity signalling. A strong case for more train services during off-peak and weekends times has been made to the Department of Transport and Planning and members of the Victorian Government. Maroondah City Council will continue our commitment to advocate to the Victorian Government for improved train service as a member of the Eastern Regional Group of Councils, Eastern Transport Coalition.<br><br>Studies that explore medium capacity transport corridors for north-south movement will be catalysts for forward planning conversations with stakeholders that are consistent with the new plan for Victoria.<br><br>Trees play an important role in the quality, character, and amenity of streets. The Street Trees Along School Routes Program has resulted in the rollout of tree planting along popular pedestrian routes. Maroondah City Council is committed to our street tree planting program to increase the urban canopy cover of the municipality. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Compact and liveable precincts** | Without zoning reform, the majority of the strategic directions will be hard to achieve. Well considered application of medium and high-density zoning is critical to successful activity hubs, supporting transport corridors and facilitating critical mass in active transport.<br>There should be at least one key focus area that addresses zoning. | Neutral | Supported in principle | Reforms to the Victorian Planning Provisions for transport, including zones, along with the proposed changes to the parking provisions, are positive steps towards supporting the transition to transit-oriented precincts with land use zoning and developments that better complement and integrate with the transport network.<br><br>There are many ways that Maroondah City Council can assist and support the transition to compact and liveable precincts, such as through the Planning Scheme and facilitating discussions between developers, businesses, the community, and other stakeholders. These strategies are articulated in the Maroondah Housing Strategy and several precinct structure plans. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transition to sustainable transport** | This comment is about all focus areas. More generally I feel like the key focus areas are just dipping a toe in the water. The ambition of the strategic directions and outcomes is incredible and also admirable. But based on the key focus areas, I'm not given confidence that we'll actually achieve the stated ambitions within a reasonable timeframe. | Negative | Noted | Ambitious strategic directions and outcomes are necessary to achieve the full potential of the vision. The vision requires transformative advancements in various areas, such as transport infrastructure, public transport services, technology, and mode shift progress.<br><br>Frustrations about transport projects taking too long are understood and acknowledged. In some cases, external factors beyond the control of the council are the main barrier to rapid progress. However, there are opportunities for Maroondah City Council to deliver pedestrian and cycling projects more quickly through decisive decision-making and project management and delivery innovations.<br><br>With this strategy, emphasis and urgency are given to specific projects to unlock the potential of precincts and transport systems. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | The phrasing of No. 5 implies council will wait for state and federal projects to come along and then act on walking/cycling projects to them. That approach will not achieve the strategic outcomes regarding safety and active transport. Stand-alone projects driven by council is what is required. | Negative | Not Supported | Strategic Focus Area 5 acknowledges that major infrastructure projects provide opportunities to deliver new footpaths and bicycle facilities on a larger scale beyond the capacity of the council.<br><br>Maroondah City Council takes a proactive approach in the preliminary planning for bicycle routes, conducting studies and design to assess project viability, costs, and benefits. Funding is accessed to progress projects through technical design to be construction ready. A pipeline of priority bicycle infrastructure projects will continue to be taken through the project development cycle. Short links are candidates for construction by the council, while longer routes may require external investment for construction. | No change. |
| Anonymous | **Reduce car use for short trips** | It is so refreshing to see a balanced non-car centric strategy. Cars are a big part of the future solution. But the other modes more attention and this strategy does that. | Positive | Noted | The comment is appreciated and noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Road upgrades** | The junction between Ringwood-Warrandyte and Tortice Drive remains very unsafe. I was informed via email by the MP that there will be a traffic light installed last year but there wasn't. Please fix it before a serious accident occurs. | Neutral | Noted | The Commonwealth Government announced funding to improve the Warrandyte Road / Tortice Drive intersection in the March 2022 Federal Budget. The improvement project is proposed to install traffic signals at this intersection and will be delivered by the State Department of Transport and Planning (DTP).<br><br>As this project is being managed and funded external to Council, it is recommended that you contact DTP (via https://www.vicroads.vic.gov.au/contact-us) for current information on the project status. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transit corridors** | Maroondah City Council exists North of Maroondah Highway, but transport needs there are barely mentioned. Lots of projects on the other side - level crossing removals, car parks, Canterbury Road, bus-train integration. There is no train network North of MH, SO THE AREA NEEDS MORE BUSES!!! And more attention to fix the traffic problems.<br>If your traffic people would only drive up to the Five-ways Intersection (Ringwood-Warrandyte Road/Croydon Road intersection) at morning peak hour, they would quickly understand that an integrated traffic management plan is urgently needed for the "cross region transit corridor" between the Eastern Freeway, Reynolds Road, Warrandyte Bridge, Maroondah Highway Croydon and Maroondah Highway Ringwood.<br>Yes - a lot of that is outside Maroondah City Council boundaries, but it is residents of Maroondah and Yarra Ranges Councils who suffer, including the poor students at five different schools along Wonga and Plymouth Roads. | Negative | Supported in principle | The Victorian Government's Network Development Plan outlines how the rail network will be developed and function towards 2025. The planned upgrades for the Burnley rail corridor include the quadruplication between Burnley and Camberwell and the duplication from Mooroolbark and Lilydale.<br><br>Given the topology, urban structure, and lower density housing, buses are considered the ideal mode of transportation to move people to local jobs, education, transport hubs, and services. The transport disadvantage of the northern suburbs is known and understood. To address this, Maroondah City Council seeks service improvements for the 271, 671, and 672 routes, particularly on Sundays and public holidays.<br><br>Furthermore, studies exploring medium capacity transport corridors for north-south movement will serve as catalysts for forward planning conversations with stakeholders, aligning with the new plan for Victoria. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Safe streets and transport services** | Following on from previous, the goat tracks between the FWI and Maroondah Highway are unsafe, with numerous accidents and near-misses. I am sure your traffic engineers can find the accident statics and do their own sums. Then they can do their own testing of whether integration and resilience are just buzzwords North of Maroondah Highway. | Negative | Noted | Maroondah City Council has the statutory obligation to design, build, operate, and manage safe local roads for all road users. Our road standards and level of service commitments to inspect, maintain, and repair public roads are articulated in the Road Management Plan 2021 - 2025. Council inspects and responds to all reports of road defects as identified in asset condition assessments or public notifications.<br><br>Further exploration and prioritisation of pedestrian infrastructure on streets will be revealed with subsequent reviews of the Principal Pedestrian Network. Streets with identified pedestrian safety issues, evidence of high pedestrian activity, and proximity to destinations will be prioritised for new footpaths. The Maroondah Principal Pedestrian Network will be updated as part of strategic integrated transport planning. | No change. |
| Anonymous | **Public transport upgrades** | Have you ever sat on a 364 bus in the morning peak trying to turn right at FWI? | Negative | Noted | Traffic congestion is a significant contributor to bus delays and late arrivals. Improved bus travel speeds and reliability can be achieved by implementing bus priority measures at bottlenecks in the network. The gateways to the Ringwood Metropolitan Activity Centre and roads in the heart of Croydon are recognised as locations where bus delays occur. Subject to further exploration and support from the Department of Transport and Planning, bus priority measures can be implemented at these key points in the network. | No change. |

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| Anonymous | **Action Plan** | It is difficult to be enthusiastic about a document that gets a quarter of the way into a 57-page document before saying anything useful. | Negative | Noted | The comment is noted. | No change. |
| Anonymous | **General** | This is a document on transport in a defined area of Melbourne, but only 2 photos and 1 diagram before Page 22 out of 57 pages. Are you hoping to put everybody off providing feedback? The maps on Pp22/23 would at least break up the monotony of waffle.<br>If you are going to focus on trains, and then refer to FIVE stations only after 18 pages, at least provide a list of them, or cross-reference to the map on P22. | Negative | Noted | The final version of the strategy will undergo extensive design to visually enhance the content with the inclusion of diagrams, maps, and images. | Reference the train stations and bus routes on page 21 and the map on page 22. |
| Anonymous | **Road upgrades** | Dedicated right-hand turning lane from Mt Dandenong Road to Federal Road instead of the current transport set-up. It's unsafe and takes an additional 5-10 minutes to get to during peak hour. | Neutral | Noted | Arterial roads such as Mt Dandenong Road are under the care and management of the State Department of Transport and Planning (DTP, formerly VicRoads). Council regularly engages with our counterparts at DTP to review movement and safety issues and will refer your comment regarding traffic conditions at this intersection to DTP for their consideration. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Build a footpath on Patterson Street between Ringwood Lake and Federal Road. At present, none exists, and it doesn't appear to be a focus for the Level Crossing Removal Project in Ringwood East. | Neutral | Noted | Patterson Street is identified as part of the Principal Pedestrian Network, and the need for construction to fill the gap has been recognised. However, now, no specific timeline or commitment for construction can be provided. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | As someone who often relies on cycling for transport, I would love to see more bike routes and lanes.<br><br>I would like to cycle greater distances than I already do. | Neutral | Noted | Investment in major pedestrian and cycling routes to create a criss-cross network will enable people to cycle greater distances. The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. The plan will contain a clear project pipeline to guide investment in cycling infrastructure. The Maroondah Bicycle Network Plan is an action of the Strategy. | No change. |
| Anonymous | **Parking** | No parking meters for Ringwood and more disabled parking.<br>More disabled parking is required. | Neutral | Noted | Council manages parking in accordance with our Maroondah Parking Framework, which recognises parking as a limited resource that has a value which – when warranted – should be reflected through appropriately priced paid parking or paid permit schemes in areas and times of high demand. Further information on the Maroondah Parking Framework is available for viewing on Council's website at: https://www.maroondah.vic.gov.au/Residents-property/Parking-and-traffic/Maroondah-Parking-Framework<br><br>Council considers provision of additional accessible parking on a site-specific basis in accordance with the standards. Where a need for additional accessible parking is identified, Council refers construction of accessible parking to our Accessibility Improvements Program.<br><br>Requests for additional accessible parking at specific sites may be lodged with Council's Traffic and Transport Engineers for investigation. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Parking** | You guys are kidding yourself with these surveys . I have been commuting to CBD daily for last 10 years and still can't find a parking place at either Ringwood / Heatherdale/ Mitcham / Nunawading after 8:45am. Most days I must drive to cbd due to this reason. My advise, before you waste my tax payer money on stupidly .. please build a multi-story car park at Heatherdale station | Negative | Supported in principle | It is understood that parking is limited within the activity centres and around stations.<br><br>The construction of the multi-deck car park at Croydon Station and the upcoming Ringwood Street car park are responses to the demand from commuters.<br><br>In addition to providing more parking spaces, other approaches to reduce the initial demand will also be applied. This includes improvements to bus services and the development of quality bicycle routes leading to the stations. | No change. |
| Anonymous | **Compact and liveable precincts** | If transport is the objective, then the precincts should be spread out wider, NOT congesting the main areas. Low density but high access should be the objective. | Neutral | Not supported | Activity centre renewal is indeed necessary to accommodate the growing population and respond to the changing needs of urban areas and the people residing, working, and visiting there. Higher density development optimises public and active transport infrastructure and services, supporting sustainable development and preserving historical heritage and street character through contextual urban planning. However, it is acknowledged that low-density suburbs require better bus services and cycling routes to address the existing transport disadvantage. Consequently, Maroondah City Council is actively seeking service improvements for several bus routes to enhance the quality of service in the suburbs. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | Need the 303-bus route to run more regularly. 3 services a day in each direction is not enough.<br>Alternatively, regular bus services from Ringwood North areas to the train station would alleviate the need for park in my near Ringwood station.<br>Service the areas that are about 3-5km from station to get to the station via frequent bus services. | Neutral | Supported in principle | The intent of the statement is consistent with the objectives and outcomes of the strategy. Maroondah City Council will continue to advocate for bus service improvements to make all routes competitive and appealing choices for commuters. Bus routes in northern Maroondah need to meet at least minimum service targets, including operating on Sundays. These buses should play a larger role in efficiently and reliably transporting commuters to the station. | No change. |
| Anonymous | **Compact and liveable precincts** | This would not be acceptable | Positive | Noted | The comment is appreciated and noted. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Make the current paths connect and maintain them | Neutral | Noted | Connected and well-maintained footpaths are indeed a priority outcome of the Principal Pedestrian Network. The locations where footpaths will be delivered will be informed by the Principal Pedestrian Network. The Maroondah Principal Pedestrian Network is currently being refreshed as part of strategic integrated transport planning. | No change. |
| Anonymous | **Safe streets and transport services** | Remove the current unsafe speed bumps that are making my local roads unsafe | Neutral | Not supported | Maroondah City Council indeed has the statutory obligation to design, build, operate, and manage safe local roads for all road users. Decisions to apply traffic calming treatments to a street are informed by traffic assessments that recommend installation in response to an identified road safety concern. The evidence shows that traffic calming treatments make local streets safer for all road users. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Compact and liveable precincts** | We need to eliminate crime and perceived crime, littering and hooning. That's step 0 and can then build upon that. | Neutral | Supported in principle | The Victorian Road Safety Strategy places great emphasis on supporting and enforcing safer driver behaviour to curb dangerous driving. Maroondah City Council works with the Department of Transport and Planning, Traffic Accident Commission, and the Victorian Police to promote safe driving behaviours on the roads. | No change. |
| Anonymous | **Safe streets and transport services** | We need an aggressive strategy to construct pathways throughout Maroondah. I live in Ringwood East and the lack of pathways impede the development of the locality. Un unsafe place will only be that and cannot dream to be a highly liveable place. Think cost benefit please! | Neutral | Supported | The intent of the statement is consistent with the objectives and outcomes of the strategy. Our capital works program will see new footpaths and bicycle pathways being built and existing paths upgraded. Where the infrastructure is delivered will be informed by the Principal Pedestrian Network and Maroondah Bicycle Network Plan. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transit corridors** | We must have much more frequent rail and bus services running 7 days per week. We should also abandon flexiride as a primary transport option for an area, and have the certainty of timetables to make planning trips easier | Neutral | Supported in principle | FlexiRide is a reasonable attempt by the Department of Transport and Planning to provide on-demand bus services in the sparser suburbs. The FlexiRide service is an improvement on the previous Telebus service, and patronage has grown on all the FlexiRide services. They are successful to some extent; however, there are known reliability and service scaling concerns with the service.<br><br>For precincts and suburbs where a conventional bus route should be viable, the preference is to favour the conventional fixed route due to greater versatility, carrying capacity, and reliability. FlexiRide or other models of on-demand services may be appropriate for the sparsely populated suburbs or places with a high representation of low mobility people. Any decision on-demand bus service would be subject to investigation and community consultation before the proposal is discussed with the Department of Transport and Planning. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | We need decent public transport to make leaving our cars at home a viable option. Running a car is expensive, especially on a fixed income. | Neutral | Supported | The intent of the statement is consistent with the directions and outcomes of the strategy. It is understood that buses are rarely a competitive alternative to private transport due to low frequencies, limited operating hours, slow and complex routes. These service deficiencies must be addressed to reduce transport disadvantage and play a larger role in moving people around. The expansion of bus services to move people quicker and connect communities to employment, education, and social activities is a priority of the Strategy.<br><br>Maroondah City Council will continue to call for bus service improvements to make all routes a competitive and good choice. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | We need to lobby the state government for Sydney levels of service. No Sunday timetables, just weekend timetables, with proper (20 minutes or less) frequency from first service to last, 7 days a week. Buses need to run from 6am to 10pm Mon-Thu, to 1am on Fri and Sat, and at least 7am to 10pm on Sundays. | Neutral | Supported | The intent of the statement is consistent with the directions and outcomes of the strategy. It is understood that buses are rarely a competitive alternative to private transport due to low frequencies, limited operating hours, slow and complex routes. These service deficiencies must be addressed to reduce transport disadvantage and play a larger role in moving people around. The expansion of bus services to move people quicker and connect communities to employment, education, and social activities is a priority of the Strategy.<br><br>Maroondah City Council will continue to call for bus service improvements to make all routes a competitive and good choice. As a minimum, all bus routes need to meet at least set service targets to operate 7 days a week, to be frequent, and to extend operating hours to cater for modern work and study practices. | No change. |
| Anonymous | **Emerging transport systems and services** | This is such a great idea and will have a bigger impact on reducing carbon emissions. It's also a long term social-cultural shift that will require explicit education about how we move around our cities. We don't all need to own a car. Some of the biggest cities in the world have thousands of people living in them who don't drive and move around their city quite effectively. | Positive | Noted | The comment is appreciated and noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **General** | Belgrave to Lilydale rail???????<br>Tidy up and repair what is already in place<br>NO high density housing in Ringwood.<br>Refuse to "identify" as anything. I'm me .Find it offensive.<br>Biking walking and public transport are fine for people who do not have aging issues.<br>Maybe get some people who are older (with actual life skills) to be part of this strategy.<br>Learn to speak in plain English instead of using Buzz sentences. That sound great but actually mean nothing. | Negative | Not Supported | The comment is noted. | No change. |
| Anonymous | **Public transport upgrades** | Please better bus routes we need to make them actually usable.<br><br>Bus routes in particular often have large gaps between services, and some don't even run on Sundays and public holidays which makes them unappealing to use and or difficult to use. I would love for these to be improved | Neutral | Supported | The intent of the statement is consistent with the directions and outcomes of the strategy. It is understood that buses are rarely a competitive alternative to private transport due to low frequencies, limited operating hours, slow and complex routes. These service deficiencies must be addressed to reduce transport disadvantage and play a larger role in moving people around. The expansion of bus services to move people quicker and connect communities to employment, education, and social activities is a priority of the Strategy.<br><br>Maroondah City Council will continue to call for bus service improvements to make all routes a competitive and good choice. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transit corridors** | Build the walking cycling link from Croydon to Ringwood. | Neutral | Supported | The Ringwood to Croydon Pathway is an action of the strategy and the Eastern Regional Trail Strategy 2018. The route is a high-priority project due to being a strategic cycling corridor and a major route on the Metropolitan Principal Bicycle Network. Sections are being delivered as part of the three level crossing removal projects.<br><br>Route planning and technical design are advanced, and Maroondah City Council continues to advocate for the construction of the remaining stages of the route. When built, the pathway will complete the major strategic cycling corridor extending from Melbourne to Warburton. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | 1) fill the gaps between cycling path. Now, it's a hodgepodge of broken sections some dangerously, that deter use.<br>2) connect the walking cycling path from Croydon Main Street to Mullum Mullum Creek trail. At the moment it takes more courage to attempt it in a bike than a Shogun committing Seppuku. | Neutral | Supported | An aim of the Maroondah Bicycle Network Plan is the creation of a connected network that criss-crosses the municipality. Construction of the missing sections of the routes is a core strategy to achieve this aim. The Maroondah Bicycle Network will specify the priority pipeline of projects. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Public transport upgrades** | 1) Increase the frequency of 737.<br>2) bring back the airport connection bus to Croydon. | Neutral | Supported | Maroondah City Council is calling for the 737-bus route to be upgraded to SmartBus frequency and service span. The Department of Transport and Planning is favourable to undertaking the upgrades in a series of stages. However, the proposal has yet to be considered for a future budget by the Victorian Government.<br><br>The normal schedule for the Eastern Express SkyBus is currently disrupted. SkyBus is an airport transit service provided by a private company. The decision to resume scheduled services is dependent upon the company. Residents who wish for the service to resume are encouraged to write to the company. | No change. |
| Anonymous | **Action Plan** | Just do it, now.<br>Talks cheap, it takes action to build a castle, whether in sand on the beach or on in granites behind a moat. | Positive | Supported | Maroondah City Council is committed to implementing the actions contained in the strategy. Action is being taken, and progress is being made on certain actions. We look forward to reporting on the progress back to the community at key milestones of the projects. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Road upgrades** | 'Please do something about the overhead train bridge on Mount Dandenong Road.<br>It's such a massively wasted opportunity to just leave it as it is in a great concrete that attracts incessant graffiti.<br>- Decorate it with a " welcome to Croydon" installation. It's perfect position to do so. Enhances so much the surrounding.<br>Small effort , maximum gain. | Neutral | Supported in principle | Responsibility for the Mt Dandenong rail bridge rests with the owner, VicTrack. Council can request aesthetic changes to the bridge, and any works are subject to VicTrack operational standards and approvals. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Need to network for access. I find I don't know how and where routes come together and where to access. I have to ride them to work it out but sometimes unsure. | Neutral | Supported | An aim of the Maroondah Bicycle Network Plan is to create a connected network that criss-crosses the municipality. Construction of the missing sections of the routes is a core strategy to achieve this aim. The Maroondah Bicycle Network will specify the priority pipeline of projects. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Connect and make people aware | Neutral | Supported | News about the commencement and completion of pedestrian and cycling infrastructure projects will be announced across Council communications platforms. The promotion will celebrate the opening of the facilities to make people aware that it now can be used.<br><br>New routes are added to the Maroondah Digital Map to show an accurate depiction of the network to assist people with journey planning. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transport hub facilities** | Ensure safety and cleanliness | Neutral | Supported | Metro Trains is obligated to clean stations and meet minimum cleaning standards. Failure to meet these standards can result in penalties. However, the continued presence of rubbish at the station and interchange suggests that the frequency and standard of cleaning could be improved.<br><br>On the other hand, the cleaning of bus interchanges and bus stops is contracted to a third-party company by the Department of Transport and Planning. To address the issue of rubbish, it may be worth considering the installation of bins at bus stops near supermarkets and food venues. The bins provide a convenient way for passengers to dispose of rubbish properly. | No change. |
| Anonymous | **Transition to sustainable transport** | If this comes at a cost to the user this shouldn't be done.<br><br>People are struggling as it is, public transport costs have skyrocketed even during Covid while the service provided has not kept up with demand. I write this while waiting for a replacement bus standing outside of a large car park built before the train station so while there is ample parking there is nothing to park at. Seriously bad planning and management. To close a station for 6-9 months and offer those affected NOTHING yet continue to increase fees is a bit of a joke! | Neutral | Noted | The inconveniences caused by the temporary closure of Croydon Station, the current state of public transport, and changes to pedestrian access are known. Maroondah City Council is working closely with Level Crossing Removal Projects to ensure that the movement and access impacts of the changes are minimised and communicated well in advance to give businesses, residents, and commuters sufficient warning.<br><br>Public transport fares are set by the Department of Transport and Planning. Fares are reviewed annually and increase in line with the annual Consumer Price Index (CPI) rise. When setting fares, equity is considered to ensure people can afford public transport. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | If this comes at a cost to the user this needs to be considered. Currently the train network can't handle more traffic so how do you propose to run more trains more often? It simply doesn't work. | Neutral | Noted | The investment in major railway projects by the State Government has resulted in upgraded stations and timetable improvements. Maroondah City Council welcomes continued investment in the train network to increase capacity and run more train services, such as the duplication of the end of the branch lines and high capacity signalling. A strong case for more train services during off-peak and weekends has been made to the Department of Transport and Planning and members of the Victorian Government. Maroondah City Council will continue its commitment to advocate to the Victorian Government for improved train services as a member of the Eastern Regional Group of Councils, Eastern Transport Coalition. | Add a more specific explanation of rail capacity projects to page 46. |
| Anonymous | **Transit corridors** | Increasing bus and train frequency is the most important thing for our PT network. The current frequency is poor, which discourages people from using the system. | Neutral | Supported | The intent of the statement is consistent with the directions and outcomes of the strategy. It is understood that buses are rarely a competitive alternative to private transport due to low frequencies, limited operating hours, slow and complex routes. These service deficiencies must be addressed to reduce transport disadvantage and play a larger role in moving people around. The expansion of bus services to move people quicker and connect communities to employment, education, and social activities is a priority of the Strategy. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Pedestrian and bicycle facilities** | I highly support this. We need routes that are well-connected and get people to where they need to go | Positive | Supported | An aim of the Maroondah Bicycle Network Plan is to create a connected network that criss-crosses the municipality. Construction of the missing sections of the routes is a core strategy to achieve this aim. The Maroondah Bicycle Network will specify the priority pipeline of projects. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Roads and intersections need to be improved to make it safer for bike riders and pedestrians. There are many dangerous areas in our neighbourhood where it is unsafe to be outside of a car. | Neutral | Supported in principle | It is recognised that the majority of people do not feel confident in their bike skills to ride on the road. Intersections are conflict points in the network and pose a challenge to accommodate cycling lanes of any type.<br><br>Accordingly, the aspiration is to provide off-road pedestrian and bicycle infrastructure where space allows. Where an off-road facility is not possible, the safest on-road bicycle facility will be designed and built. Decisions about the levels of physical separation of the facility, traffic calming treatments, or speed limit changes will be informed by street context, road safety data, and community consultation.<br><br>The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our approach and prioritisation to provide direct, safe, and connected cycling routes will be articulated in the Plan. The Maroondah Bicycle Network Plan is an action of the Strategy. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Public transport upgrades** | Yes, we need public transport services that arrive more frequently (e.g. every 10 minutes), even on the weekends, and late into the night. This is important for healthcare workers and shift workers who don't work regular 9-5 hours. | Neutral | Supported | The intent of the statement is consistent with the directions and outcomes of the strategy. It is understood that buses are rarely a competitive alternative to private transport due to low frequencies, limited operating hours, slow and complex routes. These service deficiencies must be addressed to reduce transport disadvantage and play a larger role in moving people around. The expansion of bus services to move people quicker and connect communities to employment, education, and social activities is a priority of the Strategy.<br><br>Maroondah City Council will continue to call for bus service improvements to make all routes a competitive and good choice. | No change. |
| Anonymous | **Supported local living and movement** | Connect bike paths from the North to both Heatherdale and Ringwood station. There is no safe way to get from Deep Creek Road bike track to Heatherdale station/rail path or from the Mullum track to Ringwood Station. | Neutral | Supported | It is acknowledged that the bicycle network is less developed in the northern suburbs of the municipality. Impediments to establishing the network in the north include topology, the urban street network, and the lack of open space corridors along waterways.<br><br>An aim of the Maroondah Bicycle Network Plan is to create a connected network that criss-crosses the municipality. Network planning is giving emphasis to how routes can extend from the Mullum Mullum Creek Trail into the northern suburbs. The Maroondah Bicycle Network will specify the priority pipeline of projects. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Public transport upgrades** | For buses to be viable they need to be maximum 15min apart.<br>If they could use technology to wait for late trains it would be helpful (i.e. 5 minute late train costs 25 minutes waiting for bus) | Neutral | Supported | It is understood that buses are rarely a competitive alternative to private transport due to low frequencies, limited operating hours, slow and complex routes. These service deficiencies must be addressed to reduce transport disadvantage and play a larger role in moving people around. The expansion of bus services to move people quicker and connect communities to employment, education, and social activities is a priority of the Strategy.<br><br>Timetable harmonisation can be achieved through the alignment of 10-minute train frequency and a 20-minute bus frequency. It is noted that full network harmonisation is not possible for some bus routes that service multiple train stations. The use of transport apps to inform commuters about delays and arrival times can further improve customer service and experience by diminishing waiting times.<br><br>Maroondah City Council will continue to call for bus service improvements to make all routes a competitive and good choice. | No change. |
| Anonymous | **General** | I travel through Maroondah by public transport. | Neutral | Noted | The statement has no bearing on the final version of the strategy. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Always consider already challenged users when scheduling routes for upgrades and provide appropriate, signed and advertised alternatives. | Neutral | Noted | The inconveniences caused by the temporary closure of pedestrian and bicycle pathways for major infrastructure projects are known and understood. Maroondah City Council is working closely with Level Crossing Removal Projects and other agencies to ensure that the movement and access impacts are minimised and communicated well in advance to give businesses, residents, and commuters sufficient warning. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Pedestrian and bicycle facilities** | Better cycling infrastructure along roads, not just the painted bike lanes that exist in a small number of places. The Mullum Mullum Creek trail is great, but not always the most direct way of getting from one place to another. There's no direct path from Ringwood to Croydon, a separate bike lane along Mt Dandenong Road or a bike trail along the train line would be great. Safer crossings for pedestrians, encourage more people to get out and walk. | Neutral | Noted | It is recognised that most people do not feel confident in their bike skills to ride on the road. Accordingly, the aspiration is to provide off-road pedestrian and bicycle infrastructure where space allows. Where an off-road facility is not possible, the safest on-road bicycle facility will be designed and built. Decisions about the levels of physical separation of the facility, traffic calming treatments, or speed limit changes will be informed by street context, road safety data, and community consultation.<br><br>The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our approach and prioritisation to provide direct, safe, and connected cycling routes will be articulated in the Plan. The Maroondah Bicycle Network Plan is an action of the Strategy.<br><br>The Ringwood to Croydon Pathway is an action of the strategy and the Eastern Regional Trail Strategy 2018. The route is a high-priority project due to being a strategic cycling corridor and a major route on the Metropolitan Principal Bicycle Network. Sections are being delivered as part of the three level crossing removal projects.<br><br>Route planning and technical design are advanced, and Maroondah City Council continues to advocate for the construction of the remaining stages of the route. When built, the pathway will complete the major strategic cycling corridor extending from Melbourne to Warburton. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Public transport upgrades** | I'd like more focus on public transport and active transport, with less focus on private cars. Improved bus routes and timetables that connected better with trains and ran more frequently. Better bike infrastructure to make it safer to cycle to the different train stations. Less emphasis on getting private cars on the road. | Neutral | Noted | The strategy applies an integrated and multimodal network approach, as streets and roads often accommodate multiple transport modes to perform given network functions. In keeping with the vision to transition to sustainable transport options, sufficient emphasis is given by the strategy to prioritise walking, cycling, and using public transport. An equal level of emphasis is given to efficient vehicle movements, as it is acknowledged that driving will remain the dominant mode of transport on the roads. However, the strategy does contain initiatives to reduce local car trips within the municipality. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Pedestrian and bicycle facilities** | Physically separated bike lanes are a utopian dream and I understand that it's unrealistic to want them everywhere. What is very achievable is proper dedicated green painted bike lanes on many arterial roads. Currently many roads have a shoulder/parking area that is signed as a bike lane but completely useless if even a single car is parked there. Dorset Road, Mount Dandenong Road closer to the main part of Croydon, Wantirna Road, and Bedford Road near Ringwood Station would all benefit greatly from having dedicated bike lanes. Another big thing is that bike lanes disappear at traffic light intersections, which is where the most conflict arises between bikes and cars. Also Hull Road Bike Lane Hull Road Bike Lane Hull Road Bike Lane Hull Road Bike Lane Hull Road Bike Lane Hull Road Bike Lane Hull Road Bike Lane Hull Road Bike Lane Hull Road Bike Lane Hull Road Bike Lane PLEASE. | Neutral | Supported in principle | It is recognised that most people do not feel confident in their bike skills to ride on the road. Accordingly, the aspiration is to provide off-road pedestrian and bicycle infrastructure where space allows. Where an off-road facility is not possible, the safest on-road bicycle facility will be designed and built. Decisions about the levels of physical separation of the facility, traffic calming treatments, or speed limit changes will be informed by street context, road safety data, and community consultation.<br><br>The function and performance of a bicycle route depends on every stage of the route being safe, connected, and accessible. Terminating bike lanes before intersections is a known problem with the existing bicycle network. Solutions to reduce conflict and improve safety are being considered on a project-by-project basis.<br><br>Maroondah City Council takes note of the request for bike facilities on the roads and intersections mentioned in the statement, especially Hull Road. | No change. |
| Anonymous | **Transport choice** | Have bike routes actually lead somewhere practical rather than feeling like a recreational place. Currently many great routes and even on road bike lanes end in the middle if nowhere and don't actually follow through to major precincts like shopping areas and community facilities. | Neutral | Supported | The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. An aim is to provide direct, safe, and connected cycling routes that take people to the places they want to visit. Connecting the activity centres to each other and the surrounding suburbs is a priority. When a criss-cross network of routes is established, it will be easier for bike riders to reach these important destinations. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | When the Lilydale Line is fully crossing level free, please increase the amount of services. Currently it's every HALF HOUR on off peak weekdays and every twenty minutes on the weekend. Trains every twenty minutes should be always the absolute bare minimum, with every fifteen minutes feeling like a dream even though almost every other train line has that by default, or even more frequently than every ten minutes. Night trains please and especially on weekends more than once an hour. There will be a drastic increase in ridership if it's as simple as rocking up to the station and waiting less than ten minutes, instead of what it is now where you have to meticulously plan your day in half hour intervals. You don't control it but Myki fares are way too expensive, advocate for drastically cheaper fares for shorter trips. | Neutral | Supported | Maroondah City Council acknowledges the importance of frequent and reliable public transport services. A strong case for more train services during off-peak times has been made to the Department of Transport and Planning and members of the Victorian Government through advocacy. Maroondah City Council will continue its commitment to advocate to the Victorian Government for improved train service as a member of the Eastern Regional Group of Councils and the Eastern Transport Coalition.<br><br>Maroondah City Council takes note of the desire for more night trains.<br><br>Public transport fares are set annually by the Department of Transport and Planning. Fares are reviewed annually and increase in line with the annual Consumer Price Index (CPI) rise. When setting fares, equity is considered to ensure people can afford public transport.<br><br>The current flat fare model based on two zones, time (2 hours or daily), or full or concession gives commuters few choices and incentives. The fare model does not allow for a more nuanced and fairer charging based on distance travelled, mode used, or time of day. The introduction of variable fare prices at various times, for modes, distance, and for certain vulnerable groups would give users more choice about how and when to travel and thus become more affordable. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Action Plan** | Can't be bothered reading the whole thing haha, prioritise everything non driving, stop people driving a couple hundred metres to the shops because if they had a safe alternative, they'd use it. | Positive | Noted | Streets and roads often need to accommodate multiple transport modes to perform a network function. The network function and road classifications will inform decisions around which modes are priorities and the allocation of road space. The application of the Movement and Place Transport Hierarchy is a more nuanced network optimisation framework that anticipates and considers the sometimes-competing needs of modes and allocates priority to different modes in accordance with network functions. Public transport and active travel will be supported and prioritised along streets and roads with high pedestrian and cycling classifications | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
|---|---|---|---|---|---|---|
| Anonymous | **Pedestrian and bicycle facilities** | Do it sooner rather than later - need to be priority - need to be well designed - atheistically pleasing - safe -and get users to places that are practical for day to day activities | Positive | Noted | It is recognised that most people do not feel confident in their bike skills to ride on the road. Accordingly, the aspiration is to provide off-road pedestrian and bicycle infrastructure where space allows. Where an off-road facility is not possible, the safest on-road bicycle facility will be designed and built. Decisions about the levels of physical separation of the facility, traffic calming treatments, or speed limit changes will be informed by street context, road safety data, and community consultation.<br><br>The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. An aim is to provide direct, safe, and connected cycling routes that take people to the places they want to visit. Connecting the activity centres to each other and the surrounding suburbs is a priority. When a criss-cross network of routes is established, it will be easier for bike riders to reach these important destinations.<br><br>Maroondah City Council takes note of the request for the bicycle network to be built quickly. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | These need to fast produced - connect with other paths, in Maroondah and surrounding areas - and connect to public transport infrastructure and general shopping and social settings and medical, childcare facilities - be safe and well maintained designed well - be for all forms active transport, including walking and cycling | Neutral | Supported | The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our aim is to provide a network of direct, safe, and connected cycling routes to take people to jobs, study, transport hubs, and social venues. The Maroondah Bicycle Network will specify the priority pipeline of projects. The Maroondah Bicycle Network Plan is an action of the Strategy. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Supported local living and movement** | As housing and living conditions become denser in Maroondah and surrounding areas, we need facilities to enable persons to travel efficiently and safely. We require state of the art and well-designed parks and corridors for walking, wheeled activities including cycling and other recreational activities. These enhancements should be inline with world's best practice. Hopefully these enhancements can be Put in place speedily. | Neutral | Supported | The need for efficient and safe transport options to support population growth and urban density is acknowledged by the strategy. The strategy aims to deliver integrated, resilient, and safe roads, streets, and pathways to cater to various modes based on the Movement and Place Street classifications and hierarchy. Substantial consideration is given to movement networks and services in the planning of precincts and major developments. Development and the transport network must support each other. | No change. |
| Anonymous | **Compact and liveable precincts** | Should be able to have compact and liveable small precincts that surround train stations or busy bus corridors, such as Heatherdale Ringwood and Croydon but could be implemented more at Heathmont, Ringwood East, up Canterbury Rd, and up Maroondah highway.<br>Maybe installing a tram up Maroondah highway since it's easier to install than other roads. | Positive | Supported in principle | The strategy supports the planning strategy of transit-oriented precincts around train stations. The structure plans for Ringwood, Croydon, Ringwood East, and Heathmont set a shared vision and the strategies to implement the transit-oriented precincts. The implementation of the structure plans continues.<br><br>The potential for development along the corridors of Canterbury Road and Maroondah Highway has not been explored. Any planning decisions would be subject to further investigations into the feasibility of rapid public transport along the corridors.<br><br>The expansion and improvements to the tram network have been a continuous process. The suggestion to extend the tram network further east beyond Box Hill has not been considered. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transit corridors** | Install more options on how to walk/ride around from area to area without having to share road space with cars.<br>From experience Canterbury Rd has very bad sidewalk coverage from Bayswater Rd to Dorset Rd. | Neutral | Supported | The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our aim is to provide a network of direct, safe, and connected cycling routes to take people to jobs, study, transport hubs, and social venues. The aspiration is to provide off-road pedestrian and bicycle infrastructure where space allows. Where an off-road facility is not possible, the safest on-road bicycle facility will be designed and built. The Maroondah Bicycle Network will specify the priority pipeline of projects. The Maroondah Bicycle Network Plan is an action of the Strategy.<br><br>Council takes note of the request for footpaths on Canterbury Road from Bayswater Road to Dorset Road. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | As someone who rides a lot it is not inviting to ride if you can only go in some areas which are specifically zoned off for only riding or walking. If we want more people riding and not using cars then there needs to be more paths within our streets. | Neutral | Supported | The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our aim is to provide a network of direct, safe, and connected cycling routes to take people to jobs, study, transport hubs, and social venues. The aspiration is to provide off-road pedestrian and bicycle infrastructure where space allows. Where an off-road facility is not possible, the safest on-road bicycle facility will be designed and built. The Maroondah Bicycle Network will specify the priority pipeline of projects. The Maroondah Bicycle Network Plan is an action of the Strategy. | No change. |
| Anonymous | **Compact and liveable precincts** | People in all areas of Maroondah should be able to make their way into major precincts with little problem transporting them to stations and other precincts. | Neutral | Supported | The intent of the statement is consistent with the directions and outcomes of the Strategy. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Reduce car use for short trips** | Encourage using other forms of transport than cars.<br>More bike/walking lanes, more frequent trains, more affordable trains, more frequent buses, more affordable buses, With time it will become practice to use local transport options than cars when the choice is optional. | Neutral | Supported | The intent of the statement is consistent with the directions and outcomes of the Strategy. An aim of the Strategy is to work with a range of partners to deliver more bike and walking paths, frequent public transport, and affordable transport options. When completed, people will have more alternative transport choices to reach their jobs, education, and social venues. | No change. |
| Anonymous | **Public transport upgrades** | Bringing more options to people that want to use transport throughout the day without having to specifically plan out there journey with times. | Neutral | Supported | Journey planning is acknowledged as a barrier to people using public transport. Regular, flexible, and easy-to-understand transport routes are the solution. The Strategy is committed to improving public transport options to be easier to use. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | At the moment I can only safety ride on very few streets. To be safe, we really need segregated bicycle lanes. People are typically interested in getting to three places, work, school or the shops. All of these, particularly schools and shops should be a 'no brainer' to use the bicycle coupled with public transport.<br><br>Additional cycling routes would be the best way to offset car usage. How this can be implemented in a segregated manner I'm unsure as typically the roads are not wide enough. | Neutral | Supported | It is recognised that most people do not feel confident in their bike skills to ride on the road.<br><br>Accordingly, the aspiration is to provide off-road pedestrian and bicycle infrastructure where the space allows. Where an off-road facility is not possible, the safest on-road bicycle facility will be designed and built. Decisions about the levels of physical separation of the facility, traffic calming treatments, or speed limit changes will be informed by street context, road safety data, and community consultation.<br><br>The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our approach and prioritisation to provide direct, safe, and connected cycling routes will be articulated in the Plan. The Maroondah Bicycle Network Plan is an action of the Strategy. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | While new large infrastructure projects are completed, just throw in a dedicated bike lane, over time the major destinations will be covered. | Neutral | Supported | The intent of the statement is consistent with the directions and outcomes of the strategy. The opportunity to include large-scale pedestrian and bicycle infrastructures into major infrastructure projects is a key strategy to secure investment for construction. | No change. |
| Anonymous | **Public transport upgrades** | Punctuality is only half the battle; safety is the other. Without both, people will opt to travel via car. So I think both of these areas will need improvement. I personally has no trouble taking the train at night, but I know many who would never as the perception is that it's unsafe. | Neutral | Supported | Feeling comfortable and safe is important for vulnerable people to use public transport, cycling, or walking, especially after dark. Several public safety measures are applied at stations, on trains/buses, in streets, and public spaces to make the places and service accessible, welcoming, and attractive. These include protective services officer patrols, public lighting at stations and linking pathways, CCTV cameras, well-lit bus shelters, and vegetation management.<br><br>Maroondah City Council and public transport providers also collaborate closely with Victoria Police to maintain a strong presence and promptly respond to any safety concerns. | No change. |
| Anonymous | **Action Plan** | More high quality and segregated bike lanes coupled with better electrified mobility with reduce car usage. Denmark is an excellent example. Have a look through "No Just Bikes", a lot of very useful information available. | Neutral | Supported | The intent of the statement is consistent with the directions and outcome of the Strategy. High quality bike routes and improved electrified vehicles, bikes and scooters are part of the mixed and integrated transport approach of the Strategy. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Compact and liveable precincts** | Stop trying to turn Maroondah into a SMART city ghetto with high rises and public transport as the only means of getting around. Fix the potholes, cut the lawns, get rid of the graffiti and overgrown weeds and pick up our rubbish - that's all you have to be concerned about. | Negative | Not Supported | Maroondah City Council takes note of the request to fix the potholes, cut the lawns, get rid of the graffiti and overgrown weeds and pick up our rubbish. These important road network operational maintenance tasks are taken seriously and will continue to be undertaken.<br><br>Emerging transport modes and technology are opportunities that come with challenges. The role of Maroondah City Council is to be aware of the challenges and influence the relevant legislation, business modes of service providers and technology roll outs to mitigate the issues and ensure the best outcomes for the community. | No change. |
| Anonymous | **Compact and liveable precincts** | No reference made to recognising the needs of disabled drivers or public transport users and their specific needs especially long walking distances if pedestrian precincts are promoted. Some disabled people cannot walk long distances and may be negatively Impacted with changes. | Neutral | Supported | Maroondah City Council acknowledges the needs of disabled motorists and public transport users, and we are committed to ensuring that our planning and infrastructure projects take their specific needs into consideration. We understand that long walking distances can be challenging for some individuals, and we strive to create accessible and inclusive environments. We will work closely with disability advocacy groups and experts to ensure that any changes or developments do not negatively impact the mobility and accessibility of disabled individuals. Our goal is to create a streets and neighbourhoods that are accessible and accommodating for everyone. | Section 1, under Transport Disadvantage: In addressing transport disadvantage, mention the needs of disabled motorists and commuters. Section 7, under Strategic Area of Focus 2: As part of the second strategic area of focus, mention the needs of |

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| | | | | | disabled motorists and commuters. This includes implementing measures to enhance accessibility, such as providing accessible parking spaces, ramps, and other facilities to ensure equal access to transportation services for all members of the community. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | As extra to my earlier survey I would also like to see in all shopping centres especially shopping strips and public use facilities like dr surgeries and dentists, child care centres and the like, safe and secure bike parking with lockability. | Neutral | Supported | It is acknowledged that bicycles are expensive, and it is important to have safe and secure bicycle parking. Maroondah City Council recognises this need and continues to install more bicycle racks at shops, major parks, and destinations near major cycling routes. | No change. |
| Anonymous | **Reduce car use for short trips** | We need to have less cars on the road as we get more people in the area, so some people who are able can use other forms of active transport. It will be much safer and better experience for all if cutting edge facilities like paths, trails and infrastructure is provided | Neutral | Supported | Active transport must play a larger role in moving people as the population grows and precincts develop. Quality pathways and infrastructure are important to ensure that active transport is safe, convenient, and enjoyable. This is a fundamental outcome that aims to entice motorists out of their vehicles. | No change. |
| Anonymous | **Action Plan** | All good for action plan, keep up the good work | Positive | Noted | The comment is appreciated and noted. | No change. |
| Anonymous | **General** | Good work on the work you have done so far | Positive | Noted | The comment is appreciated and noted. | No change. |
| Anonymous | **Compact and liveable precincts** | Keep the high-density apartments near big stations and shopping precincts. Have a high police presence in those areas too to keep undesirable persons away | Neutral | Supported | Maroondah City Council's planning approach to housing and development is consistent with the Victorian Planning Strategy, Plan Melbourne. The principles and strategies around transit-oriented development, housing choices close to jobs and services, and connected communities are applied to selected precincts.<br><br>Maroondah City Council and public transport providers also collaborate closely with Victoria Police to maintain a strong presence and promptly respond to any safety concerns. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | More trains on Belgrave line, more often. Run smaller trains even | Neutral | Supported | A strong case for more train services on the Belgrave and Lilydale lines has been made to the Department of Transport and Planning and members of the Victorian Government. Investment in the train network is also required to increase capacity for running the additional train services. Maroondah City Council advocates for the duplication of the end of the branch lines and high-capacity signalling. Maroondah City Council will continue its commitment to advocate to the Victorian Government for these projects and improved train services as a member of the Eastern Regional Group of Councils, Eastern Transport Coalition. | No change. |
| Anonymous | **Transit corridors** | Upgrade Mullum Mullum Creek trail: needs to be sealed start to end. Add lighting so trail can be used to commute before and after work. Presently trail is uneven, unsealed, bumpy, dangerous, overhanging branches, needs widening in some areas, bends are too tight in some areas, slippery, kicks up too much dirt | Neutral | Noted | The Mullum Mullum Creek Trail is one of the most popular trails in the municipality. The trail has undergone considerable upgrades over the last 10 years to address path issues and increase access and safety. Further planned upgrades to the trail will take place to enhance it even further. Decisions about lighting, pathway alignment, surfaces, and other amenity aspects are made with consideration of the diverse range of activities, the topology of the area, and the biodiversity of the creek and bushland. As a guide, the northern trails are for walkers and those who want to enjoy the bushland/creek ambiance, while the southern pathway is the option for running and people on bikes. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | More cycling tracks. More safe places to crossroads example corner of Campaspe and Yarra Rd. Brisbane city has pedestrian buttons that can be accessed on the road side for pedestrians | Neutral | Supported | The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our aim is to provide a network of direct, safe, and connected cycling routes that take people to jobs, study, transport hubs, and social venues. The Ringwood to Croydon Bike Path and the Greenwood Avenue Shared User Pathway are two priority routes that are actions of the Strategy. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Please don't use Yellow painted footsteps on known walking tracks, it's a waste of our rates. | Neutral | Noted | Maroondah City Council takes note of the request to refrain from marking footpaths with painted logos to identify local walking circuits for exercise. | No change. |
| Anonymous | **General** | Could you please arrange for either Maroondah City Council or VicRoads to clean up centre, medium strip's in front of the Ringwood Fire station there are 2 metre high plants and weeds that are growing out on to the road they are starting to block the view of traffic speed signs.<br>Also there is a large amount of rubbish and debris on the pedestrian traffic Islands at the corner of Warrandyte Road and Loughnan Road Ringwood | Neutral | Noted | Maroondah City Council takes note of the request to clean up the rubbish and overgrown plants in the median strip on the Maroondah Highway and the pedestrian traffic islands at the corner of Warrandyte Road and Loughnan Road. In both instances, the requests will be forwarded to the Department of Transport and Planning as the road authority. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | More bus during weekends increases bus frequency for 364.<br>Covered bus stops to protect from weather. | Neutral | Supported | It is understood that buses are rarely a competitive alternative to private transport due to low frequencies, limited operating hours, slow and complex routes. These service deficiencies must be addressed to reduce transport disadvantage and play a larger role in moving people around. The expansion of bus services to move people quicker and connect communities to employment, education, and social activities is a priority of the Strategy.<br><br>Shelters are installed at stops that experience a high rate of use and have the space allowance to accommodate the shelter. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | More bike paths and bike parking in Ringwood station. | Neutral | Supported | It is acknowledged that bicycles are expensive, and it is important to have safe and secure bicycle parking. Maroondah City Council continues to install more bicycle racks at shops, major parks, and destinations near major cycling routes.<br><br>Ringwood Station includes a secure long-term bike cage for up to 30 bikes. Banks of short-term parking racks are available at the station entrances.<br><br>The Ringwood to Croydon Bike Path and the Greenwood Avenue Shared User Path are major routes to access the station that Maroondah City Council wants to be built. Both projects are actions of the Strategy. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Compact and liveable precincts** | Such a huge impact question to be asked using such a narrow survey question. | Negative | Noted | The opportunity to email submissions to Council provides people with the option to write longer and more detailed comments compared to surveys. This allows individuals to express their thoughts, concerns, and suggestions in a more comprehensive manner. | No change. |
| Anonymous | **Transition to sustainable transport** | Electric buses as a priority override sharing. And buses that carry bicycles. | Neutral | Supported in principle | The Victorian Climate Change Strategy and the Victorian Bus Plan commit to having all new bus fleets be zero emissions from 2025.<br><br>Bicycle carriers on buses have been successfully trialled and introduced by the Department of Transport and Planning in parts of Melbourne, including the Yarra Ranges. However, the expansion of bus fleets with these carriers has been slow. There is no indication from the department and bus companies regarding the introduction of carriers to any routes operating in Maroondah. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | Obviously, footpath and bike path upgrades are welcome but why are they linked to large infrastructure projects? | Positive | Noted | The large-scale pedestrian and cycling projects are beyond the resources of Maroondah City Council. The opportunity to include pedestrian and bicycle infrastructures into major infrastructure projects is a key strategy to secure external investment for the timely delivery of projects in their entirety.<br><br>Furthermore, the inclusion of pedestrian and cycling infrastructure into large infrastructure projects allows for a more comprehensive and integrated approach to urban development and urban movement. This supports active transportation and creates more connected and accessible streets and neighbourhoods. | No change. |
| Anonymous | **General** | This survey is not easy to use. My views we're not able to be shared in a satisfactory way. | | Noted | The opportunity to email submissions to Council provides people with the option to write longer and more detailed comments compared to surveys. This allows individuals to express their thoughts, concerns, and suggestions in a more comprehensive manner. | No change. |
| Anonymous | **Transit corridors** | A above ground walkway from Ringwood station to Eastland | Neutral | Not Supported | An above-ground walkway linking the station and shopping centre was considered as an option. The investigation considered a range of community and stakeholder views towards different crossing options. It also considered project aspects such as feasibility, cost, and potential impacts, including accessibility, aesthetics, street activation, and urban amenity. The outcome of the engagement and investigation was that the at-grade crossing provided the best mix of outcomes. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | Need connected bike paths from Croydon hills to Croydon station, Croydon station to Ringwood station, Mullum Mullum bike path to Ringwood station, all with lighting and sealed | Neutral | Supported | The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our aim is to provide a network of direct, safe, and connected cycling routes that take people to jobs, study, transport hubs, and social venues. The Maroondah Bicycle Network will specify the priority pipeline of projects. The Maroondah Bicycle Network Plan is an action of the Strategy.<br><br>Decisions about the path surface material and lighting are made in the context of the network's purpose, location, intended uses, and level of service to destinations. | No change. |
| Anonymous | **Public transport upgrades** | Bus route 672 is extremely unreliable putting users in dangerous situations and leaving them in inclement weather | Neutral | Supported | Maroondah City Council wants service improvements to the 271, 671, and 672 routes, especially on Sundays and public holidays.<br><br>Shelters are installed at stops that experience a high rate of use and have the space allowance to accommodate the shelter. | No change. |
| Anonymous | **Transition to sustainable transport** | Essential for the future of the planet and general reduction of pollution | Positive | Supported | The intent of the statement is consistent with the directions and outcomes of the Strategy. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Parking** | On street parking is leading to considerable congestion in Ringwood. This needs to be taken seriously. | Neutral | Noted | Demand for parking at stations and activity centres is a land use and transport challenge. Maroondah City Council applies a balanced approach to make it easier for residents to move to and within activity centres. The approach recognises that people with certain disabilities, specific travel times, or work needs will always require parking. Conversely, parking studies conducted at stations indicate that residents living within 5 kilometres commonly park at stations and in activity centres. Local residents can be encouraged to switch to competitive local bus services and utilise safer pedestrian and bicycle routes. Given the balanced approach, the priorities are to secure funding for building new pedestrian and bicycle routes, obtain commitments for bus route service upgrades from the Victorian Government, and construct new multi-deck car parks at stations. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | There are many locations that could benefit from reconsidered pedestrian options.<br><br>For example, trying to access the bus stop on Bayswater Road (ID 14193) coming from Vinter Ave, Fortuna Ave, or Ronald Road (and all the roads and streets in that pocket - Field Street, Park Lane etc), you are forced to walk all the way down to Eastfield Road, or Mt Dandenong Road, to access a crossing to cross over to the other side of Bayswater Road safely.<br><br>This adds roughly a 700 to 800m walk to get to the bus stop - which most people want to avoid when they are trying to get to work/school etc in a timely fashion.<br><br>I observe people, many of whom are school aged, "running the gauntlet" on a daily basis, dodging the busy traffic along Bayswater Road trying to get to the bus stop from Vinter and Fortuna Ave and Ronald Road, due to there not being a pedestrian crossing available closer by. | Neutral | Noted | The potential safety and access concerns for pedestrians crossing high-traffic roads to access bus stops are a concern. Planning that co-locates bus stops and pedestrian crossings, particularly near aged care facilities, schools, and other destinations often visited by vulnerable people, is required. Maroondah City Council has raised this matter with the Department of Transport and Planning.<br><br>The specific areas mentioned that could benefit from new pedestrian crossings are duly noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transit corridors** | Eastland and Ringwood Station should not be impacting a major Highway- reducing the speed limit through this area causes major traffic delays in peak hour. An overpass for pedestrians would reduce the need for pedestrian crossing, therefore reduce the number of traffic lights, helping the flow of traffic. | Neutral | Not Supported | An above-ground walkway linking the station and shopping centre was considered as an option. The investigation considered a range of community and stakeholder views towards different crossing options. It also considered project aspects such as feasibility, cost, and potential impacts, including accessibility, aesthetics, street activation, and urban amenity. The outcome of the engagement and investigation was that the at-grade crossing provided the best mix of outcomes. | No change. |
| Anonymous | **Transition to sustainable transport** | I can't afford an electric vehicle, and I need to use my car more now, due to my decreased mobility and inability to walk properly. | Neutral | Noted | Maroondah City Council understands that there will always be motorists who need to drive for a range of reasons. The roads, streets, and car parks will continue to be managed to support the optimised movement and parking of general traffic.<br><br>Electric vehicles will become more affordable as more car models become available in Australia. | No change. |
| Anonymous | **Transit corridors** | It is important that to create sustainable practices and better use of public transportation that cross corridor links are better provided for. At this point it is difficult and to move between two suburbs in a cross wise direction. This makes it difficult for parents to move from their close workplace to their children's school via public transport. | Neutral | Supported | The need for improved cross-corridor public transport links is acknowledged by the Strategy. An action of the Strategy is to conduct a study into medium capacity transport corridors for north-south movement. The studies will be catalysts for forward planning conversations with stakeholders that are consistent with the new plan for Victoria. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | A large number of our students are driven to school each day. This creates congestion in the surrounding roads. Improved and safe bike paths would support students actively travelling to school and alleviate congestion on local roads. | Neutral | Supported | Maroondah City Council is committed to making streets around schools, great places to walk and ride a bike. Quality pedestrian and bicycle paths are essential to support the uptake of active travel to school. Active travel to schools is further supported by the school crossing supervisor program and cycling and pedestrian education programs. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Safe streets and transport services** | Advocate for increased frequency of off-peak weekday services on Lilydale and Belgrave lines. 15 mins minimum frequency seems appropriate. Existing 30 minute off-peak frequency is not meeting the needs of changed working and living after the pandemic. Day time weekend frequency is 20 mins! Advocate for reduced travel duration on the existing rail network. Improve track and modernise signalling to increase line speeds. | Neutral | Supported | Maroondah City Council acknowledges the importance of frequent and reliable public transport services. A strong case for more train services during off-peak times has been made to the Department of Transport and Planning and members of the Victorian Government through advocacy. Maroondah City Council will continue its commitment to advocate to the Victorian Government for improved train service as a member of the Eastern Regional Group of Councils and the Eastern Transport Coalition. | No change. |
| Anonymous | **Transition to sustainable transport** | Strongly support the need to electric vehicle charging at all vehicle parking developments and installation in existing car parks. | Positive | Supported | A network of public destination chargers is important to address range anxiety about electric vehicles, support electric vehicle purchases, and realise the emission reduction benefits of electric vehicles. The establishment of a public charger network aligns with the objectives of the Maroondah Sustainability Strategy to transition to a low-carbon economy and create low-carbon intensive activity centres. We can expect more electric vehicles on the roads as model availability increases and costs fall. The feasibility of public-private partnership and procurement models for public destination chargers on council land is being explored. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Speed Limits** | Advocate for improved traffic signal sequencing (Heathmont local shops, Canterbury Road and Dublin Road between Canterbury Road and Mountain Hwy are prime examples!)<br>Advocate for appropriate speed limits on existing roads. It seems locations where parking is permitted on arterial roads cannot safely have a speed limit of above 60 km/h. Same for roads with driveways…. | Neutral | Noted | Speed limit controls for arterial roads within Maroondah are implemented in accordance with the State Government's Speed Zoning Guidelines.<br><br>Arterial roads such as Canterbury Road are under the care and management of the State Department of Transport and Planning (DTP, formerly VicRoads). Council regularly engages with our counterparts at DTP to review movement and safety issues and has advocated for changes to traffic signal sequencing and speed limits at locations such as Canterbury Road. | No change. |
| Anonymous | **Action Plan** | Put people first in any developments/changes. | Neutral | Noted | The needs and preferences of people are at the forefront of our decision-making about transport infrastructure projects. Community consultation is an important engagement and feedback mechanism to gather ideas, insights, and perspectives. We also collaborate with various stakeholders to ensure that every voice is heard and considered.<br><br>By placing people at the centre of our project development process, we aim to deliver projects that achieve better community outcomes. | No change. |
| Anonymous | **General** | Please press on with making Maroondah a great place to live work and play! | Positive | Noted | The comment is appreciated and noted. | No change. |
| Anonymous | **Safe streets and transport services** | No road crossings of Maroondah Hwy between Oliver St and Oban Rd. So unsafe<br>Suggest pedestrian overpasses rather than crossing via a controlled intersection | Neutral | Noted | The request for a new crossing on Maroondah Highway between Oliver Street and Oban Road is noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Safe streets and transport services** | In my area (Croydon North) there is no bus service on Sundays, and it can be quite limited on other days. There is no way to directly reach Ringwood via public transport. This is particularly annoying at the moment with the rail works. However, even when Croydon station is operating, the walk from our house to the station takes well over an hour, includes very steep hills both ways, and is unsafe late at night, and unsuitable when the weather is poor. This is unsatisfactory for young people, or those with mobility issues, or for people to drive. It's also bad for the environment, as people are forced to drive because there is no suitable public transport option. | Neutral | Supported | The employment, education and social disadvantage caused by the limited public transport is well known and understood. Low frequency, limited operation hours, slow routes and in some case no service at all on Sundays is a major access, inclusion and equity issue. Maroondah City Council has submitted a strong case to the Department of Transport and Planning for improvements to the 271, 671, and 672 routes, especially Sunday and public holiday services. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Road upgrades** | No Croydon station, nor trains running a lot of the time on Belgrave / Lilydale line. Bus system is useless especially on weekends and out of peak periods. Amount of roadwork is absolutely ridiculous and an overkill as well as the roadwork signage. I wish I had my own business operating a road traffic control company as I would be retiring as I would be a millionaire. I drive to work and count the minutes that I don't see a roadwork sign on the route that I am taking. We have gone roadwork safety mad and most of the time roadwork is not even happening and the roadwork signage is more of a hazard than the roadwork itself. | Negative | Not Supported | The frustration with the changed public transport and traffic situation in Croydon due to the Coolstore Road Level Crossing Removal project is acknowledged. The inconvenience caused by road closures, works, and railway line occupations is necessary to deliver the new road connections, elevated rail, and the new station and bus interchange. The project is complex and involves major construction that takes time to plan, design, and build. Once completed, the project will result in improvements in traffic flows, bus circulation, active transport links, and urban amenity within the centre of Croydon.<br><br>Regarding roadwork signage, safety is our utmost priority. The signage is in place to ensure the safety of both motorists and construction workers. Maroondah City Council continues to work closely with the Level Crossing Removal Projects to address concerns and strive for better communication and coordination to mitigate inconveniences for commuters and motorists. | No change. |
| Anonymous | **Using data and technology** | Using data and technology to better manage streets, trails, pathways, and car parking. This could be, and should be, used to ensure the safety of ALL pedestrians. For example, Canterbury Rd and Heathmont Rd intersection. | Positive | Supported | The importance of data and technology to better manage streets, trails, pathways, and car parking is recognised by the Strategy. As part of our Key Focus Area 4, we are committed to leveraging innovative solutions to enhance the efficiency and effectiveness of transport network for all road users, including pedestrians. Maroondah City Council will continue to explore and test smart solutions that enable us to make data-driven decisions and provide better safety and access outcomes for pedestrians. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transition to sustainable transport** | This should also include a focus on getting more people on shared transport e.g., public transport. Learning why people don't / don't currently to inform improvements<br><br>Also for strategic direction 2- I support only if it's not to make the semi-big roads any bigger. No extra lanes for more cars, this is not the solution. Bus lanes. Cycle. Train. | Neutral | Supported in principle | Strategic directions 1, 2, and 3, as well as Key Focus Areas 1 and 2 of the Strategy, are commitments to work collaboratively with the Victorian Government to improve public transport, particularly buses, to be a safer, accessible, and convenient option for more people. Motorists will be enticed to switch to public transport when it is easy, fast, and reliable.<br><br>It is acknowledged that traffic congestion cannot be resolved solely by road expansions alone. Congestion will only be resolved through a range of initiatives that support alternative public and active transport modes to play a larger role in carrying more people.<br><br>However, we also have several rural standard roads that are substandard for the urban role they now perform. Road upgrades are necessary for these roads to meet the growing transport demand and ensure efficient and safe movement of people and goods. | No change. |
| Anonymous | **Advocacy** | I support advocacy for more investment in public transport not roads. Same for focus area 3.<br>Roads need minimal upgrades for safety and maintenance over time only. | Positive | Noted | The support for advocacy for more public transport and capitalising on potential transport corridors is noted. | No change. |
| Anonymous | **Using data and technology** | I would love the smart bus technology on all bus services in Maroondah, being able to see the bus arrival in live time | Positive | Supported | Ventura and Kinetic have installed bus tracker systems on all buses in their fleets. Commuters can track the movements and arrivals of buses in real time through the Public Transport Victoria app or individual bus company applications. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | Also for outcome 2 - we need more shade trees (, that can tolerate climate change and climate change pests) to support walking during increasing heatwaves | Neutral | Supported | Trees play an important role in complete streets. They support walking and other forms of physical activity, create local microclimates to reduce urban heat islands, boost air quality, and enhance urban character and aesthetics. The Street Trees Along School Routes Program has resulted in the rollout of tree planting along popular pedestrian routes. Maroondah City Council is committed to the street tree planting program to increase the urban canopy cover of the municipality. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Currently pedestrians walking over the railway bridge in Canterbury Rd between Heathmont Rd and the shops - southeast side have a very dangerous walk. 6 lanes of traffic roar past mere centimetres away. Cyclists often don't get off their bikes on the footpath. Need much better and safer access. I know people who won't walk over there. Traffic travelling city bound turning left into Heathmont Rd just drive straight through - bad luck if you are trying to cross the road. Not sufficient bicycle parking at Heathmont shops. | Neutral | Supported | The Canterbury Road rail bridge and intersection is a known road safety issue. The narrow bridge contributes to congestion and poses a severance issue in the pedestrian and bicycle networks. The narrow footpaths and proximity to traffic put pedestrians at risk. Recognising the congestion and safety concerns, as well as the ongoing community anxiety regarding the bridge, Maroondah City Council has advocated for separated pedestrian rail bridges in addition to minor improvements at the Canterbury Road/Heathmont Road intersection. These improvements include a controlled right turn, a speed camera, extension of the right turn lane, and an advanced queue detection camera on the southern leg. Planning and ongoing conversations with the Department of Transport and Planning are underway to reach an agreed-upon solution. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | Walking and bike trails that meet up and link making it safe and easy to transit from South Croydon to Croydon Main Street to East Ringwood to Ringwood, linkages, e.g. a pedestrian crossing on Eastfield Road at the back of the shops on the corner of Bayswater Rd and Eastfield Rd to make it safe to cross the road and go to the bike track. | Neutral | Supported | The Maroondah Bicycle Network Plan is being developed as part of strategic integrated transport planning. Our aim is to provide a network of direct, safe, and connected cycling routes that take people to jobs, study, transport hubs, and social venues. The Maroondah Bicycle Network will specify the priority pipeline of projects. The Maroondah Bicycle Network Plan is an action of the Strategy.<br><br>The Eastfield Road crossing on the Tarralla Creek Trail is challenging. The plans for the Eastfield Road Bridge Upgrade will involve constructing a wider bridge to accommodate additional lanes, a shared pathway, and a new pedestrian crossing at the trail. | No change. |
| Anonymous | **Transit corridors** | Maroondah should be focusing on expanding public transport services and pedestrian pathways like rail lines and walking and cycling trails but should not be expanding major highways. The shift should be away from cars to provide the most efficient mode of transport for the greatest number of people. | Neutral | Supported in principle | It is acknowledged that traffic congestion cannot be resolved solely by road expansions alone. Congestion will only be resolved through a range of initiatives that support alternative public and active transport modes to play a larger role in carrying more people.<br><br>However, we also have several rural standard roads that are substandard for the urban role they now perform. Road upgrades are necessary for these roads to meet the growing transport demand and ensure efficient and safe movement of people and goods. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Safe streets and transport services** | A focus needs to be made on improving buses specifically - they are most times a deeply unreliable or inconvenient option for transport even within short distances from the metropolitan Ringwood area. Improved / quicker services to and from the Ringwood station are needed so surrounding members of the community can access the station to travel intercity - and this would reduce the use of cars as car parking at the station is inadequate. | Neutral | Supported | It is understood that buses are rarely a competitive alternative to private transport due to low frequencies, limited operating hours, and slow and complex routes. These service deficiencies must be addressed to reduce transport disadvantage and enable buses to play a larger role in moving people around. The expansion of bus services to provide quicker connections and connect communities to employment, education, and social activities is a priority of the Strategy.<br><br>The request for better bus services to Ringwood Station for the residents of Ringwood is noted. Discussions are ongoing with the Department of Transport and Planning regarding a proposal for an on-demand bus service for Ringwood to increase access to Ringwood Station and other arts, sports, and community venues. | No change. |
| Anonymous | **Compact and liveable precincts** | The area designated for high density apartments in Ringwood around Eastland and the station is fine however open free space will be required for all those people it is very important that multiple areas are provided and spread throughout the developments so people can have an escape from high density living and easily access a park or op natural space. | Neutral | Supported in principle | Access to quality and sizable open space within the public realm is important to maintaining the liveability, microclimates, and character of the precincts as they develop. As apartment-style living becomes more common, these residents must frequent the public open space for leisure, recreation, and connection to nature and community. The Structure Planning process gives broad and extensive consideration to how new open space can be created and how existing open space can be better utilised. | No change. |
| Anonymous | **Transit corridors** | Healesville freeway from east link to Lilydale would make a big difference to the traffic congestion on Canterbury Road and Maroondah Highway | Neutral | Noted | The support to construct the Healesville Arterial is noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Safe streets and transport services** | More protective service officers on public transport | Neutral | Supported | The request for more Protective Service Officers on public transport is noted. | No change. |
| Anonymous | **Transition to sustainable transport** | Do not impose transition to EV's on people by imposing regulations on others who drive internal combustion engine cars, but yes providing charging stations in public places at a cost to EV drivers only is good, do not supplement EV charging stations with rate payers' funds, Rate payers already don't get value for the amount we are charged annually. | Negative | Noted | A network of public destination chargers is important to the address range anxiety about electric vehicles, support electric vehicle purchases and realise the emission reduction benefits of electric vehicles. The establishment of a public charger network aligns with the objectives of the Maroondah Sustainability Strategy to transition to a low carbon economy and create low carbon intensive activity centres. We can expect more electric vehicles on the roads as model availability increase and costs fall. The feasibility of public-private partnership and procurement models for public destination charges on council land are being explored. A user pays business model with exceptional customer service is the preference. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | Heathmont Canterbury Road railway bridge needs new pedestrian bike path crossings built either side of the bridge for east west traffic to cross over the railway and new north south crossings could be built under the bridge to allow for crossing Canterbury Road underneath the bridge without having to stop traffic or run the risk of be hit by vehicles that do not stop at the red lights.<br>Also this could be incorporated to the railway station platforms. | Neutral | Supported | A network of public destination chargers is important to address range anxiety about electric vehicles, support electric vehicle purchases, and realise the emission reduction benefits of electric vehicles. The establishment of a public charger network aligns with the objectives of the Maroondah Sustainability Strategy to transition to a low-carbon economy and create low-carbon intensive activity centres. We can expect more electric vehicles on the roads as model availability increases and costs fall. The feasibility of public-private partnership and procurement models for public destination chargers on council land is being explored. A user-pays business model with exceptional customer service is the preference. | No change. |
| Anonymous | **Emerging transport systems and services** | Do not waste rate payers' funds on fads or innovative trends as it would be far more prudent to wait to see what is proved to be reliable than spending large amounts of money on expensive equipment that ultimately is not reliable such as electric buses. | Neutral | Not Supported | Maroondah City Council manages public finances responsibly and accountably to ensure the delivery of important services and facilities. Any financial decision-making about investment in emerging transport is done cautiously and based on robust feasibility studies and with community support. The application of a 'waits and see' approach to emerging transport has its own risks; it may hinder progress, create unintended costs for the council, or result in potential benefits being missed.<br><br>The Victorian Climate Change Strategy and the Victorian Bus Plan commit to all new bus fleets being zero emissions from 2025. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Using data and technology** | This is potentially ok however there can be too much data tracking and surveillance of people and minimising the data collection of personal and private information is critical. | Neutral | Supported | Maroondah City Council is required to take 'responsible steps' to protect personal information from misuse, unauthorised 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 will be compliant with the Act. Only necessary data for specific functions/reasons will be collected and stored. Under no circumstances will the technology be used for the surveillance of people. | Include statement about type of ITS most likely to be used by Council and privacy and data obligations in Section 7, Strategic Focus Area 4. |
| Anonymous | **Reduce car use for short trips** | No regulation or control over when people freely choose to use their vehicle or go about their lives, less government interference in personal lives is better not increased regulation | Neutral | Noted | Any decisions to introduce parking or traffic regulations are informed by road operation studies and technical design testing. The case for appropriate regulations will be demonstrated with proven safety, traffic flow, and well-being benefits to the network and community. These regulations are designed for the collective good, ensuring that everyone can travel safely, access parking, and prevent dangerous manoeuvres on the roads.<br><br>In all instances, the case for proposed regulations will be given to the community as part of engagement to reach a shared position. The findings of the engagement will inform the final decisions on the proposed regulations. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transition to sustainable transport** | Don't waste rate payers funds on environmental fads such as EV's | Neutral | Not Supported | A network of public destination chargers is important to address range anxiety about electric vehicles, support electric vehicle purchases, and realise the emission reduction benefits of electric vehicles. The establishment of a public charger network aligns with the objectives of the Maroondah Sustainability Strategy to transition to a low-carbon economy and create low-carbon intensive activity centres.<br><br>As model availability increases and costs fall, we can expect more electric vehicles on the roads. The feasibility of public-private partnership and procurement models for public destination chargers on council land is being explored. A user-pays business model with exceptional customer service is the preference. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | More train services | Neutral | Supported | The investment in major railway projects by the State Government has resulted in upgraded stations and timetable improvements. Maroondah City Council welcomes continued investment in the train network to increase capacity and run more train services, such as the duplication of the end of the branch lines and high-capacity signalling.<br><br>A strong case for more train services during off-peak and weekends has been made to the Department of Transport and Planning and members of the Victorian Government. Maroondah City Council, as a member of the Eastern Regional Group of Councils and the Eastern Transport Coalition, will continue its commitment to advocate to the Victorian Government for improved train services. | No change. |
| Anonymous | **General** | Maintain open space in Maroondah where possible such as the land on Campbell Street next to Heathmont station that was previously marked for the unnecessary development of a carpark, nothing needs to be built on this open space it could do with a few more trees though and that would do a hell of a lot more for the people of Heathmont and the environment that any Electric Vehicle mode of transportation. | Neutral | Noted | The importance of open space in connecting people, habitat protection, urban resilience, public health, and well-being is acknowledged by the Maroondah Open Space Strategy 2016. The Open Space Strategy guides the provision and enhancement of open space throughout Maroondah.<br><br>The request for the land on Campbell Street to Heathmont Station to remain as open space is noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Using data and technology** | If this is code for a significant increase in CCTV cameras to capture pedestrian and vehicle data - I don't support, it. Whereas, if this is about use other methods to capture pedestrian and vehicle data, like people counters and pneumatic tubes, inductive loops and magnetic sensors - then I am all for it. | Neutral | Noted | Maroondah City Council is required to take 'responsible steps' to protect personal information from misuse, unauthorised 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 will be compliant with the Act. Only necessary data for specific functions/reasons will be collected and stored. Under no circumstances will the technology be used for the surveillance of people. | Include statement about type of ITS most likely to be used by Council and privacy and data obligations in Section 7, Strategic Focus Area 4. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | There are a lot of shared paths in Maroondah, but the biggest problem is connectivity. So many of them are short or just go nowhere, with no interconnectivity to other paths or forms of transport. If a shared path ends and the only option for cyclists is to deviate onto roads, then you've just shot yourself in the foot if the aim is to get more people using active transport, as many people who only cycle occasionally do not feel safe to mix with vehicles on the road.<br><br>One example is the bike lane along Lincoln Rd, Croydon (between Dorset Rd and Mooroolbark). The lane just stops at each end at complicated and busy intersections that are dangerous to use if you are a cyclist. This path in particular could be connected to Croydon town centre, the shared paths around Silcock Reserve & on the north side of Lincoln Rd heading toward Croydon Rd, and Mooroolbark town centre.. all just with some smart planning! But because that hasn't happened, usage of these lanes and paths is infrequent.<br><br>Another example is the Tarralla Creek Trail between Mt Dandenong Rd and the wetlands in Croydon. Why is this section on-road, mixing with cars coming in and out of the library precinct and the busy Civic Square shopping centre? A shared path could easily be built here alongside the bowling club and library to connect with the rest of | Neutral | Supported | The importance of complete routes that offer a consistent level of protection for the entirety of the journey is understood.<br><br>The Maroondah Bicycle Network Plan is currently being developed as part of strategic integrated transport planning. The aim is to provide a network of direct, safe, and connected cycling routes that can take people to their jobs, study, transport hubs, and social venues. The Maroondah Bicycle Network will specify the priority of projects to fill in the gaps and improve connectivity. This plan is an action of the overall strategy.<br><br>The requests for continued bike lanes on Lincoln Road, as well as the extension to Croydon and Mooroolbark, and an off-road connection to Mt Dandenong Road for the Tarralla Creek Trail, are noted. | No change. |

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| | | the trail, but for some reason that has never happened!<br><br>There are many more examples, but hopefully these paint a picture of the key problem with the shared path network. I just would dearly love to see the council work on filling in the gaps in the shared path network to make safer active transport options for the community. It'd be a small investment for a huge improvement and would see so many more people willing to use this network to travel around Maroondah. | | | | |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transit corridors** | I would like to be able to use public transport before their beginning time of 6am. I prefer to leave to get into my cbd office by 5:30. If I get into the cbd earlier, I can leave earlier and get a better work, life balance. I also don't commute in peak hour times then too and don't contribute to overcrowding | Neutral | Noted | Extensions to the duration of public transport services into the morning and evenings are important to support workforce and study diversity. A strong case for more frequent, longer-running, and better-connecting public transport has been made to the Department of Transport and Planning and members of the Victorian Government through advocacy efforts. Maroondah City Council, as a member of the Eastern Regional Group of Councils and Eastern Transport Coalition, will continue its commitment to advocate to the Victorian Government for improved public transport services. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Because I am unable to leave home earlier via public transport to get to the station, I ride my bike to the station along the Dandenong creek trail. It's very dark and I do feel unsafe. I don't cope well with driving due to health issues. | Neutral | Noted | Riding after dark can be daunting for many individuals, particularly women, non-binary and gender diverse people, young adults, or seniors. Ensuring the safety of all cycling routes is fundamental to making cycling inclusive and safe at all times, whether it is day or night.<br><br>Our cycling routes commonly feature a range of treatments aimed at enhancing safety, including adequate path widths, road crossings/underpasses, lighting, and clear visibility at corners and intersections.<br><br>Additional treatments such as reflective line marking, markers, ground lighting, and emergency markers can be applied at identified areas with known safety concerns for night riding. These measures aim to improve visibility and enhance safety for cyclists during night time riding. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Emerging transport systems and services** | I have utilised the flixibus service in Rowville at my previous home. This was a fantastic service and wonder if it's possible to work with Ventura to introduce this to Maroondah (Bayswater north) | Neutral | Noted | FlexiRide is a reasonable attempt by the Department of Transport and Planning to provide on-demand bus services in sparser suburbs. The FlexiRide service represents an improvement over the previous Telebus service, and patronage has grown on all FlexiRide services. While they have achieved some success, there are known reliability and service scaling concerns with the service.<br><br>In precincts and suburbs where a conventional bus route is deemed viable, the preference is to favour the conventional fixed route due to its greater versatility, carrying capacity, and reliability. FlexiRide or other models of on-demand services may be appropriate for sparsely populated suburbs or areas with a high representation of low mobility individuals. However, any decision regarding on-demand bus services would be subject to investigation and community consultation before the proposal is discussed with the Department of Transport and Planning. | No change. |
| Anonymous | **General** | Thanks so much for looking into this! | Positive | Noted | The comment is appreciated and noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Compact and liveable precincts** | Maroondah needs more higher density living options that are accessible to public transport. Buildings with good transport connections should have lower car space requirements. | Positive | Noted | The way people live, work, move, and connect is undergoing changes as our cities and neighbourhoods grow and develop. The various precinct structure plans serve as guides for the development of activity centres, considering housing growth, development intensification, environmental impacts, and community needs.<br><br>Appropriate planning strategies are applied to strike a balance between accommodating change and retaining the qualities that make places great for residents, workers, and visitors. The goal is to ensure that as our cities evolve, they continue to provide liveable, vibrant, and sustainable environments for all. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | Public transport needs to service more areas more frequently and for longer portions of the day. When there are disruptions to bus routes due to road works alternative temporary stops are needed rather than simply closing the stops and telling people to walk 400m plus to the next alternative option. | Neutral | Supported | Faster, longer running, and better-connected public transport services are crucial in providing convenient transportation to precincts and suburbs. Improved public transport options serve as a competitive alternative to cars and offer more people the opportunity to choose a different mode of transportation for accessing jobs, education, services, and recreation.<br><br>A strong case for more frequent, longer running, and better-connected public transport has been made to the Department of Transport and Planning and members of the Victorian Government through advocacy efforts. Maroondah City Council, as a member of the Eastern Regional Group of Councils and Eastern Transport Coalition, remains committed to advocating for improved public transport services.<br><br>The issue of bus stop closures during roadwork projects and the idea of temporary stops have been duly noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | More busses need to run later into the night. As a person with a disability, I am restricted to where I can live by how far I can walk from the train station reasonably at night as the greatly connected daytime busses all cease to operate after 8pm.<br><br>Busses don't necessarily need to run on greater frequency, but do need to line up with changing transport mode to train. | Neutral | Supported | Extensions to the duration of bus services into the morning and evenings are important to support workforce, study, and social access and inclusion. A strong case for more frequent, longer running, and better-connected public transport has been made to the Department of Transport and Planning and members of the Victorian Government through advocacy efforts. Maroondah City Council, as a member of the Eastern Regional Group of Councils and Eastern Transport Coalition, will continue its commitment to advocate for improved public transport services.<br><br>Timetable harmonisation can be achieved through the alignment of a 10-minute train frequency and a 20-minute bus frequency. However, it is acknowledged that full network harmonisation may not be possible for some bus routes that serve multiple train stations. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transit corridors** | How about removing the pedestrian crossing between the Ringwood train station and Eastland shopping centre. This is one of the worst planning decisions I have seen. | Neutral | Not supported | An above-ground walkway linking the station and shopping centre was considered as an option. The investigation considered a range of community and stakeholder views regarding different crossing options. Feasibility, cost, and potential impacts, including accessibility, aesthetics, street activation, and urban amenity, were also considered during the investigation.<br><br>Based on the outcome of the engagement and investigation, it was determined that the at-grade crossing provided the best mix of outcomes. This decision took into account various factors and considerations to ensure the optimal solution for the community and the project. | No change. |
| Anonymous | **Action Plan** | Stop trying to fix one problem while creating several new issues at the same time and don't justify your decision by blaming conflicting state or federal strategies. | Negative | Noted | Our goal is indeed to address issues and make decisions that benefit the community as a whole. We recognise that in the process of finding solutions, new challenges may arise. However, we are committed to making concerted efforts to minimise any negative impacts associated with changes throughout all stages of project delivery.<br><br>When making decisions, we consider careful consideration of various evidence and factors, including state and federal strategies. Our aim is to ensure that our decisions are well-informed and aligned with broader goals and objectives. By doing so, we strive to create positive outcomes and maximise the benefits for the community. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transit corridors** | The rail network is still infrequent weekdays off peak. A boost to service would help encourage train travel. (for example doubling frequencies to 15 minutes by extending the currently under-utilised local service from Blackburn to Lilydale and Upper Ferntree Gully with services on both lines alternating between local and express. (One service: Belgrave express, Lilydale local. next service Upper Ferntree Gully local, Lilydale express. Repeat the process as many times as needed between the peaks.) This allows for higher frequencies without the loss of the express service or the increase of empty trains running on the local service.) The bus network design is fine. Just needs a bit more frequency here and there. | Neutral | Supported | A strong case for more train services on the Belgrave and Lilydale lines has been presented to the Department of Transport and Planning and members of the Victorian Government. It is recognised that investment in the train network is necessary to increase capacity and accommodate the additional train services. Maroondah City Council advocates for the duplication of the end of the branch lines and the implementation of high-capacity signalling to support these improvements.<br><br>Maroondah City Council remains committed to advocating for these projects and improved train services as a member of the Eastern Regional Group of Councils and Eastern Transport Coalition.<br><br>The issue of alternating express and local services on the line has been duly noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Using data and technology** | As long as the data is secure and can't trace anyone specific. Otherwise, it's a great idea. | Neutral | Noted | Maroondah City Council is indeed required to take 'responsible steps' to protect personal information from misuse, unauthorised 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 will be compliant with the Act.<br><br>The Council will ensure that only necessary data for specific functions and reasons will be collected and stored, adhering to the principles of data minimisation. It is important to note that under no circumstances will the technology be used for the surveillance of individuals. The Council is committed to upholding privacy rights and maintaining the security and confidentiality of personal information in accordance with the law. | Include statement about type of ITS most likely to be used by Council and privacy and data obligations in Section 7, Strategic Focus Area 4. |
| Anonymous | **Using data and technology** | Many of Maroondah's streets are narrow and hard to drive through when filled with parked cars. The data may encourage more people to park in certain streets making them very difficult to navigate. It's important to consider the impact parked cars have on the movement of vehicles through the street network before encouraging more vehicles to park in the area. | Neutral | Supported | Various factors related to the characteristics and function of streets are indeed assessed when considering parking placement and any associated restrictions. The position, layout, and orientation of street parking are carefully designed to minimise impacts on the movement of traffic and different modes of transportation. This ensures that parking arrangements are optimised to maintain efficient traffic flow and accommodate the needs of various road users. The goal is to strike a balance between providing adequate parking options and ensuring the smooth and safe movement of vehicles, pedestrians, and other modes of transportation. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **General** | It's a well thought out plan with lots of good goals. Can't wait to see it in action. | Positive | Noted | The comment is appreciated and noted. | No change. |
| Anonymous | **Compact and liveable precincts** | Liveable is the key word here. My wife and I often comment on the lost opportunity around Hewish Rd where cheap development was signed off on with the 1990's multi-level units! Don't put the area out to tender for a developer to make cheap units in! Offer it to an eco-architect firm such as what they happened in Brunswick withe Nightingale project. The whole region gets a boost! Offer Nightingale the project around Croydon station and Ringwood East station development? Or an architect firm with vision such as Alwyn Williams or Greg Burgess? The economic flow-on from what their designs would bring would impact the region for the next generation and beyond. Please don't leave it for investor-groups to design &!build "liveable" spaces! Consider the track record of where this has been done in Croydon? Not integrated, no focus on beauty. E.g. Hewish Road units, Centro developments. This is a great opportunity- please don't sell our spaces out. Many thanks | Neutral | Noted | Decisions on whether to redevelop land are made by the landowner. Where a planning permit is required, Council seeks to influence the quality of the built form through the application process. However, it is required to consider all applications it receives and assessment is based on the plans submitted rather than the make-up of the development project team. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transition to sustainable transport** | Buses - regular, electric bus services | Neutral | Supported | It is indeed understood that buses often face challenges in being a competitive alternative to private transport due to factors such as low frequencies, limited operating hours, and slow and complex routes. These service deficiencies need to be addressed in order to reduce transport disadvantage and enable buses to play a larger role in efficient transportation. The expansion of bus services to facilitate quicker travel and better connectivity between communities, employment, education, and social activities is a priority outlined in the Strategy.<br><br>Furthermore, the Victorian Climate Change Strategy and the Victorian Bus Plan have committed to ensuring that all new bus fleets will be zero emissions by 2025. This commitment aligns with the broader goal of reducing greenhouse gas emissions and transitioning to more sustainable modes of transportation. | No Change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Safe streets and transport services** | The millions spent on removal level crossings in Maroondah eg .Mooroolbark, Croydon and Ringwood East have improved transit times and frequency if services by how much? Are there 25% more services? Is the time travel to the city slashed by 3,5 15 minutes? Alas, we know the improvements to public transport is incredibly low and would not pass even the pub-test review? | Neutral | Noted | The Victorian Government is committed the 2021 and 2022 announcements for a further 35 level crossing to be removed by 2030. The projects have the potential to transform the transport systems, the urban foam and public realm amenity for communities. Realising these benefits depends on the design quality of the projects.<br><br>The Level Crossing Removal Projects releases comprehensive project benefits reports. The reports consistently show improved travel times and an increased level of traffic flow.<br><br>Maroondah City Council continues to work closely with the project authorities to obtain the best land use, transport and community infrastructure outcomes from the project. | No Change. |
| Anonymous | **Safe streets and transport services** | With so many units being built more up keep of roads needed. | Neutral | Noted | Well-managed and maintained roads indeed play a crucial role in ensuring smooth and efficient movement, accessible places, sustainable urban development, a productive local economy, and a high quality of life for communities. The request to invest more in road maintenance to keep the roads in good condition is duly noted.<br><br>Investing in road maintenance is essential to preserve the infrastructure, extend its lifespan, and provide safe and reliable transportation for residents and businesses. Maroondah City Council recognises the importance of maintaining the road network and will continue to advocate for adequate funding and resources to ensure that the roads are well-maintained and meet the needs of the community. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transport choice** | Ringwood Warrandyte Road needs to be a clearway at peak times. One car in particular parks on road nearly all the time forcing 2 lanes of traffic into 1 causing hold ups at peak time | Neutral | Noted | Arterial roads such as Warrandyte (Ringwood-Warrandyte) Road are under the care and management of the State Department of Transport and Planning (DTP, formerly VicRoads). Further, the Clearway control is a device for which DTP is responsible to investigate and apply, as appropriate.<br><br>Council regularly engages with our counterparts at DTP to review movement and safety issues, and has advocated to DTP to consider appropriate lane allocation and Clearway controls for Warrandyte Road. | No change. |
| Anonymous | **Public transport upgrades** | More bus accessibility and routes | Neutral | Supported | Improving bus accessibility and expanding routes is indeed a priority outlined in the Strategy. Maroondah City Council remains committed to working collaboratively with the Department of Transport and Planning and bus companies to achieve this goal. Efforts are being made to modernise fleets by introducing low-floor buses and installing accessible bus stops throughout the municipality.<br><br>In broader advocacy efforts, Maroondah City Council seeks to enhance bus routes to become a competitive alternative transportation choice for more residents. The aim is to establish a reliable and convenient bus network that effectively serves the diverse needs of the community. By prioritising accessibility and expanding bus services, the Council aims to improve transportation options and promote inclusivity within the municipality. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Road upgrades** | Please fix potholes in roads | Neutral | Noted | Maroondah City Council indeed has a statutory obligation to design, build, operate, and manage safe local roads for all road users. The road standards and level of service commitments, including the inspection, maintenance, and repair of public roads, are outlined in the Road Management Plan 2021 - 2025.<br><br>As part of its responsibilities, the Council conducts regular inspections and promptly responds to reports of road defects. These defects are identified through asset condition assessments or public notifications. By adhering to the Road Management Plan and promptly addressing road defects, Maroondah City Council aims to ensure the safety and usability of local roads for the community. | No change. |
| Anonymous | **Transit corridors** | Suggestion for another limited express train line for Lilydale and Belgrave to bypass more stations to the city loop and vice versa during peak hours as the train is almost at capacity upon reaching Ringwood station. An example would be running express from Ringwood to the city loop stopping at Heatherdale, Mitcham, Box Hill, Camberwell, Richmond before the city loop. | Neutral | Noted | The feasibility of introducing additional limited express trains becomes more viable as the train lines become independent of the road network. With complete independence and improved signaling, trains can operate at higher speeds and closer intervals, making it easier to introduce express services.<br><br>As upgrades and expansions to the train network are implemented, requests for limited express trains will be made to the Department of Transport and Planning. Maroondah City Council recognises the potential benefits of such services and will advocate for their introduction to enhance the efficiency and convenience of train travel for the community. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transition to sustainable transport** | Agree that it is our responsibility to reduce carbon emission but disagree with the use of e-bike, scooter as it will increase the risk of accident on the road/foot path. | Neutral | Noted | The support to reduce carbon emissions is indeed acknowledged.<br><br>Maroondah City Council is aware of the potential conflicts that can arise due to the speeds of e-bikes and scooters in shared spaces. The risk of accidents and conflicts will need to be managed through a range of strategies, including regulations, the provision of separated infrastructure where feasible, and campaigns promoting responsible riding behaviour.<br><br>By implementing these strategies, Maroondah City Council aims to ensure the safety and harmonious coexistence of different modes of transportation in shared spaces, while still promoting sustainable and low-carbon forms of mobility. | No change. |
| Anonymous | **Safe streets and transport services** | Better bus and train connections. | Neutral | Supported | A strong case for improved public transport has indeed been made to the Department of Transport and Planning and members of the Victorian Government through advocacy efforts. Maroondah City Council remains committed to advocating for enhanced public transport services as a member of the Eastern Regional Group of Councils and Eastern Transport Coalition.<br><br>By actively engaging with the government and relevant authorities, Maroondah City Council aims to influence decision-making and secure improvements in public transport service provision. The Council recognises the importance of accessible, efficient, and sustainable public transport in meeting the needs of the community and promoting a more connected and liveable municipality. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transport choice** | Train service is generally good, although weekday off peak services could run more frequently.<br>Buses at night and weekends could run more often than once an hour. | Neutral | Supported | It is understood that buses often face challenges in being a competitive alternative to private transport due to factors such as low frequencies, limited operating hours, and slow and complex routes. These service deficiencies need to be addressed in order to reduce transport disadvantage and enable buses to play a larger role in efficiently moving people around.<br><br>The expansion of bus services to facilitate quicker travel and better connectivity between communities, employment, education, and social activities is a priority outlined in the Strategy. By improving the frequency, operating hours, and route design of bus services, Maroondah City Council aims to enhance the attractiveness and effectiveness of buses as a viable transportation option. This will help reduce reliance on private vehicles and promote sustainable and accessible mobility for all residents | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | Buses should run more often than once an hour, and also run later at night. It is frustrating to get off the train and see the bus disappearing into the distance and know I have an hour's wait for the next one. | Neutral | Supported | It is understood that buses often face challenges in being a competitive alternative to private transport due to factors such as low frequencies, limited operating hours, and slow and complex routes. These service deficiencies need to be addressed in order to reduce transport disadvantage and enable buses to play a larger role in efficiently moving people around.<br><br>The expansion of bus services to facilitate quicker travel and better connectivity between communities, employment, education, and social activities is a priority outlined in the Strategy. By improving the frequency, operating hours, and route design of bus services, Maroondah City Council aims to enhance the attractiveness and effectiveness of buses as a viable transportation option. This will help reduce reliance on private vehicles and promote sustainable and accessible mobility for all residents.<br><br>Timetable harmonisation can be achieved through the alignment of a 10-minute train frequency and a 20-minute bus frequency. This synchronisation of schedules can improve the connectivity and convenience of public transportation for passengers. However, it is important to note that achieving full network harmonisation may not be possible for some bus routes that serve multiple train stations. In such cases, efforts can still be made to minimise waiting times and optimise connections as much as possible. The goal is to provide a seamless and efficient travel experience for | No change. |

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| | | | | | commuters across different modes of transportation. | |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **General** | The bus drivers could learn to stop nearer the kerb and to lower the bus. | Neutral | Noted | The coordination of bus and train timetables is primarily the responsibility of the bus companies and the relevant transport authorities. They work together to ensure that bus services align with train schedules as closely as possible to provide convenient and efficient connections for passengers. Maroondah City Council, as a stakeholder, can advocate for improved coordination and encourage collaboration between the bus companies and train operators to enhance the overall public transportation experience. | No change. |
| Anonymous | **General** | Thank you for the opportunity to respond. I'd love to be kept in the loop on how the Strategy progresses from this point. | Neutral | Noted | Thank you for the submission and news about the progress of the strategy as it goes to Council for adoption will be communicated publicly. | No change. |
| Anonymous | **Compact and liveable precincts** | Please don't overcrowd a once liveable green suburb for a concrete jungle with the sole intent on revenue raising and giving in to the un-Australian's who are carelessly and selfishly changing the fabric of who we are. | Neutral | Noted | Traffic signals are a device for which the State Department of Transport and Planning (DTP, formerly VicRoads,) is responsible to investigate and approve design plans. Council supports traffic signal sequencing which provide pedestrians appropriate time to cross a stage or full leg of an intersection.<br><br>Council's has developed the Maroondah Public Lighting Policy and Guidelines which inform the provision and management of public lighting within Maroondah. Council is aware of emerging technology such as luminous pavement materials and may consider the application of these materials on a site-specific basis. Further information on the Maroondah Public Lighting Policy is available for viewing on Council's website at: https://www.maroondah.vic.gov.au/About-Council/Our-organisation/Policies/Maroondah-Public-Lighting-Policy | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Safe streets and transport services** | Safe, clean and timely public transport is a no brainer especially for solo users over 65 years old. Why should I be expected to travel in nanna hour when I am still actively contributing the taxpayers trough working full time. Having had a young lad throw an empty bottle at me on an 8.45pm bus was a daunting and lonely experience. Pity our transport planners are unable to coordinate timetables in line with late night shopping, evening shows etc. | Neutral | Supported | It is understood that buses often face challenges in being a competitive alternative to private transport due to factors such as low frequencies, limited operating hours, and slow and complex routes. These service deficiencies need to be addressed in order to reduce transport disadvantage and enable buses to play a larger role in efficiently moving people around.<br><br>The expansion of bus services to facilitate quicker travel and better connectivity between communities, employment, education, and social activities is a priority outlined in the Strategy. By improving the frequency, operating hours, and route design of bus services, Maroondah City Council aims to enhance the attractiveness and effectiveness of buses as a viable transportation option. This will help reduce reliance on private vehicles and promote sustainable and accessible mobility for all residents.<br><br>Timetable harmonisation can be achieved through the alignment of a 10-minute train frequency and a 20-minute bus frequency. This synchronisation of schedules can improve the connectivity and convenience of public transportation for passengers. However, it is important to note that achieving full network harmonisation may not be possible for some bus routes that serve multiple train stations. In such cases, efforts can still be made to minimise waiting times and optimise connections as much as possible. The goal is to provide a seamless and efficient travel experience for | No change. |

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| | | | | | commuters across different modes of transportation. | |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | Pedestrian lights are unsafe and generally have pedestrians having to run across main roads - why, we're not all in our twenties.<br>It would appear our paid council and government advisers do not walk let alone use the antiquated pavements and lighting around Ringwood North.<br>Why not investigate illuminated materials especially as we don't all enjoy the healthy night vision of the young yet neither should I be restricted to walk during daylight hours. | Neutral | Noted | Traffic signals are a device for which the State Department of Transport and Planning (DTP, formerly VicRoads,) is responsible to investigate and approve design plans. Council supports traffic signal sequencing which provide pedestrians appropriate time to cross a stage or full leg of an intersection.<br><br>Council's has developed the Maroondah Public Lighting Policy and Guidelines which inform the provision and management of public lighting within Maroondah. Council is aware of emerging technology such as luminous pavement materials and may consider the application of these materials on a site-specific basis. Further information on the Maroondah Public Lighting Policy is available for viewing on Council's website at: https://www.maroondah.vic.gov.au/About-Council/Our-organisation/Policies/Maroondah-Public-Lighting-Policy<br><br>Arterial roads such as Maroondah Highway are under the care and management of the State Department of Transport and Planning (DTP, formerly VicRoads). Council regularly engages with our counterparts at DTP to review movement and safety issues and will refer your comment regarding traffic conditions at this intersection to DTP for their consideration. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | Lighting is needed at the pedestrian crossing at corner of Heatherdale Road and Maroondah Hwy.<br>Traffic lights need to favour users turning off or into main roads especially when there is a growing number of idiots who are so self-absorbed with their in-car antics they deny those behind them the opportunity to catch the light as they creep through as the lights change to red. | Neutral | Noted | | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transport choice** | Transport routes need to favour ALL Australians, time to remove politics from our infrastructure decisions. | Neutral | Noted | The service principles of customer first, inclusion, and equity play a crucial role in guiding the investment in transport routes and services. The aim is to ensure that everyone in the community has equal opportunities to participate in work, study, and attend social activities. | No change. |
| Anonymous | **Speed Limits** | Speed limit around residential areas is 50 unless otherwise state so WHY are the growing number of speed hump designed for a speed of 20 or less.<br>Why do councils pander to the needs of the compulsive complainers? | Neutral | Noted | Speed limit controls for arterial and local roads within Maroondah are implemented in accordance with the State Government's Speed Zoning Guidelines.<br><br>Arterial roads such as Canterbury Road are under the care and management of the State Department of Transport and Planning (DTP, formerly VicRoads). Council regularly engages with our counterparts at DTP to review movement and safety issues, such as the application of speed limits.<br><br>Council regularly undertakes investigations into traffic speeds and volumes on local roads within the municipality. Where significant issues are identified, Council refers roads to our Local Area Traffic Management (LATM) Program for treatment through installation of devices such as raised pavements. LATM treatments have been demonstrated to lower general traffic speeds along our local roads. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | Safety for solo seniors - lights, remove graffiti, weeds and do something constructive for the homeless campsites along the trails which make for an uncomfortable, scary walk/ride | Neutral | Noted | Ensuring the safety and well-being of all users of trails is indeed a priority and a challenge. Maroondah City Council recognises the importance of managing and addressing potential conflicts that may arise from various activities taking place on the trails. To address comfort and safety concerns, the Council undertakes several initiatives:<br><br>- Assessments of lighting infrastructure along the trails are conducted, and areas requiring improved lighting are prioritised for upgrades.<br>- The graffiti removal team promptly removes graffiti along the trails to maintain a clean and welcoming environment.<br>- Regular maintenance and weed control activities are carried out to ensure the trails remain clear and accessible for users.<br><br>In addition to trail management, Maroondah City Council has a longstanding commitment to addressing homelessness in a compassionate and constructive manner. The Council works closely with relevant organisations and agencies to provide social support and connect individuals in need to temporary housing services. By collaborating with these partners, the Council aims to support vulnerable individuals and contribute to the well-being of the community as a whole. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Compact and liveable precincts** | If high rises around transport hubs are such a good idea, then are they not legislated to provide more inhouse parking instead of the residents hogging train car parking.<br>As a daily train commuter I am disappointed with the regular disruptions and the lack of buses connecting buses. | Neutral | Noted | It is understood that buses often face challenges in being a competitive alternative to private transport due to factors such as low frequencies, limited operating hours, and slow and complex routes. Addressing these service deficiencies is crucial to reducing transport disadvantage and enabling buses to play a larger role in facilitating efficient mobility.<br><br>The expansion of bus services to provide quicker travel and better connectivity between communities, employment, education, and social activities is a priority outlined in the Strategy. By improving the frequency, operating hours, and route design of bus services, Maroondah City Council aims to enhance the attractiveness and effectiveness of buses as a viable transportation option.<br><br>The demand for parking at train stations and within activity centres presents a land use and transport challenge. Maroondah City Council adopts a balanced approach to facilitate easier movement to and within activity centres. This approach recognises that certain individuals with disabilities or specific work needs may require parking. However, parking studies indicate that residents living within 5 kilometres commonly park at stations and activity centres. By providing competitive local bus services and safer pedestrian and bicycle routes, local residents can be encouraged to switch from car usage.<br><br>Given this balanced approach, the priorities for Maroondah City Council include securing | No change. |

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| | | | | | funding for the construction of new pedestrian and bicycle routes, obtaining commitments for bus service upgrades from the Victorian Government, and constructing new multi-deck car parks at stations. These initiatives aim to provide a range of transportation options and improve accessibility for residents while considering the overall needs of the community. | |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | There needs to be more proactive to ensure transport routes are free from trespasses allowing paying commuters a reliable service.<br>Removed graffiti from all routes - it's ugly and supposedly a crime? | Neutral | Noted | Stations and bus stops are public spaces for everyone. Several security measures and customer facilities are applied to minimise antisocial activities and ensure customers are safe and comfortable, such as lighting, CCTV cameras, safety zones, and protective service patrols.<br><br>Metro Trains and bus companies have graffiti removal programs that aim to promptly remove instances of graffiti at stations, bus stops, and on trains and buses. This will help maintain a clean and welcoming atmosphere, discouraging further vandalism. | No change. |
| Anonymous | **Transport choice** | Visible protection services on all forms of public transport is a must at all times, not just when it suits the system.<br>Traffic lights behind Eastland crossing the ring road should favour all age groups or perhaps a pedestrian bridge from the centre without the need to walk 600m west away from intended route. | Neutral | Noted | The Protective Services Officers Program is funded by the Victorian Government and decisions to extend the hours of operation rests with the responsible departments.<br><br>Arterial roads such as the Ringwood Bypass are under the care and management of the State Department of Transport and Planning (DTP, formerly VicRoads). Council regularly engages with our counterparts at DTP to review movement and safety issues, and will refer your comment regarding pedestrian access at this location to DTP for their consideration. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | Bus services do not cater for late night shopping and entertainment outings let alone early morning workers and are sparce making it a long wait in precarious locations | Neutral | Supported | It is understood that buses are rarely a competitive alternative to private transport due to low frequencies, limited operating hours, slow and complex routes. These service deficiencies must be addressed to reduce transport disadvantage and play a larger role in moving people around. The expansion of bus services to move people quicker and connect communities to employment, education, and social activities is a priority of the Strategy. | No change. |
| Anonymous | **Action Plan** | How can we trust the planners to manage the budget - Labor to date has proved useless. | Negative | Not Supported | Maroondah City Council manages public finances responsibly and accountably to ensure the delivery of important services and facilities. Any financial decision-making about investment in emerging transport is done cautiously and based on robust feasibility studies and with community support. The application of a 'wait and see' approach to emerging transport has its own risks; it may hinder progress, create unintended costs for the council, or result in potential benefits being missed. | No change. |
| Anonymous | **General** | Incredibly disheartening that councils cater for young families and whinging citizens ignoring the needs of healthy rate paying 'seniors' keen to enjoy a safe suburb and reliable regular after hours transport system. | Neutral | Noted | Maroondah City Council manages public facilities, infrastructure, and community services to benefit everyone in the municipality.<br><br>A strong case for more public transport has been made to the Department of Transport and Planning and members of the Victorian Government through advocacy. Maroondah City Council will continue its commitment to advocate to the Victorian Government for improved public transport services as a member of the Eastern Regional Group of Councils and Eastern Transport Coalition. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Compact and liveable precincts** | This is an obvious and critical need for successful transport, compact and liveable precincts only work when they are planned for the human scale with design focused on connecting people to where they want to go efficiently. This is only possible if we densify the areas around our towns and do not miss opportunities to enable this. 19 Anzac Street Croydon is an example of approving low density development in an area earmarked for high density (in the Croydon MAC). This fundamentally undermines being able to achieve a compact or liveable precinct as it locks in car dependency for more people. There is a drastic undersupply in housing, both rental and owner occupier in Croydon, the council needs to use what powers it does have effectively and competently to achieve a liveable precinct, the approvals of 19 Anzac and 59 Wicklow Avenue undermine SFA1, they should have been mid-rise buildings like the those on Lusher road or Lacey Street. | Neutral | Supported in principle | The concerns about housing supply and appropriate development in Croydon are noted. The undersupply of housing, both rental and owner-occupied, is a concern.<br><br>Maroondah City Council plays a crucial planning role in delivering the objectives of Plan Melbourne, which include creating compact and liveable precincts, providing affordable and accessible housing, and fostering connected communities. Partnerships with the Department of Transport and Planning, Victorian Planning Authority, and developers are maintained to ensure that developments are located appropriately and aligned with the local context. Careful consideration is given to planning for the human scale and designing quality homes that promote healthy lifestyles and facilitate easy access to jobs and educational opportunities.<br><br>Engaging with the community and stakeholders throughout the planning process is also deemed crucial. By actively involving residents, developers, and other relevant parties, Maroondah City Council can ensure that decisions made reflect the needs and aspirations of the community, while also considering the broader objectives of Plan Melbourne 2050. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transit corridors** | Croydon to Ringwood cannot be safely or easily cycled, the on road painted sections on Mt Dandenong Road and Eastfield Road are incredibly steep, have cars parked in the painted sections and are in zones where the speed is too high to cycle for anyone other than a very confident cyclist. The cycling paths around Bayswater are much better. The cycling paths around our towns force people onto crowded streets, so region transit will still not be taken up by many non-confident bikers as they are limited by the most dangerous section of their trips. | Neutral | Supported | The challenges and concerns about cycling in the bike lanes on Mt Dandenong Road and Eastfield Road are noted. The topology, unprotected lanes, and parked cars all discourage less confident bike riders from using these routes.<br><br>To address this, the Ringwood to Croydon Bike Pathway is being developed as an alternative route that is entirely off-road. This pathway will provide a safer and more enjoyable cycling experience for all types of bike riders. The development of the Ringwood to Croydon Bike Pathway is an action of the Strategy, aimed at improving cycling infrastructure and promoting active transportation. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Safe streets and transport services** | It is hard to deliver an integrated network when so much of the physical space of our towns is dedicated to cars, both in terms of where they can go but also how much of the town is surrendered to parking. For Croydon, there is always abundance of parking available, but everyone who walks has to walk past the parking the walls the town and cuts through the main street. Safe networks are also really hard to achieve as the streets are designed for reasonably high speeds, so crosswalks or cycling can feel and often are unsafe. Reconsidering our network as nodes and connections for people instead of traffic flows could help make the system more integrated and safer, for example: focusing on safe paths for children to walk and ride to school, sports and parks; delivering raised pedestrian crossings to enable prams, mobility scooters and wheelchairs to safely cross the road. I understand that this is a higher level of strategic report and these may be captured in future pedestrian / cycling / Activity Centre plans but this is important to understand to achieve anything tangible. | Neutral | Supported in principle | Parking demand and supply pose a significant land use and transport challenge. Maroondah City Council applies a balanced approach to make it easier for residents to move to and within activity centres. This approach recognises that certain individuals with disabilities or specific work needs will always require parking. Conversely, parking studies conducted at stations indicate that residents living within a 5-kilometer radius commonly park at stations and activity centres. Local residents can be encouraged to switch to competitive local bus services and utilise safer pedestrian and bicycle routes.<br><br>Given this balanced approach, the priorities are to secure funding for the construction of new pedestrian and bicycle routes, obtain commitments from the Victorian Government for bus route service upgrades, and build new multi-deck car parks at stations.<br><br>Streets are designed and managed to ensure the safety of all road users. Pedestrian and bicycle infrastructure, as well as traffic calming treatments, are incorporated into the designs for streets identified as major pedestrian and bicycle ways on the Principal Pedestrian Network or Maroondah Bicycle Network. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transition to sustainable transport** | Most of our council area cannot afford electric cars, so the direction should aim to work for those with less. Enabling e-bikes, safe cycling, safe walking and making these the most convenient transport option should be the focus. | Neutral | Noted | A network of public destination chargers is crucial to address range anxiety about electric vehicles, support electric vehicle purchases, and realise the emission reduction benefits of electric vehicles. The establishment of such a charger network aligns with the objectives of the Maroondah Sustainability Strategy, which aims to transition to a low-carbon economy and create low-carbon intensive activity centres. As model availability increases and costs fall, we can expect to see more electric vehicles on the roads.<br><br>The feasibility of public-private partnerships and procurement models for public destination chargers on council land is currently being explored. A user-pays business model with exceptional customer service is the preferred approach.<br><br>It is acknowledged that sales of e-bikes and scooters are much higher than those of electric vehicles, and these modes of transportation are becoming more common on the bicycle network. Maroondah City Council's approach to micro-mobility will be informed by evidence gathered through monitoring the evolution of micro-mobility and the lessons learned from e-scooter trials. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Pedestrian and bicycle facilities** | Low stress pedestrian areas like the square at Ringwood's Eastland should be replicated around Maroondah. This has created a vibrant and successful community area which could arguably be better replicated in Croydon and Heathmont where people live closer to the centre. Testing this with events where the main street is closed would be a great way to develop community sentiment for this, an example is the Chin festival in Croydon, the Croydon market is also very popular. Considering shade for paths is also important, as it is easier to exercise in the shade than in the sun, so where possible roads should be redesigned and narrowed to facilitate other modes, instead of widened to add a bike lane. This has been implemented successfully in the Netherlands as a cost effective way to make back streets safer and lower stress for bikers and pedestrians. | Positive | Supported in principle | The request to replicate the success of Ringwood Town Square in Croydon and Heathmont is noted. The structure plans for these activity centres all aim to create vibrant and thriving public open spaces where people can gather for activities and events. Activation of these spaces through a series of events and activities is essential for their success. A whole-of-community approach is taken to activate these spaces, involving the participation and engagement of the entire community.<br><br>The multiple benefits of trees along streets, pathways, and trails are well understood. Maroondah City Council's tree planting program continues to plant trees along known school routes, trails, and other streets that lack canopy cover.<br><br>Streets are designed and managed to ensure the safety of all road users. The inclusion of pedestrian and bicycle infrastructure, as well as traffic calming treatments, is incorporated into the designs for streets identified as major pedestrian and bicycle ways on the Principal Pedestrian Network or Maroondah Bicycle Network. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Emerging transport systems and services** | This seems like an expensive and ultimately unlikely to be widely adopted solution. The carparks already have sensors that say how many parks are free, Devon Street still isn't widely used despite having this feature as well. Some traffic counters may help to develop a business case for investment, but this would only be accurate for assessing capacity increase, Maroondah needs to build their active transport network from near scratch in a brownfield environment, biking traffic flow will give misleading data. | Neutral | | Any investment decision into an intelligent transport system will indeed be carefully evaluated. Thorough research, feasibility studies, and cost-benefit analyses will be conducted to ensure that any proposed solutions align with the needs and priorities of the community and Council. Furthermore, efforts will be made to achieve the best value through the application of best practice tender/procurement strategies and third-party partnerships.<br><br>Exploring the use of traffic and parking counters to obtain accurate and comprehensive information about traffic flow and parking occupancy is worth considering. This evidence can lead to more nuanced road and parking management strategies, ultimately creating additional capacity and improving overall efficiency. | No change. |
| Anonymous | **Transition to sustainable transport** | The biggest inventive would be to make the towns safe to use sustainable transport in. | Neutral | Supported | The delivery of infrastructure to support the transition to sustainable transport modes such as cycling and walking is very economical. Research has shown that the benefits returned to the community from pedestrian or bicycle programs can be as high as 7 to 1. Maroondah City Council recognises this and invests in pedestrian and cycling infrastructure, as well as education programs, to promote and incentivise these alternatives as safe and healthy ways to travel locally. By prioritising and supporting these modes of transport, the Council aims to improve the overall well-being and sustainability of the community. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Public transport upgrades** | Public transport is mostly run by DTP, council should focus on the bus network to make express services to areas not catered to by rail accessible. Regular shuttles to the Maroondah hospitals seem too logical to not already exist, especially with nurses and doctors crossing Mount Dandenong road (which doesn't have a crossing near the hospital for them) after finding parking somewhere free and far away. | Neutral | Supported in principle | The Maroondah Hospital and Medical precinct is indeed a recognised major employment and service area. The existing traffic and parking congestion in the surrounding street network is a result of limited access to public transport and active transport routes to the precinct. In response to this, Maroondah City Council is advocating for the upgrade and extension of the 688-bus route to Ringwood, aiming to increase access and services to the Maroondah Hospital and Medical precinct.<br><br>Furthermore, the feasibility of a bicycle route on Old Lilydale Road, along with a pedestrian crossing on Mt Dandenong Road, is currently being explored. These initiatives aim to provide alternative transportation options and improve connectivity to the precinct, promoting active and sustainable modes of transport. | No change. |
| Anonymous | **Pedestrian and bicycle facilities** | There aren't many of these left, the LXRP is basically finished and already designed. This opportunity is already lost and I don't think that the council had enough power in the decision making to enact positive place making in these designs | Neutral | Noted | At the time of writing the Strategy, it was still early in the project's delivery. However, Maroondah City Council continues to actively engage with the Level Crossing Removal Projects to ensure that the best outcomes for the community are obtained from these projects. The Council is committed to working closely with the relevant authorities to advocate for the community's interests and ensure that the projects align with the goals and priorities outlined in the Strategy. | Update any references to the three Level Crossing Removal Project to reflect the project status. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Shared transport** | This should not be a priority, Uber / Taxi / Car Share is not a council issue. | Neutral | Noted | Ride and car share services have indeed become popular, established, and trusted modes of transportation in the central Melbourne suburbs. These services provide personal door-to-door transport that may not be met by public transport options.<br><br>Ride or car share services are typically provided to customers by companies. As a facilitator, Maroondah City Council can focus on bringing different key players together, promoting partnerships, and influencing business models to ensure the best outcomes for customers. In cases where third-party companies require access to public streets or parking spaces to provide their services, Maroondah City Council's role will be as the asset leaser, negotiating agreements for specific time durations. This approach allows the Council to support and regulate these services while ensuring they align with the needs and priorities of the community. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Action Plan** | I don't think that the action plan is particularly linked to or enables the Outcomes that are outlines in the Transport Strategy. Most of the strategy is in line with general good practice but the action plan makes this unlikely to be achieved. This scope might be picked up in future plans but it is not in this plan so it is hard to support or be optimistic. | Negative | Noted | The Strategy has been developed with careful consideration of a specific pipeline of actions that are achievable and will have an impact on the desired outcomes to a certain extent.<br><br>It is important to acknowledge that the Strategy is a living document that can be reviewed and updated in the future. As we progress, we will continue to engage with the community, stakeholders, and experts to refine and enhance the action plan, ensuring that it better supports the desired outcomes. This iterative approach allows for ongoing improvement and adaptation to changing circumstances and emerging opportunities. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **General** | Advocating through the Eastern Transport Coalition is a poor way to achieve success of the goals listed. Their flagship goals are Caulfield - Rowville trackless transit and duplication of the Mooroolbark - Lilydale trainline.<br>The reports submitted in favour of trackless transit on that corridor are misleading (at best) and hurt the credibility of anyone advocating it is a serious solution. Mooroolbark - Lilydale duplication is similarly very unlikely as the cost of this would be wild, advocating for a more compromising solution would be more likely to have success.<br>Overall the ETC's smaller goals: pedestrian crossing, trails, buses are being overshadowed by the pie in the sky gadget Bahn solution, and these smaller goals are more in line with what the community actually need. | Neutral | Not supported | The statements about the Caulfield-Rowville trackless transit and Mooroolbark-Lilydale duplication are noted.<br><br>Over the decade, the Eastern Transport Coalition has indeed played a significant role in successful campaigns to secure major public transport projects for the region. The Coalition serves as a united and respected advocacy group that amplifies the voice of individual councils. The Coalition has been effective in forming connections with key influencers, engaging in constructive dialogue, and providing evidence-based arguments for all projects. Through these efforts, the Coalition has been instrumental in advocating for the transportation needs and priorities of the Eastern region. | No change. |
| Sam M | **Emerging transport systems and services** | Not sure about the effectiveness of this. Would it increase car usage? | Neutral | Noted | Intelligent transport systems (ITS) do not necessarily lead to increased car usage. In fact, depending on how the technology is applied, ITS can promote sustainable transport and reduce car dependency. By providing real-time traffic information and optimising traffic flow, ITS can help reduce congestion and travel times. Additionally, ITS can support the integration of various modes of transportation, making it easier for individuals to choose alternatives to cars, such as public transport, cycling, or walking. The effective implementation of ITS can contribute to creating a more sustainable and efficient transportation system. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Sam M | **Transport choice** | In doing so, ensure the Green Wedge, and its value remains protected into the future, with assurance that the creation of a potential Northern Arterial does not 'tear through' it.<br><br>When considering upgrading/enhancing existing transport routes, pedestrian safety needs to be paramount in the design, as well as the experience of someone walking, preserving the ease of using paths, their comfort, and surrounding experience- a slip lane or extra lane added does not impede on their walking experience, adding discomfort crossing more traffic lanes, or extra noise or pollutants making walking uncomfortable. | Neutral | Noted | The construction of the Northern Arterial will indeed be a Victorian State Government project. As such, the project will be subject to the Environmental Effects Act 1978, and an assessment of the potential environmental impacts on the proposed road will be required. Additionally, all councils along the alignment of the road will seek to influence the scope of the project, introduce new public transport routes, protect environmentally important areas, and deliver new or enhanced community facilities. This collaborative approach ensures that the project considers the needs and priorities of the local communities and minimises any potential negative impacts.<br><br>Streets are designed and managed to prioritise the safety of all road users. This includes the incorporation of pedestrian and bicycle infrastructure, as well as traffic calming treatments, in the designs for streets identified as major pedestrian and bicycle ways on the Principal Pedestrian Network or Maroondah Bicycle Network. These measures aim to create safer and more accessible streets for pedestrians and cyclists, promoting active transportation and enhancing the overall quality of the road network. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Sam M | **Pedestrian and bicycle facilities** | The proposed Yarra Rd/ Maroondah Hwy intersection is an example of how changing the design of an intersection of major roads will improve the overall active transport network. From this specific project, a consistent, and safe path can be used along Maroondah Highway, making it a key regional long-distance active transport route. Other improvements across Maroondah, such as this, improving safety for active transport users and creating links- will grow the network of trails and remove 'missing links', even with smaller improvements- not just with larger projects. | Positive | Supported | Exploration into the feasibility of bicycle infrastructure along Maroondah Highway has commenced.<br><br>The development of the Maroondah Bicycle Network Plan as part of strategic integrated transport planning is a commendable initiative. The aim of this plan is to provide a network of direct, safe, and connected cycling routes that can take people to their jobs, educational institutions, transport hubs, and social venues. The Maroondah Bicycle Network Plan will specify the priority of projects in the pipeline, ensuring a systematic approach to the development of cycling infrastructure. This plan aligns with the objectives of the Strategy and demonstrates the commitment of Maroondah City Council to promoting and enhancing cycling as a sustainable mode of transportation. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Sam M | **Supported local living and movement** | I think that more kerb extensions would be beneficial, with less distance to cross streets. It should encourage more people to walk, and for longer, and may also make it more comfortable to walk to the shop to buy a few items.<br>Better active transport corridors are needed in Maroondah. Some areas, such as Nursery Rd Croydon- connecting restaurants to the Mullum Mullum Creek Trail and residences, does not have a completed footpath on its route.<br>Some areas could do with wider footpaths, especially with heavy foot traffic in peak periods. | Neutral | Supported | Maroondah City Council indeed aspires for all streets to be pedestrian-friendly to support and promote walking as a mode of transportation. Kerb extensions are one way to achieve this goal, as they can help reduce the distance pedestrians need to cross streets, making it safer and more convenient for people to walk. Kerb extensions can be incorporated into street alterations to address known pedestrian safety concerns, improving the overall pedestrian experience.<br><br>The need for better active transport corridors in Maroondah is acknowledged, and the Principal Pedestrian Network and Maroondah Bicycle Network play a key role in achieving this. The aim is to complete the missing links in these networks to create a comprehensive and connected network for pedestrians and cyclists.<br><br>The importance of wider footpaths is recognised, especially in areas with heavy foot traffic during peak periods. By providing wider footpaths, greater pedestrian comfort and safety can be achieved. Ongoing footpath assessments will continue to evaluate various aspects of the footpaths, such as widths and condition. Based on the findings of these assessments, recommendations for improvements can be made to ensure a pleasant and safe walking experience for all pedestrians. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Sam M | **Public transport upgrades** | An increased public transport frequency, especially on bus routes would encourage more people to take public transport. Currently, this is lacking. For example, the 380 bus only comes hourly to each stop both directions on weekends. This would increase congestion on the roads with more people needing to take the car on weekends without adequate services. Having bus companies provide more supply will change this, and perhaps have more people involved in the community who cannot access a car. Route 670 could be improved, becoming a higher frequency, 'turn up and go' route, with bus lanes on Maroondah Highway to assist with travel times, taking people to where there is demand, such as Ringwood Station, and Eastland. | Neutral | Supported | It is indeed understood that buses are often not seen as a competitive alternative to private transport due to their low frequencies, limited operating hours, and slow and complex routes. These service deficiencies need to be addressed to reduce transport disadvantage and allow buses to play a larger role in moving people around. The expansion of bus services to provide quicker and more efficient transportation, connecting communities to employment, education, and social activities, is a priority of the Strategy.<br><br>One way to improve bus services is through timetable harmonisation, which involves aligning the frequency of buses with the frequency of trains. For example, a 10-minute train frequency could be matched with a 20-minute bus frequency. However, it is important to note that full network harmonisation may not be possible for some bus routes that serve multiple train stations. Nonetheless, efforts will be made to improve the overall efficiency and connectivity of bus services to better meet the needs of the community. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Sam M | **General** | Having bike racks on buses in some of Maroondah's bus routes will enable more connectivity to/from areas further from train lines.<br><br>Consider advocating to the State Government on reviewing bus routes in Maroondah. Currently, routes are windy, trying to cover all areas of the suburb. They could be simplified along major routes, making it faster to get to major destinations where people want to go, like Eastland Shopping Centre (Ringwood), schools, community shops. | Neutral | Supported in principle | Bicycle carriers on buses have indeed been successfully trialled and introduced by the Department of Transport and Planning in certain parts of Melbourne, including the Yarra Ranges. However, the expansion of bus fleets with these carriers has been slow, and there has been no indication from the department or bus companies regarding their introduction to any routes operating in Maroondah.<br><br>Maroondah City Council recognises the importance of frequent and reliable public transport services. A strong case for better bus services has been made to the Department of Transport and Planning and members of the Victorian Government through advocacy. The Council remains committed to advocating for improved train services as a member of the Eastern Regional Group of Councils and the Eastern Transport Coalition. By working together with other councils and stakeholders, Maroondah City Council aims to continue pushing for improvements in public transport to better serve the needs of the community. | No change. |
| Viaan Rajan | **General** | Pictorial Submission: Let's put our Earth back to the green zone. | Positive | Supported | The artwork is appreciated. | Request to use the artwork for the front cover of the Engagement Report. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Thomas Sampson | **Compact and liveable precincts** | I believe this is a necessity and will play a vital role in the future governing and structure of Maroondah. Me, my sister, my friends, my family, my cousins, my teachers, and my peers are all concerned regarding the financial impositions the state of Victoria is creeping up to. My family all have savings and trust accounts running, but I am struggling to believe that my profits will still be insufficient for the current pricing of the community. However, I believe that infrastructure and construction may be a problem if part of your solution is to decrease the use of personal vehicles. When personal cars are deducted from the roads, public transport will become a key part of people's travelling; if everyone has the same idea, public transport areas will become massively crowded and constantly filled. | Neutral | Noted | The Victorian Movement and Place Framework indeed aims to strike a balance between facilitating the movement of people and goods and creating inviting and liveable public spaces. It recognises the importance of a well-designed and integrated transportation network that includes public transport, walking, and cycling infrastructure. Such a network can help alleviate congestion and reduce reliance on personal vehicles.<br><br>While it is true that increased use of public transport can lead to crowded conditions, it is important to highlight that the Movement and Place Framework emphasises the need for well-planned and efficient public transport systems. This includes measures such as increasing capacity, improving frequency, prioritising certain modes of transport, and optimising routes to accommodate the growing demand. By implementing these strategies, the aim is to provide a reliable and comfortable public transport experience that encourages more people to choose sustainable modes of transport. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Thomas Sampson | **Transit corridors** | The factor of safety deeply concerns some of relatives and friends when discussed and I know people who feel insecure and unsure when walking independently from school to home. If your goal is to make people feel much more confident about walking alone, then I am highly excited and anticipate upon its arrival. However, your plan is to configure and finalise this situation within the next 10 years. Within the next 10 years, my friends and family will not be in education anymore. I am curious whether a simple change may be made within the next year - anything at all, even small - to help people feel just a little more secure when in a public area. | Neutral | Supported | Feeling comfortable and safe is crucial for women, children, seniors, and other vulnerable individuals when using public transport, cycling, or walking, especially during night time. Enhancing public safety in streets and public spaces involves creating an environment that is accessible, welcoming, and attractive.<br><br>There are various ways to achieve these outcomes, including providing more public transport services that operate for longer hours, improving public lighting to ensure well-lit areas, installing well-lit bus shelters, and managing vegetation to maintain clear sightlines and reduce hiding spots. Maroondah City Council ensures that all streets are designed and managed in accordance with the Maroondah Public Lighting Policy, Road Management Plan, and Asset Management Plans to prioritise safety and accessibility.<br><br>To make routes to school safer, new footpaths are built and replaced, street trees are planted, and crossing supervisors are provided along key streets and crossings in the pedestrian network. These measures aim to create a safer environment for students and encourage active transportation options. The Council is committed to continuously improving pedestrian safety and enhancing the overall experience for all pedestrians. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Thomas Sampson | **Safe streets and transport services** | Letting the community know that your public transport systems are active with comfort and flourish with a safety vibe, it meets my upmost anticipation that this could change the way people think about public areas. I catch the train myself with school excursions, and I have to admit, I feel slightly insecure on trains. I frequently notice that people don't want to sit in a vacant seat because there is practically a less-than one metre gap between sections. People sitting across from one another are touching knees, and therefore need to sit on an angle, where yet another infidelity becomes present: tripping. It's also the lighting that makes it unnerving to be on a train. The lighting looks like it was taken from an asylum or old hospital and plastered to a train ceiling. Building a more modern approach to interior train lights may help. And the smell. Most of the time, trains don't smell clean. They carry a musty smell, and I quite often feel like I struggle to breathe. | Neutral | Supported | Ensuring a sense of comfort and security on public transport is indeed of utmost importance. It is understood that crowded trains can be uncomfortable and may contribute to a sense of insecurity. The running of more train services, including limited express trains, can help address crowded trains by spreading the passenger load and providing more space for passengers.<br><br>We also acknowledge your observations about the lighting and cleanliness on trains. These matters have been noted, and they will be brought to the attention of the Department of Transport and Planning and Metro Trains. It is important to continuously monitor and address these issues to improve the overall experience for passengers and ensure a safe and pleasant journey on public transport. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Thomas Sampson | **Transition to sustainable transport** | It is quite an obvious state to acknowledge that the basically the entire world is looking at this exact issue. You see ads on the tv, ads on buses, buildings dedicated to reducing the carbon footprint, etc. However, I wish that you understand that both petrol/diesel and electric vehicles encounter some damage to the earth. While electric vehicles don't emission, they still require copper and other conductors that must be extracted (mined) from the earth to get, and the factories that make them emit as well. So, we're still digging up the earth on both sides. Of course, there are solar panels, wind turbines, dams, and other devices that can generate their own electricity, but the materials to make them still come from underground. However, I do feel that this is a good step at eliminating one problem. Petrol vehicles require both raw materials and make emissions, but electric cars just need raw materials. | Neutral | Noted | A network of public destination chargers is crucial to address range anxiety about electric vehicles, support electric vehicle purchases, and realise the emission reduction benefits of electric vehicles. The establishment of such a public charger network aligns perfectly with the objectives of the Maroondah Sustainability Strategy, which aims to transition to a low-carbon economy and create low-carbon intensive activity centres. As the availability of electric vehicle models increases and costs fall, we can expect to see more electric vehicles on the roads.<br><br>The feasibility of public-private partnerships and procurement models for public destination chargers on council land is currently being explored. This approach allows for collaboration between the council and private entities to provide charging infrastructure. A user-pays business model with exceptional customer service is the preferred approach, ensuring that the charging network is sustainable and meets the needs of electric vehicle owners. By actively pursuing these initiatives, Maroondah City Council is taking a proactive role in supporting the adoption of electric vehicles and promoting sustainable transportation options. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Thomas Sampson | **Pedestrian and bicycle facilities** | Tying in with strategy 3, it will be a huge improvement when people begin to feel confident, safe, and resilient to walk, explore, venture, and talk along paths, trails and roads. I like the idea of upgrading night-lighting, however, I feel that when people aren't using a said lit-path at night, the overhead will just be polluting the surrounding area. I feel that a thought should be directed to ensuring the lights are not only sustainable (i.e., solar power charge), but also have an active switch-on-switch-off function. This entails motion sensors. Detecting when people are coming down a trail, it will be greatly useful to turn on when someone passes, and off when they are gone. (Obviously share that this is what the lights do, otherwise people might be spooked that they're haunted or something.) | Neutral | Supported | Feeling comfortable and safe is crucial for women, children, seniors, and other vulnerable individuals when using public transport, cycling, or walking, especially during nighttime. Enhancing public safety in streets and public spaces involves creating an environment that is accessible, welcoming, and attractive.<br><br>There are various ways to achieve these outcomes, including providing more public transport services that operate for longer hours, improving public lighting to ensure well-lit areas, installing well-lit bus shelters, and managing vegetation to maintain clear sightlines and reduce hiding spots. Maroondah City Council ensures that all streets are designed and managed in accordance with the Maroondah Public Lighting Policy, Road Management Plan, and Asset Management Plans to prioritise safety and accessibility.<br><br>The Maroondah Public Lighting Policy provides guidance on appropriate lighting levels for sensitive locations to minimise light pollution. For such locations, considerable thought is given to lighting solutions that are appropriate for the specific location, taking into account the surrounding environment and the needs of the community. This approach ensures that lighting solutions are effective, efficient, and considerate of the local context. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Thomas Sampson | **Emerging transport systems and services** | I must admit that I am deeply fond of this idea. Creating a system (app) that lets you discover quite literally everything about anything, anywhere, seems like a very useful thing for someone to access. I know that me, my sibling, my parents, friends, peers, and so forth, will be using the app. And if the app becomes available globally (people can access what's available in their country, obviously. Otherwise, that's just creepy for another country to be able to access another's transport systems online), then it may be the most popular app (or one of). I don't have any critique for this factor, as there's not much to offer about it. It seems very straightforward, and I look forward to it. | Neutral | Supported | Transport applications that provide information about transportation options, services, and amenities are valuable resources for commuters. These applications offer comprehensive and up-to-date information, allowing commuters to make informed decisions about their travel plans and navigate the transportation network more efficiently.<br><br>Promoting the use of these transport applications can be an important aspect of public transport campaigns. By highlighting the benefits and features of these applications, commuters can become more competent and comfortable when using public transport. Encouraging the use of these applications can empower individuals to have greater control over their travel experiences, access real-time information, and make more informed choices about their journeys.<br><br>By promoting the best transport applications, Maroondah City Council can help commuters stay informed, plan their trips effectively, and ultimately enhance their overall experience when using public transport. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transit corridors** | Warburton-Lilydale trail works really well, easy to get from point A to point B in a short time - good model to emulate. Increased access to recreational walking and bike riding would be good. Oban Road gets very busy, Beckett Drive - easement here would be good. | Neutral | Supported | The development of the Maroondah Bicycle Network Plan as part of strategic integrated transport planning. The aim of this plan is to provide a network of direct, safe, and connected cycling routes that can take people to their jobs, educational institutions, transport hubs, and social venues.<br><br>The Maroondah Bicycle Network Plan will specify the priority of projects in the pipeline, ensuring a systematic approach to the development of cycling infrastructure. This plan aligns with the objectives of the Strategy and demonstrates the commitment of Maroondah City Council to promoting and enhancing cycling as a viable transportation option. By providing a well-planned and connected network, the Council aims to encourage more people to choose cycling as a mode of transport, contributing to a healthier and more sustainable community. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Safe streets and transport services** | Increased access to safe and reliable public transport would be good, especially if you can't drive. | Neutral | Supported | Maroondah City Council indeed acknowledges the significance of frequent and reliable public transport services. A well-functioning public transport system is crucial for maintaining workforce participation, enhancing quality of life, and promoting social inclusion, especially for individuals who cannot drive.<br><br>A strong case for better bus services has been made to the Department of Transport and Planning and members of the Victorian Government through advocacy efforts. Maroondah City Council remains committed to advocating for improved train services as a member of the Eastern Regional Group of Councils and the Eastern Transport Coalition. By working collaboratively with other councils and stakeholders, the Council aims to influence and engage with the Victorian Government to prioritise and enhance public transport services in the region. This commitment reflects the Council's dedication to meeting the transportation needs and aspirations of the community. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Reduce car use for short trips** | Environmental impact of car use is an important consideration, less carbon emissions - increased transport options would be helpful here. | Positive | Supported | Transport is the fastest-growing sector for carbon emissions in the City of Maroondah. Taking steps to mitigate transport emissions and transition to sustainable transport aligns perfectly with the goals of the Maroondah Carbon Neutral Strategy, Climate Change Risk and Adaptation Strategy, and Sustainability Strategy.<br><br>By promoting and implementing sustainable transport options, Maroondah City Council can make significant progress in reducing carbon emissions and addressing climate change. Transitioning to sustainable transport modes, such as public transport, cycling, and walking, can help decrease reliance on internal combustion engine vehicles and contribute to a greener and more sustainable future.<br><br>These efforts to transition to sustainable transport not only align with the Council's carbon emission reduction targets but also contribute to the overall well-being and sustainability of the community. By prioritising sustainable transport initiatives, Maroondah City Council is taking proactive steps to address climate change and create a more environmentally friendly and resilient city. | No change. |

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| Anonymous | **Pedestrian and bicycle facilities** | Signage on trails is lacking. | Neutral | Supported | Wayfinding signage on trails and pathways is crucial in helping users navigate and find their way to their desired destinations. Incorporating wayfinding signage is indeed standard practice in the planning of new trails or trail upgrades.<br><br>Wayfinding signage provides important information such as directions, distances, and points of interest, ensuring that users can easily navigate the trail network. It helps users know where they are and guides them to their next destination, enhancing their overall experience and enjoyment of the trail.<br><br>As trails and pathways develop and mature over time, the frequency, quality, and consistency of wayfinding signage can be improved. This can be achieved through ongoing maintenance and upgrades, ensuring that the signage remains clear, visible, and informative for all users. By continually enhancing the wayfinding signage, Maroondah City Council can provide a more user-friendly and accessible trail network for the community to enjoy. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **General** | Hard to drive on congested roads as a learner driver. | Neutral | Supported | Driving is a complex task that requires the coordination of various skills. It is common for learner drivers to experience anxiety and lack confidence when faced with the challenges of the road.<br><br>Participating in learn to drive programs and taking lessons with professional driving instructors can be extremely beneficial. These programs and lessons provide learners with the opportunity to learn the necessary skills, gain practical experience, and build confidence behind the wheel. Professional instructors can guide learners through the various aspects of driving, including road rules, hazard perception, and defensive driving techniques.<br><br>By participating in these programs and lessons, learner drivers can develop the necessary skills and knowledge to navigate the challenges on the road. They can also gain valuable experience in different driving conditions, helping them become more confident and competent drivers. Overall, these programs and lessons play a crucial role in preparing learners for safe and responsible driving. | No change. |
| Anonymous | **Emerging transport systems and services** | A lot of people would benefit from this a lot, especially if you have accessibility restrictions - if you've difficult with a particular mode of public transport, not being stuck on one type of transport would be very helpful. It would also be helpful to be able to change your plans last minute. | Positive | Supported | Greater diversity in transport options provides people with better mobility choices. Shared transport and other emerging transport services can fill important transport niches and contribute to transport equity. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Transition to sustainable transport** | More planned rollouts of parking spots for electric cars at places like Eastland. | Neutral | Supported | A network of public destination chargers is important to address range anxiety about electric vehicles, support electric vehicle purchases, and realise the emission reduction benefits of electric vehicles. The establishment of a public charger network aligns with the objectives of the Maroondah Sustainability Strategy to transition to a low carbon economy and create low carbon-intensive activity centres. We can expect more electric vehicles on the roads as model availability increases and costs fall. The feasibility of public-private partnership and procurement models for public destination chargers on council land is being explored. A user pays business model with exceptional customer service is the preference. | No change. |
| Anonymous | **Safe streets and transport services** | Street lighting for safe travel after dark. Badly lit streets make me feel unsafe. This point was seconded by another group member.<br>Light pollution is of concern for me, in terms of sustainability, animal welfare. Solar powered lights would be good. | Neutral | Supported | Feeling comfortable and safe is fundamental for women, children, seniors, and other vulnerable people using public transport, cycling, or walking, especially after dark. Enhancing public safety in streets and public spaces involves making them accessible, welcoming, and attractive. Ways to achieve these outcomes include providing more public transport services that run for longer hours, improving public lighting, installing well-lit bus shelters, and managing vegetation. All streets are designed and managed in accordance with the Maroondah Public Lighting Policy, Road Management Plan, and Asset Management Plans. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Anonymous | **Using data and technology** | Technological solutions like an app make sense, and are possible, would be useful. | Positive | Supported | Transport applications that allow people to discover information about transportation options, services, and amenities are valuable resources for any commuter. These applications offer comprehensive and up-to-date information to allow commuters to make informed decisions about travel plans and navigate the network on the go. Promotion of the best transport applications will be an aspect of public transport campaigns to help people become more competent and comfortable when catching public transport. | No change. |
| Rail Trials Australia | **Pedestrian and bicycle facilities** | The main thing from a cycling point of view that I could not find mentioned specifically in the 'Progress to Date' under 'Level Crossing Removal Projects' page 30 was that Bedford Rd LXRP will complete the Ringwood to Belgrave Trail, albeit into Bedford Park rather than to Ringwood Railway Station. Perhaps at the end of the paragraph? I guess this is "micro level"? | Neutral | Supported | The three level crossing removal projects will deliver several upgrades to streets, crossings, and new paths to improve access and connectivity for pedestrians and bike riders. The timeline for the opening of the new facilities varies across the three projects. Maroondah City Council looks forward to all the new paths being open to the public by 2025 at the latest. | Include mention of the cycling and pedestrian infrastructure will be completed by the Level Crossing Removal Projects in the 'Progress Update' section, page 30. |
| Rail Trials Australia | **General** | Also on page 33, Strategic Areas of Focus, SFA 1, I think the heading should read "Incentivise" rather than Incentives? | Neutral | Supported | The error correction is noted. | Correct the error on page 33, Strategic Areas of Focus, SFA 1 to read "Incentivise" rather than Incentives. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Manningham City Council | **General** | 'Our transport networks' only mentions road and rail in the opening paragraph, rather than existing active transport routes being part of the network. | Neutral | Supported | The pedestrian and cycling infrastructure are an important part of the transport network and system. This infrastructure helps create an interconnected network, supports switching between modes, and provides access to destinations. | Include the mention of pedestrian and bicycle infrastructure in Section 3, ' Our Transport Networks' |
| Manningham City Council | **General** | What is meant by 'industry transition'? Could this be explained further? | Neutral | Supported | The reference to industry transition is to highlight the pivot to advanced manufacturing and the growth in commercial, medical/health, tourism, hospitality, and research sectors. This transition has associated changes in land use and workforce movements for the activity centres. | Include paragraphs in Section 4 'Our Growth & Investment Precincts' to explains the anticipated industrial transition, urban development, population and economic growth for the City of Maroondah. |
| Manningham City Council | **General** | 'Progress to date' is included within Section 5 'listening to our community'. Shouldn't this be its own section? | Neutral | Supported | The suggestions are a good idea and supported. | Progress to date' taken out of Section 5 to become its own section. |
| Manningham City Council | **General** | 'Guiding principles' mention 'Transport Position Statements' – which are not introduced until the following Section 7. | Neutral | Noted | The statement is noted. | Remove the reference to the transport position statements in Section 6. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Manningham City Council | **General** | A diagram / flow chart would be of assistance in demonstrating the relationship/s between guiding principles, transport position statements, strategic directions, strategic areas of focus and outcomes. | Neutral | Supported | The final version of the strategy will undergo extensive design to visually enhance the content with diagrams, maps, and images. A visual element that will be included is a diagram illustrating the policy relationship between the statements, directions, focus areas, and outcomes. The diagram will provide a clear and visual representation of how these components are interconnected and support the overall strategy. | Final version to include a diagram showing the relationship between the statements, directions, focus areas and outcomes. |
| Manningham City Council | **General** | Section 7 is very long; it might be worth breaking it down into smaller sub-sections? | Neutral | Supported | The suggestion is a good idea and supported. | Section 7 to be divided into sections with section headings being, How we will achieve our vision, Transport Mode Hierarchy and What we're going to do - our major areas of action. , |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Manningham City Council | **Road upgrades** | Under Section 7, Transport Position Statement, I think it would be worth Maroondah stating their position (hopefully in support of), or at least acknowledging, the long proposed Northern Arterial Route.<br><br>The extension of Reynolds Road beyond Tindals Road to Ringwood-Warrandyte Road, also known as part of the 'Northern Arterial Route' in part coincides with the alignment of Falconer and Stintons Roads, which are currently both Council link roads in the City of Manningham. VicRoads (now Department of Transport and Planning) have assessed long term road capacity improvements and future travel demand in this road corridor. Accordingly, DTP continues to strategically protect the option of providing this road alignment, subject to further investigations to improve linkages between the eastern end of Reynolds Road and Maroondah Highway.<br><br>The proposed Northern Arterial Route will provide better connectivity between key destinations in the Cities of Manningham and Maroondah and the Shire of Yarra Ranges and support the growth in the region, and also taking pressure off parallel routes like Jumping Creek Road. As such this is a road project that Manningham continues to consider favourably.<br><br>It is also noted that Manningham Council is in its final stage in formalising | Neutral | Noted | The Strategy will not contain a position on the Northern Arterial due to known issues with the corridor within the municipality. These issues include complications with land tender and compulsory acquisition associated with the project, unresolved biodiversity considerations, and known tensions with homeowners along the corridor or interest groups. Maroondah City Council aims to address these concerns first before making a commitment to the road project, This will ensure a more comprehensive and inclusive approach to the development of the Northern Arterial. | No change. |

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| | | the transfer of Reynolds Road from Springvale Road to Tindals Road to DTP, being the western most section of the proposed Northern Arterial Route | | | | |

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| Steve Roddis - Sift Research | **Tracking and Reporting** | My main concern about the Strategy is the lack of clear baseline data to provide a deep understanding of the current transport context. Without a transparent evidence base, the rationale for projects can be lost. Furthermore, it becomes difficult to understand the scale and effectiveness of change. There is an associated risk that accountability is reduced.<br>As a community we need to know that projects are not just being delivered, but that they are also having an impact. This helps Council as well, as it allows case studies to be developed for future strategies and plans (particularly where more controversial decisions around road space allocations may need to be made). Within the scope of the Strategy, this could include:<br>• a commitment that all projects will have before and after surveys of conditions and/or user experience.<br>• release of annual statistics, or a data dashboard, of transport network performance (where available). This could draw from parallel sites with a Maroondah lens.<br>• targets for change (e.g., percentage of local trips made by walking, cycling or public transport)<br>Without such considerations, there are few tangible measures of success for the activities identified in the Strategy. | Neutral | Supported in principle | Transport and mobility data plays a vital role in transport network planning, capacity management and decisions about investment in new infrastructure and/or renewal. This Strategy is drawn heavy from transport data sets provided by the Australian Census, Department of Transport and Planning, Infrastructure Victoria and other transport companies.<br><br>Maroondah City Council acknowledges that the available data for some modes are limited, incomplete or not available. The data limitations are most evident for pedestrian and cycling. It is an improvement area, and the Strategy seeks to making the inroads by using cost effective intelligent transport technology and analysis tools. Once Council can collect and analysis data from more varied and up to date sources more meaningful research and evaluations can be conducted. It will become easier and more cost effective to evaluate projects for outcomes and impacts. Furthermore, the higher level travel trends, conflicts and needs for the transport network will become evident.<br><br>Conducting in project evaluations for all transport projects is beyond the capacity of Maroondah City Council. Alternatively, major and high projects and those associated with grants will be feature evaluations as part of the project management. The findings of these evaluations will feed into tracking and reporting of projects.<br>Maroondah City Council has not sufficiently progressed our information policy and | Include measures and metrics that relate to key strategic outcomes and projects within the Strategy. These measures and metrics will be tracked as indicators of progress and impact. |

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| | | | | | technology systems to release of annual transport statistics for the data sets we currently have available.<br>The Strategy will not contain specific targets, instead it will contain key metrics and measures that will be tracked to indicate progress and impact. | |

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| Steve Roddis - Sift Research | **Evidence base** | 1. Managing congestion and through traffic (p14) - "Over two-thirds of people who live in Maroondah choose to travel outside of the municipality for work"<br>At first glance, the previous 2016 ABS figures suggest the figure is approximately threequarters. Normal Census caveats would need to be specified on whether this is the usual or enumerated population ('usual') and whether people who did not travel to work on Census Day are included (they are). Comment also required on the Census year chosen (and rationale).<br>2. Statements are made about the 'significant proportion' of vehicle commuters (p14), but this should be backed up where the data exists. What is the mode share for Maroondah residents?<br>3. Conflicting statements exist: "Most are travel (sic) to employment centres in neighbouring municipalities or the middle and inner-city suburbs along the railway line. Those that work at employment centres not located on a railway line are likely to drive to work as public transport alternative is poor or non-existent. It is also known that the travel times to employment tend to be longer for people in living the outer suburbs."<br>There is quite a lot to unpack here.<br>a) The statement suggests that most people are travelling along the railway line (and therefore implying that most travel will by public transport).<br>b) There are generalisations about 'non-existent' public transport | Neutral | Supported | 1. This figure is based on the 2021 Census, which returned a 68.5% statistic for employees living in Maroondah and working outside the municipality. The dataset is usual residence data and includes people who did not travel to work on Census Day.<br><br>2. On Census Day 2021 in the City of Maroondah, 52.2% of people travelled to work in a private car, 3.5% took public transport, and 1.4% rode a bike or walked. 28.7% worked at home.<br><br>3. Revise sections for a clearer and more complete summary of commuter movements in line with the suggestions.<br><br>4. Finer-grained information about specific destinations will be dependent on the datasets available. | 1. Update comment and footnote to reference the chosen Census year (2021) and the use of the statistic.<br><br>2. Include reference to mode share Census data to substantiate the statement about significant vehicle use for traveling to work.<br><br>3. Revise commuter movements to mention:<br>a) The train is the most popular mode of public transport for workers. It is used to access employment centres in Melbourne, Whitehorse, Knox, and |

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| | | alternatives as soon as we move off the rail line (where it is probably enough to talk about poor service levels).<br>c) If most people are travelling to neighbouring municipalities (as stated) then it would not be clear that travel times would be longer. We do have travel time data that can make the case more elegantly.<br>d) The only focus is given to trips leaving the area. No comment is made on the travel to and within Maroondah (by residents and non-residents) and the modes used for these internal trips. Is it local trips or external trips that are causing the congestion? The relative response to congestion will differ dramatically depending on the source.<br>4. Specifics about destinations would also help to plan network access responses accordingly. If the data is covered later, then make a cross-reference indicating this. | | | | Yarra Ranges along the railway lines.<br>Buses are less popular with workers due to the lack of fast and convenient bus routes that intersect with stations, especially when traveling in the north-south direction.<br>Buses are more popular with students as schools tend to be more local.<br>b) Driving to work remains the most common method of travel.<br>Workers drive to access the Bayswater Employment Precinct or other employment centres in Manningham, Knox, and Yarra Ranges townships. |

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| | | | | | | Few workers walk or cycle, and the volume of active transport commuting remains marginal.<br>c) Revise the statement concerning travel times.<br>d) Add a summary of internal commuting movements and the modes used.<br><br>4. Based on the available datasets, include specifics about destinations. |

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| Steve Roddis - Sift Research | **General** | Noting the strategic importance of the document, the overall quality of the report could be improved. As a consolidated example, page 12 alone contains at least 10 different errors:<br>• Header to figure 1 (should be "Council's")<br>• Errors in three of the Figure 1 categories ("Strengthen", "Sustainable", and a missing word or phrase, "so [we] can improve" or "[to] improve")<br>• Ambiguous punction in sentence 1 ("State, Local Government transport authorities").<br>• Errors in partner list: "Intelligent transport technology developers and suppliers" (not 'supplies' as shown); "Early learning centres and schools" or "Early years childcare centres and schools (not 'Early years and schools' as shown); "Transport Accident Commission" (not 'Traffic'); "Level Crossing Removal Project" or "Major Transport Infrastructure Authority" (not "Level Crossing Removal Projects"); duplicated "Infrastructure Victoria"; no VicRoads, and arguably some other significant exceptions (e.g., Community Transport?, Taxis?, RACV?, SkyBus? Victoria Police?) | Neutral | Supported | A carefully review of the entire document as it goes through the final design process to correct the mentioned errors and check for others.<br><br>Consider the addition of the stakeholders mentioned to the stakeholder list. | Conduct a full review of the final document as it goes through the final design process to capture and fix any remaining errors. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Steve Roddis - Sift Research | **Modal tension and balance** | The language used in some sections suggests that car use is a natural outcome when PT (alone) is not present, and that the real investment will be in car and PT. For example:<br>• P14 – “Areas within Maroondah with limited or no public transit services leave residents reliant on private vehicles” .<br>• P21 – “Maroondah has an established transport network and system, encompassing both rail and road infrastructure and services”<br>• P24 – “The investment will enhance rail and road capacity to meet the transport challenge”<br>Sentences like this require care. They may undermine the potential for active transport networks and make people think that, because they have no local bus, their need to drive is inevitable.<br>The narrative is often not consistent, even within the same sections.<br>• P15 – “limited public transport options mean a heavier reliance on private vehicle”<br>• P15 – “placing 88.4% of … households within 400 metres of public transport”.<br>Appropriately, poor levels of service are then highlighted, but the high “400m catchment” comment does point to a positive story about a network already being in place. This is a great foundation when looking for a modal change.<br>There may need to be a stronger and more consistent thread through the examples and evidence given. | Neutral | Supported | Maroondah City Council knows that reliance on private vehicles by households and community in Maroondah is caused by several workforce, transport and societal factors. Our community has told us that limited and inconvenient public and active transport options is a factor in the mobility choices they make. They have also told us they want more public transport, better footpaths and bicycle routes.<br><br>The focus is to improve opportunities for people to walk and cycle for short trips to local destinations, such as shops, schools and stations. For longer journeys there is two focuses:<br>1. To improve the public transport, especially buses, so it can play a large role in moving people for a greater range of journey types.<br>2. Recognising that people of certain professions, disabilities or travelling to places beyond the public transport network, will need to continue to take trips by car, continued road and parking developments are required to ensure access and connection for those who need it. | Strengthen the message in the Strategy regarding the crucial role that active and public transport must play in creating liveable, productive, and sustainable neighbourhoods of the future. |

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| Steve Roddis - Sift Research | **Evidence base** | 1. Consider use of a contextual map, rather than just a written description of sites, gateways and corridors.<br>2. Emerging Transport Services and Technology may be better placed in the opportunities (rather than challenges) section.<br>3. Sustainable travel - public transport noted as active travel. It includes active travel legs, but generally classed separately.<br>4. Micro-mobility – are they being used as a convenient alternative to cars (as stated) or walking, cycling and PT? Would be useful to highlight data on this if available.<br>5. Header suggests micro-mobility is part of active transport suite. For e-scooters this is not entirely appropriate.<br>6. PMDs?<br>7. Note that zero-emission vehicles by themselves do not reduce congestion (and introduce whole-of-life costs that are significant, although less severe than regular vehicles) | Neutral | Supported | 1. Include the precinct map of each of the precincts in Section 4, 'Our Growth & Investment Precincts'. These maps will be sourced from the relevant structure plans.<br><br>2. Move the section on Emerging Transport Services and Technology to the Opportunities section.<br><br>3. Correct the reference on page 16 to remove public transport.<br><br>4. Due to insufficient data at the Maroondah level, it is currently not possible to definitively answer the questions asked. At this stage, we can only consider the findings of broader metropolitan research and anecdotal observations.<br><br>5. Maroondah City Council's current policy encompasses all types of micro-mobility under the active transport field. Future investigations into personal mobility may lead to changes in the policy approach.<br><br>6. PMD is the abbreviation for Personal Mobility Devices.<br><br>7. Agreement with the statement that zero-emission vehicles alone do not address road space and congestion issues being experienced. | 1. Add a precinct map of each of the precincts in Section 4, 'Our Growth & Investment Precincts'.<br><br>2. Move the 'Emerging Transport Services and Technology' section to be placed under the 'Opportunities' section.<br><br>3. Correct the reference on page 16 by removing the mention of public transport as a type of active travel mode.<br><br>6. Expand the abbreviation PMD to Personal Mobility Devices and include its definition in |

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| | | | | | | the Glossary.<br><br>7. Amend the statement about zero-emission vehicles to clarify that while they can help address transport-related carbon emissions and climate change, road space and congestion issues will persist if motorists continue to maintain the same vehicle ownership and usage patterns. |

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| Steve Roddis - Sift Research | **Evidence base** | Evidence base is generally 6-10 years old. Wherever possible, and where appropriate, use the latest possible data. We are out of the COVID period, so the behaviours we are seeing are representative of a baseline. (Later benchmarking and reviews of the Strategy may still reference the 2018 data for context).<br>Facts provided are a little random, and each one arguably misses the main point, e.g., :TRAINS<br>• Most stations are accessed by 'car, bus or walking' (Equally?)<br>• "the five stations" – these have not actually been mentioned at this point of the report<br>• "Overcrowding, lack of seats, car parking and toilets are the top concerns for rail<br>commuters" – (Equally?)<br>• "Belgrave line has greater reliability concerns compared to the rest of the train network"<br>- Potentially not: https://www.theage.com.au/national/victoria/the-melbourne-train-linesthat-cop-the-most-delays-and-no-shows-20230915-p5e52q.html<br>• "There are 471 train services going through Ringwood Station on a weekday" (is that a high<br>or low number? Potentially report use of station compared to others – e.g. 10th busiest, 15th<br>busiest, etc)<br>BUSES<br>Much like trains, there are generally no relativities provided on what the facts | Neutral | Supported | The latest data sets released by the relevant data owners was applied at the time of research and writing the report. The section is intended as a snapshot of the existing transport conditions and trends in Maroondah. Where data has been released since writing the appropriate facts shall be updated.<br><br>Further information about the spread of the transport trends can be added.<br><br>Relative comparisons to Melbourne averages or other stations, routes or services can be added. | Review and update the transport facts in Section 2 - 'What does the evidence tell us?' to cite the latest information released since the writing of the Strategy and include meaningful comments about transport spread and relationships. |

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| | | mean.<br>• There are important statements, such as the service span, but these could be unpacked<br>further (e.g. is it span AND frequency?)<br>• Arguably some ambiguities may exist (Croydon bays have a higher patronage than<br>Ringwood? Are these collective figures across all bays and sites? How does the 500/1200<br>reconcile with the 100 at bus stops?)<br>WALKING AND CYCLING<br>• Significant majority walked – (60%? 80% 95%?)<br>• “The Box Hill to Ringwood Trail experience 40% increase in cyclists from 2019 to 2020. The<br>trail carried 23,814 bike movements in 2020.” Is this fair, noting that many sections only<br>opened in mid-2019? Integrity in data reporting is required. Also note the data was extracted<br>in 2021, but newer data exists which shows a recent decrease in usage.<br>• “Our trails are busiest in the morning between 8:30 am and 12:00 noon and afternoon<br>1:45pm to 5:45 pm” – This is a 7.5 hour period covering essentially the whole work day.<br>What is the story that we want to tell? ‘PERSONAL TRANSIT’ (or more commonly private vehicle)<br>While the data here seems to be newer, private vehicle travel has some limitations in key messages<br>and the relative comparisons, e.g.:<br>• “Households with 1 or 2 cars are the most common and fastest growing | | | | |

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| | | housing cohorts for<br>vehicle ownership in 2021. Households with no cars are the least common and had the<br>slowest growth" – I assume growth is in absolute numbers, rather than proportions, but is<br>this the case? Is growth in line with household size and number of households or changing<br>at a different rate?<br>IMPACTS OF COVID<br>Data may need to be reviewed/described. For Maroondah, if we exclude people who did not go to work, the number travelling by car alone may be ~57%. Or ~60% when passenger travel is included.<br>Work from home could be ~33% if we exclude people that did not go to work on Census Day.<br>(Assumptions should be stated so data can be replicated). | | | | |

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| Steve Roddis - Sift Research | **General** | Consider labelling maps<br>• Consider showing SmartBus routes as a distinct line type<br>• “The active transport network is formed by the Maroondah Bicycle Network and the Principal Pedestrian Network. Potentially needs a clarification (‘the principal networks provide additional priority, safety, amenity, connections’ etc.) remembering that bikes are legitimate road users and can use any part of the network except for freeways. | Neutral | Supported | The next versions of the maps will include labels for important information such as stations, bus routes, and major active transport routes. These key transport infrastructure and services will be named and described in Section 3 - 'Our Transport Networks'.<br><br>Further clarification will be provided regarding the strategic role of the Principle Pedestrian Network and Maroondah Bicycle Network in the development and promotion of walking and cycling for transport. Routes on these networks are given the highest priority for pedestrians and bike riders and will feature street components and characteristics that facilitate walking and cycling. It will be mentioned that cyclists are legitimate road users with the option to use any part of the road network, except freeways. | Update the maps to label important information such as stations, bus routes, and major active transport routes.<br><br>Amend Section 3, 'Our Transport Networks,' to provide a clear explanation of the strategic role of the Principal Pedestrian Network and Maroondah Bicycle Network. |

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| Steve Roddis - Sift Research | **Evidence base** | “The area possesses the local employment characteristics to encourage travel to work by public transport and bicycle, with 70% of employees residing locally in Maroondah, Knox and Yarra Ranges, and 30% residing within three kilometres of the precinct. Despite this, 95% of workers journey to work by car”<br>Flagging not out of concern but supporting that this type of finding is important! We need to be challenging common assumptions on the who, why, where of travel, and the reasonable opportunities for change that flow from this. | Neutral | Supported | The suggestion to change the narrative regarding reliance on cars to reach the Bayswater Business Precinct is duly noted. Further commentary will be added to highlight the aims of the Bayswater Business Precinct Transformation Strategy, which include planning and delivering:<br><br>a) New bus routes connecting key locations relevant to the BBP.<br>b) Active transport links to promote and encourage more workers to arrive by sustainable modes of transport. | Amend the Bayswater Business Precinct section, page 25, to include a summary of the public and active transport aims of the Bayswater Business Precinct Transformation Strategy. |
| Steve Roddis - Sift Research | **Evidence base** | “Eight guiding principles”. Nine are listed. | Neutral | Supported | Correct the error regarding the number of guiding principles. | Correction to the number of guiding principles in Section 6, 'Looking Forward: Vision and Guiding Principles,' on page 31. |

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| Steve Roddis - Sift Research | **Evidence base** | Figure 2 is understandably complex. It does give the impression (with 9 position statements,<br>6 strategic directions, 6 strategic areas of focus, sitting under two municipal strategies<br>alongside nine intersecting Plans…<br>etc.) that some issues could be missed or that competing demands will not be adequately balanced across workstreams.<br>However, the conclusion to the Strategy highlights there is an implementation and monitoring group that will have carriage of the Strategy. It is probably best to bring these two topics closer together to show how the various pieces will be controlled. | Neutral | Noted | The comment regarding the complexity of the transport policy environment is duly noted.<br><br>The Strategy assists Maroondah City Council in maintaining focus on key issues and projects by consolidating all transport projects into one action plan and implementing a tracking and reporting framework.<br><br>A reference will be included to explain that a detailed explanation of delivery, tracking, and reporting can be found in Section 8, 'Tracking our Progress'. | A reference to the end of Section 7, 'How we will achieve our vision' to explain that a detailed explanation of delivery, tracking, and reporting can be found in Section 8, 'Tracking our Progress'. |
| Steve Roddis - Sift Research | **Transport mode hierarchy** | Are these pyramids the best illustration of how the network will work? An easy example,<br>what happens to cyclists on a bus link? There is a conflict there, both modes will be present,<br>but is anything done to handle this? (There may not be).<br>Would boulevard cross-sectional pictures be a better representation of how the different<br>networks will look? Could a complex treatment (Maroondah Highway Boulevard example<br>from p42) be used to show how hierarchies and separation works, even in the most extreme<br>situation? | Neutral | Noted | The three diagrams provided serve as examples of the hierarchy application to different street roles and contexts.<br><br>While the hierarchy will be primarily based on the assigned Victorian Movement and Place classifications, there is an expectation of flexibility in its application to accommodate specific street contexts. Potential conflicts will be identified, and effective solutions will be explored during the guidance on options development process. | No change. |

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| Steve Roddis - Sift Research | **Transit corridors** | “Medium capacity transport” (p43) – Specific examples or applications may assist, noting it is not otherwise clear what this represents. | Neutral | Supported | A description and diagram illustrating the characteristics of different types of medium capacity transport systems can be included.<br><br>Additionally, a strategic study will be conducted to identify feasible corridors that possess the appropriate urban structure and form to support and accommodate medium capacity transport. This study is considered an action within the Strategy. | A description and diagram illustrating the characteristics of different types of medium capacity transport systems the 'Medium Capacity Transport' section on page 43. |

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| Steve Roddis - Sift Research | **Action Plan** | There are several Actions and Outcome statements which are not readily supported by the Strategy as it stands. By carrying some existing activities forward without a clear rationale there is a risk that the Strategy is cast as a business-as-usual approach. For example:<br>Action 1. Facilitate cycling and pedestrian safety education programs and events to encourage more active transport trips to school and work.<br>- This action item is essentially the first-time school travel has been mentioned.<br>Action 4. Deliver a car parking strategy review for Ringwood Metropolitan Activity Centre to establish appropriate scale and the management of car parking within the precinct.<br>- A review is planned for 2025/26 on parking in the Ringwood MAC, and yet there are other projects in this area delivering parking before this time, e.g.:<br>o Action 8. Deliver a commuter car park at Ringwood Station. “The planning, tendering and development work is progressing to construct the Ringwood Commuter Car Park.<br>Construction of the Ringwood Commuter Carpark is scheduled to commence in late 2023 or early 2024.” (p30)<br>o The above point may or may not be the same as the announcement of new carpark being built for the Ringwood Metropolitan Activity Centre (for commuters, residents and visitors) (Maroondah News, Summer 2024) | Neutral | Supported | The strategic rationale for the mentioned actions will be strengthened by:<br><br>a) Adding a new theme about supporting active travel by children and families to the 'What we're going to do - our major areas of action' section, along with relevant facts in Section 2, 'What does the evidence tell us?'<br><br>b) Clarifying that the commuter car park at Ringwood Station is a response to community demands for additional parking. Action 8 will account for the Federal Government funding commitment and provide timelines for delivering the car park. The completion of the new car park will present an opportunity to reassess parking provision, composition, and behaviours across the precinct through the strategy review.<br><br>c) Including an additional explanation about the alignment of Maroondah City Council's network safety approach to address known safety issues for road and path users in the section 'Advocating for road upgrades to ensure their safety and usability for all road users.'<br><br>d) Adding statistics about short trips to Section 2, 'What does the evidence tell us?'<br><br>e) Including facts about the disparity between bus and train timetables and the limited duration of bus services in Section 2, 'What does the evidence tell us?' and providing further commentary in Section 3, 'Our Transport Networks.' | a) Add a new theme about supporting active travel by children and families to the 'What we're going to do - our major areas of action' section, along with relevant facts in Section 2, 'What does the evidence tell us?'<br><br>b) Include an additional explanation about the alignment of Maroondah City Council's network safety approach to address known safety issues for road and path users in the section 'Advocating for road upgrades to ensure their |

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| | | o The timing of the review feels out of step with significant investment already underway.<br>Outcome 3. Council to apply an overarching safety objective relative to all transport considerations<br>– Safety is obviously important but hadn't really been mentioned to this point except to say that it was a risk in micro-mobility and had emerged as an issue in community forums. This is mainly a<br>question to see if anything changes through this outcome that was worth highlighting. What is the context, content and scope of the work that would happen?<br>Outcome 4. Reduce car use for short trips within Maroondah.<br>- The current rate of short trips has not been mentioned. The nature of the trips, the length of the trips, the number and mode of trips, are all important questions that are not addressed.<br>Outcome 8. Increase in take up of public transport through improved transport connectivity and efficiency<br>– This may be just a terminology issue, but connectivity for public transport often refers to services meeting up in a smooth and integrated fashion, e.g., bus timetables meeting trains. Connectivity in this sense has not been mentioned, nor really efficiency. Where public transport issues have been flagged, these principally related to service, frequency and coverage.<br>The Advocacy for investment in public transport infrastructure and services section includes the delivery of "new Ringwood East and Croydon stations". | | | f) Removing the mention of new Ringwood East and Croydon Stations from the 'Advocate for investment in public transport infrastructure and services' section.<br><br>g) Clarifying that Greenwood Avenue is a local road and that the length of the cycle facility and associated works exceed the funding capacity of Maroondah City Council. The advocacy is to secure funding to expedite the project beyond what would be possible with council funding alone. | safety and usability for all road users.'<br><br>c) Add statistics about short trips to Section 2, 'What does the evidence tell us?'<br><br>d) Include facts about the disparity between bus and train timetables and the limited duration of bus services in Section 2, 'What does the evidence tell us?' and providing further commentary in Section 3, 'Our Transport Networks.'<br><br>e) Remove the mention of new Ringwood East and Croydon Stations from the 'Advocate |

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| | | These are progressing and due for completion next year, so may not be strictly advocacy related. However, Council may have a strong role to advocate for appropriate amenity (canopy tree planting and paths to encourage<br>walk access) and facilities (e.g., toilets) in the successful delivery of these projects. These peripheral, but important, implementation issues are not currently emphasised in the network quality outcomes sought.<br>Action 19b – Advocate to the Victorian Government to deliver the Greenwood Avenue Shared User Pathway. - This may be appropriate, but simply flagging as a query: is this a local road, and if so, would advocacy be needed? It is not that these outcomes and actions are not important, but that the Strategy has not made an explicit case to describe or justify them. | | | | for investment in public transport infrastructure and services' section. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Steve Roddis - Sift Research | **Gaps** | There may be a need for additional themes:<br>• Opportunities in relation to school congestion and school travel<br>• Encouragement of travel behaviour change trials (e.g., awareness and training programs; cohorts targeted; formal incentives; temporary street closures for 'safe walk to school' days, etc.)<br>• Network safety overview, to outline the nature of current traffic problems and accident patterns, and whether change is needed (e.g., speed reduction in local streets)<br>• Personal safety<br>• Support or role for the community transport sector<br>• Specific resilience steps and opportunities in the face of climate change (either infrastructure related, or environmental e.g., associated canopy corridors for amenity and cooling)<br>• Implications of the emerging transport services and technologies (in addition to mentioning their forthcoming availability). | Neutral | Noted | The following suggested theme can be added to the 'What we're going to do - our major areas of action' section:<br><br>a) Support active travel by children and families, including school and community-focused behaviour change programs with supportive infrastructure.<br><br>The following suggested themes will not be included as they are addressed in other strategies:<br><br>a) Personal safety<br>b) Community transport services<br>c) Transport-related carbon emissions mitigation initiatives<br><br>The implications of emerging transport services and technologies are adequately covered in the sections about intelligent transport systems and shared transport.<br><br>An explanation about the alignment of Maroondah City Council's network safety approach to address known safety issues for road and path users will be included under the section, ' advocating for road upgrades to ensure their safety and usability for all road users'. The statement will mention the alignment with the Safe Systems approach. | Add 'Support active travel by children and families' as a new theme under 'What we're going to do - our major areas of action' section:<br><br>Add explanation about the alignment of Maroondah City Council's network safety approach to address known safety issues for road and path users to the section 'advocating for road upgrades to ensure their safety and usability for all road users'. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Ben Yen | **Pedestrian and bicycle facilities** | Occasionally I'll cycle to Coles at Ringwood square to do the shopping but there is a lack of bike racks there. Ringwood itself is a bit awkward to get to on a bike as all the routes from the south end up on fairly busy roads to get past the rail line.<br>I'm more likely to cycle to Heathmont shops for bread and milk etc as I can avoid the major roads completely to get there.<br>For exercise, the off road bike tracks (east link, Mullum Mullum, Dandenong creek) are great. Especially as you can make a loop with joining tracks between these | Positive | Noted | It is acknowledged that bicycles can be expensive, and therefore, it is important to have safe and secure bicycle parking facilities. Maroondah City Council is actively working towards installing more bicycle racks at shops, major parks, and destinations that are near major cycling routes.<br><br>As part of our strategic integrated transport planning, the Maroondah Bicycle Network Plan is currently being developed. Our aim is to establish a network of direct, safe, and connected cycling routes that can efficiently take people to their jobs, educational institutions, transport hubs, and social venues. Two priority routes that are being actively pursued as actions of the Strategy are the Ringwood to Croydon Bike Path and the Greenwood Avenue Shared User Pathway. | No change. |
| Ben Yen | **Reduce car use for short trips** | Our kids use a mix of car and bus to get to uni, the smart buses are preferred over bus route 742 as they are more frequent and reliable.<br>If there is a simple safe and time efficient option to get somewhere by not taking the car, we're happy to leave the car at home.<br>Currently I don't think we could do without a car though, especially early mornings and late at night. | Positive | Noted | The statement correctly identifies that the key to reducing car use for trips is to make alternative public and transport modes more convenient and safer. An aim of the Strategy is to deliver a pipeline of public and active transport improvements to create a network that provides convenience and value to communities. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Liz Sanzaro | **Transport hub facilities** | On page 8 is mentioned Clean green sustainable community. While this is an admirable goal which should be realised, planning in Maroondah is allowing for steady removal of our mature canopy trees from private property.<br>Also it says, provide an inclusive and diverse community. Allowing new train Stations to be completed without a public toilet, makes them anything but inclusive for many sectors, mothers with young children, the elderly and anyone in a wheelchair, or in fact anyone who just has urgency issues. | Neutral | Noted | The comment about the Maroondah Planning Scheme and steady tree removal is noted.<br><br>Public toilets are a requirement of the Australian Building Code and the Victorian Railway Station Design Standards and Guidelines.<br><br>Maroondah City Council holds a different position from the Level Crossing Removal Project regarding the provision of public toilets at unstaffed stations. We disagree with the notion that unstaffed stations should not have public toilets due to concerns surrounding safety, security, vandalism, graffiti, and anti-social or illegal activities. Additionally, the inability to provide immediate staff assistance if required is also a concern.<br><br>Maroondah City Council recognises the importance of providing accessible and convenient facilities for the public, including public toilets. Careful planning, design, and implementation, along with appropriate security measures, can help mitigate the potential risks associated with unstaffed stations. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Liz Sanzaro | **Pedestrian and bicycle facilities** | ON page 9 it mentions pedestrian focus. This is in some cases played out without regard for topography. An enormous expense was recently involved in creating a footpath on the north side of Eastfield hill, the steepness of which is challenging for vehicles. A whole new gradient was achieved with a retaining wall onto the adjoining property, and the new path laid. No one who is slightly unfit or using any mobility device will attempt to use this path. It has also removed the vegetation from the site and left instead a fence ripe for graffiti. | Neutral | Noted | Maroondah City Council is committed to the establishment of a complete and quality pedestrian network throughout the entire municipality to benefit the greatest amount of people. It is acknowledged that in some cases, topography and other factors may present challenges that need to be carefully considered in the planning of the projects.<br><br>Maroondah City Council undertakes maintenance or renewal of footpaths in response to annual footpath assessments and notifications from the general public. | No change. |
| Liz Sanzaro | **Transport hub facilities** | On page 18 it is acknowledged that the top concerns for rail commuters are overcrowding, lack of seats, car parking and lack of public toilets. It is the last issue that has been deliberately reduced by LXRP in that all unmanned stations will not have an onsite public toilet. If Council is serious about encouraging residents to swap from cars to public transport it needs to address provision of toilets on Council land adjacent to the carparking available for commuters. | Neutral | Supported in principle | Public toilets are a requirement of the Australian Building Code and the Victorian Railway Station Design Standards and Guidelines. All the new stations should provide public toilets within the paid concourse area as a customer service.<br><br>Maroondah City Council disagrees with the Level Crossing Removal Project's position that unstaffed station should not have public toilets due to concerns around safety and security, vandalism, graffiti, and anti-social or illegal activities, and the inability to provide immediate staff assistance if required.<br><br>The statement has no bearing on the final version of the strategy. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Liz Sanzaro | **Pedestrian and bicycle facilities** | On page19 reference to 16.2 kilometres of new footpaths have been constructed, this is necessary where there are no footpaths, but if one side of the road, street or highway already has a footpath, it is not necessary or climate change friendly to replicate another on the opposite side. This material is able to absorb heat and reflect it back at night, not allowing for urban cooling. People are sufficiently adaptable to walk on the opposite side until they need to cross over for access to the point of destination. This also frees up a wider footprint for roadside planting which assists in cool roads. | Neutral | Supported in principle | The default position for footpath construction undertaken through the Principal Pedestrian Network program is for a path on one side of the streets. Exceptions to build footpaths on both sides can be made for roads or streets with a high volume of pedestrians due to shops, schools, bus stops, or other popular venues.<br><br>Maroondah City Council also prioritises the planting of street trees with a canopy that overhangs the footpath. This approach aims to provide shade, enhance the ambiance, and mitigate the urban heat island effect. | No change. |
| Liz Sanzaro | **Supported local living and movement** | Page 20, references the impact of Covid, working from home, which is likely to continue into the future, this is a massive win for the traffic reduction on roads and the constant repair of them, demand on parking in areas around stations, and emissions from vehicles, not to mention the stockpile of used rubber tyres that Australia has, with as yet, no suitable way of reuse. | Neutral | Noted | The statement about the multiple benefits of working from home has for the transport network is noted. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Liz Sanzaro | **Pedestrian and bicycle facilities** | Page 23 shows routes of types of transport. It should be promoted that from Tarralla wetlands to Jells Park, is a well-used cycling track running along Dandenong creek for the most part. This is not promoted as a healthy active route by Council, and it should look at similar routes such as the rail corridor from Ringwood to Mitcham and beyond to Box Hill. | Neutral | Supported | Maroondah is fortunate to have many trails and pathways that offer great rides to popular venues, such as Jells Park or Ringwood Lake. Walks and rides along these trails are promoted on Maroondah City Council's website. Campaigns to highlight these walks and rides occur during spring and summer. | Amend map on page 23 to clearly show the Dandenong Creek Trail. Include a reference and summary of the key active transport corridors in Section 3, "Our Transport Network" on page 21. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Liz Sanzaro | **Freight** | Also the new freight facility under construction on Canterbury Road, Kilsyth to the east of Liverpool Road, will increase B-double truck use considerably along Canterbury Rd most likely through Heathmont to access Eastlink. This will have a significant impact on the cohesion of Heathmont precinct, making it less likely that shoppers will cross the road, with a high-volume trucking route right through the middle. | Neutral | Noted | Heavy freight along Canterbury Road to access Eastlink is a road safety concern. Considerable traffic calming and pedestrian safety improvements have been made to Canterbury Road at the centre to enhance pedestrian safety and the amenity.<br><br>Maroondah City Council is concerned about the access, safety, and amenity impacts associated with the growth in freight on Canterbury Road. The monitoring of traffic volumes and the movements of shoppers through the Heathmont Shopping Centre will assist in assessing the impacts and exploring potential mitigation measures. Maroondah City Council will continue to seek solutions with the Department of Transport and Planning that minimise disruptions and maintain the vibe and character of the Heathmont centre and support local businesses. | No change. |
| Liz Sanzaro | **General** | Page 25, what is meant by the word permeability in the sentence? It will be important to recognise the opportunities the design of the precinct can bring to permeability and access within the area. (Croydon Major Activity Centre) | Neutral | Noted | Permeability refers to the ease with which people and vehicles can move through a given area or transportation network. It is a measure of the level of connectivity and accessibility within the network, considering factors such as the layout of roads, sidewalks, bike lanes, public transportation options, and the presence of barriers or obstacles. A high level of permeability indicates a well-connected and easily navigable transportation system, while low permeability suggests limited connectivity and potential barriers to movement. | Add the definition of permeability to the glossary on pages 48 - 49. |

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| Liz Sanzaro | **Reduce car use for short trips** | Page 28, comments from residents, related to ageing in place, this may well require the continued use of private vehicles, as mobility may be affected. It will also add to vehicle use as services like meal delivery and nurse visits to the elderly cannot be done by any other method than cars. This is supported by the following statement on page 29. the health and quality of life of people as they age, Transport is ranked at number two. | Neutral | Noted | It is acknowledged that private vehicle use will continue to be the primary mode of transport for certain professions and segments of the community, as driving is necessary for running a business, accessing work, social inclusion, and maintaining a quality life. The Strategy give focus to the reduction of car trips for local journeys and the development of Maroondah's transport network to support a fulfilling life for those who choose to rely less on cars. | No change. |
| Liz Sanzaro | **Transit corridors** | Page 34 we would strongly support the Healesville reservation becoming a passive well vegetated cycle, walking and possibly scooter pathway through the municipality. This is an area where we can add massively to urban forest and habitat for wildlife as well as accommodating residents recreational use. It is difficult to tell until completion as to the success of the removal of at least 3 level crossings at Croydon, Ringwood East and Bedford Road, but early comments for vehicle users are positive in terms of ease of movement. | Neutral | Noted | The support for transforming the Healesville corridor into a habitat and active transport link, with multiple community facilities, is acknowledged. Maroondah City Council's stance on the corridor will be shaped by thorough corridor studies and meaningful discussions with key stakeholders.<br><br>The Level Crossing Removal Project has a responsibility to assess projects based on key performance outcomes, such as transport improvements and time savings. While awaiting the release of evaluation reports, anecdotal evidence will serve as an initial indicator of the impact on transport, place, and the community. | No change. |

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| Liz Sanzaro | **Pedestrian and bicycle facilities** | On page 40 it is hoped that footpaths for shoppers are made at one grade, so that where streets intersect the footpath, there will be a raised footpath so that curb and channel is removed, this is very important for some disabled, like low vision, anyone using a mobility device, so they feel secure on one level and do not fear falling at crossovers. This ideally should happen at all 5 selected shopping centres as a start. | Neutral | Supported in principle | Significant pedestrian activity and interactions occur at shops. Accordingly, streets with shops are priorities for pedestrian enhancements to ensure they are accessible to everyone, welcoming, and great places to enjoy. Annual footpath inspections identify and repair damage or replace failing footpaths. | No change. |
| Liz Sanzaro | **Public transport heritage** | Another way to introduce and enjoy rail transport would be to increase the opportunities for Steam Train travel on public holidays throughout the year. They could be incorporated along with regular train use to the city for arts, culture, aquarium, museum, etc. Provision of an evening return via steam train would make a good day just great! | Neutral | Noted | Steamrail Victoria runs annual steam train shuttles on the Lilydale and Belgrave lines. The calendar of events is available on the Streamrail Victoria website. Members of the public have to book to ride on the shuttles. | No change. |
| Ron Brons | **Advocacy** | I believe Maroondah City Council should invite Victoria's public transport minister to come to a public meeting in Maroondah ONCE A YEAR where members of the public can ask him or her questions ABOUT PUBLIC TRANSPORT.<br><br>Ministers for public transport tend to HIDE in the WESTERN suburbs and, to a lesser extent, in the northern, south-eastern and central suburbs as well as country areas. | Neutral | Supported in principle | The idea for an annual community forum with the Minister for Public Transport is noted. Historically, the Eastern Transport Coalition has organised a series of public transport forums during the Victorian State elections to allow candidates to explain transport platforms and answer questions from the public. The feasibility of an annual forum and the level of impact such a forum would have to be determined. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Ron Brons | **Public transport upgrades** | If there was a "drop off only" bus stop on the SOUTHERN side of Ringwood railway station for 901 SMARTBUSes it would, I believe, relieve a significant part of the passenger congestion found at peak times at the normal 901 SMARTBUS bus stop on the NORTHERN side of the railway station. Drop off passengers can easily enter the station from the southern side. Such a "drop off only" stop would service BOTH the 901 Frankston to Melbourne Airport SMARTBUS and the 901 Melbourne Airport to Frankston one and possibly other buses. | Neutral | Supported in principle | The idea of a drop-off only bus stop on the south side of Ringwood Station is noted. The feasibility of the idea will have to be investigated. Several factors will need to be considered, including bus stop location, network flow, and timetabling impacts. | No change. |
| Ron Brons | **Public transport upgrades** | Re-route the 901 SMARTBUS via Ringwood Square shopping centre?? A small diversion from Maroondah Highway to give one much better access to Bunnings, Aldi, etcetera. | Neutral | Noted | The idea to divert the 901 SmartBus to provide direct access to Ringwood Square Shopping Centre is subject to investigation. A feasible route is to follow the loop taken by the 742-bus route. The loop also gives access to Costco. | No change. |
| Ron Brons | **Transport hub facilities** | For years now, a lot of rubbish has been lying along the northern side of the railway line between the Wantirna Road rail bridge and New Street (approx.). It's unpleasant to be sitting in a west-bound train and see all this rubbish lying next to the train track. Requests to the PTV to clean it up didn't get me anywhere. | Neutral | Noted | The obligation to maintain and clean rail infrastructure and rolling stock, and meet minimum cleaning standards, rests with Metro Trains. Failure to meet these standards can result in penalties. However, the continued presence of rubbish at the stations, interchange and along the railway corridor suggests that the frequency and standard of cleaning could be improved. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Ron Brons | **Road upgrades** | Frequently, 901 Smartbbuses are held up under the Warrandyte Road rail bridge by single cars waiting for the traffic lights. (Note: the SmartBuses run once every 15 minutes, with one bus in each direction, during the day time). I would like to see council conduct, or lobby for a preliminary feasibility study into widening the road under the rail bridge so as to create an extra roadway (plus footpath) so the 901 (and other) buses aren't held up. | Neutral | Supported in principle | It is acknowledged that traffic congestion is a major factor in the delay of bus services. The railway bridges are known congestion spots, and the matter has been raised with the Department of Transport and Planning. Conversations continue with the department about feasible solutions. | No change. |
| Ron Brons | **Public transport upgrades** | Overall, Eastland is an excellent shopping centre. However, it has ONE really irritating problem: from the bus terminal or train station, it's a walk of something like HALF-A-KILOMETRE through the forecourt and shopping centre to get to the supermarkets and department stores at the back (and vice versa). Plus WAITING at the Maroondah Highway pedestrian crossing (twice). I believe the 670-bus route should be modified to run as follows when LEAVING the Ringwood bus terminal: Maroondah Highway, Ringwood Street, Ringwood Bypass, Warrandyte Road, Maroondah Highway. It would stop at the EXISTING STOPS near the SIDE ENTRANCES in Ringwood Street and Warrandyte Road near the back of the shopping centre. Basically, this would be a clock-wise departure instead of the current anti-clockwise departure around the southern part of the railway station which is of no benefit to passengers. | Neutral | Supported in principle | The suggested loop is feasible as the 271, 364, 370, and 380 bus routes all take the loop around Eastland. The idea can be explored and discussed with the Department of Transport and Planning. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Ron Brons | **Parking** | Perhaps the southern-most section of railyard at Ringwood should be covered over to provide more parking space for rail commuters (accessible from Bedford Road) ?? | Neutral | Noted | Demand for parking at stations and activity centres is a land use and transport challenge. Maroondah City Council's applies a balanced approach to make it easier for residents to move to and within activity centres. The approach recognises that people with certain disabilities, times of travel or work needs will always have park. Conversely, parking studies done at stations indicate that residents living within 5 kilometres commonly park at stations and in activity centres. Local residents can be enticed to switch to a competitive local bus services and safer pedestrian and bicycle routes. Given the balanced approach, the priorities are to secure funding to build new pedestrian and bicycle routes, obtain commitments to bus route service upgrades from the Victorian Government and the build new multi-deck car parks at stations.<br><br>Any proposal to coverage of the railway stabling yards and lines would be subject to the position of the Department of Transport, VicTrack and Metro Trains. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Ron Brons | **Public transport upgrades** | Council should express strong support for the duplication of the Mooroolbark to Lilydale single track railway line. This would reduce delays on the entire Lilydale Line. | Neutral | Noted | The investment in major railway projects by the State Government has resulted in upgraded stations and timetable improvements. Maroondah City Council welcomes continued investment in the train network to increase capacity to run more train services, e.g., duplication of the end of the branch lines and high-capacity signalling. A strong case for more trains service during off-peak and weekends times has been made to the Department of Transport and Planning and members of the Victorian Government. Maroondah City Council will continue our commitment to advocate to the Victorian Government for improved train service as a member of the Eastern Regional Group of Councils and the Eastern Transport Coalition. | No change. |
| Ron Brons | **Transport hub facilities** | There's NO waiting room at the bus terminal on the NORTHERN SIDE of Ringwood railway station. When one complains about it to the PTV, one gets told that there is a waiting room on platforms one and two on the SOUTHERN SIDE of the station. This would involve travelling up and down the overhead walkway (and vice versa) and touching on and off. This is ridiculous! There is also no way of monitoring bus arrivals there via an electronic screen. I believe there should be an enclosed, air-conditioned waiting room for bus passengers on the northern side of Ringwood railway station. | Neutral | Noted | Maroondah City Council work closely with Public Transport Victoria (PTV) and other relevant authorities to address issues access, safety, and customer experience concerns. It is acknowledged that the current open shelters are not particularly warm and comfortable places to wait, especially during winter. The provision of waiting rooms and amenities at bus terminals is the purview of PTV and the mater should be continued to be raised. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Ron Brons | **Transport hub facilities** | Nearly every day, one or more groups of shopping trolleys are dumped at the Ringwood bus station, especially near the 901 and 670 bus stops. This doesn't show Maroondah in a very good light. A partial solution may be to build some of those linear shopping trolley' cages that one finds at supermarkets. There MIGHT be enough room for a couple of them behind the trees near the stonewall. | Neutral | Noted | Abandoned shopping trolleys from Eastland can be reported to Eastland Centre Management for collection. Reporting abandoned trolleys helps maintain a clean and uncluttered station and interchange for everyone's convenience. | No change. |
| Ron Brons | **Transport hub facilities** | All bus areas in the Ringwood Activity Centre should have shelters that protect against BOTH sun and rain. | Neutral | Supported in principle | The aspiration is to install shelters at all bus stops that experience a high rate of use and have sufficient space to accommodate the shelter. The aims are providing passengers with protection from the elements and enhance their comfort while waiting for the bus. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Ron Brons | **Public transport upgrades** | The electronic destination signs on the front of buses are often very hard to read, particularly on sunny days when there's a lot of glare and the characters of the signs are WHITE or YELLOW in colour and the dots making them up aren't very dense. Low light conditions are also a problem.<br><br>Often, one can't read them until the bus is very close (say, 20 metres). This is particularly a problem at bus stops where several different bus services arrive and one needs to signal whether one wants that bus or not.<br><br>One thing that I believe would help is to make the characters more dense (more solid). Also, instead of white or pale yellow, using much more intense COLOURS (such as red with back-lighting). | Neutral | Noted | Ventura and Kinetic have implemented Accessibility Action Plans to ensure inclusive, fair, and safe travel for individuals with accessibility needs. These plans prioritise the provision of accessible fleets. However, if there are difficulties in reading the destination displays on buses, it is a matter that should be addressed by the respective bus companies. They are responsible for ensuring that their buses have clear and legible destination displays to assist passengers in identifying their desired routes. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Ron Brons | **Transport hub facilities** | Very frequently, there's a lot of RUBBISH lying around the Ringwood bus terminal. I'd like to see a RUBBISH BIN installed at the Highland Street/Maroondah Highway 670 bus stop on the northern side of Maroondah Highway (it's the first one to the east of the McDonald's store). Reason: Nearly every day, there are a lot of McDonald's drink containers etc lying around on the ground there.<br>I believe council officers should be empowered (if they aren't already) to FINE people who (I) throw rubbish on the ground and (ii) who dump shopping trolleys at the Ringwood bus terminal, especially around the 901 and 670 bus stops. | Neutral | Noted | Metro Trains is obligated to clean stations and meet minimum cleaning standards. Failure to meet these standards can result in penalties. However, the continued presence of rubbish at the station and interchange suggests that the frequency and standard of cleaning could be improved.<br><br>On the other hand, the cleaning of bus interchanges and bus stops is contracted to a third-party company by the Department of Transport and Planning. To address the issue of rubbish, it may be worth considering the installation of bins at bus stops near supermarkets and food venues. The bins provide a convenient way for passengers to dispose of rubbish properly. | No change. |
| Ron Brons | **Road upgrades** | I believe the WAITING TIME for the RIGHT TURN ARROW to turn GREEN when the 670 bus needs to turn from Maroondah Highway into Kent Avenue is far too long for the 670 bus, especially during off-peak times when city-bound traffic towards Ringwood is LIGHT. It needs to be reduced. | Neutral | Noted | As road management authorities, such as the Department of Transport and Planning and Maroondah City Council, there is an obligation to ensure the local road network is safe for all road users. In line with this, traffic light sequencing and speed limits are set by the Department of Transport and Planning to facilitate the safe flow and movement of different modes, considering the specific street context. Any proposed changes to the traffic light sequencing would require approval from the Department of Transport and Planning. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Ron Brons | **Public transport upgrades** | I VERY STRONGLY SUPPORT a direct and frequent shuttle bus service between Ringwood Station and Ringwood Square shopping centre to access shops like Bunnings, Aldi, Coles, etc. I would like to see it run between Heatherdale and Ringwood stations. | Positive | Supported | A proposal for an on-demand bus service from Ringwood to increase access to Ringwood Station, arts, community, and sporting venues has been submitted to the Department of Transport and Planning. Further work is needed to assess the feasibility of this concept and convince the Department to support and recommend funding for the project. | No change. |
| Ron Brons | **Public transport upgrades** | On weekends, 901 SMARTBUSes through the Ringwood Activity Centre run only once every half-hour. This is very unsatisfactory. It should be changed so they run once every 15 minutes like they do on weekdays. This should be given high priority. | Neutral | Noted | The request for a 15-minute frequency for the 901 SmartBus route on weekends is noted. | No change. |
| Ron Brons | **Public transport upgrades** | During afternoons/early evenings on weekdays, starting at about 3 PM, platform 3 at Ringwood Station becomes VERY crowded. This is because Belgrave and Lilydale trains, and at least some "Ringwood" trains, all arrive on platform 3 of the station. Lilydale passengers arriving on Belgrave trains and Belgrave passengers arriving on Lilydale trains must wait there for their correct trains to continue their journeys. WHY CAN'T BELGRAVE TRAINS ARRIVE ON PLATFORM 2 AND LILYDALE TRAINS ON PLATFORM 3?? In addition, large numbers of school children add to the congestion on platform 3. | Neutral | Noted | The statement about a crowded platform 3 at Ringwood Station due to the scheduling of train arrivals is noted. Timetables are established and reviewed by Public Transport Victoria, and while efforts are made to improve them, it is inevitable that certain scheduling oddities may lead to unexpected passenger interactions. Bringing this matter to the attention of Public Transport Victoria will enable them to address the anomaly in future timetable reforms. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Ron Brons | **Transport hub facilities** | At Ringwood station, on each platform, there are TWO electronic displays, one around the MIDDLE of the platforms and one towards the EASTERN END. However, there are NO electronic displays towards the WESTERN END of those platforms. I find this to be a real nuisance. From the WESTERN END of the platforms, one can't READ the information displayed on the MIDDLE electronic displays. And, at peak time, there are too many people on the platforms to walk over to the MIDDLE displays (it's too crowded). Also, when there are SUDDEN PLATFORM CHANGES (as happened recently), one can't see them from the WESTERN SIDE of the platforms. FOR A MAJOR RAILWAY STATION, WITH MANY PEAK-TIME PASSENGER CHANGES FROM LILYDALE TO BELGRAVE TRAINS, AND FROM BELGRAVE TRAINS TO LILYDALE TRAINS, SURELY RINGWOOD DESERVES MUCH BETTER, IE. ELECTRONIC SCREENS AT THE WESTERN END OF ALL THREE PLATFORMS??? | Neutral | Noted | The Victorian Railway Station Design Standards and Guidelines outline the functions, design requirements, and location of passenger information, including electronic information displays. The positioning of these displays is intended to maximise visibility for passengers. They may be installed at station entry/exits, interchange zones, platforms, and waiting areas. The guidelines do not specify the layout or number of displays within the station or platforms. Decisions regarding these the displays are made by Department of Transport and Planning and Metro Trains. | No change. |
| Liz Campbell | **Road upgrades** | How to reduce through traffic on my street (William Road) that people use to cut through from Lincoln Rd to Croydon Rd - this is only likely to get worse during the level crossing removal works when Coolstore Road is closed for upgrade. | Neutral | Noted | It is acknowledged that road users may utilise William Road to travel between Croydon Road and Lincoln Road. However, speed and traffic data were collected in 2023 from surrounding streets and results were within a typical range for a local road of this nature. As such, no safety concerns were present to warrant the installation of additional traffic calming measures at this time. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Liz Campbell | **Road upgrades** | Access in and out of carparks off Kent Avenue for Croydon Central - it is extremely dangerous to have every access path being used for both entry and exit. How do I get someone from the Council to also limit parking on Kent Avenue as big 4wd trucks parked on Kent Ave makes it very dangerous and often impossible to safely exit the carpark. | Neutral | Noted | The two-way accessways in the Croydon Central carpark are within private property and as such, it is advised to contact store management to share your concerns. No issues were seen regarding the available sight distance of oncoming traffic when exiting Croydon Central onto Kent Avenue at this time, noting that all on street parking is set back from the accessways. | No change. |
| Niels | **Using data and technology** | Question regarding clarification on intelligent transport systems. | Neutral | Noted | Explanation given on the use of data to inform asset management decisions, informing type of uses, mode of transport. Also giving people access to real time data to assist on making transport decisions. | No change. |
| Niels | **Compact and liveable precincts** | Query regarding the integration between transport and land use within activity centres. | Neutral | Noted | Focused discussion on how land use, transport and parking will be better optimised. Recommended to check your say Maroondah page for further consultation on this separate area which will then be combined for an integrated approach. Highlighted Council's role not as a service provider but as influencer. | No change. |
| Niels | **Pedestrian and bicycle facilities** | Query about what the transport network will look like and ways to building the network. | Neutral | Noted | Explained the stages and role of the action plan, and the bike network plan. Timing after the next election. Discussed the previous consultation on the bike network plan and the lack of real time data. | No change. |
| Niels | **Pedestrian and bicycle facilities** | Questions about the Principal Pedestrian Network Review. | Neutral | Noted | Principal Pedestrian Network review to commence in the next financial year to refresh the existing PPN responding to changes on new facilities. | No change. |

| Submitter | Topic Area | Comment | Alignment | Position | Response | Change to Strategy |
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| Niels | **Public transport upgrades** | Query about improve buses to the Maroondah Hospital. | Neutral | Noted | The Maroondah Hospital and Medical precinct is a recognised major employment and service area. The known traffic and parking congestion in the surrounding street network are a symptom of the limited access to public transport and active transport routes to the precinct. Maroondah City Council is calling for the upgrade and extend the 688 bus route to Ringwood to increase access and services to Maroondah Hospital and Medical precinct. | No change. |