

Draft Maroondah Bicycle Network Plan

Community Consultation Report
November 2025

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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.



1 Introduction

The Maroondah Bicycle Strategy, released in 2006, delivered significant outcomes, including network expansion with new routes, trail upgrades, improved wayfinding, increased bike parking, and enhanced infrastructure for rider security, safety, and comfort.

In 2023, Maroondah City Council began a review to update the network, ensuring it aligns with contemporary land use planning, such as Plan for Victoria, Victorian Housing Targets, Movement and Place Frameworks, Strategic Cycling Corridors, and the Victorian Principal Bicycle Network.

The result will be a new network plan, consistent with Maroondah 2050 aspirations for a safe and liveable community, where everyone feels secure, and local neighbourhoods and activity centres are easy to move around. This plan will also leverage the strategic directions and outcomes of the Maroondah Transport Strategy 2025–2035.

The plan's aim is twofold: to deliver a high-quality, connected, and safe cycling network, and to support the growth of cycling in all its forms, fostering vibrant activity centres, improving public health, and reducing car dependency.

This review is now well advanced, with the Draft Maroondah Bicycle Network Plan and the supporting Project Opportunities 2025–2026 document developed. Public exhibition of the draft plan is a crucial stage, providing an opportunity to gauge community and stakeholder support and to refine the Plan and its priorities based on feedback.

The objectives of the exhibition were to:

- Present the Draft Maroondah Bicycle Network Plan and broadly engage the community and stakeholders.
- Capture feedback on the plan, test the aspirational network and project priorities, and refine the documents accordingly.
- Demonstrate community and stakeholder support for the direction and outcomes sought by the Plan.

This report summarises the key findings from feedback received during the 30-day exhibition period and provides a transparent response, outlining proposed changes to produce the final Maroondah Bicycle Network Plan.



Figure 1: Progress Against the Stages of the Maroondah Bicycle Network Review

2 What we did

Initial community and stakeholder engagement for the Maroondah Bicycle Network Review took place in July and August 2023. The Issues and Opportunities engagement aimed to raise awareness of the review, understand how people use the network, gather feedback on network conditions and riding experiences, and collect ideas for new routes and facility improvements. The consultation was specifically designed to address known information gaps in cycling and walking participation, experiences, and the condition of routes and facilities.

A variety of consultation methods were used, including:

- Online surveys
- Pinpoint mapping surveys
- Intercept surveys
- Advisory group workshops
- Formal submissions

The consultation was well received, with 326 submissions from 322 individual contributors. Through the online and geomapping surveys, participants identified safe and unsafe spots, explaining their reasons. In addition, 40 intercept surveys conducted during peak hours on major routes captured further views and experiences.

Two advisory committees—the Maroondah Community Health and Wellbeing Advisory Committee and the Liveability and Safety Advisory Committee—provided insightful feedback through two workshops. These groups represented a broad range of stakeholders, including Councillors, Victoria Police, Melbourne Water, Croydon Main Street Traders, Metro Trains, QIC Eastland, the Department of Transport and Planning, and the Department of Health.

Six formal submissions were also received from community members and groups, including the Metro East Bicycle User Groups and the Whitehorse Active Transport Action Group.

The second phase of engagement presented a draft Maroondah Bicycle Network Plan, an Aspirational Network Map, and the Project Opportunities 2025–2026 document to the community and stakeholders to assess support and capture further feedback. From late June to mid-July 2025, a 30-day engagement period invited participation through:

An online survey on the Maroondah Bicycle Network ‘Have Your Say’ page, with questions about the Plan’s purpose, direction, and proposed actions.

Formal submissions via email, enabling detailed written feedback

The engagement sought to:

- Gauge support for the Plan’s purpose, priorities, and actions
- Gather feedback on proposed projects and facility types for routes on the Aspirational Network
- Confirm that projects prioritised by the community and stakeholders are included and correctly rated
- Capture demographic information and perspectives to inform more nuanced analysis of feedback

Spreading the news

To raise awareness and direct people to the 'Have your Say' page, the consultation was promoted broadly and consistently over the 30 days via:

- Direct notifications to 'Your Say' subscribers.
- Letters of notification to interested and influential stakeholders, including the Department of Transport and Planning, transport authorities, peak body agencies, and adjacent councils.
- Thirty signs installed at train stations, busy pedestrian crossings, and rest or stopping points on the bicycle network.
- Direct notifications to members of the Maroondah Liveability, Safety, and Amenity Advisory Committee.
- Social media campaign with a series of general and targeted advertisements.
- Cover story in the June Maroondah News and page 3 article in the May Maroondah News with mentions in the Mayor of Maroondah videos.
- A presentation given to adjacent councils at the Eastern Transport Coalition.
- An article in The Loop (Bicycle Network Newsletter) released on 26th of May.
- Dedicated meeting with the Department of Transport and Planning.
- 1000 postcards distributed to major bike and fitness shops, sport and recreation venues in Maroondah.



3 Who participated and levels of engagement?

Consultation for the Maroondah Bicycle Network Review saw strong community interest, with over 2,360 visitors to the project page and nearly 1,669 further interactions through document downloads and page visits. The Aspirational Network Map proved most popular, highlighting community interest in future cycling networks.

Feedback was robust, with 283 online surveys completed, three agency submissions, and 1,649 contributions in total. Importantly, 172 participants expressed interest in ongoing updates, demonstrating a high level of community engagement and investment in the Plan's progress.



Aware

- 2,360 people visited the 'Have your Say' page.
- 64 stakeholders contacted directly about the Plan and invited to make a submission.
- 20 previously interested community members directly contacted about the Plan.

Informed

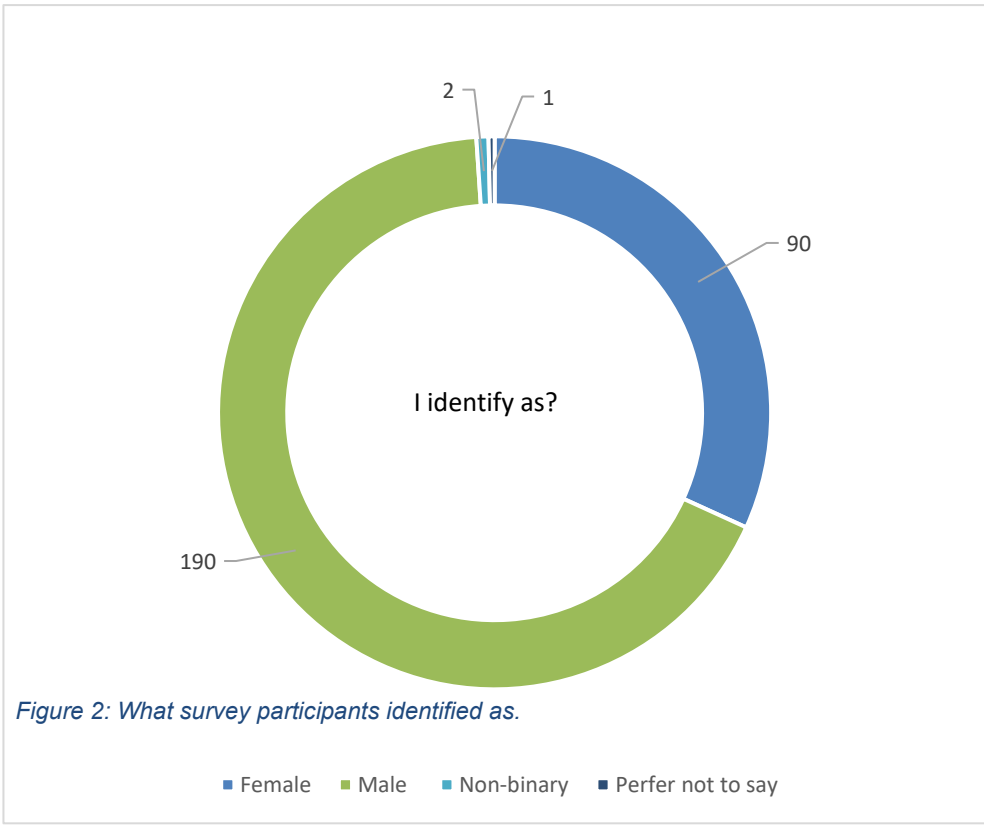
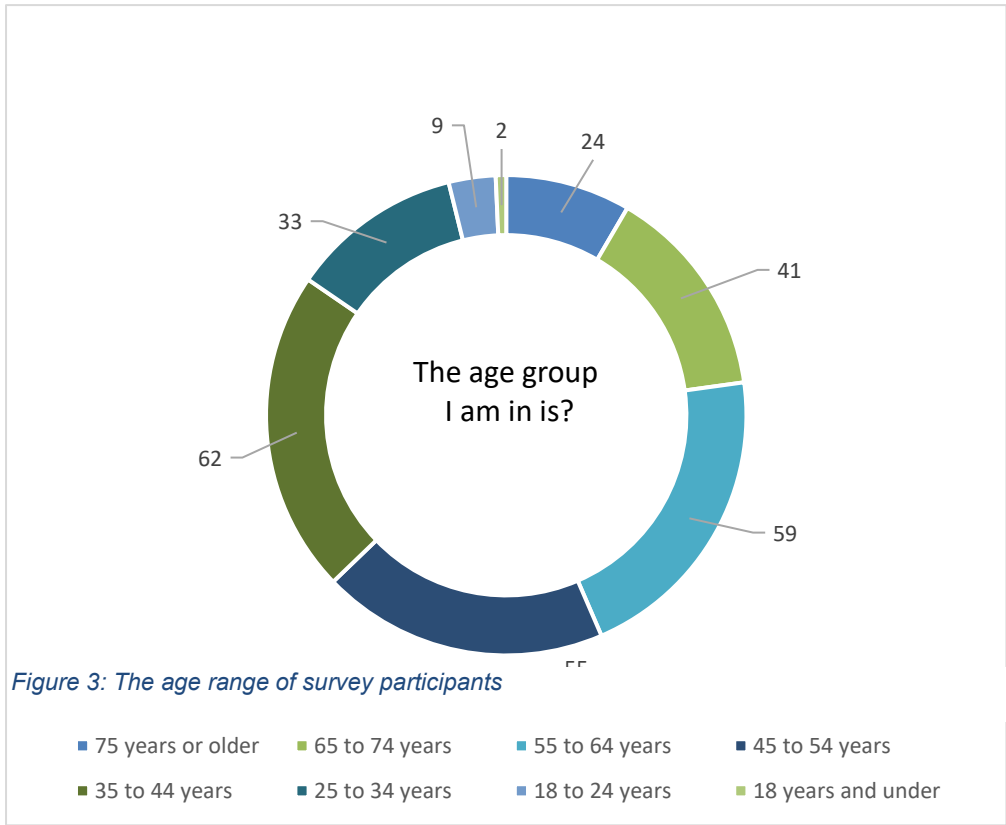
- 1,669 people downloaded a document.
- 43 consulted the FAQ list.
- 759 people visited multiple project pages.

Engaged

- 283 people completed the survey
- 3 stakeholders provided a written submission.
- 172 people want to receive email updates about the Plan.

Who did we hear from?

We heard from a diverse range of people across age, gender identity, cycling ability and places of residency.



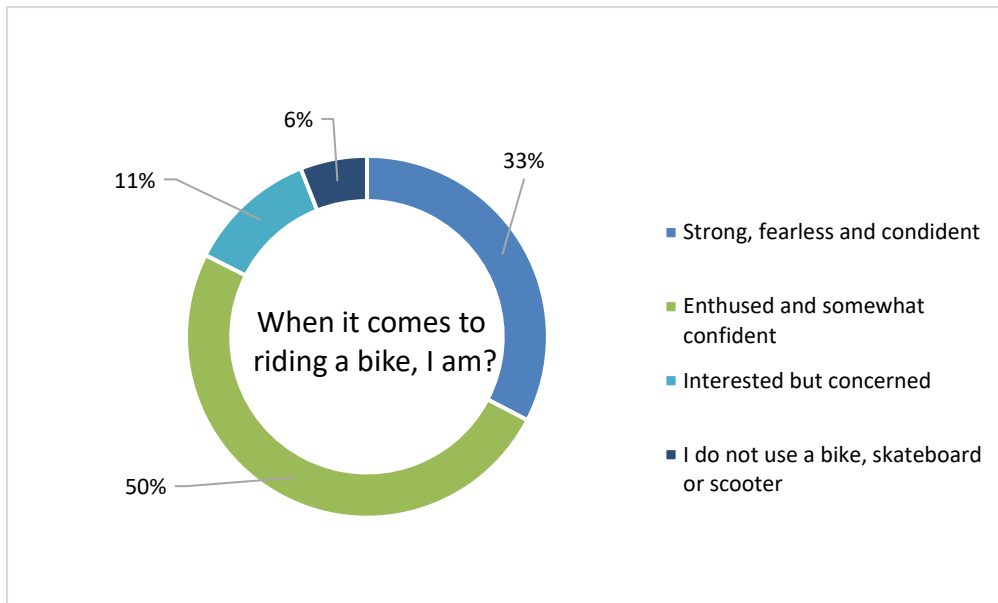


Figure 4: The identified cycling ability of survey participants.

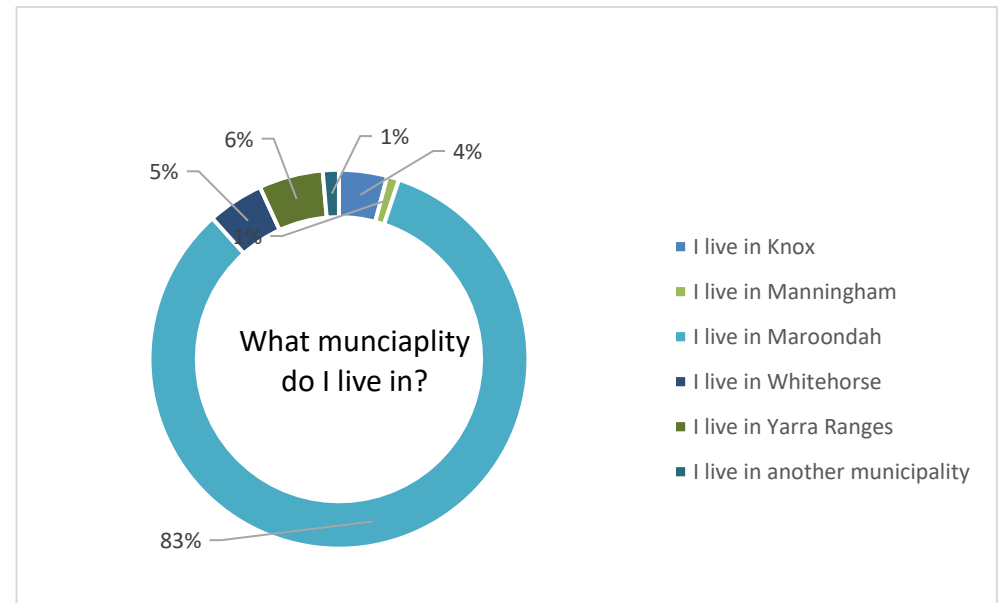


Figure 5: The local government areas that contained the suburb that survey participants lived.

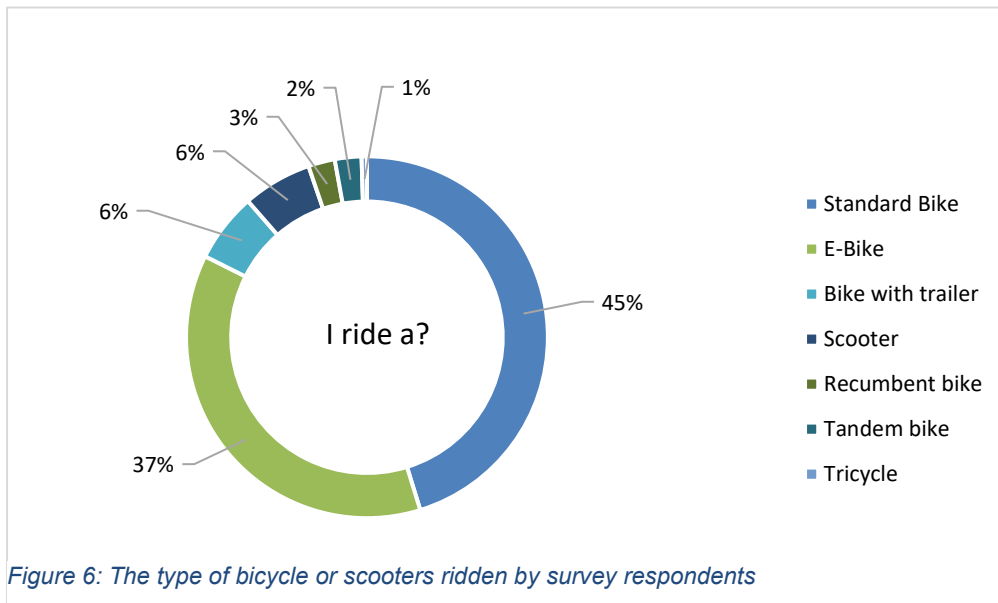


Figure 6: The type of bicycle or scooters ridden by survey respondents



Participant Demographics

The consultation showed 63% of participants were male and 31% female, mostly aged 35–64, with limited responses from non-binary or younger/older groups. Most live locally in Maroondah, highlighting a strong community presence.



Cycling Frequency & Age

Cycling habits vary: many ride weekly, fewer daily. Interest stays strong until 64, but drops in youngest and oldest groups, showing different usage patterns.



Riding Confidence Levels

Confidence in cycling peaks at 45–54, with most rating skills as moderate or better. Males report higher confidence and fearless riding; females are more cautious but engaged.



Cycle Types & Usage

E-bikes are popular with 55+, cargo bikes with middle-aged riders, scooters have a small diverse base, and traditional bikes include trailers, tandems, and recumbents.

Figure 7: Snapshot of the bike riding community of Maroondah.

4 What we heard

This section provides a summary of the key themes identified through an assessment of the responses.

The data presented in the graphs and tables in this section reflect respondent feedback on:

1. Support for the aspirational network
2. Perceived strengths of the Plan
3. The importance of catering to people of all abilities and types of users within the bicycle network
4. Which projects are considered the highest priorities

Level of support for the Aspirational Network

The overall level of support for the aspirational network is very high, see Figure 8 over the page. Out of 285 respondents, 170 (60%) "strongly support" and 92 (32%) "support" the network, meaning about 92% are in favour. Only 12 respondents (4%) were "neutral", while opposition is minimal with 10 "opposed" and 1 "strongly opposed".

Age Lens:

- The strongest support tends to come from people aged 35–54, where both "strongly support" and "support" ratings were highest.
- Younger respondents (aged 13–24) show more moderate levels of support compared to midlife groups.
- Among the 55–64 age group, "strong support" is less common, although may still "support" the network.
- The 65–74 cohort demonstrates a rebound in "strong support."

Gender Identity Lens:

- Male respondents, who constitute the majority of participants, exhibit high support levels.
- Female respondents also show strong support, though in slightly lower numbers, indicating broadly similar levels of positive sentiment among genders.
- Responses from non-binary individuals and those preferring not to say are very limited and therefore no conclusions can be made.

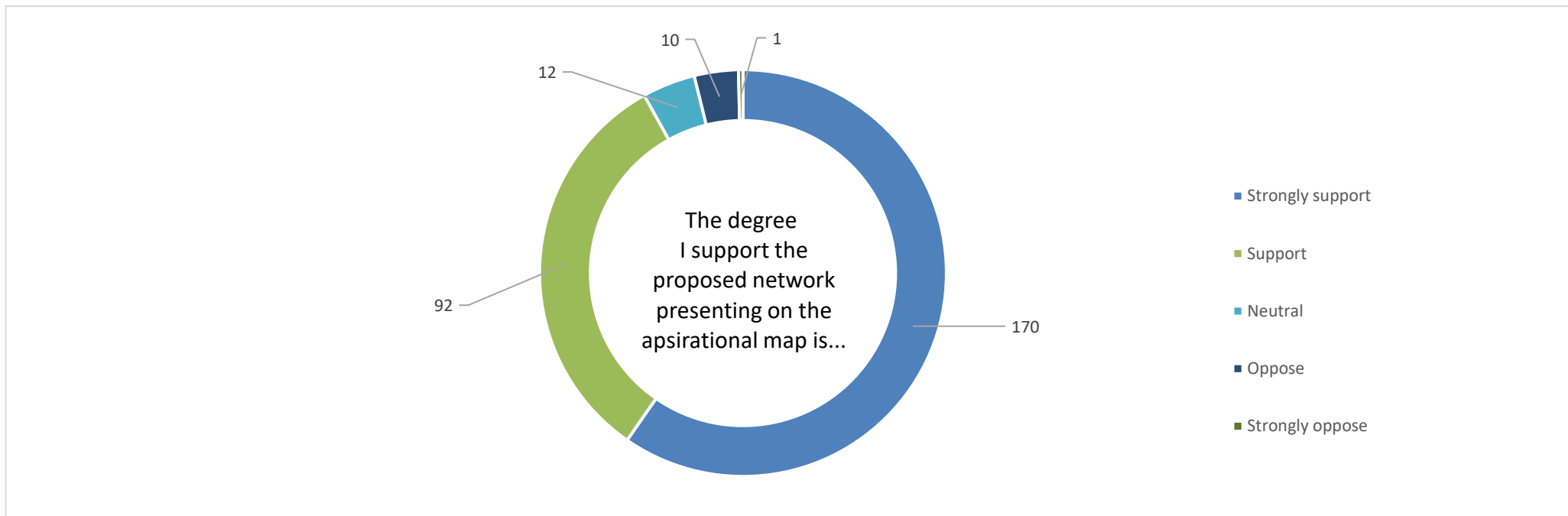


Figure 8: The degree people supported the aspirational network

In summary, nearly 9 out of 10 respondents support the proposed network, with age-specific trends indicating peak confidence in midlife cohorts, and both male and female participants showing strong overall support.

The strengths of the Plan

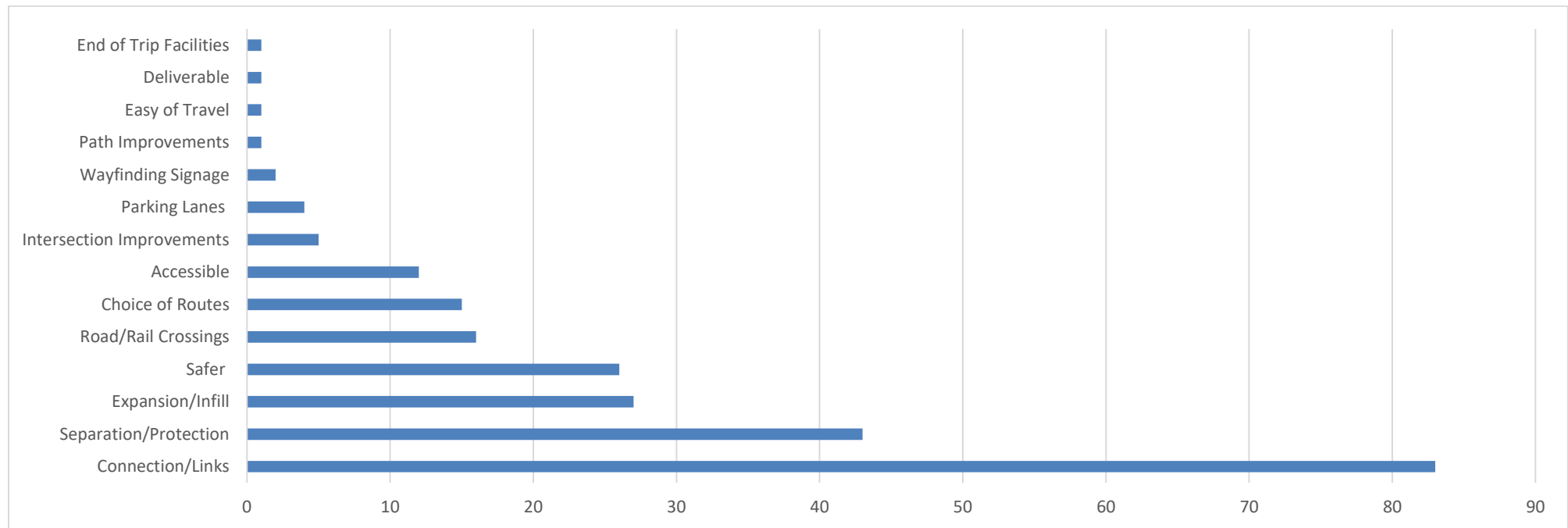


Figure 9: The frequency that strengths of the Plan were identified by respondents to the survey.

Respondents told us what they considered to be the main strengths of the Plan. The comments were classified into 14 topics. The graph shows the frequency of the comments as they related to each topic. The topic can be clustered into three main strengths:

1. A True Network in the Making – Expansion, Connectivity and Choice of Routes

Respondents see the Plan as laying the foundation for a genuinely interconnected bike network that not only expands existing routes but also offers cyclists multiple ways to traverse the city. This theme is strongly supported by the data:

- Connection/Links was mentioned 83 times, underscoring the community's desire for a network that connects neighbourhoods and key destinations.
- Expansion/Infill was noted 27 times, and Choice of Routes 15 times, highlighting the importance of growth and flexibility in routing.

Representative comments include:

“I love how the Plan is not just a series of disconnected bike paths but a true network where every route offers a choice to explore different neighbourhoods.”

“The expansion of lanes and thoughtful connectivity means that cyclists can now choose the route that best suits their commute or leisure ride.”

2. Safety Improvements – Accessible, Separation and Crossings

Safety is a clear priority for respondents, with many emphasising improvements such as better separation between pedestrian, cyclists and vehicles, enhanced crossings, and overall accessibility enhancements. Numeric results reinforce this focus:

- The ‘Accessible’ category was mentioned 12 times, and ‘Separation/Protection’ came up 43 times, while ‘Road/Rail Crossings’ were noted 16 times. Even the basic notion of being ‘Safer’ was cited 26 times.
- Additional supportive mentions include Intersection Improvements (5), Parking Lanes (4), End of Trip Facilities (1), and Wayfinding Signage (2), all of which contribute to a more secure cycling environment.

Representative comments include:

“Improving intersections with clearly marked crossings and providing separated lanes makes cycling far more accessible and safer for all.”

“The new design focuses on safety by ensuring proper physical separation between cyclists and vehicles, making every ride feel secure.”

3. Sustainable, Forward-Thinking Vision

Comments indicate that respondents appreciate the Plan’s commitment to a greener future and long-term urban mobility transformation. This vision is woven into the overall goals of the Plan by reducing car dependency and promoting healthier travel habits.

Representative comments include:

“This is more than just infrastructure—it’s a visionary plan for a greener, healthier future that challenges our reliance on cars.”

“Investing in sustainable cycling routes is an investment in our future, promoting public health and reducing our environmental footprint.”

Together, these themes and corresponding data illustrate that respondents value the Plan not only for its immediate practical improvements, especially in connectivity and safety but also for its broader, forward-looking commitment to sustainable urban transportation.

Importance for the bicycle network to cater for people of all abilities and types of users

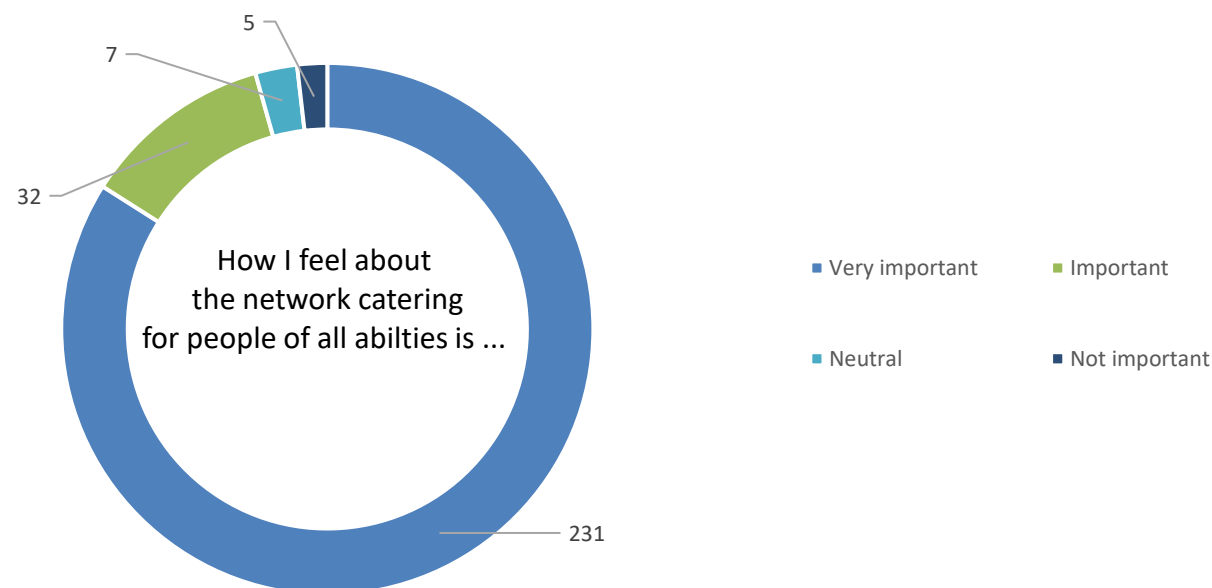


Figure 10: How respondents to the survey felt about the network catering for people of all abilities.

Based on the survey results, respondents overwhelmingly felt that catering to the needs of all cyclists across the network is important.

Overall, 81.1% of respondents indicated it was "very important," while another 14.7% labelled it as "important." Far fewer selected less supportive options, with only 2.5% responding "neutral" and 1.8% saying "not important."

Age Lens:

- Younger age groups (13–17 and 18–24) had fewer responses, but the majority still ranked the importance as "very important."
- The 25–34, 35–44, and 45–54 age group all show strong support, with a notably high number considering the network as "very important."
- Interestingly, respondents aged 55–64 did not select "very important" at all, instead favouring "important" or "neutral" or "not important" responses.
- The 65–74 age group saw a shift back with 31 respondents feeling it was "very important."

Gender Identity Lens:

- Among females, 60 out of 79 respondents (76%) felt it was "very important," with an additional 14 indicating it was "important."
- Among males, 130 out of 162 (about 80%) responded with "very important" and 27 said it was "important."
- While responses from non-binary individuals and those who preferred not to say were very limited, all shared the view that it is crucial.

In summary, nearly all respondents across genders and most age groups recognise the value of a bicycle network that meets the needs of all riders. This strong consensus highlights the importance of ensuring that any proposed changes or investments in the network to consider the diverse needs of cyclists, from younger users to older adults.

The greatest priority projects

Respondents identified the projects they considered to be top priorities. Table 1 lists all the individual projects that were mentioned. The table also shows the original priority classifications assigned to each project, such as High, Medium, or Low. This summary highlights the projects that received the greatest attention. It compares the rated level of community interest to each project's status in the Project Opportunities document and considers whether a shift in classification is warranted—such as moving a project from Medium or Low to High priority or reaffirming its existing High status.

- **Croydon LXP Bike Lanes (Current Priority: High, Rating: 36)**

This project received the highest rating. As it is already designated as a high priority, the strong support validates its continued high priority status.

- **Ringwood to Croydon – Bedford Road (Current Priority: High, Rating: 34)**

Nearly matching the top-rated project, this route is clearly pivotal. Community feedback strongly reinforces its high priority status.

- **Ringwood to Croydon – Railway Avenue Path Upgrade (Current Priority: Medium, Rating: 23)**

Although currently classified as medium priority, the high level of support suggests that this upgrade is essential. The assessment confirms that allocation of a high priority status.

- **Mullum Mullum Creek Trail Pass Under Warrandyte Road (Current Priority: Medium, Rating: 21)**

This project has also received significant community backing. Despite its current medium priority status, the level of interest suggests it should be reassessed for a high priority classification. The assessment confirms that allocation of a high priority status.

- **Dorset Road Shared Path (Current Priority: Low, Rating: 20) and Canterbury Road Shared Path (Current Priority: Medium, Rating: 20)**

Both projects have similar ratings, reflecting solid community interest. Canterbury Road and Dorset Road are currently medium priority and is to be reassessed for a change in status. The assessment recommends that these projects remain medium priority.

Additional projects with lower ratings—such as Warrandyte Road Shared Path (15) and Ringwood to Croydon – Patterson Street (15)—along with others that received moderate support (ratings between 13 and 1), continue to contribute to enhanced connectivity and feeder routes within the network. However, the strongest responses indicate that resources and planning should first address upgrades to major corridors.

This evaluation helps ensure that funding and improvements are directed toward the interventions most valued by the community, supporting a more connected, safer, and accessible experience for pedestrians and cyclists across the municipality.

Project No:	Current Priority	Projects	Total Responses	Suggested New Designation
1.3	High	Croydon LXP bike lanes	36	Same
1.4	High	Ringwood to Croydon - Bedford Road	34	Same
1.8	Medium	Ringwood to Croydon - Railway Avenue path upgrade	23	High
1.6	Medium	Mullum Mullum Creek Trail pass under Warrandyte Road	21	High
1.14	Medium	Dorset Road shared path	20	High
1.5	Medium	Canterbury Road shared path	20	High
1.9	Medium	Warrandyte Road shared path	15	High
1.23	Medium	Ringwood to Croydon - Patterson Street	15	High
1.19	Medium	Kent Avenue bike route connection	13	High
1.16	Medium	Tarralla Creek Trail and Eastfield Road Crossing	13	High
1.1	High	Heathmont Rail Trail Extension	11	Same
1.28	Medium	Maroondah Highway bike lanes	9	High
1.18	Medium	Heathmont Rail Trail upgrade	8	Same
1.44	Medium	Mullum Mullum Creek Trail to Kent Avenue	8	Same
1.10	Medium	Warrandyte Road shared path underpass	8	Same
1.15	Medium	Eastlink Trail and Canterbury Road Upgrade	7	Same
1.21	Medium	Mullum Mullum Creek Trail crossing at Kalinda Road	7	Same
1.17	Medium	Tarralla Creek Trail upgrade	7	Same

Table 1: Identified top priority projects identified by respondents in the survey

Project No:	Current Priority	Projects	Total Responses	Suggested New Designation
1.27	Medium	Maroondah Boulevard extension	5	Same
1.7	Medium	Ringwood Street shared path bridge	5	Same
1.2	High	Shared pathway through Bedford Park	5	Same
1.11	Medium	Colchester Road bike lanes	4	Same
1.58	Low	Heathmont Rail Trail and Canterbury Road Bridge Upgrade	4	Same
1.20	Medium	Mullum Mullum Creek Trail upgrade	3	Same
1.29	Medium	Plymouth Road shared path upgrade	3	Same
1.55	Low	Mullum Mullum Creek Trail to Plymouth Road	3	Medium
1.50	Low	Canterbury Road shared path	2	Same
1.24	Medium	Civic Square bike lanes	2	Same
1.61	Low	Eastfield Shops shared path	2	Same
1.26	Medium	Greenwood Avenue Shared Pathway	2	Same
1.67	Low	Eastfield Road on-road bike lanes	1	Same
1.22	Low	New St / Charter St shared paths	1	Same
1.45	Medium	Ringwood to Croydon - Maroondah Lakes Scenic Walk	1	Same
1.32	Medium	Ringwood to Croydon - Wicklow Avenue	1	Same
1.33	Medium	Seymour Street bike street	1	Same

Table 2: Identified top priority projects identified by respondents in the survey

Topics of Interest

A total of 268 specific comments were received, offering suggestions that could potentially influence changes to the Plan, the Aspirational Network, or the Project Opportunities. This feedback was classified into 27 topics. Figure 11 illustrates the frequency and strength of comments related to each topic.

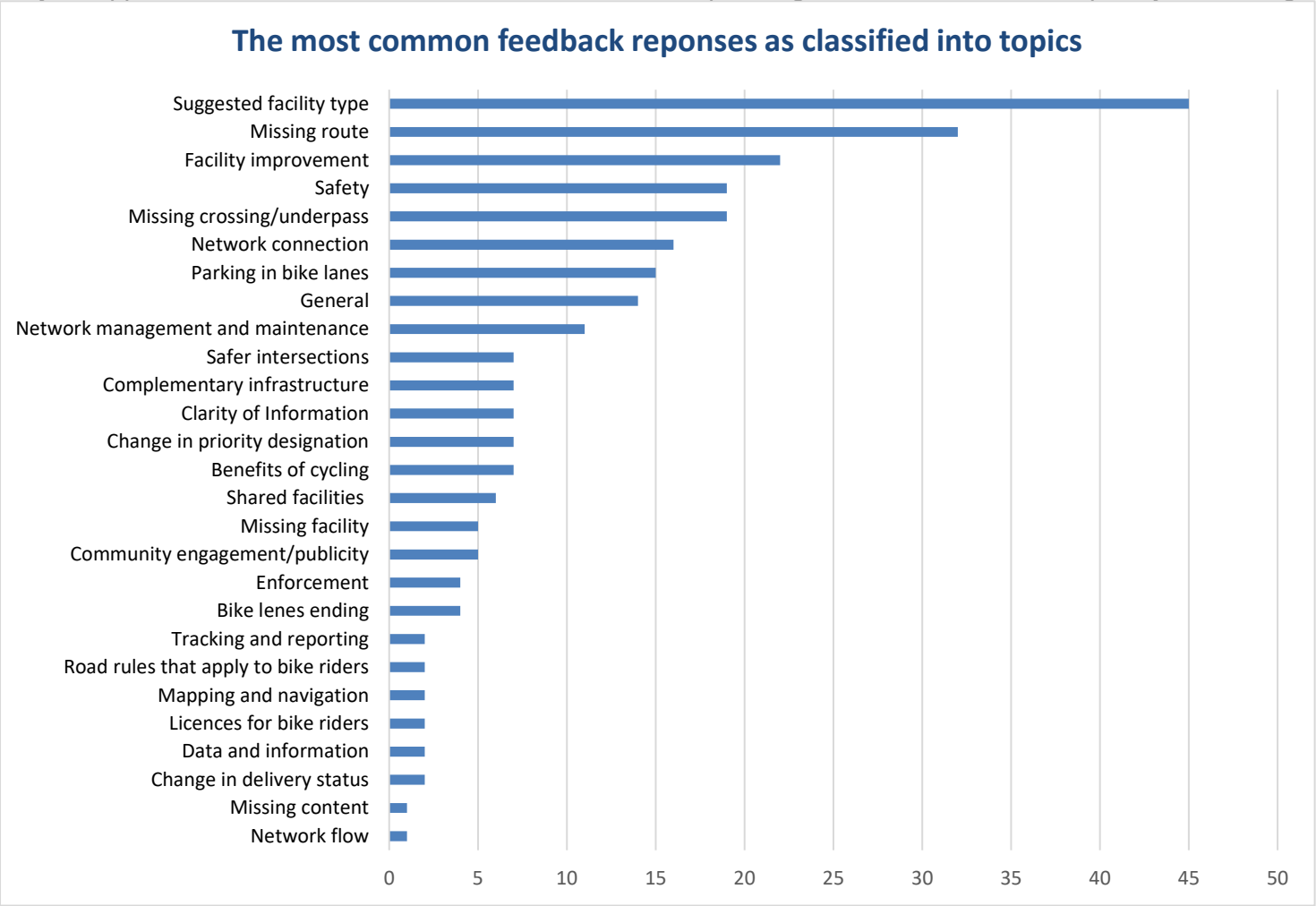


Figure 11: The frequency of topics raised by participants in the survey and submissions.



Council has reviewed, considered, and responded to all comments received. Respondents shared valuable suggestions regarding facility types, missing routes, specific improvements, and safety issues. Addressing concerns about safety, network connectivity, and car parking in bike lanes is recognised as an important step toward enhancing the overall cycling experience and encouraging more people to bike ride.

The “general” topic is a broad category covering comments that conveyed overall attitudes, opinions, or insights about the Plan. It is notable that the general feedback was overwhelmingly positive. The Plan’s emphasis on shared trails, service lanes, and making use of existing infrastructure has been well received. There is strong support for the implementation of the Plan, along with a clear desire to see more bike-friendly infrastructure in the local area.

Additionally, several comments included maintenance requests to fix specific footpaths, trails, or pathways. Council has noted these requests and entered them into the asset maintenance system so necessary works can be carried out.

It is important to note that feedback on topics outside the scope of the Plan, such as cycling road rules and licensing, has been acknowledged but is not addressed in this report.

The following series of tables provides a summary of the feedback received and Council’s responses to the most common topics.



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Suggested Facility Type	
What we heard	Councils' response
- Request for a trail following the railway line to Mooroolbark to allow direct access. - Suggestions for an off-road trail linking Dorset Recreation Trail with a connection to the Ruskin Avenue Trail. - Proposal to link Colchester Road with Canterbury Gardens shops. - Call for safe access along Canterbury Road to improve connectivity between Bayswater North and Montrose. - Emphasis on the importance of providing a high-quality link on Sunset Drive for access to various facilities; however, there are concerns regarding the steep hill on Sunset Drive, with a preference expressed for an alternative route via Marlborough Road. - Proposal for an off-road link along Old Lilydale Road, Mt Dandenong Road, the Karralyka Centre, and Kulpunya Walk. - Recommendation to link the Maroondah Highway service lanes to create a safe corridor and connection. - Suggestions for additional off-road trails in green wedge suburbs to improve coverage. - Requests for improved visibility, safety measures, and signage on shared pathways. - Suggestions for alternative routes and infrastructure upgrades to enhance cycling safety and connectivity. - Calls for the consideration of different surface materials and the provision of facilities to accommodate varying needs and preferences	- Council proposes to include the following facilities in the aspirational network: - Investigate options to extend bike facilities on Colchester Road to Canterbury Road. The suitable facility type will be determined by feasibility study. - Include an off-road shared user pathway from Dublin Road, via Ringwood East Reserve to the Karralyka Centre, incorporating Willson Street and Kulpunya Walk as bike-friendly streets. - Investigate options for bike facilities in the Maroondah Highway service lanes between Oban Road and Plymouth Road. - Council's preference is to link the proposed Bungalook Creek Trail along the alignment of the Helensville Corridor. The stage including the connection to the Tarralla Creek Trail would form part of project number 1.44. - Adopt an alternative route to Sunset Drive: Heathmont Reserve → Cuthbert Street → Marlborough Road. This route is proposed as a mix of off-road path and bike street. - Add a new project for the investigation of suitable bike facilities on Niel Street and Plumer Streets. - Modify project 1.23 description to mention the need for a crossing and trail upgrade at the approaches to Oliver Street. - Include the Lusher Road bridge and intersection upgrade in project 1.14 description. - Add transition improvements for Kalinda Road from the Mullum Mullum Creek Trail to project 1.22 description. - Amend the project 1.49 description to note the need to address the pinch point at Byron Street.

Missing Routes	
What we heard	Councils' response
• Continuous, safe connection between the Mullum Mullum Creek Trail and Plymouth Road, via either Kalinda Primary School or Yarra Valley Grammar. • Upgrade of the path along Mt Dandenong Road and the crossing at Wicklow Avenue to provide a connection to Moralla Avenue, as part of the Starcross Avenue bike street project. • Safe, seamless connection between existing on-road bicycle lanes on Liverpool Road (between Mt Dandenong Road and Canterbury Road) and the proposed shared pathway for the Liverpool Road shared path project. • Safe connection between the Carrum-Warburton Trail and the Colchester Road on-road bike lanes. • Off-road shared user path connection for the Hull Road bike lanes project, linking to Lincoln Road on-road bike lanes, the Cambridge Road off-road shared user path, and the Brushy Creek Trail. • Connectivity from Wonga Road through North Ringwood Reserve, Dickson Crescent, Mahon Reserve, Tortice Drive, Old Warrandyte Road, and Little John Road to Andersons Creek Reserve, as part of the Warrandyte Road project. • Safer connection between Eastland and the south side of Ringwood Station. • Connection from Bayswater Road to Cheong Street via a railway underpass.	• Council prioritises the establishment of safe connections for cyclists between various trails and roads, with particular attention to Kalinda Road bike facilities to support student access. • Projects are planned to enhance cycling transitions between bike lanes and shared pathways, including improvements at the following key locations: 1. Dandenong Creek Trail, 2. Oban Road and Mullum Mullum Creek Trail, 3. Mt Dandenong Road and Loughnan Road. • Routes are being considered to extend and improve connections into the northern suburbs of Maroondah, including the “Seven Reserves” and the “Croydon Hills Connection”. • Key projects will be implemented to improve connectivity between Croydon and Mooroolbark, such as the Mt Dandenong Road and Glen Dhu Road connections to the Carrum to Warburton Trail. • Council will collaborate with relevant authorities to address connectivity challenges and improve cycling infrastructure, including investigating sequencing options at priority crossings throughout the network. • An additional section will be included in the Plan regarding infrastructure management. This aims to enhance the cycling network through regular trail resurfacing and the provision of complementary facilities.

- Improved connection for the Greenwood Avenue path to the south side of Ringwood Station.
- Sealed and widened shoulder on Mt Dandenong Road, between Glenwood Drive and Velma Grove, to benefit on-road cyclists.
- Make better use of existing infrastructure by designating a bike street or shared roadway from Dynes Street to Old Lilydale Service Lane.
- Establish Bona Street as a bike street connection from Ringwood East Station to Mount Dandenong Road and the Mullum Mullum Creek.
- Provide an improved crossing on Eastfield Road for the Ringwood to Croydon – Maroondah Lakes Scenic Walk project.
- Ensure connectivity along Mt Dandenong Road towards the Carrum-Warburton Trail from Ruskin Avenue.
- Create the missing link between the Mullum Mullum Creek and Taralla Creek trails via Plymouth Road and Kent Avenue.
- Establish a connection between various walks and reserves to create a route in Croydon Hills, including a proposed crossing behind Yarra Valley Grammar from Hochkins Ridge Flora Reserve.
- Create a missing connection between Eastfield Mall and the Taralla Creek Trail.
- Develop a dedicated cycling path from Croydon to Box Hill, addressing the gap between Lusher Road and East Ringwood Station.
- Improve path connectivity in the Ringwood area to encourage more cycling.
- Offer an alternative to the shared path on Wicklow Avenue by introducing a 'bike street' on Starcross Avenue or providing on-road bike lanes on Wicklow Avenue.

Facility Improvements	
What we heard	Councils' response
• The Heathmont Rail Bridge upgrade is necessary to ensure cyclist safety. • The Bayswater Bridge over Bungalook Creek is unsafe and requires widening. • The Ringwood Lake railway crossing needs upgrading to accommodate bikes. • Improvements are needed at Warrandyte Road to provide better cycling access. • Enhanced path surfaces, better signage, and improved sightlines are required at various locations. • There are concerns about dangerous crossings and inadequate infrastructure for cargo bikes. • Obstacles and chicanes should be removed for safer cycling, particularly for non-standard bicycles such as cargo bikes, handcycles, or bikes with trailers. • Vibrating bridges on Mullum Mullum Creek Trail are causing discomfort for cyclists. • Design considerations for underpasses and bridges should place a strong emphasis on personal safety, such as visibility and security. • There is ongoing advocacy for more on-road bike paths and improved bike space awareness among drivers.	• Council to undertake advocacy for railway crossing improvements to the relevant authorities. • Council to continue to deliver ongoing capital works to enhance the pathways, bridges, and improve the crossings on the Mullum Mullum Creek Trail and Tarralla Creek Trail. • Project in place to address challenges at Eastfield Road crossing on Tarralla Creek Trail. • Concerns noted regarding barriers hindering longer bicycles at road crossings. • Council to support a Victorian road safety campaign focused on sharing the road and giving bike riders space when passing.

Safety	
What we heard	Councils' response
• Safer and connected local routes are needed to encourage more people, especially families with children, to ride bikes in Maroondah. • There is a preference and emphasis for off-road or protected cycling infrastructure for safer rides, particularly when accompanied by children. • The lack of safe options on roads dissuades residents from cycling in Maroondah, leading to decreased ridership. • Concerns exist about unsafe road conditions and facilities, including proximity to vehicles, lack of protected bike lanes, and aggressive driver behaviour. • There are calls for better cycling routes to schools, public transport stations, and recreational facilities to promote active transport. • Calls have been made for separated cycling facilities that meet Designing for Transport Pedestrians (DTP) standards and for better connectivity between existing trails. • Community engagement in planning and developing cycling infrastructure is important to address the needs and concerns of residents.	• The Draft Maroondah Bicycle Network Plan is Council's commitment to improving and expanding a network of safe, connected routes, focusing on safety, accessibility, and connectivity. • The network planning considered and delineated routes to schools, parks, and family destinations for optioneering for facilities to boost confidence and protection for young riders and families. • Safety concerns, such as vehicles encroaching into bike lanes and risks at intersections, are being addressed by re-evaluating bike lane designs and improving safety and continuity through intersections. • Projects are included to investigate suitable cycling facilities on Dorset Road, Maroondah Highway service lanes, and advocate for the Maroondah Highway crossing to connect the Bushy Creek Trail. • Rail trails and off-road paths are recognised as great options for safe cycling. Balanced investment in both on-road bike lanes and off-road trails is essential to provide safe and convenient options for cyclists of all ages and abilities.

Missing Crossing/Underpass	
What we heard	Councils' response
• Calls for new crossings at key locations, including the intersection of Bayswater Road and Yarraduct Place, Maroondah Highway (near Car City), Richards Avenue roundabout, Cleggs Avenue/Mt Dandenong Road, and the Kalinda Road and Mullum Mullum Creek Trail intersection. • The Loughnan Road Projects should include minor modifications to enhance the interface between the existing Loughnan Road Bike Lane and Eastlink Trail for smoother transitions. • Requested enhancements at railway crossings on the Belgrave and Lilydale lines, such as at Ringwood Lake and HE Parker Reserve, to improve cyclist safety and access. • Request to remove unnecessary fences blocking access to the Eastlink Trail for residents via Palmerston Road East. • Suggestions for improving traffic light sequencing and constructing a grade-separated route for cyclists at Canterbury Road crossings to minimise stops and waiting times for users of the Eastlink Trail. • Proposals for a tunnel under the embankment to connect Yarraduct Place to Cheong St, as well as underpasses or overpasses at Warrandyte Road and Mullum Mullum Creek Trail intersections, to improve safety and connectivity. • Calls for the renewal and upgrade of the Mullum Mullum Creek Trail crossing at Oliver Street. • Concerns about traffic light crossing issues at Canterbury Road on the Tarralla Creek Trail.	• Advocate for upgrades to several key bridges and underpasses: ○ Heathmont Rail Bridge ○ Bayswater Bridge over Bungalook Creek (near Canterbury Road) ○ Maroondah Highway bridge for the Brushy Creek Trail ○ Bayswater Road crossing for extending the trail from Ringwood to Croydon along Yarraduct Place ○ Railway underpass at Yarraduct Place to connect Ringwood to Croydon via Cheong Street ○ Bayswater Road Bridge (at Eastfield Shops) upgrade to accommodate the Tarralla Creek Trail. • Plans to investigate a safer, priority crossing at the Richards Avenue roundabout.

Network Connection	
What we heard	Councils' response
• There are calls to create cycling corridors that connect major destinations, focusing on chokepoints where a lack of infrastructure hinders longer journeys, such as Greenwood Avenue and the section of Maroondah Highway between Yarra Road and Warrien Road. • Addressing broken connections on key routes, such as the Mullum Mullum Creek Trail, Heathmont Rail Trail, and Tarralla Creek Trail is critical for maintaining the integrity of the cycling network. • Route continuity, visibility, lighting, and clear intersections are all essential for planning safe and reliable bike routes. • Avoiding steep hills and ensuring smooth, continuous bike paths with minimal stops are key considerations for developing a user-friendly cycling network. • It is also important to evaluate the necessity of duplicating bike lanes that run parallel to existing ones, such as on Wonga Road, to optimise network efficiency.	• The Plan has considered the routes and facilities that will best connect people with the places they need to go, including jobs, shops, schools, and sport and leisure facilities. • The plan for Greenwood Avenue includes vital connections to major trails, transport hubs, recreation facilities, and community spaces, highlighting its importance in the broader cycling network for improved access and connectivity. • Completing the Ringwood to Croydon route is a top priority for Council, as it will address a missing link in the cycling network. Council continues to advocate for funding and partnerships to enable construction to proceed in stages. • Council's preference for Warrandyte Road over Ringwood Street as the main cycling link in Ringwood is based on safety considerations. • A key strategy is to prioritise off-road trails and quieter streets over main roads to provide safer and more comfortable routes for cyclists of all abilities. There is also a focus on selecting flat routes with gentle gradients to improve accessibility and enjoyment for all users.

Parking in Bike Lanes	
What we heard	Councils' response
- Concerns have been raised about the safety of on-road bike lanes that run alongside parked vehicles. The preference is for protected and separated bike lanes that are free of parking. - Other suggestions to improve bike lane safety include: - Installing parking indents (recessed parking bays) so parked cars do not encroach on bike lanes. - Introducing 'No Standing' signage to prevent vehicles from obstructing cycling routes. - Reducing road widths to naturally slow traffic and create space for cyclists. - Providing dedicated lane markings to improve visibility. - Implementing lower speed limits in areas with bike lanes. - There is also a strong call for continuous bike lanes, with clear and safe transitions through intersections. For example, painted green lanes, bike-specific signals, and clear directional signage can help guide cyclists safely across busy junctions.	- Council is re-evaluating existing bike lanes on a project-by-project basis to resolve conflicts with parked cars. This review aims to improve safety for cyclists and reduce the risks associated with vehicles encroaching into bike lanes. - Plans are in place to provide exclusive bicycle pathways and footpaths along Bedford Road, between Warrandyte Road and Ringwood Secondary Collage. These dedicated facilities will separate cyclists and pedestrians from vehicle traffic, making it safer and more comfortable for all users. - Council is also collaborating with the Department of Transport and Planning to deliver safe bike lanes on arterial roads. This partnership aims to ensure that cycling infrastructure on major roads meets best-practice standards, such as protected lanes and clear signage.

Network Management and Maintenance

What we heard	Councils' response
- Concerns have been raised regarding the condition of some trails, including issues such as cracks, potholes, erosion, and pavement distortions, all of which can affect cyclist safety. - There is a request for greater commitment to improving cycling infrastructure during other council works. - Safety concerns have been raised about certain concrete bike paths that have significant drop-offs at the edges, posing risks to both cyclists and users of mobility scooters. - Feedback highlights the need for better signage on paths, both for easier navigation and increased safety. Clear directional, safety, and etiquette signage can help prevent confusion and user conflicts. - Some community members are concerned about the potential impact of new cycling infrastructure on traffic congestion in areas such as Ringwood. - There is also appreciation expressed for existing, well-maintained bike infrastructure, with positive experiences reported by users who value the safe and efficient cycling routes already in place. - Specific feedback has pointed to the need for resurfacing the on-road bicycle path on Kent Avenue to improve safety for cyclists travelling through this area.	- Regular inspections of pathways are conducted to identify deteriorating conditions and pathway drop-offs so maintenance works can be prioritised and undertaken efficiently. - A point will be added to the cycling design principles to maximise connections to major cycling routes from adjoining and connecting streets, helping to create a comprehensive and accessible cycling network. - There is acknowledgement that cycling is not intended to replace all car trips. The focus remains on providing options for practical and convenient cycling journeys, allowing residents to choose cycling where it suits their needs. - Council is committed to minimising impacts on traffic and congestion when implementing changes as part of the Plan, ensuring a balanced approach for all road users. - The condition of the on-road bicycle path on Kent Avenue, particularly the downhill section, has been noted for maintenance attention to improve safety and usability for cyclists.

5 Recommendations

Council has received feedback from a diverse group of community members who utilise footpaths, trails, and shared pathways for various purposes. The majority were bike riders, some used scooters, and others were pedestrians. The feedback has confirmed strong support for the Plan and the proposed projects. Many individuals have expressed their approval of the Plan's strengths and believe it is heading in the right direction with a focus on creating a true network, providing safe infrastructure for people, and being guided by a sustainable, forward-thinking vision. The community and stakeholders have clearly indicated the priority projects they wish to see delivered.

The final version of the Maroondah Bicycle Network Plan, Aspirational Network and The Project Opportunities 2025 -2026 will include the following changes sorted under three main categories.

1. Document Structure, Content and Clarity

- A map with all projects numbers included in the Project Opportunities Document.
- Update to align with Maroondah 2050: Community Vision.
- Review and refine the language of the project descriptions requiring State Government investment.
- Only list the Department of Transport and Planning as a funder for Strategic Cycling Corridor projects.
- Headings added to crashes typology table in the Plan.
- An additional point to cycling design principles on page 9 about maximising connectivity to cycling routes from surrounding streets and pathways and providing supportive infrastructure.
- A new section about the network management and maintenance to cover trail resurfacing and renewal.
- A new section about the supportive infrastructure of the network, such as wayfinding signage, bike parking and repair stations.
- A new section about supporting the community to ride covering bike education courses and community events.
- Updates to the 'Cycling Movement' section to include new information from the recent Super Sunday counts and other data sets about cycling to provide a fuller picture of cycling participation.
- A new section called 'Engaging Our Community' to summarise the information from the two community consultations.
- Add Box Hill to Ringwood Trail and Ringwood to Belgrave extension to the list of completed major infrastructure projects.
- Provide an explanation about the consideration given in network planning to link local destinations in the 'Aspirational Network' section.
- Include an explanation about the evaluation of individual projects to determine the impact and outcome on participation and usage over time.

Strategic Messaging and Collaboration

- Strengthen the messaging about cycling as a legitimate and integral mode of transport.
- A new section about regional collaboration to improve the regional bicycle network, referencing the Eastern Regional Trail Strategy 2018.

2. New Routes, Facility Changes and Prioritisation

Changes Project Aspect (Name, Description, Status or Priority)

- Change project 1.3 name to "Central Croydon bike facilities" and focus on linking the bicycle network around Croydon Station.
- Change the status of Central Croydon bike facilities to 'construction (partway)'.
- Remove Heathmont Rail Trail extension project as it is completed.
- Change priority designation for the Mullum Mullum Creek Trail extension to Plymouth Road to medium.
- Change priority designation for the Ringwood to Croydon - Railway Avenue upgrade to high.
- Change priority designation for the Mullum Mullum Creek Trail - Warrandyte Road underpass to high.
- Add a mention for the transition improvements to project concerning Mt Dandenong Creek, Loughnan Road, Mt Dandenong Road and Mullum Mullum Creek and Oban Road.
- Amend the Bungalook Creek Trail project description to include the link to the Tarralla Creek Trail along the Healesville corridor.
- Amend Wonga Road project description to account for the pinch point at Byron Street.

Routes

- Add Kalinda Road bike facilities that enable students to ride to Kalinda PS and Yarra Valley Grammar School.
- Add Glen Dhu Road as a bicycle street to complete the Colchester Road link to the Carrum to Warburton Trail.
- Add new project to investigate a route through Croydon Hills.
- Replace the Sunset Drive with an alternative route through Heathmont Reserve and along Cuthbert Street and Marlborough Road.
- Add new project to investigate the "Seven Reserves Connection" route through Ringwood North.
- Retain Hull Road Bike Lanes as a priority project.

- Add link to Karralyka Centre, incorporating Dublin Road, Perser Avenue, Willson Street and Kulpunya Walk.
- Add Maroondah Highway Service Lanes between Oban Road and Yarra Road for feasibility study.
- Re-evaluation of bike lanes from Bedford Road (Ringwood to Belgrave Trail to Canterbury Road), Eastfield Road (Railway Avenue to Bayswater Road) and Oban Road.
- Add Bona Street as a bike street to link Mt Dandenong Road to the Ringwood to Croydon.

Crossing/Underpass

- Add the Maroondah Highway surface crossing for the Brushy Creek Trail to maintain access during times of creek flooding.
- Add the Canterbury Road crossing for the Tarralla Creek Trail to improve crossing sequencing and allocation.
- Add Bayswater Road Crossing for the extension of Ringwood to Croydon along Yarraduct Place.
- Add the railway underpass at Yarraduct Place to connect the Ringwood to Croydon to Cheong Street.
- Add Oliver Street crossing improvement for the Mullum Mullum Creek Trail.
- Add Lusher Road bridge and intersection upgrade on the Tarralla Creek Trail.
- Add Bayswater Road Bridge (Eastfield Shops) upgrade to accommodate Tarralla Creek Trail Shared Pathway.
- Add Bayswater Road Bridge (near Canterbury Road) upgrade to accommodate extension of Bungalook Creek Trail.
- Add new project to advocate for Railway crossing upgrades near Ringwood Lake and H.E Parker Reserves.

We'd like to thank the community and stakeholders for providing their feedback to help inform the final version of the Maroondah Bicycle Network Plan, the Aspirational Network and The Project Opportunities 2025 -2026.