



Eltham Urban Congestion Fund Project

Consultation Summary

September 2021



Australian Government

BUILDING OUR FUTURE



Nillumbik
The Green Wedge Shire

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1. Overview

As part of Council’s commitment to Community Engagement we undertook a six-week engagement project aimed at informing the community of a number of projects that seek to create a more pedestrian-friendly and connected Eltham activity centre, encourage sustainable and active travel modes, particularly public transport and walking, and by doing so, reduce traffic congestion.

Council sought submissions from the community via the Participate Nillumbik website, from 15 June 2021 to 23 July 2021. Submissions were also received via email and over the phone and a targeted survey was distributed to Bible Street and Cecil Street residents. In total, Council received a total of 888 contributions (detailed breakdown of contribution type in **Table 1**, below).

Participate Nillumbik	788 contributions (from 229 individual contributors)
Submissions received via email and over the phone	44 submissions
Bible Street targeted resident surveys	46 surveys
Cecil Street targeted resident surveys	10 surveys
TOTAL	888 contributions

Table 1: Summary of submissions and contributions received

The contributions have resulted in the identification of several design changes where Nillumbik residents had concerns regarding the proposed transport treatments and where they might be improved.

2. Consultation process

There was a high level of interest in the community consultation throughout June and July 2021. The community consultation included:

- Council’s Participate Nillumbik website with information on the project, before and after illustrations, technical drawings and information on how to make a submission (see Figure 1).

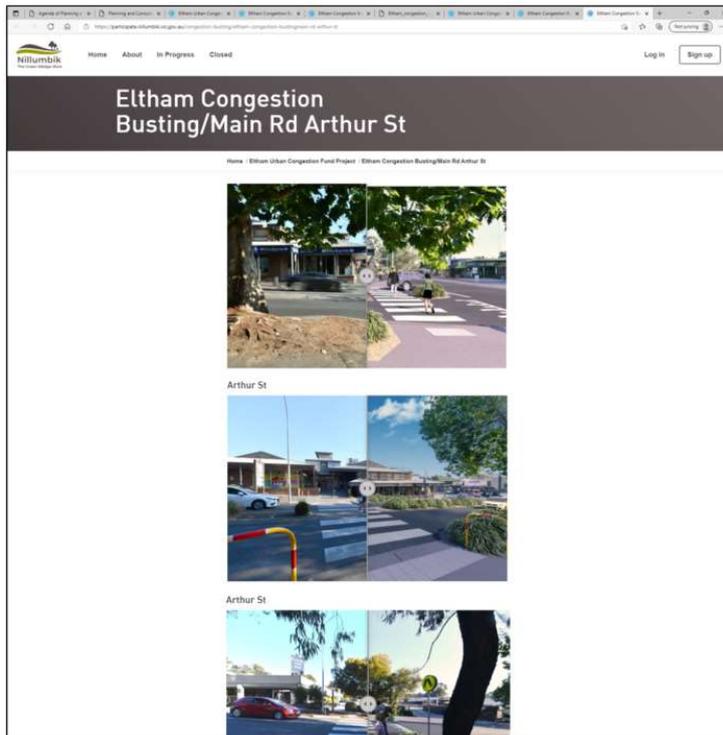


Figure 1: Participate Nillumbik website

- Distribution of a DL-sized flyer that opened up to an A2-sized map that was letterboxed to 530 households and 178 businesses in the Eltham Activity Centre (see Figure 2).



Figure 2: DL-sized flyer that opened up to an A2-sized map

- Outreach meetings with community groups including:
 - Eltham Community Action Group (ECAG);
 - Eltham District Historical Society;
 - Regional Trails Advisory Committee;
 - Eltham Central Oval users (Eltham Child Centre Co-operative, Eltham Football Club, University of Third Age);
 - Eltham Chamber of Commerce and Industry (ECCI); and
 - Positive Ageing Advisory Committee.
- Outreach emails to a number of interested stakeholders including:
 - Department of Transport (including the Movement & Safety team, Transport Network Planning Integration team, Eltham Park and Ride project team, Bus Stop Metro Assets team, Road Safety Victoria team);
 - Metro Trains Melbourne;
 - VicTrack;
 - Hurstbridge Stage 2 Upgrade project team;
 - Our Lady Help of Christians Primary School;
 - Eltham East Primary School;
 - Victoria Walks;
 - St Vincent's Aged Care;
 - Eltham Central Oval users (Eltham Child Centre Co-operative, Eltham Football Club, Eltham Junior Football Club, Eltham Cricket Club, OMNI Group, University of Third Age);
 - Eltham District Historical Society;
 - Nillumbik Bicycle Users Group; and
 - Eltham Chamber of Commerce and Industry.
- Distribution of a targeted flyer and survey to 58 households in Cecil Street and 123 households on Bible Street (see **Figures 3 and 4**).

**Cecil Street, Eltham
Resident Survey**

Name: _____

Property Address: _____ Cecil Street
Eltham 3095

Contact Phone: _____

Several changes are proposed at the intersection of Main Road and Cecil Street:

1. Do you support the proposed change to make Cecil Street an 'entry only' at Main Road?

Yes / No _____

Comments _____

Please return survey to Lawrence Seyers, Lead Transport Planner at Nillumbik Shire Council using the attached Reply Paid envelope by Friday 23 July 2021.

Privacy Collection Notice:
Nillumbik Shire Council is inviting submissions for the purpose of facilitating effective community engagement in relation to the Eltham Urban Congestion Fund Project.
The full content of a personal submission including any name/s is a public record and may be made available for public inspection and included in Council business papers. Contact information will be redacted. Names will not be redacted unless anonymity is expressly requested and confidentiality granted to a submission.
You have the right to access and correct your personal information. Enquiries for access should be made to the Privacy Officer 8433 3271, privacy@nillumbik.vic.gov.au or PO Box 478, Greenborough Vic 3088.

Main Road / Cecil Street, Eltham

Council is seeking submissions on proposed transport investments that seek to create a more pedestrian-friendly and connected Eltham Activity Centre.

What is proposed?
Several changes are proposed at the intersection of Main Road and Cecil Street:

- Moving the Main Road signalized pedestrian crossing slightly south to align with Cecil Street (pictured).
- A new 2.5m wide shaded path is proposed on the western side of Main Road, improving the Diamond Creek Trail between from Diamond Street and the railway substation on Main Road.
- The Cecil Street westbound exit to Main Road will be closed, with vehicles only able to enter Cecil Street at the intersection. The rest of Cecil Street will continue to be two-way with all traffic exiting Bible Street. This will allow longer green light periods for vehicles travelling on Main Road, improving traffic flow.

Why is this proposed?
To improve pedestrian and cyclist safety at the Main Road / Cecil Street intersection, to connect the Diamond Creek Trail and improve signal efficiency (the proposal will increase traffic signal green time to Main Road).

Next steps
Complete the attached survey and make a submission by 23 July 2021 via <https://participate.nillumbik.vic.gov.au/>
Council will consider submissions at the Planning and Consultation Committee meeting on 14 September 2021 when submitters will also be able to make verbal statements to Council. The works are due to commence by March 2022.

Further information
Residents are encouraged to visit the Participate Nillumbik webpage to view project fact sheets, download technical drawings and lodge a submission by 23 July 2021 <https://participate.nillumbik.vic.gov.au/>
Residents can also attend one of the planned face-to-face 'pop up' consultation sessions in the Eltham Town Centre where Council officers will have project fact sheets, technical drawings and before and after illustrations available for inspection and discussion.

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Figure 3: Cecil Street targeted survey



Bible Street, Eltham

Council is seeking submissions on proposed transport investments that seek to create a more pedestrian-friendly and connected Eltham Activity Centre.

What is proposed along Bible Street?
Several changes are proposed including new raised platform intersections at:

- Bible Street/Cecil Street
- Bible Street/Luck Street
- Bible Street/Pryor Street
- Bible Street/Arthur Street

New pedestrian zebra crossings at:

- Cecil Street
- Luck Street (2)
- Arthur Street

Other changes including:

- Establishment of parking on west side of Bible Street from Cecil Street to 74 Bible Street, including new kerb outstands
- Removal of existing slow point 'blister' island near Cecil Street
- Removal of existing roundabout at Bible Street/Arthur Street
- Replace existing school crossing near Henry St with a raised pedestrian crossing
- A new raised speed hump at 74 Bible Street
- A 40km/h speed limit for Bible Street

Why is this proposed?
Council is aware of resident and community concern at rat-running along Bible Street, pedestrian safety, the narrow road pavement width, conflict with parked vehicles and vehicle speeds.

Bible Street, Eltham
Resident Survey

Name: _____

Property Address: Bible Street
 Eltham 3095

Contact Phone: _____

Several changes are proposed along Bible Street:

- Do you support the proposed new raised platform intersections along Bible Street at intersections with Cecil Street, Luck Street, Pryor Street and Arthur Street?
Yes / No
- Do you support the proposed pedestrian zebra crossings along Bible Street at intersections with Cecil Street, Luck Street and Arthur Street?
Yes / No
- Do you support the proposed parking only on the west side of Bible Street from Cecil Street to 74 Bible Street, including new kerb outstands?
Yes / No
- Do you support the proposed 40km/h speed limit for Bible Street?
Yes / No

Comments

Please return survey to Lawrence Seyers, Lead Transport Planner at Nillumbik Shire Council using the attached Reply Paid envelope by Friday 23 July 2021.

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The full content of a personal submission including any name/s is a public record and may be made available for public inspection and included in Council business papers. Contact information will be redacted. Names will not be redacted unless anonymity is expressly requested and confidentiality granted to a submission.
You have the right to access and correct your personal information. Enquiries for access should be made to the Privacy Officer 9433 3271, privacy@nillumbik.vic.gov.au or PO Box 476, Greensborough Vic 3088.

Figure 4: Bible Street targeted survey

- A news item included in June 2021 Nillumbik News, sent to 23,000 households and business throughout Nillumbik (see **Figure 5**).



An artist's impression of the corner of Main Road and Arthur Street, Eltham.

New \$5m plan to cut traffic

A new project to reduce traffic congestion in the Eltham Activity Centre is being funded with \$5 million from the Federal Government.

The Urban Congestion Fund project will include a range of transport improvements to create a more pedestrian-friendly and connected Eltham activity centre. The initiatives will encourage more sustainable ways of travelling including public transport

and walking in an effort to ease traffic congestion in the area.

Concept drawings are being finalised in preparation for community consultation soon, subject to Council endorsement.

You can register to stay informed about this project at our Participate Nillumbik website, participate.nillumbik.vic.gov.au/congestion-busting

Figure 5: Nillumbik News, June 2021

- 44 submissions received via email and over the phone (refer **Attachment 1**).

- 788 contributions to the Participate Nillumbik project website (refer **Attachment 2**) comprising of:
 - 166 contributions (21%) on 40 km/h zone proposal;
 - 105 contributions (13%) on Main Road Shared Use Path proposal;
 - 82 contributions (11%) on Bible Street proposals;
 - 73 contributions (9%) on Main Road pedestrian signal proposal;
 - 63 contributions (8%) on Main Road and Luck Street proposals;
 - 61 contributions (8%) on Main Road and Arthur Street proposals;
 - 59 contributions (8%) on Main Road and Cecil Street proposals;
 - 50 contributions (6%) on Eltham Central car park proposal;
 - 48 contributions (6%) on Main Road and St Laurence Lane proposals;
 - 47 contributions (6%) on Main Road and Pryor Street proposals; and
 - 34 contributions (4%) on Main Road and Panther Place proposal.

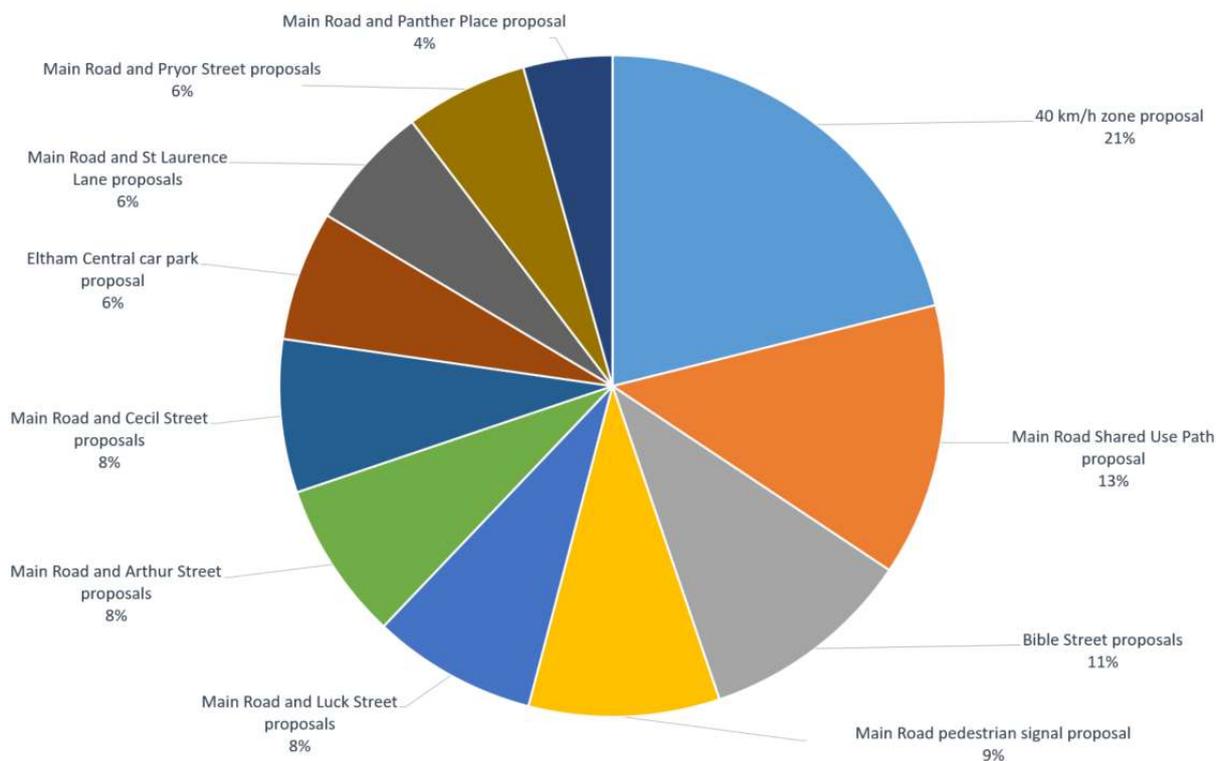


Figure 6: Contributions received via the Participate Nillumbik webpage

- Extensive social media posts over the six-week consultation process (see **Figure 7** for examples):
 - Eight Facebook posts (17 June, 22 June, 25 June (*2), 1 July, 8 July, 15 July and 19 July);
 - Six Instagram posts (15 June, 22 June, 26 June (*2), 2 July and 9 July);
 - One Twitter post (15 June); and
 - One LinkedIn post (21 June).
- High levels of social media engagement with 179,130 Facebook interactions including 181 likes, 17 loves, 1 wow, 1 laugh, 24 angry, 2 sad reactions, 426 comments and 16 shares (detailed in **Attachment 3**).

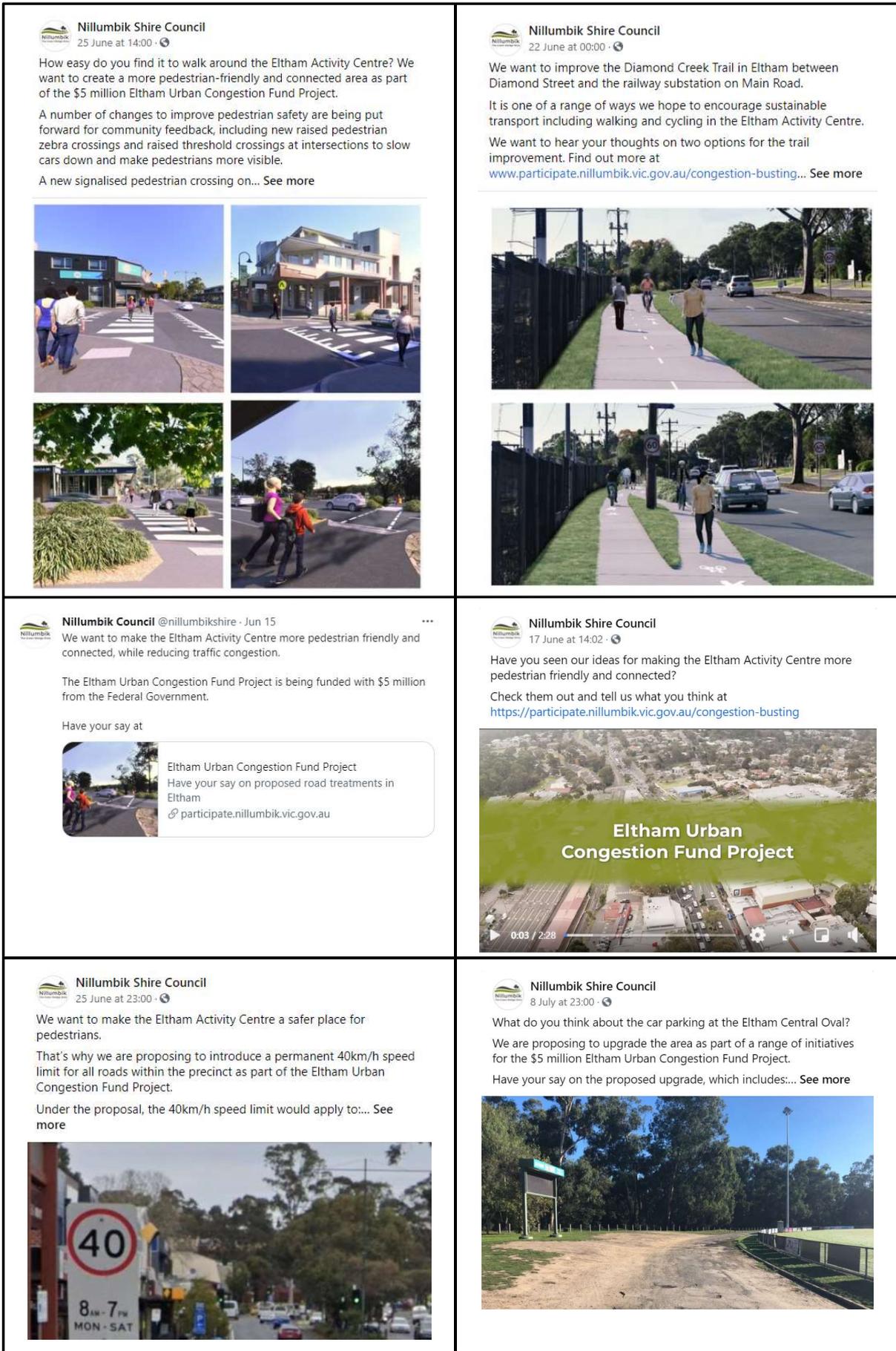


Figure 7: Social media examples, June-July 2021 (also see Attachment 3)

- 44 attendees to the three 'pop-up' information sessions at Eltham Town Rotunda on 24 and 28 June and 7 July 2021 (see **Figure 8**).
- A fourth 'pop-up' information session planned on 16 July 2021 was cancelled due to COVID-19 restrictions announced on 15 July 2021.



Figure 8: COVID-Safe 'pop up' information session at Eltham Town Rotunda

- High levels of engagement with a project video (see **Figure 9**) featuring the Mayor and Ward Councillor, at the close of consultation on 23 July 2021:
 - 3900 views of a Facebook video published 17 June 2021;
 - 162 views of a YouTube video published on 18 June 2021; and
 - 1100 views of a Facebook video published 19 July 2021.



Figure 9: Project online video (available [here](#))

- 60 attendees to the Wingrove Ward Meeting on 30 June 2021, including project information on display (see **Figures 10 and 11**).



Figure 10: Wingrove Ward Meeting



Figure 11: Wingrove Ward Meeting project information on display

3. Consultation outcomes

The majority of respondents live in Eltham or neighbouring suburbs. Of the 44 submissions received via email and over the phone, most submissions showed that people saw the project's potential to improve the pedestrian environment within the local area and safety for road users. Some common concerns around potential impacts were also expressed. **Attachment 1** provides all the submissions received via email and over the phone together with the Council officer's response.

Of the 788 contributions received via the Participate Nillumbik project website (refer **Attachment 2**), the submissions have been grouped into project specific comments:

- 40 km/h zone proposal (**Attachment 2.1**);
- Bible Street proposals (**Attachment 2.2**);
- Eltham Central car park proposal (**Attachment 2.3**);
- Main Road pedestrian signal proposal (**Attachment 2.4**);
- Main Road and Arthur Street proposals (**Attachment 2.5**);
- Main Road and Cecil Street proposals (**Attachment 2.6**);
- Main Road Shared Use Path proposal (**Attachment 2.7**);
- Main Road and Luck Street proposals (**Attachment 2.8**);
- Main Road and Panther Place and Main Road and York Street proposals (**Attachment 2.9**);
- Main Road and Pryor Street proposals (**Attachment 2.10**); and
- Main Road and St Laurence Lane proposals (**Attachment 2.11**).

The social media posts generated a lot of interest. Contentious discussions included the provision infrastructure for cyclists, the behaviour of motorists and cyclists, the operation of pedestrian crossings on the Luck Street roundabout, the Bible Street raised platform treatments, the proposed Bible Street car parking arrangements and the 40km/h speed Activity Centre Zone proposal. These debates were often polarised with a roughly equal numbers of supporters and detractors.

There was solid engagement with the Participate Nillumbik webpage, with a total of 7724 views, 2261 visits from 1788 visitors resulting in 788 contributions from 229 individual contributors (see **Figure 12**).

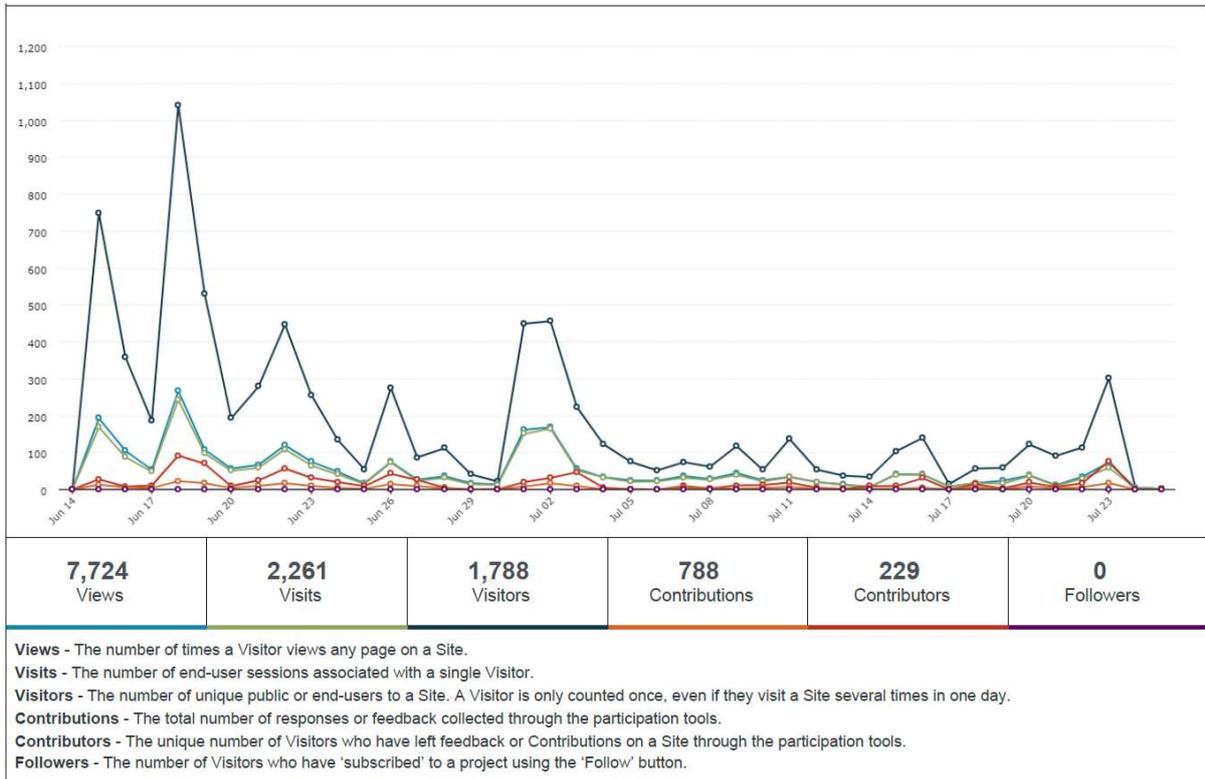


Figure 12: Community engagement with the Participate Nillumbik webpage

Most visits were to the Eltham Urban Congestion Fund homepage (91.3% visitation), Main Road/Diamond Creek Trail webpage (20.1% visitation), Main Road/Cecil Street webpage (16.5% visitation), Bible Street webpage (15.9% visitation) and Eltham Central Oval Car Park Upgrade webpage (13.3% visitation) (see **Figure 13**).

Page Name	Visitation %	Visits	Visitors
Eltham Urban Congestion Fund Project	91.3%	2,065	1,681
Eltham Congestion Busting - Main Rd/Diamond Creek Trail	20.1%	454	413
Eltham Congestion Busting - Main Rd/ Cecil St	16.5%	373	343
Eltham Congestion Busting- Bible St	15.9%	359	324
Eltham Congestion Busting- Eltham Central Car Park upgrade	13.3%	301	279

Figure 13: Top-visited pages on the Participate Nillumbik webpage

The visitor profile of new visitors and returning visitors to the Participate Nillumbik webpage is shown in **Figure 14**.



Figure 14: Visitor profile of users on the Eltham Urban Congestion Fund Participate Nillumbik webpage

Visitors to the Eltham Urban Congestion Fund Participate Nillumbik webpage were predominately sourced from social media (53.26%), direct to the webpage (31.34%), websites (8.88%) and search engines (5.83%) (see **Figure 15**).

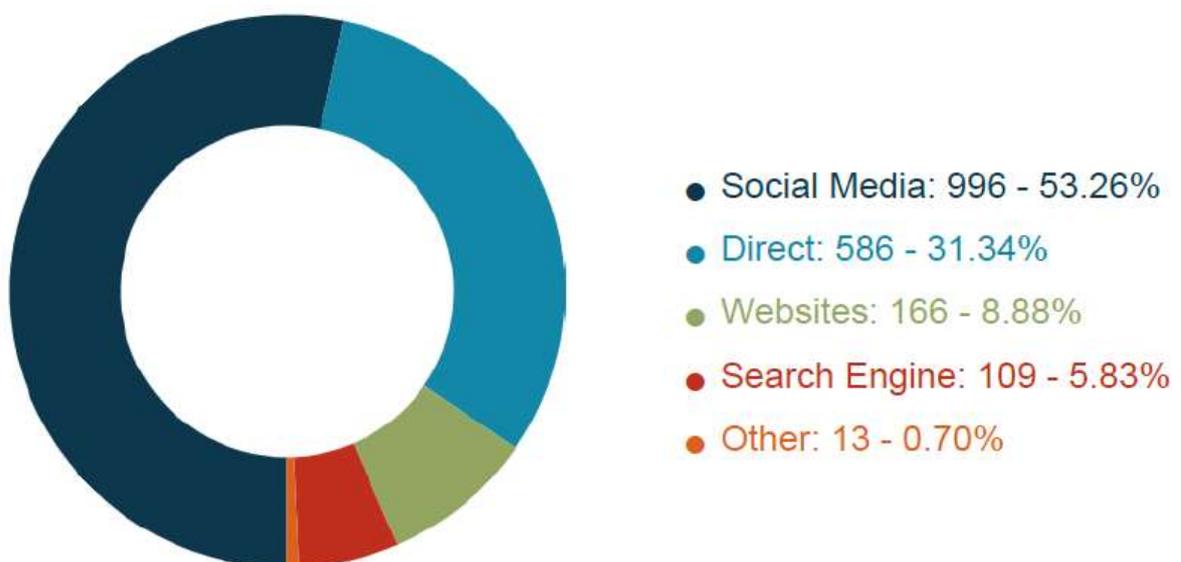


Figure 15: Visitor referrals to the Eltham Urban Congestion Fund Participate Nillumbik webpage

3.1 High-level summary following consultation

Following the review of all 888 submissions/contributions received, the following design changes have been recommended:

Abandon proposals for:

- Main Road 24-hour, seven-day-a-week 40km/h speed limit;
- Cecil Street to become 'entry only' from Main Road;
- Bible Street/Cecil Street raised platform intersection; and
- Bible Street/Arthur Street raised platform intersection.

Proceed with proposals for:

- 40km/h speed limit on Eltham Activity Centre local roads;
- Undergrounded power line option for the Main Road Shared Use Path;
- Commence discussion with St Vincent's Health and VicTrack on a longer-term 'missing link' to the Diamond Creek Trail;
- Luck Street/Main Road roundabout improvements;
- Pryor Street and Arthur Street new pedestrian crossings;
- New Main Road traffic signal pedestrian crossing with changes to retain existing median street tree;
- Traffic Signal Route Review to improve the operation of traffic lights to coordinate traffic signals along Main Road to minimise stops and delays;
- St Laurence Lane closure and place making with changes to maintain existing 90-degree parking on Main Road;
- Panther Place and York Street raised platform crossings at Main Road;
- Retain existing zebra crossing at Bible Street Aged Care/Retirement Village with the blister island and pedestrian refuge as a rest area for aged walkers;
- Bible Street raised platform intersections at Luck Street and Pryor Street;
- Bible Street parking lane on western side and no parking on eastern side;
- Retain Bible Street/Arthur Street roundabout and install zebra pedestrian crossings on each leg;
- Bible Street/Henry Street pedestrian crossing;
- 74 Bible Street speed hump;
- Eltham Central Oval car parking upgrades with design changes; and
- Implement appropriate traffic management and timely communication of construction activities to minimise impacts.

3.2 Detailed summary of design changes following consultation

Officers have reviewed all 888 submissions/contributions and recommend the following 38 design changes (14 major design changes and 24 minor design changes):

Project Number	Proposed Project	Major proposed changes following feedback	Minor proposed changes following feedback
1	40km/h Eltham Activity Centre speed limit	<ol style="list-style-type: none"> 1. Abandon plans to include a 24-hour, seven day a week 40km/h speed limit on Main Road. 2. Adopt a 40km/h speed limit on local roads of Bible Street (from Cecil Street to Taylor Street); Cecil Street, Pryor Street, Arthur Street (up to Bible Street), Commercial Place, Taylor Street and Panther Place. 	No minor changes.
2	Main Road Shared Use Path	<ol style="list-style-type: none"> 3. Adopt the undergrounded power line option for the Main Road Shared Use Path. 4. Initiate a discussion with St Vincent's Health and VicTrack on a longer-term 'missing link' to the Diamond Creek Trail either along the Diamond Creek (requiring St Vincent's private landholdings) or the western side of the railway (requiring VicTrack agreement). 	<ol style="list-style-type: none"> 1. Inclusion of safety improvements to the proposed Main Road Shared Use Path (Diamond Creek Trail priority movement, rumble street treatments, sightline improvements on the approach to Main Road, green pavement treatment of the Diamond Creek Trail where it crosses Diamond Street). 2. Inclusion of a footpath connection from the Diamond Creek Trail to the commuter car park on Diamond Street. 3. Inclusion of Diamond Creek Trail and Eltham town Centre signage on Main Road Shared Use Path.
3	Cecil Street 'entry only' from Main Road	<ol style="list-style-type: none"> 5. Abandon proposal to make Cecil Street 'entry only' from Main Road as part of the Urban Congestion Fund and retain existing pedestrian crossing conditions (further investigation as a separate project). 	No minor changes.
4	Luck Street/Main Road roundabout improvements	No major changes.	<ol style="list-style-type: none"> 4. Modify signage schedule to correct 'Parking Area 1P Ticket' should be 'Parking Area 1P' (no change from existing condition).
5	New traffic signal pedestrian crossing of Main Road mid-block between Luck Street and Pryor Street	<ol style="list-style-type: none"> 6. Retain existing median tree and existing central median break arrangement for proposed bus terminal signals on Main Road. 7. Complete a Traffic Signal Route Review to improve the operation of traffic lights to coordinate traffic signals along Main Road to minimise stops and delays. 	<ol style="list-style-type: none"> 5. Include zebra linemarking at the pedestrian crossing at the entrance to the bus terminal. 6. Modify plans to correctly reference St Laurence Lane.
6	New pedestrian crossings on Pryor Street	No major changes.	<ol style="list-style-type: none"> 7. Modify signage schedule to correct 'Parking Area 1P Ticket' should be 'Parking Area 1P' (no change from existing condition).
7	New pedestrian crossings on Arthur Street	No major changes.	<ol style="list-style-type: none"> 8. Include hatched line marked area on Main Road at Arthur Street to stop vehicles blocking Main Road southbound lanes. 9. Install flashing 'give way to pedestrian' signage directed towards right-turning vehicles from Main Road into Arthur Street to give way to pedestrians at the proposed zebra crossing. 10. Provide additional linemarking to provide better guidance for drivers for the right turn from Main Road into Arthur Street.
8	St Laurence Lane closure and placemaking	<ol style="list-style-type: none"> 8. Retain the existing 90-degree parking arrangement at Main Road/St Laurence Lane. 	<ol style="list-style-type: none"> 11. Modify plans to correctly reference St Laurence Lane. 12. Redesign the existing disabled space located at 917 Main Road to become a DDA-compliant space. 13. Correct the arrow on St Laurence Lane to a bi-directional arrow.
9	Raised platform crossing at Panther Place/Main Road and York St/Main Road	No major changes.	No minor changes.

Project Number	Proposed Project	Major proposed changes following feedback	Minor proposed changes following feedback
10	Bible Street/Cecil Street intersection	9. Abandon proposed Bible Street /Cecil Street raised platform intersection and retain zebra crossing at the Aged Care/Retirement Village with the blister island and pedestrian refuge as a rest area for aged walkers.	No minor changes.
11	Bible Street/Luck Street intersection	No major changes.	No minor changes.
12	Bible Street/Pryor Street intersection	No major changes.	No minor changes.
13	Bible Street/Arthur Street intersection	10. Abandon proposed Bible Street/Arthur Street raised platform intersection and retain roundabout. 11. Install zebra pedestrian crossings on each of the legs of the Bible Street/Arthur Street roundabout.	No minor changes.
14	Bible Street/Henry Street pedestrian crossing	No major changes.	14. Convert the proposed Bible Street/Henry Street raised school crossing to a raised zebra crossing.
15	74 Bible Street speed hump	No major changes.	15. Remove the parking lane from 69 Bible Street to Taylor Street (and retain existing centre linemarking) and install no parking signage along this section of Bible Street due to the crest of the hill.
16	Parking and linemarking on Bible St	12. Adopt proposal to only have parking on the western side of Bible Street and provide continuous white centre line to restrict cars from parking on eastern side of Bible Street.	No minor changes.
17	Eltham Central Oval	13. Adopt a realignment of the proposed Diamond Creek Trail around the back of the Eltham Central Oval to avoid the vegetation impacts of locating it behind the existing chain mesh fence. 14. Include barrier kerbing and bollards to protect the large tree near the Eltham trestle bridge from vehicle parking and create an opportunity for landscaping.	16. Adopt barrier kerb along the rear of the proposed Eltham Central Oval car parking to prevent vehicles mounting kerb. 17. Include a new Youth Road/Panther Place gate at the existing location but with a new gate with a vandal-proof cover over a new lock. 18. Include a landscaping plan for the Eltham Central Oval, including new large canopy trees where possible. 19. Minimise visual impact of parking around the western wing of Eltham Central Oval by the adoption of reflectors or 't' linemarking. 20. Include car park layout plan prepared for the rear of the Eltham Central Pavilion; 21. Locate proposed bike racks at the rear of the Eltham Central Oval Pavilion. 22. Include footpath from the Eltham Central Oval car park to the Child Care Co-Op. 23. Include lighting and signage at Eltham Central Oval carpark. 24. Include notation on the Eltham Central Oval car park plan regarding 'Goal netting or chainmesh fence to be relocated between the roadway and the black boundary fence (to be investigated and funded as a separate project)'.

3.3 Main Road Diamond Creek Trail Shared Use Path

What we proposed



Option 1 – with pole

Option 2 – no pole

A new 2.5m-wide shared path for the west side of Main Road, improving the Diamond Creek Trail between Diamond Street and the railway substation on Main Road. Council developed two options with both narrowing Main Road traffic lanes from 4.2m to 3.5m wide:

- **Option 1:** Construction of a 2.5m-wide shared path that deviates around power poles; and
- **Option 2:** Construction of a 2.5m-wide shared path with underground power lines.

What we've heard

Of the contributions received via Participate Nillumbik, 82.83% supported the No-Pole option (see **Figure 16**).

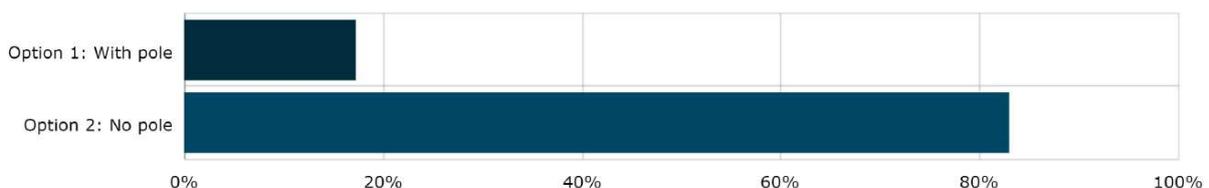


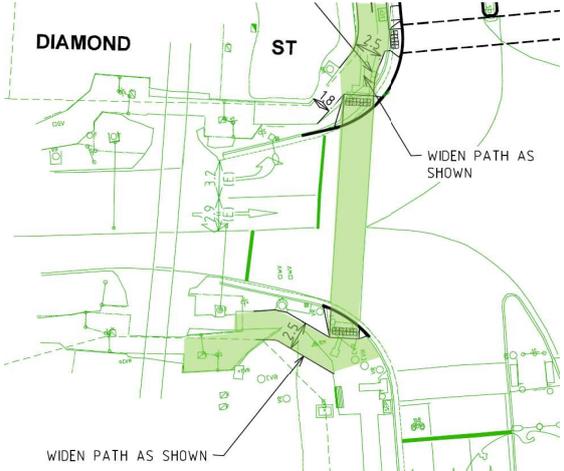
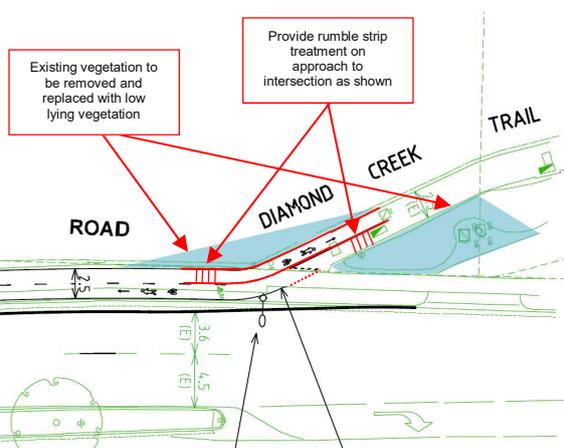
Figure 16: Participate Nillumbik survey response to 'Which treatment do you prefer?'

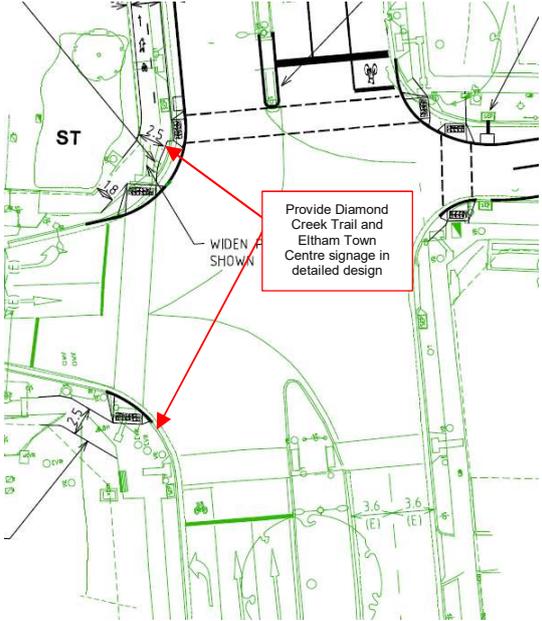
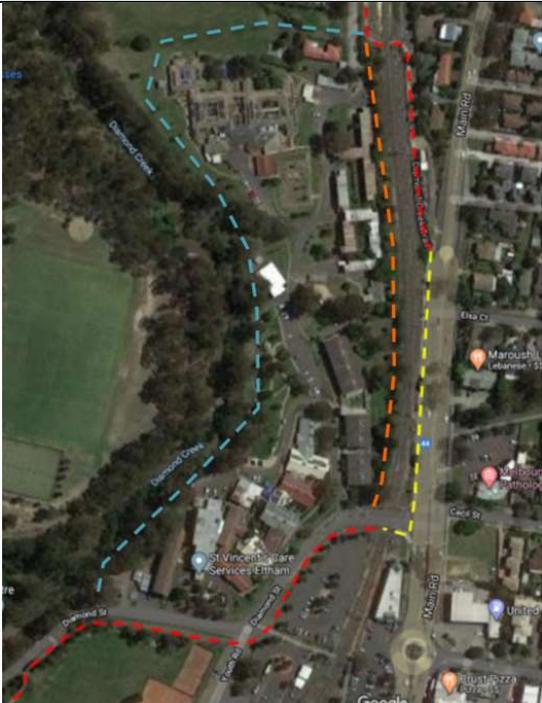
Officers have reviewed the contributions received via Participate Nillumbik and this is what we heard:

- There was strong support for the removal of power poles;
- Support for a wider path for pedestrian/cyclists at this location;
- Concern that the existing footpath is unsafe and improvements are welcome;
- Concern at the safety of option that retains power poles;
- Concern at the removal of paperbarks and the need to narrow traffic lanes on Main Road to accommodate the 2.5m-wide shared path;

- Support for a nature strip between the road and Shared Use Path to provide a separation of path users and the traffic lanes;
- A need to provide additional bike racks in the Eltham Town Centre;
- Include Diamond Creek Trail and Eltham Town Centre directional signage;
- Support for additional cycling facilities into the Eltham Town Centre;
- A need to plan for a longer-term alignment of the path along the Diamond Creek (requiring St Vincent's private landholdings) or the western side of the railway (requiring VicTrack agreement);
- Concern at the additional cost (approximately \$400,000-500,000) to relocate the power lines;
- Concern at the safety of the Diamond Creek Trail on the approach to Main Road, suggestion for sightline improvements;
- Support for green pavement marking at the Diamond Street traffic signals; and
- Suggestion for a footpath connection from the Diamond Creek Trail to the commuter car park on Diamond Street.

What we'll change

Description of change	Illustration of change
Adopt Option 2 : Construction of a 2.5m-wide shared path with underground power lines.	n/a
Modify Drawing No. V191990-01-01 Sheet 1 of 13 issue P1 (undergrounded power line option) to include green pavement treatment of the Diamond Creek Trail where it crosses Diamond Street.	
Modify Drawing No. V191990-01-01 Sheet 1 of 13 issue P1 (undergrounded power line option) to include Diamond Creek Trail priority movement, rumble street treatments and sightline improvements on the approach to Main Road.	

Description of change	Illustration of change
<p>Modify Drawing No. V191990-01-01 Sheet 1 of 13 issue P1 (undergrounded power line option) to include a footpath connection from the Diamond Creek Trail to the commuter car park on Diamond Street.</p>	
<p>Modify Drawing No. V191990-01-02 Sheet 2 of 13 issue P1 (undergrounded power line option) to include Diamond Creek Trail and Eltham town Centre signage in detailed design.</p>	
<p>Initiate a discussion with St Vincent's Health and VicTrack on a longer-term 'missing link' to the Diamond Creek Trail either along the Diamond Creek (requiring St Vincent's private landholdings) or the western side of the railway (requiring VicTrack agreement).</p>	

3.4 Main Road/Diamond Street/Cecil Street

What we proposed



Before



After

Proposal involved moving the Main Road signalised pedestrian crossing slightly south to align with Cecil Street (pictured). The Cecil Street westbound exit to Main Road will be closed, with vehicles only able to enter Cecil Street at the intersection. The rest of Cecil Street will continue to be two-way with all traffic exiting via Bible Street. This will allow longer green-light periods for vehicles travelling on Main Road, improving traffic flow.

What we've heard

Of the contributions received via Participate Nillumbik, 53% did not support the proposed Cecil Street and Main Road treatment (see **Figure 17**).

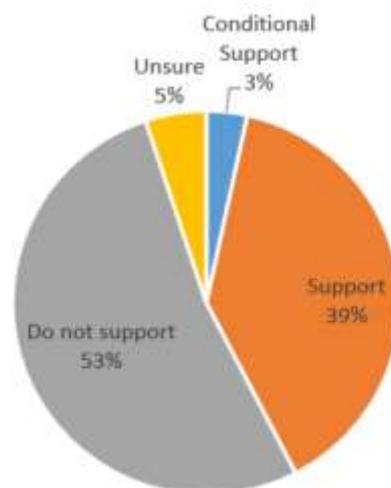


Figure 17: Participate Nillumbik contributions to the Cecil Street and Main Road proposal

Of the 10 resident surveys returned from Cecil Street residents (from 58 surveys distributed on 28 June 2021), 50% did not support the proposed Cecil Street and Main Road treatment (see **Table 2** and **Figure 18**).

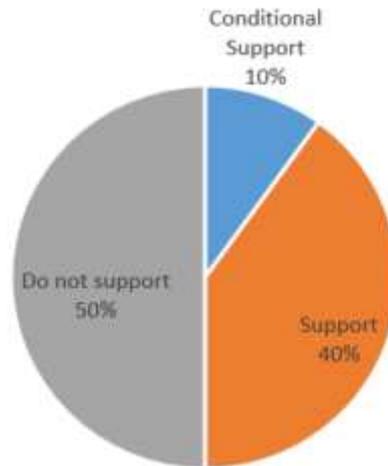


Figure 18: Targeted Cecil Street resident survey responses to question ‘Do you support the proposed change to make Cecil Street an ‘entry only’ at Main Road?’

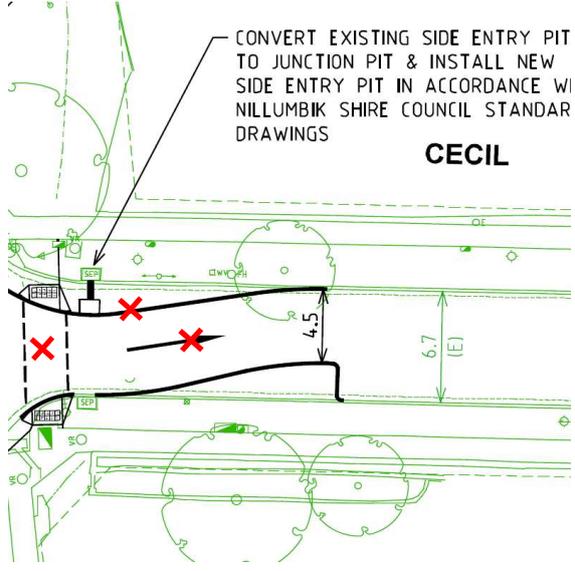
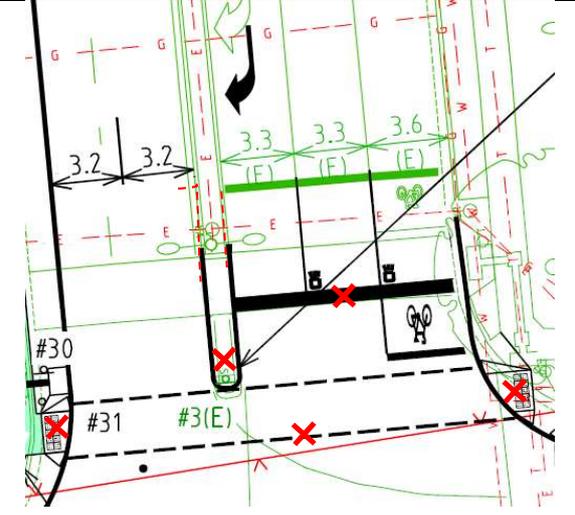
Officers have reviewed the contributions received via Participate Nillumbik and this is what we heard:

- The existing arrangement provides easy access across the railway crossing to Diamond Street and traffic redistribution to Luck Street may be problematic;
- Closure of the westbound exit will only create more traffic along Luck and Arthur streets;
- Pushing more traffic up onto Bible Street is counterproductive to getting rid of the Bible Street rat run;
- To move the pedestrian crossing a few feet seems a nonsensical waste of money, crossing is fine where it is;
- Residents who live closer to Main Road on Cecil Street would be disadvantaged by longer travel times; and
- The complexity of the traffic signal phasing due to the need to link the signals with the rail crossing and the split phasing of the Diamond Street and Cecil Street legs results in this intersection being the cause of most of the congestion along Main Road through Eltham Town Centre.

Response number	Received	Name	Street number in Cecil Street	Q1. Do you support the proposed change to make Cecil Street an 'entry only' at Main Road?	General comments made by resident
1	5/06/2021			Yes	none
2	5/06/2021			Yes	Good idea, street is too narrow for amount of traffic it carries, including buses and trucks
3	5/06/2021			Yes	none
4	5/06/2021			No	Although it may reduce congestion in our street I think it would create worse issues in streets such as Luck St; because to turn onto Main Rd this is where I would have to travel to. Often there is already a line of traffic to get around roundabout. Happy to hear other options. I think it would create more congestion through roundabout which I believe would be more dangerous in regards to accidents.
5	8/07/2021			Yes in part	Cecil Street is used as a cut through to avoid Main Road shopping precinct at peak times, with great speed to catch the lights. We would prefer total closure of Cecil Street and Main Road or a one way street only in an easterly direction exiting at Bible Street and resident parking permits or timed parking of 3hrs Monday to Friday so resident guests can park
6	8/07/2021			Yes	It would be great if you could also address the parking problem in Cecil Street. It's been ok during COVID, but usually the street is unsafely packed with cars of commuters using the train. Please put 6-8 hour limits on the street parking as in neighbouring streets.
7	12/07/2021			No	1. I live near intersection of Cecil and Main Rds, if this is closed, this would be a major inconvenience as I go north to my physio, doctor and my daughters house once a day. 2. If I'm forced to go over Luck Street roundabout to turn right, I will have less opportunities to turn due to change in traffic light sequence. 3. Cecil Street is a major through road for residents in Woodbridge, Bible Street etc. Luck Street is not geared up to become a major through road. 4. As an older resident, the inconvenience of having to drive further to exit my street is time consuming and will use more petrol! This is not a green solution.
8	12/07/2021			No	If it is going to be 'entry only' at Main Road then what is the point of having two way traffic in the already congested street. The street should at least have a minimum 2 hours parking restriction and should be made into a one way street.
9	21/07/2021			No	I strongly oppose the idea that Cecil Street be entry only from Main Road. I have lived in Cecil Street for 38 years and am horrified at this suggestion. How will I safely enter Main Road? What will happen to hundreds of Eltham East Primary School drop offs and pick ups? I suppose they will all overload Luck Street instead. Just moving the problem further down the road. What a simplistic idea. With more and more development in the activity centre this exit onto Main Road will be needed. Please reconsider this absurd idea. Not happy Jan or whinging Karen. My husband thinks this is a stupid idea as well.
10	23/07/2021			No	Garbage trucks need to access Main Road. If we need to go to Diamond Creek we need to turn right at Main Road, otherwise we will have to go through back streets causing more traffic you are trying to resolve. Lights at Cecil Street will be safe for pedestrians.

Table 2: Targeted Cecil Street resident survey responses to question 'Do you support the proposed change to make Cecil Street an 'entry only' at Main Road'

What we'll change

Description of change	Illustration of change
<p>Abandon proposal to make Cecil Street 'entry only' from Main Road as part of the Urban Congestion Fund and retain existing pedestrian crossing conditions (further investigation as a separate project).</p>	
<p>Modify Drawing No. V191990-01-02 Sheet 2 of 13 issue P1 to remove the proposed Cecil Street 'entry only' treatment from Main Road and retain existing pedestrian crossing locations and kerblines (retain existing conditions).</p>	 <p>CONVERT EXISTING SIDE ENTRY PIT TO JUNCTION PIT & INSTALL NEW SIDE ENTRY PIT IN ACCORDANCE WITH NILLUMBIK SHIRE COUNCIL STANDARD DRAWINGS</p> <p>CECIL</p> <p>The drawing shows a plan view of Cecil Street with several pits. A callout line points to a specific pit with the text above. Dimensions are shown: 4.5m and 6.7m (E). Red 'X' marks indicate locations where existing conditions are to be retained.</p>
<p>Modify Drawing No. V191990-01-02 Sheet 2 of 13 issue P1 to remove the proposed pedestrian crossing and stop line relocation on Bible Street, the proposed central island extension and pram crossing relocations (retain existing conditions).</p>	 <p>The drawing shows a plan view of Bible Street with various markings. Dimensions are shown: 3.2m, 3.2m, 3.3m (F), 3.3m (F), and 3.6m (E). Red 'X' marks indicate locations where existing conditions are to be retained. Labels #30, #31, and #3(E) are present.</p>

3.5 Main Rd/Luck St roundabout improvements

What we proposed



Proposed changes to improve pedestrian safety and traffic congestion at the roundabout include:

- New raised threshold pedestrian zebra crossings at Luck Street (pictured) and the entrance to the commuter car park; and
- Redirect pedestrians wishing to cross Main Road away from the roundabout to existing Diamond Street signals or proposed new signalised pedestrian crossing to the south.

What we've heard

Of the contributions received via Participate Nillumbik, 51% supported the proposed Main Road and Luck Street treatment (see **Figure 19**).

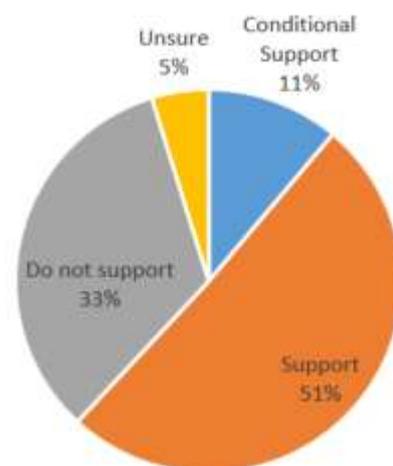


Figure 19: Participate Nillumbik contributions to the Main Road and Luck Street proposal

Officers have reviewed the contributions received via Participate Nillumbik and this is what we heard:

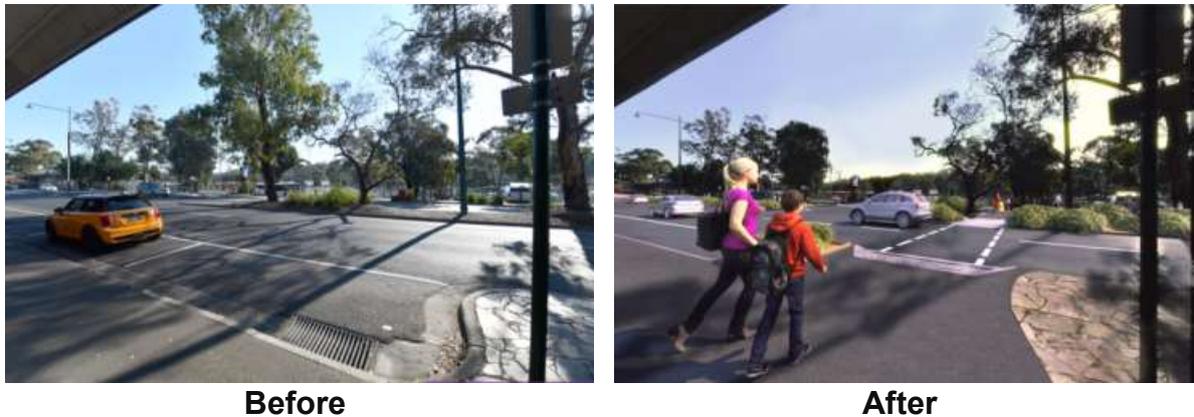
- Support for clear raised zebra crossing and larger traffic island to make it safer to cross Luck St;
- Concern that it is currently not a safe crossing of Luck Street and is challenging for pedestrians;
- Concern that the crossing at the corner of Luck Street is going to result in cars entering Luck Street blocking Main Road while they wait for pedestrians;
- Concern the current roundabout is blocked by vehicles when signals at Diamond Street hold traffic up;
- A desire to maintain green landscaped areas (such as the roundabout); and
- No support for the introduction of '1P Ticket' parking signage on the signage schedule (#29) on the west of the Luck Street roundabout.

What we'll change

Description of change	Illustration of change
<p>Modify Drawing No. V191990-01-03 Sheet 3 of 13 issue F1 to correct the 'Parking Area 1P Ticket' sign on the signage schedule (#29) that is in use on Car park on the west of the Luck Street roundabout which is 'Parking Area 1P'.</p>	<p>#29</p> 

3.6 Main Rd mid-block between Luck St and Pryor St

What we proposed



New pedestrian-operated signals are proposed on Main Road between Luck and Pryor streets, providing a new crossing to the Eltham Bus Interchange and railway station.

The signals will improve road safety by controlling traffic while buses exit the bus terminal into Main Road.

What we've heard

Of the contributions received via Participate Nillumbik, 55% supported or provided conditional support to the proposed pedestrian-operated signals on Main Road (see **Figure 20**). Key concerns related to the tree removal in the central median.

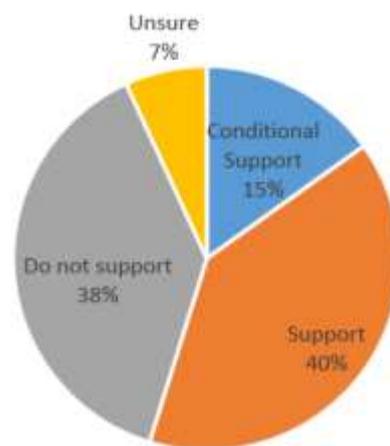
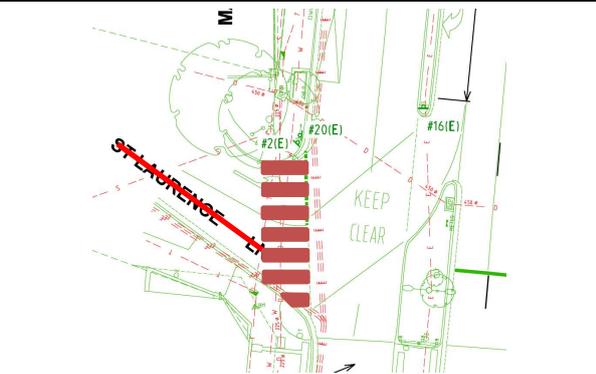
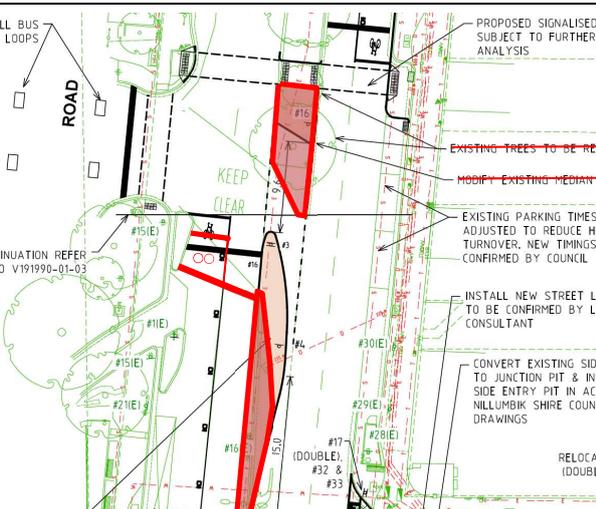


Figure 20: Participate Nillumbik contributions to the proposed pedestrian-operated signals on Main Road

Officers have reviewed the contributions received via Participate Nillumbik and this is what we heard:

- Support for the change to make it safer to cross Main Road and improvements for buses trying to get out into traffic;
- Concern over the removal of two current parking bays on Main Road and any impacts on the Main Road traders in the vicinity of the new lights;
- Concern about removing even one large tree in the central median;
- Concern at the number of traffic lights on Main Road and the impact on congestion;
- Support traffic signal co-ordination along Main Road;
- Include zebra crossing at the entrance to the bus terminal;
- Suggestions for a pedestrian bridge over Main Road instead of traffic signals;
- Support to retain the existing signals at the Post Office; and
- Suggestion to connect the pedestrian crossing to the railway underpass.

What we'll change

Description of change	Illustration of change
<p>Modify Drawing No. V191990-01-04 Sheet 4 of 13 issue F2 to remove reference to St Laurence Lane and include zebra linemarking at the pedestrian crossing at the entrance to the bus terminal.</p>	
<p>Modify Drawing No. V191990-01-04 Sheet 4 of 13 issue F2 to relocate Main Road stop line location further south to retain existing median tree and existing arrangement for central median break.</p>	
<p>Complete a Traffic Signal Route Review to improve the operation of traffic lights with the objective to coordinate traffic signals by linking together consecutive traffic signals along Main Road to minimise stops and delays. This would consider how the new traffic signal at the bus terminal relates to Diamond Street level crossing to the north, and the signals to the south – the Post Office signal, Dudley Street signal and the Bridge Road signal.</p>	

3.7 Main Road/Pryor Street

What we proposed



Main Road / Pryor Street



Pryor Street pedestrian crossing (#1)



Pryor Street pedestrian crossing (#2)

Proposed changes on Pryor Street include replacing two existing pedestrian crossings with raised pedestrian zebra crossings and constructing a new raised threshold pedestrian zebra crossing at the Main Road intersection.

What we've heard

Of the contributions received via Participate Nillumbik, 70% supported the proposed raised pedestrian zebra crossings on Pryor Street (see **Figure 21**).

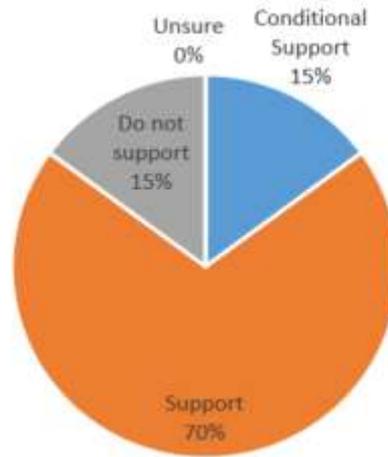


Figure 21: Participate Nillumbik contributions to the Pryor Street raised pedestrian zebra crossings proposals

Officers have reviewed the contributions received via Participate Nillumbik and this is what we heard:

- Support enhancements to the existing pedestrian crossings on Pryor Street;
- These proposals would improve safety for pedestrians and provide more street crossing options;
- The raised threshold crossings will be far more noticeable to motorists than the current crossings which many motorists seem to ignore;
- Concern that the crossing at the corner of Pryor Street is going to result in cars entering Pryor Street blocking Main Road while they wait for pedestrians; and
- No support to the introduction of '1P Ticket' parking signage on the signage schedule (#25) on the Commercial Place.

What we'll change

Description of change	Illustration of change
Modify Drawing No. V191990-01-04 Sheet 4 of 13 issue F1 to correct the 'Parking Area 1P Ticket' sign on the signage schedule (#25) that is in use on Commercial Place which is 'Parking Area 1P'.	<div style="display: flex; align-items: center; justify-content: center;"> <div style="font-size: 2em; margin-right: 20px;">#25</div>  </div>

3.8 Main Road/Arthur Street

What we proposed



Main Road / Arthur Street



Arthur St pedestrian crossing (#1)



Arthur Street pedestrian crossing (#2)

Two pedestrian zebra crossings in Arthur Street will be replaced with raised crossings. A new raised threshold treatment with pedestrian zebra crossing will be constructed at the intersection of Arthur Street and Main Road. Right turns from Arthur Street into Main Road will be banned.

What we've heard

Of the contributions received via Participate Nillumbik, 70% supported or provided conditional support to the proposed Arthur Street raised pedestrian zebra crossings proposals (see **Figure 22**). Key concerns related to the pedestrian safety and the need for the new raised threshold zebra treatment on Main Road.

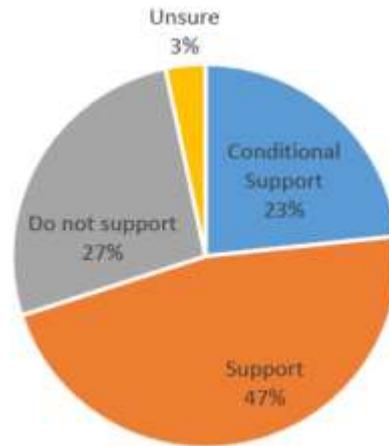
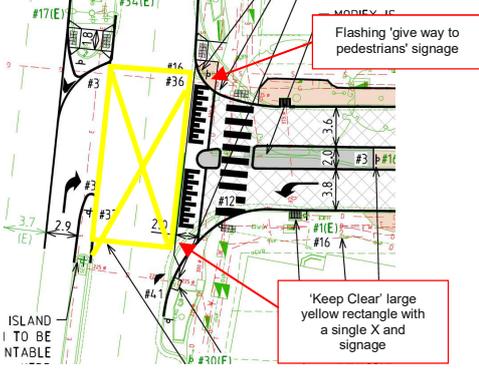
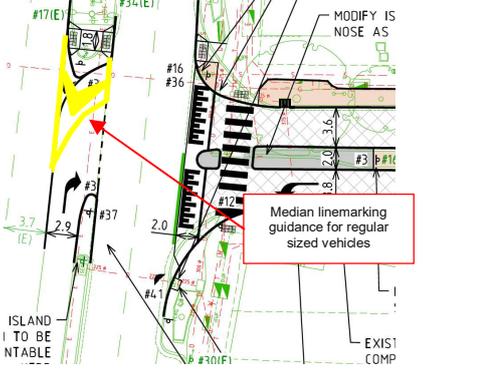


Figure 22: Participate Nillumbik contributions to the Arthur Street raised pedestrian zebra crossings proposals

Officers have reviewed the contributions received via Participate Nillumbik and this is what we heard:

- Support enhancements to the existing pedestrian crossings on Arthur Street;
- The raised threshold crossings will significantly contribute to pedestrian safety and ease of access for the disabled;
- Concern that the crossing at the corner of Arthur Street is going to result in cars entering Arthur Street blocking Main Road while they wait for pedestrians and also safety of pedestrians given right turning movements from Main Road;
- Stopping right-hand turns out of Arthur Street is supported;
- Pedestrian accessibility around car park entrances and exits is currently difficult;
- Concern that three pedestrian crossings on Arthur Street is excessive;
- Suggestion for improved linemarking guidance for drivers for the right turn from Main Road into Arthur Street;
- Suggestion to improve street lighting at the pedestrian crossings; and
- Suggestion to make Luck, Pryor, Arthur and Dudley streets each one way between Main Road and Bible Street.

What we'll change

Description of change	Illustration of change
<p>Modify Drawing No. V191990-01-05 Sheet 5 of 13 issue F1 to include hatched line marked area on Main Road at Arthur Street to stop vehicles blocking Main Road southbound lanes, install flashing 'give way to pedestrian' signage directed towards right turning vehicles from Main Road into Arthur Street to give way to pedestrians at the proposed zebra crossing.</p>	 <p>Flashing 'give way to pedestrians' signage</p> <p>'Keep Clear' large yellow rectangle with a single X and signage</p>
<p>Modify V191990-01-05 Sheet 5 of 13 issue F1 to provide additional linemarking to provide better guidance for drivers for the right turn from Main Road into Arthur Street.</p>	 <p>Median linemarking guidance for regular sized vehicles</p> <p>MODIFY IS NOSE AS</p> <p>EXIST1 COMP</p>

3.9 Main Road/St Laurence Lane

What we proposed



Main Road/St Laurence Lane



St Laurence Lane

Changes proposed at St Laurence Lane and Main Road include:

- Permanent closure of St Laurence Lane, which will allow for place making opportunities such as outdoor dining and landscaping;
- Parking on Main Road realigned from 90 to 60 degrees, allowing for a compliant disability parking space; and
- Kerbside landscaping opportunities.

What we've heard

Of the contributions received via Participate Nillumbik, 77% supported the proposed changes at St Laurence Lane and Main Road (see **Figure 23**).

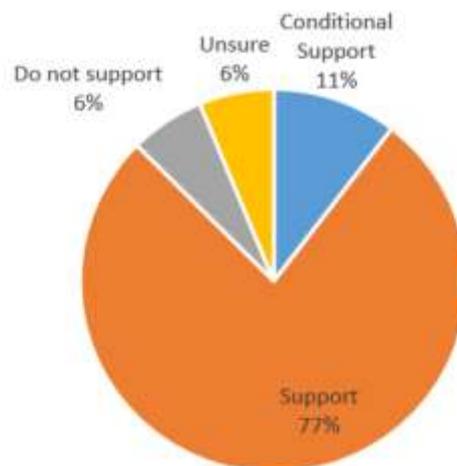
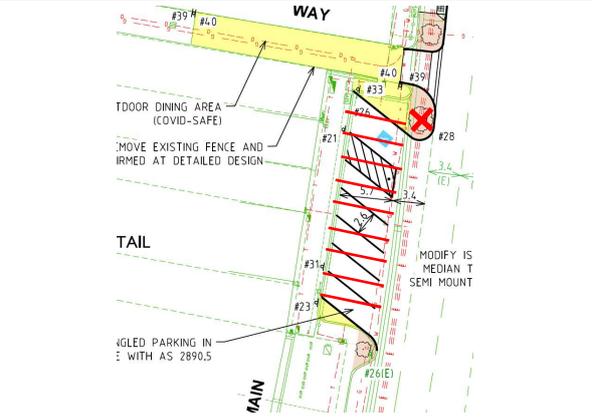
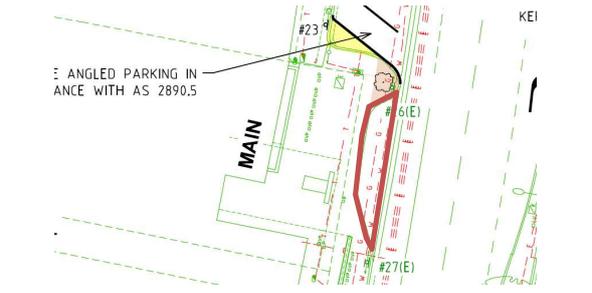
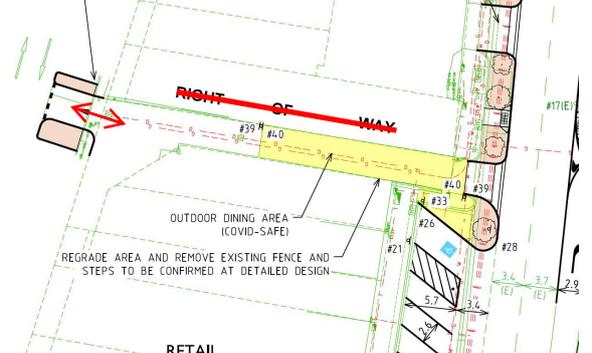


Figure 23: Participate Nillumbik contributions to the St Laurence Lane and Main Road proposal

Officers have reviewed the contributions received via Participate Nillumbik and this is what we heard:

- Strong opposition to proposal to realign 90-degree parking to 60-degrees as it will result in spaces being lost and impact the traders;
- Support for the closure and placemaking opportunity of St Laurence Lane;
- Consider allowing nearby restaurants to serve food and/or alcohol in St Laurence Lane;
- Support for the new Main Road central median island and new pram crossing;
- Support for mature tree planting as part of the landscaping along this section of Main Road to help make it a more attractive place to eat out; and
- Concern the COVID-Safe St Laurence Lane seating is not suitable for all abilities.

What we'll change

Description of change	Illustration of change
<p>Modify Drawing No. V191990-01-05 Sheet 5 of 13 issue F1 to retain the existing arrangement for 90-degree parking.</p>	
<p>Modify Drawing No. V191990-01-05 Sheet 5 of 13 issue F1 to redesign the existing disabled space located at 917 Main Road become a DDA-compliant space.</p>	
<p>Modify Drawing No. V191990-01-05 Sheet 5 of 13 issue F1 to correct the arrow on St Laurence Lane to a bi-directional arrow and replace reference to 'Right of Way' to 'St Laurence Lane'.</p>	

3.10 Main Road and Panther Place/York Street

What we proposed



Main Road/Panther Place (before)



Main Road/York Street (before)

Raised threshold treatments are proposed at the intersections of Main Road with Panther Place and York Street. These treatments will improve safety by making pedestrians more visible and slowing cars.

What we've heard

Of the contributions received via Participate Nillumbik, 56% supported the proposed intersections of Main Road with Panther Place and York Street (see **Figure 24**).

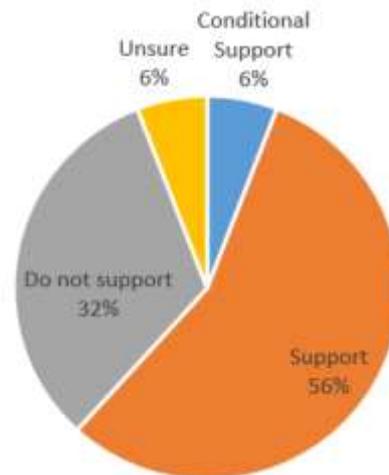


Figure 24: Participate Nillumbik contributions to the Main Road / Panther Place and York Street proposals

Officers have reviewed the contributions received via Participate Nillumbik and this is what we heard:

- Pedestrian improvements are needed at Panther Place;
- Main Road/York Street is not used by pedestrians frequently;
- Considered a low priority compared to other elements of the project;

- Current footpath on the west side of Main Road walking north does not connect directly with the pathway into Alistair Knox Park; and
- Generally supportive of improvements as they increase pedestrian visibility and allow safer crossing.

What we'll change

Description of change	Illustration of change
None	n/a

3.11 Bible Street targeted resident survey

What we did

To understand the views of residents directly affected by the proposed treatments on Bible Street, on 28 June 2021 Council conducted a letterbox distribution of a targeted flyer and survey to 123 households on Bible Street. Four questions were asked and a comments field was provided for any open-ended commentary. The redacted verbatim survey feedback is provided at **Table 3**.

What we've heard

Of the 46 resident surveys returned from Bible Street residents (from 123 surveys distributed on 28 June 2021), there was a clear majority in favour of the proposed treatments.

There was strong support from the Bible Street residents to the proposed new raised platform intersections along Bible Street at intersections with Cecil Street, Luck Street, Pryor Street and Arthur Street with 38 residents (83%) supporting the proposed changes, only five (11%) do not support the changes and three survey (6%) were unsure (see **Figure 25**).

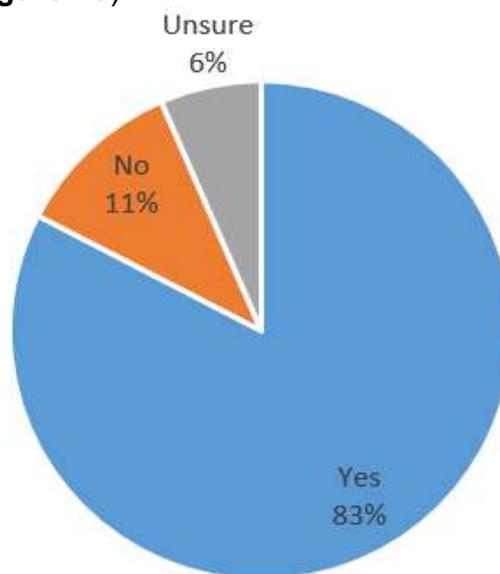


Figure 25: Targeted Bible Street resident survey responses to question ‘Do you support the proposed new raised platform intersections along Bible Street at intersections with Cecil Street, Luck Street, Pryor Street and Arthur Street?’

There was strong support from the Bible Street residents to the proposed pedestrian zebra crossings along Bible Street at intersections with Cecil Street, Luck Street and Arthur Street, with 41 residents (89%) supporting the proposed changes, only three (7%) do not support the changes, 1 survey (2%) was unsure and 1 survey (2%) did not answer (see **Figure 26**).

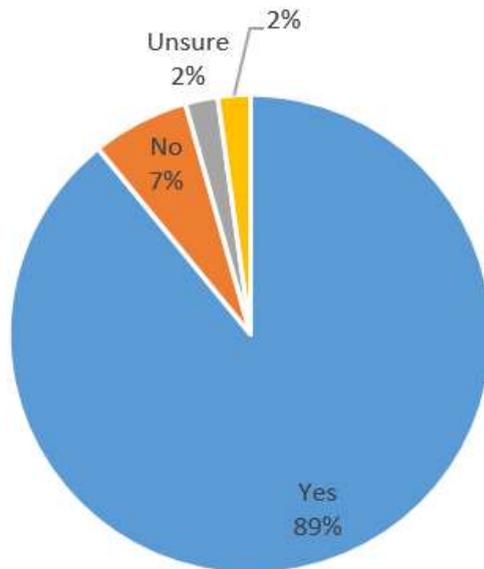


Figure 26: Targeted Bible Street resident survey responses to question ‘Do you support the proposed pedestrian zebra crossings along Bible Street at intersections with Cecil Street, Luck Street and Arthur Street?’

There was strong support from the Bible Street residents to the proposed parking only on the west side of Bible Street from Cecil Street to 74 Bible Street, including new kerb outstands, with 35 residents (76%) supporting the proposed changes, eight (18%) do not support the changes, 2 survey (4%) was unsure and 1 survey (2%) did not answer (see **Figure 27**).

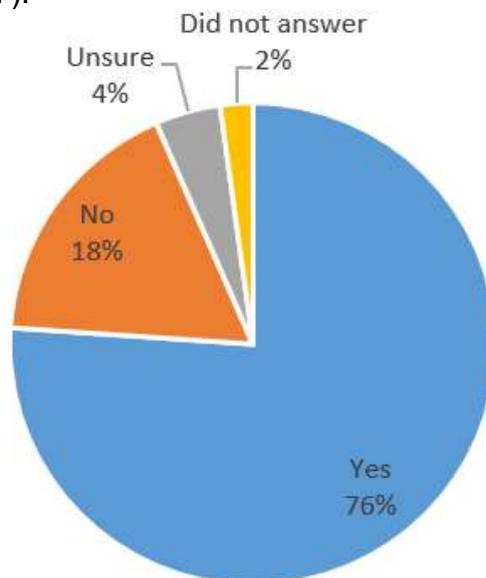


Figure 27: Targeted Bible Street resident survey responses to question ‘Do you support the proposed parking only on the west side of Bible Street from Cecil Street to 74 Bible Street, including new kerb outstands?’

There was strong support from the Bible Street residents to the proposed 40km/h speed limit for Bible Street, with 41 residents (89%) supporting the proposed changes, only four (7%) do not support the changes and 1 survey (2%) was unsure (see **Figure 28**).

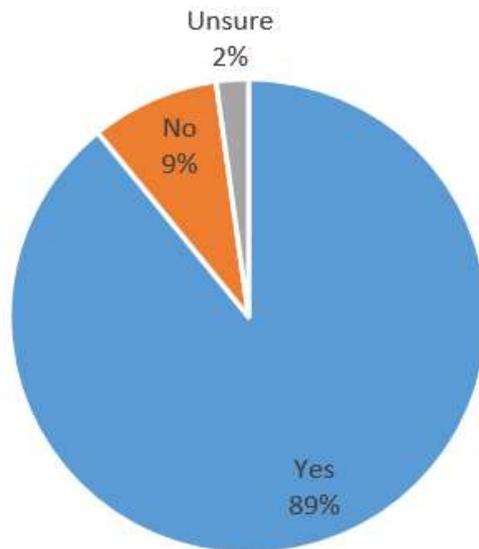


Figure 28: Targeted Bible Street resident survey responses to question ‘Do you support the proposed 40km/h speed limit for Bible Street?’

Of the contributions received via Participate Nillumbik, 60% supported the proposed Bible Street treatments (see **Figure 29**).

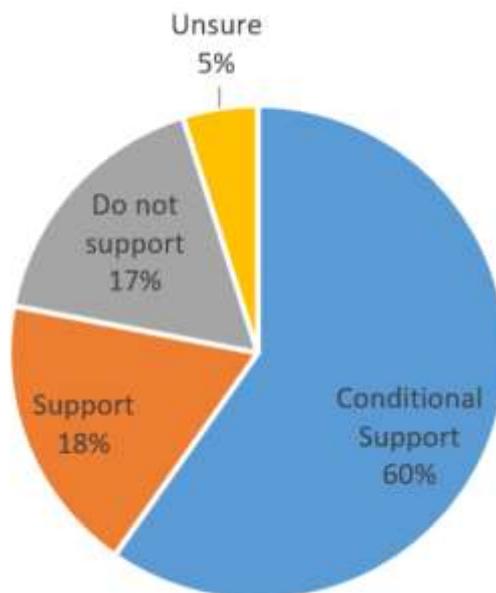


Figure 29: Participate Nillumbik contributions to the Bible Street proposals

Response number	Received	Name	Street number in Bible Street	Q1. Do you support the proposed new raised platform intersections along Bible Street at intersections with Cecil Street, Luck Street, Pryor Street and Arthur Street?	Q2. Do you support the proposed pedestrian zebra crossings along Bible Street at intersections with Cecil Street, Luck Street and Arthur Street?	Q3. Do you support the proposed parking only on the west side of Bible Street from Cecil Street to 74 Bible Street, including new kerb outstands?	Q4. Do you support the proposed 40km/h speed limit for Bible Street?	General comments made by resident
1	2/07/2021			Yes	Yes	Yes	Yes	This is really important because of the speeding cars that use Bible Street instead of Main Road and the number of small children and elderly in the area. Thank you.
2	5/06/2021			Yes	Yes	Yes	Yes	Thanks for asking our opinion
3	5/06/2021			Yes	Yes	Yes	Yes	I am 92.5 years old and have trouble trying to cross the roads without the zebra crossings. Very much appreciated.
4	5/06/2021			Yes	Yes	Yes	Yes	Good plan
5	8/07/2021			Yes	Yes	Yes	Yes	It's a great idea to facilitate movement of pedestrians. I would like to see bike lanes in Bible Street and Main Road at least
6	8/07/2021			No	Yes	Yes	No	I don't think this is necessary with the proposed changes. 50km/h is adequate. Please don't put in raised platforms. Also unnecessary with the proposed changes of zebra crossings and removal of parking.
7	8/07/2021			Yes	Yes	Yes	Yes	1. Raised platforms would help slow down traffic 2. Zebra crossings would be good at Bible and Bridge Street too 3. Formal parking on west side supported, but not as far as 74 Bible Street as access and egress is already a problem 4. 40 km/h supported as anything to slow traffic in Bible Street. At times it is frightening, the speed they travel at, and often visitors park illegally on the roadway or nature strips. Accidents are quite common; with fast cars coming over the hill unsighted, running into parked cars, pedestrians cross at their peril anytime of the day. The 40km/h is most welcome.
8	13/07/2021			Yes	Yes	No	Yes	There should be any parking on Bible Street as it is too narrow and not safe to do so
9	14/07/2021			Yes	Yes	Yes	Yes	None
10	19/07/2021			No	Yes	No	Yes	Supports Q2 (the proposed pedestrian zebra crossings along Bible Street), but commented "still need traffic control as cars fly through now regardless" Does not support Q3 (proposed parking only on the west side of Bible Street), but commented "Doesn't resolve parking issue and penalises residents on the east side for visitor/additional cars" Other comments "need additional speed humps all way down Bible Street to Grove Street. Plus need better street lights along, especially from Arthur Street to Cecil Street as very dark or need pedestrian crossings 4 wats on nominated sections"
11	19/07/2021			Yes	Yes	No	Yes	Does not support Q3 (proposed parking only on the west side of Bible Street), but commented "This does not solve the parking shortage and will impact residents parking" Other comments "There still needs to be a pedestrian crossing on 144 Bible Street/Cecil Street for the Retirement Village with speed hump prior as the traffic does not slow down. There should be speed humps along all of Bible Street on top of what is suggested.
12	19/07/2021			No	Yes	No	Yes	Supports Q1 (proposed new raised platform intersections along Bible Street) but commented: "Feel a raised platform outside our house (Pryor and Bible) would cause more noise and air pollution. Retain Arthur/Bible St roundabout as it works and reduces through traffic" Does not support Q3 (proposed parking only on the west side of Bible Street), but commented "no parking within 3m of driveways instead, require residential parking on the east side of Bible, require a 'parking lane' buffer for safe entry/exit from our property (no.120)"
13	19/07/2021			Yes	Yes	Unsure	Yes	Unsure about Q3 (proposed parking only on the west side of Bible Street) and commented: "Please note there needs to be clear vision at the intersection of Taylor/Bible Street. In fact, Dudley/Bible is an accident waiting to happen as cars are often parked too close to the intersection. Otherwise all good."

Response number	Received	Name	Street number in Bible Street	Q1. Do you support the proposed new raised platform intersections along Bible Street at intersections with Cecil Street, Luck Street, Pryor Street and Arthur Street?	Q2. Do you support the proposed pedestrian zebra crossings along Bible Street at intersections with Cecil Street, Luck Street and Arthur Street?	Q3. Do you support the proposed parking only on the west side of Bible Street from Cecil Street to 74 Bible Street, including new kerb outstands?	Q4. Do you support the proposed 40km/h speed limit for Bible Street?	General comments made by resident
14	19/07/2021			Yes, with qualifications	Yes, with qualifications	Not completely	Yes, with qualifications	<p>1. Parking between 74 Bible Street up to and over the crest would be extremely dangerous. It is impossible to see vehicles heading north along Bible Street from my entrance (no 77). If a vehicle is illegally parked outside no. 75 Bible you have to get out into the traffic/street until you can see around it. With formalised parking along that western side of Bible Street from 74 northwards, the situation would be exactly the same and I would have to be out in the 'new' carriageway before being able to peer around the parked cars to hopefully see what was already up to the crest!</p> <p>2. Bible/Luck Street intersection is quite dangerous when turning south into Bible Street from Luck Street (on the west side of Bible Street). Sight lines are poor and parking would need to be well back from the corner.</p> <p>3. The Arthur Street roundabout functions well at slowing traffic and provides a tree.</p> <p>4. Apparently residents of Koorunga Retirement Village use the 'median strip' as a halfway stop if necessary when crossing.</p> <p>5. The 40km/h speed signs should slow traffic. Parking only on one side of Bible Street will not, and I think cars may go faster than now where parking is on two sides of Bible Street drivers have to slow down but with only one side parking that obstacle will be removed.</p>
15	19/07/2021			Yes and No	No	No	No	<p>Arthur Street will be a disaster if you go ahead, suggested to make the parking on the east side, commented "the speed bump at 74 Bible Street will be awful!"</p>
16	21/07/2021			Yes and No	Yes	Yes	Yes	<p>However - I'm not sure about the removal of the roundabout on the corner of Arthur/Bible St. I live on this corner. The roundabout assists with slowing down cars and makes it easier to get out of my driveway during peak times. The raised intersection wont do this. I suggest raise the intersection and keep the roundabout. It's not fair to residents that there is not a proper slow point along Bible Street anymore. I feel the new measures are in conflict with each other. The 'rat running' is being encouraged by removing all the slow points. Your new measures are assisting to increase the flow of traffic instead along Bible Street making it easier for people to use this street as a cut through road. You are planning to remove: 1) all slow points 2) remove parked cars on one side of the street 3) decrease the speed limit to 40km/h. You are planning to add: 1) raised intersections 2) pedestrian walkways. Raised intersections: I don't think the raised intersections will slow people down enough - people can still drive over these at a fairly high speed. My Summary: Keep the roundabout at Arthur/Bible Street as a genuine slow point to assist with breaking the flow of traffic so people can get out of their driveways more easily during peak times, and force drivers to either stop completely or slow down. Why remove this? NB: why is the removal of the slow points along Bible Street left off the survey?</p>
17	22/03/2021			Yes	Yes	Yes	Yes	<p>Supports Q3 (proposed parking only on the west side of Bible Street), but commented "I believe it must include a bike lane then a widened footpath to transition from Cecil St, along the end of Bible Street, into Grove Street, continued to the school crossing for Eltham East PS"</p> <p>Other comments:</p> <p>1. Seating along Bible Street would be useful especially for those with limited mobility/poor fitness.</p> <p>2. Signage could also be installed stating this is a residential street.</p> <p>3. Incentives for locals on Bible Street and streets intersecting with Bible Street can be made to walk to the shops. Including applying for a free shopping trolley, discounts for walking customers (need to show pedometer to claim), discounted Council rates for 1 car households, promotional campaigns (videos, social media) to encourage active transport are a must too.</p>
18	22/03/2021			Yes	Yes	Yes	Yes	<p>Also happy to support the new speed hump along Bible Street</p>
19	22/03/2021			Yes	Yes	Yes	Yes	<p>On Q2 (proposed pedestrian zebra crossings along Bible Street), commented I would like to see the rest point at the Bible/Cecil Street one stay for the elderly residents in the retirement village.</p> <p>On Q4 (proposed 40km/h speed limit for Bible Street) commented: "100%"</p> <p>Also commented 'We are supportive of slowing traffic down and deferring people using Bible St as a thoroughfare. Please keep the refuge on the Cecil Street/Bible Street crossing for our elderly neighbours.</p> <p>Will the light on our nature strip be relocated? I believe it was put there for a crossing in front of our house' (23/7/21: Officer returned call to provide an answer to the question).</p>

Response number	Received	Name	Street number in Bible Street	Q1. Do you support the proposed new raised platform intersections along Bible Street at intersections with Cecil Street, Luck Street, Pryor Street and Arthur Street?	Q2. Do you support the proposed pedestrian zebra crossings along Bible Street at intersections with Cecil Street, Luck Street and Arthur Street?	Q3. Do you support the proposed parking only on the west side of Bible Street from Cecil Street to 74 Bible Street, including new kerb outstands?	Q4. Do you support the proposed 40km/h speed limit for Bible Street?	General comments made by resident
20	23/03/2021			Yes	No	No	Yes	1. Cecil Street blister island works well 2. 74 Bible Street is on the crest of a hill and there should be no parking at this point. There were double lines that Council removed approx. 5 years ago
21	23/03/2021			Yes	Yes	Yes	Yes	None
22	23/03/2021			Yes	Yes	Yes	Yes	40km/h sounds good
23	23/03/2021			Yes	Yes	Yes	Yes	1. Will you be able to stop your car at the post box on the east side of Bible Street to post a letter? 2. The 'blister' island near Cecil Street is good/useful to older pedestrians crossing slowly from Koorunga Close Retirement Village
24	23/03/2021			Yes	Yes	Yes	Yes	None
25	23/03/2021			Yes	Yes	Yes	Yes	There must be parking only on one side of Bible Street
26	23/03/2021			Yes	Yes	Yes	Yes	None
27	23/03/2021			Yes	Yes	Yes	Yes	Something needs to be done to control the dangerous amount of traffic on the roads around Eltham
28	23/03/2021			Yes	Yes	Yes	Yes	All of these proposals should assist in safer travel for all
29	23/03/2021			Yes	Yes	No	Yes	Keep the crossing at Koorunga Close entrance
30	23/03/2021			No	No	No response	Yes	Zebra crossing not enough time for elderly residents to cross. We need the centre refuge stop
31	23/03/2021			Yes	Yes	Yes	Yes	None
32	23/03/2021			Yes	Yes	Yes	Yes	Will be glad to see improvements. Especially glad for 40km/h speed limit on Bible St.
33	23/03/2021			Yes	Yes	Yes	Yes	The traffic uses Bible Street as a main road and they drive extremely fast down it. Also the corner of Luck Street and Bible Street need lights.
34	23/03/2021			Yes	Yes	Yes	Yes	No to the removal of the existing slow point blister island in front of Koorunga Close
35	23/03/2021			No	Yes	Yes	Yes	None
36	23/03/2021			Yes	No response	Yes	Yes	Leave the blister island at Cecil Street instead of the zebra crossing. As many aged persons cross and rest stop 1/2 way makes it easier for less ambulant pedestrians. On Bible Street from Dudley Street to Luck Street widen road or remove parking on eastern side to allow vehicles to pass each other without damage to mirrors or interruptions.
37	23/03/2021			Yes	Yes	No	Yes	Leave the slow point 'blister' island at Cecil Street. Koorunga Close residents need time to get across the road.
38	23/03/2021			Yes	Yes	Yes	No	I do not agree with the removal of the slow point 'blister' island at Cecil Street. I feel this is essential for Koorunga Close residents.
39	23/03/2021			Yes	Yes	Yes	No	I think 50km/h is more sensible. Good luck.
40	23/03/2021			Yes	Yes	Yes	Yes	Bible Street seems to encourage high speed driving. Hopefully the changes proposed will effect this.
41	23/03/2021			Yes	Yes	Yes	Yes	None
42	23/03/2021			Yes	Yes	Yes	Yes	None
43	23/03/2021			Yes	Yes	Yes	Yes	None
44	23/03/2021			Yes	Yes	Yes	Yes	None
45	23/03/2021			Yes	Yes	Yes	Yes	The children from Eltham East and the residents from Koorunga Close need to cross the road safely and easily
46	23/03/2021			Yes	Yes	Yes	Yes	1. We do not support the removal of the Arthur Street roundabout. It would be unsafe and impossible to get through! It needs the roundabout and zebra crossing! 2. We would love to see the zebra crossings at the intersection of Pitt and Bible Street. It is very busy and very dangerous before and after school when kids are walking to school

Table 3: Targeted Bible Street resident survey responses

3.12 Bible Street/Cecil Street

What we proposed



Before



After

A number of changes along Bible Street are proposed to address community concern about “rat running”, vehicle speeds, and issues with parked cars. At Cecil Street we proposed:

- New raised platform intersection at Cecil Street and one new pedestrian zebra crossing;
- Removal of existing slow-point ‘blister’ island near Cecil Street; and
- No parking on the east side of Bible Street and the establishment of parking on west side of Bible Street.

What we’ve heard

- The “blister” island near Cecil Street was installed to provide a safe mid-point for residents from the Retirement Village to be able to cross safely;
- Concern for the safety of Retirement Village residents who have to try and dash across Bible Street without a refuge in the middle;
- Support for the removal of parking on one side of Bible Street;
- Support for the 40km/h on Bible Street to slow traffic;
- Suggestions to change the Bible Street parking restrictions from unrestricted to three hours to remove all commuters and traders;
- Better connections in how the footpaths meet the crossings will assist wheelchair and pram access.

What we'll change

Description of change	Illustration of change
<p>Abandon proposed Bible Street / Cecil Street raised platform intersection and retain zebra crossing at the Aged Care/Retirement Village with the blister island and pedestrian refuge as a rest area for aged walkers.</p>	 <p>Retain existing zebra crossing at the Aged Care/Retirement Village and the blister island/pedestrian refuge as a rest area for aged walkers</p> 

3.13 Bible Street/Luck Street

What we proposed



Before



After

A number of changes along Bible Street are proposed to address community concern about “rat running”, vehicle speeds, and issues with parked cars. At Luck Street we proposed:

- New raised platform intersection at Luck Street and two new pedestrian zebra crossings; and
- No parking on the east side of Bible Street and the establishment of parking on west side of Bible Street.

What we’ve heard

- Strong support for the pedestrian crossings at Luck Street as many children currently cross Bible Street each day trying to get to Eltham East Primary;
- Difficult sight lines at Luck Street and Bible Street, suggestion for parking to south needs to be set well back;
- Support for the removal of parking on one side of Bible Street;
- Support for the 40km/h on Bible Street to slow traffic;
- Suggestions to change the Bible Street parking restrictions from unrestricted to three hours to remove all commuters and traders; and
- Better connections in how the footpaths meet the crossings will assist wheelchair and pram access.

What we’ll change

Description of change	Illustration of change
Modify Drawing No. V191990-01-09 Sheet 9 of 13 issue F1 to provide continuous white centre line.	n/a

3.14 Bible Street/Pryor Street

What we proposed



Before



After

A number of changes along Bible Street are proposed to address community concern about “rat running”, vehicle speeds, and issues with parked cars. At Pryor Street we proposed:

- New raised platform intersection at Pryor Street; and
- No parking on the east side of Bible Street and the establishment of parking on west side of Bible Street.

What we’ve heard

- Support for the removal of parking on one side of Bible Street;
- Support for the 40km/h on Bible Street to slow traffic;
- Suggestions to change the Bible Street parking restrictions from unrestricted to three hours to remove all commuters and traders; and
- Better connections in how the footpaths meet the crossings will assist wheelchair and pram access.

What we’ll change

Description of change	Illustration of change
Modify Drawing No. V191990-01-10 Sheet 10 of 13 issue F1 to provide continuous white centre line.	n/a

3.15 Bible Street/Arthur Street

What we proposed



Before



After

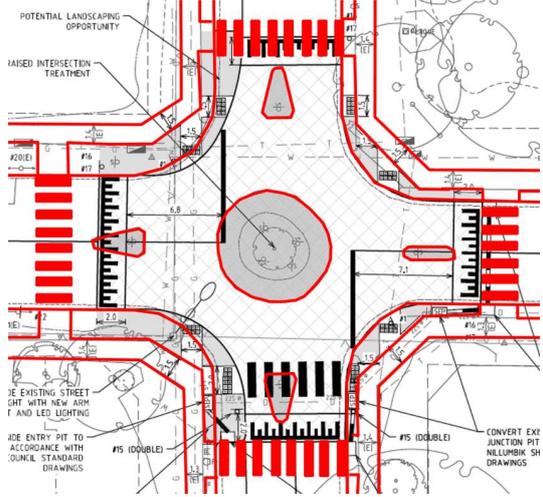
A number of changes along Bible Street are proposed to address community concern about “rat running”, vehicle speeds, and issues with parked cars. At Arthur Street we proposed:

- Removal of existing roundabout at Arthur Street and replaced with a new raised platform intersection and a new pedestrian zebra crossing; and
- No parking on the east side of Bible Street and the establishment of parking on west side of Bible Street.

What we’ve heard

- Do not remove the roundabout at Arthur Street, it works well and is safe;
- Do not support the removal of the tree within the roundabout;
- Support for the need for several pedestrian crossings along Bible Street especially for children from the local schools to cross;
- Support for the removal of parking on one side of Bible Street;
- Support for the 40km/h on Bible Street to slow traffic;
- Suggestions to change the Bible Street parking restrictions from unrestricted to three hours to remove all commuters and traders;
- Suggestions to increase the number of pedestrian crossings on the cross streets;
- Suggestions to include another zebra crossing on east side of Bible Street to allow people to cross safely from the south side of Arthur Street to access the crossing on the north side; and
- Better connections in how the footpaths meet the crossings will assist wheelchair and pram access.

What we'll change

Description of change	Illustration of change
<p>Modify Drawing No. V191990-01-09 Sheet 11 of 13 issue F1 to retain roundabout and install zebra pedestrian crossings on each of the legs of the Bible Street/Arthur Street intersection.</p>	 <p>The illustration shows a plan view of a roundabout intersection. A central circular island is surrounded by four approach roads. Red hatched areas indicate zebra pedestrian crossings on each of the four legs. The drawing includes various annotations: 'POTENTIAL LANDSCAPING OPPORTUNITY' at the top; 'HATCHED INTERSECTION TREATMENT' pointing to the crossing areas; 'EXISTING STREET LIGHT WITH NEW ARM AND LED LIGHTING' on the left; 'SIDE ENTRY PIT TO ACCORDANCE WITH DUNEL STANDARD DRAWINGS' at the bottom left; '#15 (DOUBLE)' labels on the bottom legs; and 'CONVERT EXISTING JUNCTION PIT IN LUMBIK SH DRAWINGS' on the right. Dimensions such as 6.8, 7.1, and 1.5 are shown. A north arrow is located in the upper right quadrant.</p>
<p>Modify Drawing No. V191990-01-11 Sheet 11 of 13 issue F1 to provide continuous white centre line.</p>	

3.16 Bible Street/Henry Street

What we proposed



Bible Street/Henry Street (before)

A number of changes along Bible Street are proposed to address community concern about “rat running”, vehicle speeds, and issues with parked cars. At Henry Street we proposed:

- Replace existing school crossing near Henry Street with a raised pedestrian crossing; and
- No parking on the east side of Bible Street and the establishment of parking on west side of Bible Street.

What we’ve heard

- Support for the 40km/h on Bible Street to slow traffic;
- Suggestions to change the Bible Street parking restrictions from unrestricted to three hours to remove all commuters and traders;
- Suggestions to convert the proposed Bible Street raised school crossing to a raised zebra crossing; and
- Better connections in how the footpaths meet the crossings will assist wheelchair and pram access.

What we’ll change

Description of change	Illustration of change
<p>Modify V191990-01-12 Sheet 12 of 13 issue F1 to convert the proposed Bible Street raised school crossing to a raised zebra crossing.</p>	

3.17 Bible St mid-block between Taylor St-York St

What we proposed



Bible Street mid-block between Taylor Street and York Street (before)

A number of changes along Bible Street are proposed to address community concern about “rat running”, vehicle speeds, and issues with parked cars. At Cecil Street we proposed:

- A new raised speed hump at 74 Bible Street; and
- No parking on the east side of Bible Street and the establishment of parking on west side of Bible Street to 74 Bible Street.

What we’ve heard

- Concern at the noise and air pollution of the proposed speed hump;
- Concern at acceleration of vehicles on a hill after slowing down; and
- Concern at the proposed parking lane from 69 Bible Street to Taylor Street due to the crest of the hill and poor sightlines.

What we’ll change

Description of change	Illustration of change
<p>Modify Drawing No. V191990-01-013 Sheet 13 of 13 issue F1, remove the parking lane from 69 Bible Street to Taylor Street (and retain existing linemarking) and install no parking signage along this section of Bible Street due to the crest of the hill.</p>	

3.18 Eltham Central Oval

What we proposed



Eltham Central Oval (before)

The road surface and car parking at Eltham Central Oval are in poor condition. This project will improve the road surface and provide more formalised car parking. The proposed upgrade includes:

- Reconstruction of the circular asphalt road around Eltham Central Oval;
- Sealed car parking around the eastern side of the oval and around the Eltham Child Care Cooperative;
- A 1.5m wide footpath from the Eltham Library to the child care centre; and
- New drainage works and landscaping.

What we've heard

Of the contributions received via Participate Nillumbik, 72% supported or provided conditional support to the proposed upgrade of Eltham Central Oval car parking (see **Figure 30**).

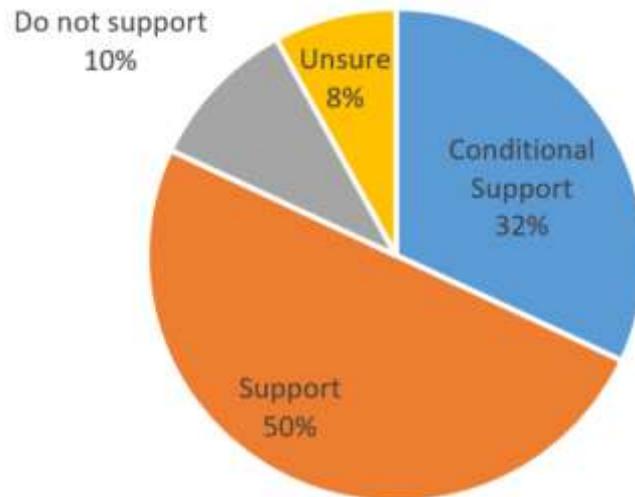
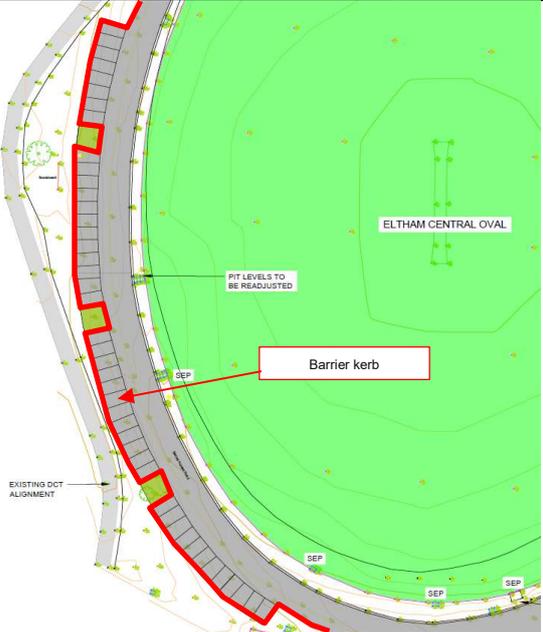
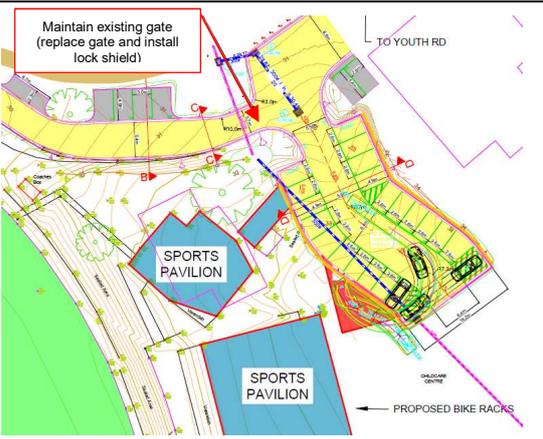
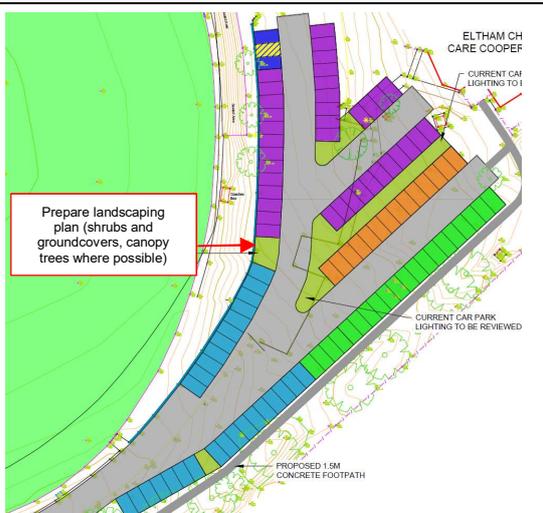


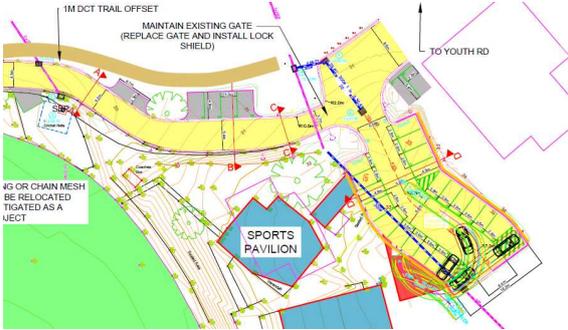
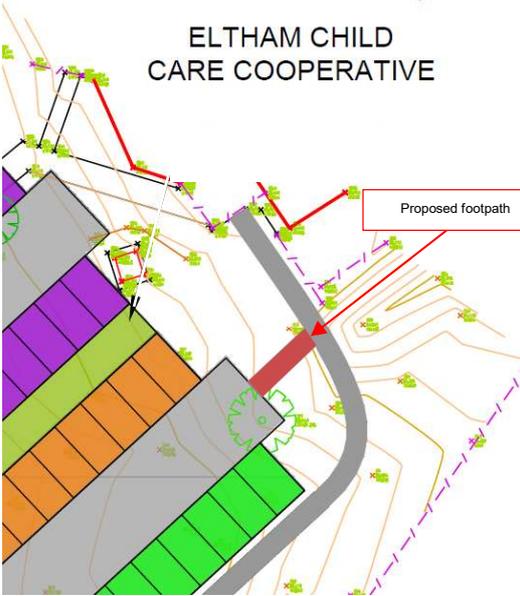
Figure 30: Participate Nillumbik contributions to the Eltham Central Oval proposal

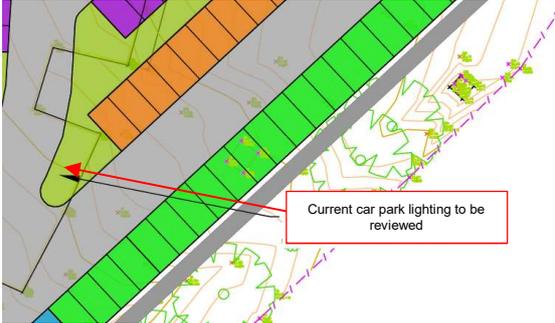
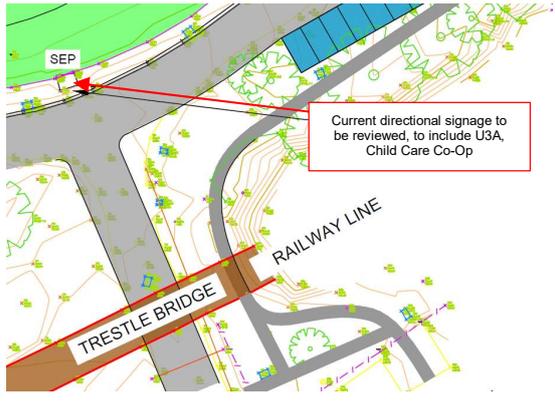
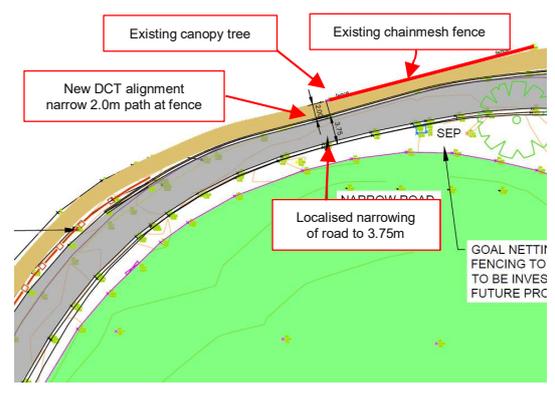
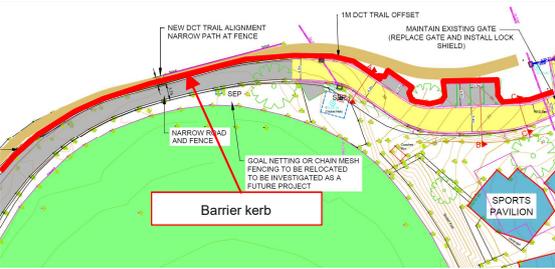
Officers have reviewed the contributions received via Participate Nillumbik and this is what we heard:

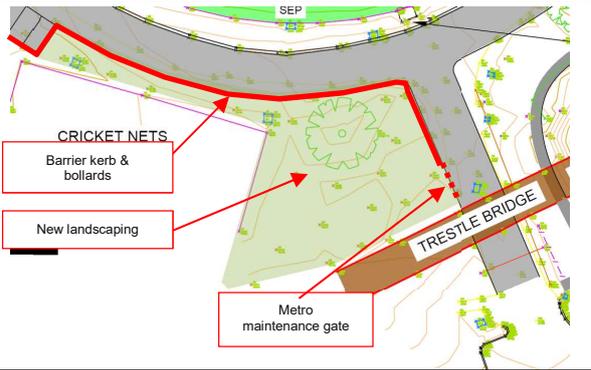
- Generally supportive of the drainage and car parking improvements;
- Concern that Eltham Central Oval works will create extensive areas of hard surfaces and seek to minimise the impacts;
- Minimise linemarking around Eltham Central Oval to reduce the extent of linemarking and visual impact of the parking areas;
- Concern that the realignment of Diamond Creek Trail would impact on vegetation;
- Concern that the current and proposed parking restrictions at the Eltham Child Care Co-Op do not provide appropriate time for Co-Op users;
- Concern about the potential for ‘rat running’ vehicles using Panther Place to access Youth Road and the gate behind the Eltham Central Oval Pavilion which is regularly vandalised and unlocked;
- Request to develop a landscaping plan (ie. large canopy trees, shrubs and other plants) for Eltham Central Oval landscaped areas; and
- Request to locate proposed bike racks at the rear of the Eltham Central Oval Pavilion, not at the entrance as the entrance is extremely busy on game days.

What we'll change: Eltham Central Oval Plan

Description of change	Illustration of change
<p>Modify Eltham Central Oval Functional Layout Plan to include barrier kerb along the rear of the proposed Eltham Central Oval car parking.</p>	
<p>Modify Eltham Central Oval Functional Layout Plan to include the Youth Road/Panther Place gate at the existing location but with a new gate with a vandal-proof cover over a new lock.</p>	
<p>Modify Eltham Central Oval Functional Layout Plan to include a landscaping plan for the Eltham Central Oval, including new large canopy trees where possible.</p>	

Description of change	Illustration of change
<p>Modify Eltham Central Oval Functional Layout Plan to include parking delineation around the western wing of Eltham Central Oval to use reflectors or 't' linemarking to minimise visual impact.</p>	
<p>Modify Eltham Central Oval Functional Layout Plan to include car park layout plan prepared for the Eltham Central Pavilion works (refer JCA Land Surveyors DWG no. 25426, dated 25/6/2020).</p>	
<p>Council is currently reviewing parking restrictions at Eltham Central Oval.</p>	
<p>Council is currently installing bike racks at the Eltham Central Oval Pavilion.</p>	
<p>Modify Eltham Central Oval Functional Layout Plan to include a footpath from the car park to the Child Care Co-Op.</p>	

Description of change	Illustration of change
<p>Modify Eltham Central Oval Functional Layout Plan to include consideration of lighting.</p>	 <p>Current car park lighting to be reviewed</p>
<p>Modify Eltham Central Oval Functional Layout Plan to include consideration of directional signage to the U3A, Child Care Co-Op and Eltham Central Oval.</p>	 <p>Current directional signage to be reviewed, to include U3A, Child Care Co-Op</p> <p>TRESTLE BRIDGE</p> <p>RAILWAY LINE</p>
<p>Modify Eltham Central Oval Functional Layout Plan to include notation on the plan 'Goal netting or chainmesh fence to be relocated between the roadway and the black boundary fence (to be investigated and funded as a separate project)'.</p>	 <p>Goal netting or chainmesh fence to be relocated between the roadway and the black boundary fence (to be investigated and funded as a separate project)</p> <p>NARROW ROAD AND FENCE</p> <p>SEP</p>
<p>Modify Eltham Central Oval Functional Layout Plan to include realignment of the proposed Diamond Creek Trail to avoid the vegetation impacts of locating it behind the existing chain mesh fence.</p>	 <p>Existing canopy tree</p> <p>Existing chainmesh fence</p> <p>New DCT alignment narrow 2.0m path at fence</p> <p>Localised narrowing of road to 3.75m</p> <p>NARROW ROAD</p> <p>GOAL NETTING FENCING TO BE INVESTIGATED AS A FUTURE PROJECT</p> <p>SEP</p>
<p>Modify Eltham Central Oval Functional Layout Plan to include barrier kerbing along the Diamond Creek trail through the area behind the Eltham Central Oval goal posts as vehicle drivers occasionally inadvertently drive up the Diamond Creek Trail.</p>	 <p>Barrier kerb</p> <p>NEW DCT TRAIL ALIGNMENT NARROW PATH AT FENCE</p> <p>1M DCT TRAIL OFFSET</p> <p>MAINTAIN EXISTING GATE (REPLACE GATE AND INSTALL LOOK SHIELD)</p> <p>NARROW ROAD AND FENCE</p> <p>GOAL NETTING OR CHAIN MESH FENCING TO BE RELOCATED TO BE INVESTIGATED AS A FUTURE PROJECT</p> <p>SPORTS PAVILION</p> <p>SEP</p>

Description of change	Illustration of change
<p>Modify Eltham Central Oval Functional Layout Plan to include barrier kerbing and bollards to protect the large tree near the trestle bridge from vehicle parking and create an opportunity for landscaping.</p>	 <p>The illustration shows a site plan of Eltham Central Oval. A red line outlines a new barrier kerb and bollards area surrounding a large tree. Labels with arrows point to 'CRICKET NETS', 'Barrier kerb & bollards', 'New landscaping', and 'Metro maintenance gate'. A 'TRESTLE BRIDGE' is also labeled. A 'SEP' label is visible at the top of the plan.</p>

3.19 40km/h speed limit zone

What we proposed

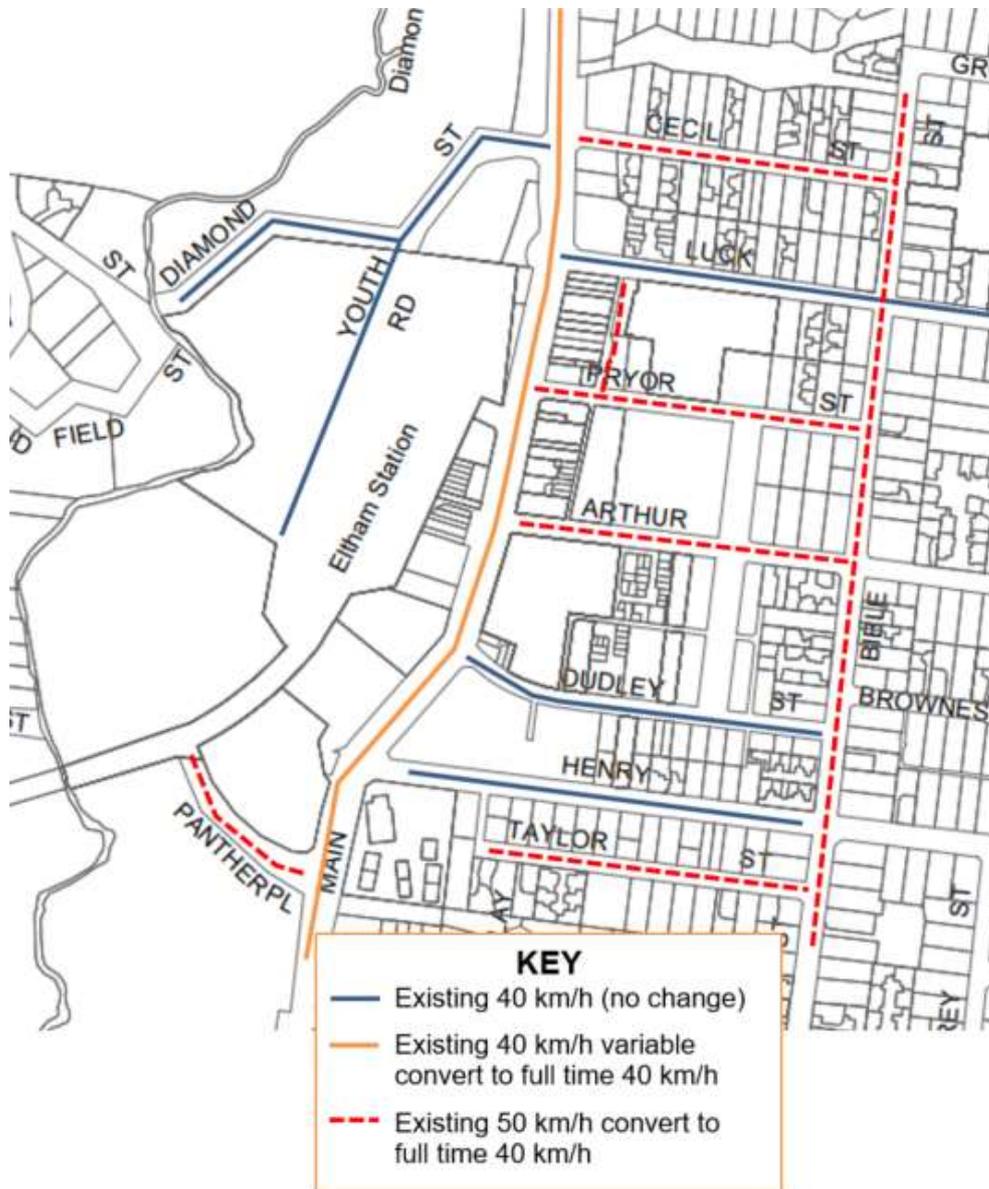


Figure 31: Proposed Eltham Activity Centre 40km/h speed zone

The introduction of a full-time 40km/h speed limit is proposed for all roads within the Eltham Activity Centre to improve pedestrian safety and discourage rat running through local streets.

Under the proposal, the existing variable speed signage would be removed and 40km/h signage installed to apply to:

- Main Road from 1113 Main Road to York Street;
- Bible Street from Cecil Street to Taylor Street; and
- Cecil Street, Pryor Street, Arthur Street (up to Bible Street), Commercial Place, Taylor Street and Panther Place.

Existing 40km/h speed zones already apply to Diamond, Luck, Dudley and Henry streets and Youth Road.

What we've heard

Of the 160 contributions via Participate Nillumbik, 111 (69.38%) did not support the introduction of a 40km/h zone in the Eltham Activity Centre (see **Figure 32**).

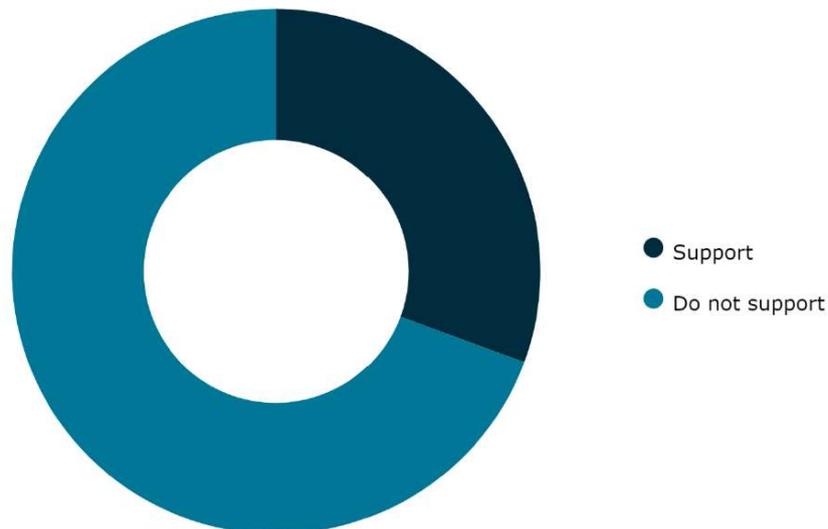


Figure 32: Participate Nillumbik survey response to the question ‘Do you support the introduction of a 40km/h zone in the Eltham Activity Centre?’

- There was strong support for the retention of existing speed limits in the Eltham Activity Centre, particularly on Main Rd;
- Main Road does not need a 40km/h speed limit 24 hours a day, seven days a week;
- Support to retain the Main Road variable speed signage;
- Some support for a 40 km/h speed limit on Bible St;
- 40km/h would make it much safer for pedestrians;
- Concerns that a 40km/h speed limit on Bible Street won't address 'rat running'; and
- Suggestion to extend the time based 40 km/h speed limit on Main Road to include Sundays so that it is consistent throughout the week.

What we'll change

Description of change
Apply to the Department of Transport to apply a 40km/h speed limit on local roads of Bible Street (from Cecil Street to Taylor Street); Cecil Street, Pryor Street, Arthur Street (up to Bible Street), Commercial Place, Taylor Street and Panther Place.

4. Conclusion

The Main Road corridor Eltham Urban Congestion Fund project is a critical project that will encourage sustainable and active travel modes, particularly public transport and walking, and by doing so, reduce traffic congestion. Council understands the project may be disruptive and we will work closely with residents and traders throughout project construction to understand how we can best manage operational and access requirements. A number of worthwhile design changes have been identified through the consultation process and the proposed treatments will be modified accordingly as the project moves into the next stages of detailed design and delivery.

Council is the recipient of \$5 million from the Commonwealth Government's Urban Congestion Fund. Under the grant agreement, the works must commence by March 2022. If the project does not commence by March 2022 Council may have to return the remaining grant funding.

Council will finalise the concept designs based on the project response recommended through the community consultation and proceed with a design and construct tender to award a contract to undertake a program of works, commencing in March 2022.

***Finally, thank you for making a submission to
the Eltham Urban Congestion Fund project
community consultation***

Project timeline



Attachment 1: Submissions received via email and over the phone

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
1	7/06/2021, 8/6/2021, 24/6/2021, 29/6/2021		<p>I have had a preliminary look at the plans and they seem to have addressed most of my concerns regarding traffic and pedestrians in the town centre. Just a couple of points for discussion that have occurred to me in a "first" look.</p> <ol style="list-style-type: none"> 1. Eltham Station: The change in bus egress from the Eltham Station, would certainly help all the buses that exit the station, particularly those that turn right. However the signals don't help those buses that use the slot before the new intersection - would you look at reconfiguring the whole bus setup? Why not continue to use the existing median "slot" to make the right turns, thus saving the largest of the trees in the median. The only issue then becomes whether the median can be excavated to pavement level for the pedestrian crossing without harming the trees. Also, there is another pedestrian issue at the other end of the multi-modal facility, namely that peds coming to/from the station and crossing the two way road at the southern end near the post office have great difficulty exerting their priority over inward bound buses from both directions. This movement is greater than the one you are catering for with the new signals and almost as dangerous. I believe it probably needs a raised ped crossing like you have shown elsewhere (see photo). 2. Cecil Street: the GTA solution for Cecil Street seems overly complex, particularly for waste vehicles. Why not just make it left/left out with signals operating in the "shadow" of one of the existing phases such the through movement? That would virtually eliminate another phase as the proposed solution does. The proposed movement seems to cater largely for through movements which Cecil Street is not really wide enough to handle in any volume, given its width with parking on one side. The approach signals on Diamond Street could then possibly also have a double right turn. 3. Will the bus signal inadvertently create a 'Barnes Walk' in the area between the ped signals and where the buses depart? 4. Ped crossing at Dan Murphys on Pryor Street in the wrong place, too far west. 5. Right turn from Main Road into Arthur Street is too wide and does not line up. Bad guidance for drivers 6. Why do we need 3.5m lanes on Arthur Street? Bolton St is 3.5m, Main Road is 3.2m in one place. 7. Are overlapping right turns possible at Arthur Street/Bible Street? 8. Can we keep the Bible/Arthur roundabout to slow traffic and keep Arthur Street from having priority? 9. Is it safe to have a part time school crossing on Bible Street? A zebra may be safer. 10. Stop sign placement on Arthur Street/Bible Street is it too far around the corner on the east approach? 11. Is the ped crossing at Arthur Street/Main Road in the best place? should it be at the intersection or one car length (6m) offset from Main Road? 12. What is the need for the raised threshold at York St? There is limited pedestrian traffic there. 13. Vehicles turning left from Bridge Road to Main Road from the west to the north often fail to give way to peds. This crossing should be changed to a marked or zebra crossing. Same problem exists at Main/Wattletree Road. 14. Pedestrian fencing is needed at the northeast corner of the Bridge St/Main Rd intersection as the footpath is squeezed against a wall due to the widening to 4 lanes on that side; 15. Why is there an upgraded Pad crossing on the west side of the Main Rd/Luck St intersection with the crossing having such low demand? 16. As I meant to say earlier, the left exit from the small (8 space) car park in the modal interchange is Extremely Dangerous as there is zero sight past the parked buses - should it also have a brief signalised phase? 17. The parking at the top (east end) of Prior St should be removed to allow for 2 way flow of traffic. 18. The centre line at the top (east end) of Arthur St should be moved southward to account for the parking on the north side only. 	<ol style="list-style-type: none"> 1. Bus terminal setup: Discussions with DOT bus planning will continue and consideration will be given into bus ingress at the terminal and pedestrian priority at this conflict location, noting that a raised wombat crossing has been rejected by DOT for bus routes in the past, zebra linemarking may be possible, subject to DOT and bus operator consent. Revisiting the bus terminal is a longer term proposition and is included in the Eltham Structure Plan. Council will advocate for DOT to undertake this reassessment. In regard to the use of the existing median break to save the single tree, we have re-run the bus swept paths and can confirm there is a possibility of amending the design to retain the tree. This requires careful planning to modify the proposed stop line location to be moved further south and not come into conflict with the car park exit. 2. Cecil Street as a left in/left out with signals operating in the "shadow" of one of the existing phases would remove a number of the key benefits we were seeking to achieve to reduce congestion through Main Road. Specifically, maintaining left turn out egress would stop the ability to: minimise the number of phases operating at the intersection, realign the northern pedestrian crossing, and shortening the overall travel distances for pedestrians and vehicles and reduce the lateral shift though the intersection for eastbound drivers. The current alignment of the Cecil Street & Diamond Street approaches stagger in the non preferred direction and require significant shift for through movements across the intersection. As such there is a need to provide split phasing. The current set back nature of the south approach pedestrian crossing from Cecil Street means that it would typically be considered unsafe to operate a left turn from Cecil Street at the same time as the pedestrian crossing because egressing vehicles can pick up too much speed prior to observing crossing pedestrians. This is another reason why split phasing operates. Alternatively full pedestrian protection would need to be provided which takes time away from other movements and would increase congestion. A right turn from Diamond Street and a left turn from Cecil Street would not be able to turn and travel southbound simultaneously, hence split phasing. If left turn out was to be provided from Cecil Street, they would normally be channelized by an island, however this does not appear to be possible at this location due to property boundaries and impacts to services. In Victoria the operation of "Left turn on Red" is not allowed and the Cecil Street egress could not operate when southbound through traffic is operating. The only phase in which the left turn could operate in the "shadow" of would be the north approach right turn, if southbound through and left turn traffic was stopped. The right turn demand is relatively low in comparison to the egress movements from Cecil Street and therefore there would be circumstances where the left turn out operates without any other movements, reducing the efficiency of the intersection. 3. Noted, this will be further reviewed in detailed design and signal phasing. There is no intention to encourage pedestrians to create a 'Barnes Walk' in the area. 4. Noted, the ped crossing at Dan Murphys on Pryor Street is in the location of the existing zebra crossing. 5. The right turn from Main Road into Arthur Street is deliberately wide as it is used by deliveries to the supermarkets, this is why the linemarking does not line up. Agree that additional linemarking would provide better guidance for drivers. 6. 3.5m lanes on Arthur Street are an existing condition and are not proposed for change. 7. The Arthur Street/Bible Street intersection roundabout will be retained following community consultation. 8. The Bible/Arthur roundabout presents a difficult pedestrian accessibility problem, in addition sightlines are poor and will be improved by the raised platform treatment. 9. Agree to change the Bible Street school crossing to a zebra. 10. Stop sign placement on Arthur Street/Bible Street is it too far around the corner on the east approach? 11. The ped crossing at Arthur Street/Main Road provides a direct north-south pedestrian movement along Main Road and is considered appropriate with the design changes being made following community consultation. 12. The raised threshold at York St is provided to encourage the north-south pedestrian movement along Main Road, though it is a limited pedestrian traffic location it is considered a 'quick win' that can be delivered quickly at low cost 13. The Main/Bridge Road slip lane has had a pedestrian zebra crossing completed in February 2019. The Main/Wattletree slip lane crossing will be referred to DOT for consideration for a zebra crossing. 14. Refer request for pedestrian fencing at the northeast corner of the Bridge St/Main Rd intersection to Department of Transport/VicRoads. 15. The upgraded pedestrian crossing on the west side of the Main Rd/Luck St intersection has low demand, however the intent of the project is to encourage north-south pedestrian priority and movement along Main Road, the Transport Working Group investigated signals at this intersection and adopted the proposed treatments as a compromise 16. The left exit from the small car park in the railway station bus interchange is has poor sight past the parked buses, refer this to Department of Transport/VicRoads. 17. Will be considered in any review of parking restrictions in the town centre. 18. Will be considered in any review of parking restrictions in the town centre.

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2	8/06/2021, 16/6/2021, 18/6/2021, 2/7/2021		<p>Presented to Council PCC meeting with the following:</p> <ol style="list-style-type: none"> 1. supports the resolution to proceed to community consultation 2. supports the choice of investments in sustainable transport 3. supports reduced transport emissions 4. supports slowing vehicle speeds 5. supports prioritising sustainable transport investments in walking, cycling and public transport 6. Questions where is the link for cyclists to the Eltham Town Centre, a missed opportunity to encourage Diamond Creek Trail cyclists to stop in Eltham, refresh and spend money locally 7. Encourage Council to continue to explore alternative path alignment to avoid need to cross railway line twice, look at VicTrack land on the western side of rail tracks, although there is sufficient space t the northern area, the southern area is challenging, or perhaps the Diamond Creek alignment is the long term option 8. The need for improved wayfinding though this area 9. Concern that Eltham Central Oval works would create extensive areas of hard surfaces, realignment of Diamond Creek Trail and possibly involve tree removal. Suggestion for permeable car parking spaces, as used at the overflow car parking area at the Eltham Community and Reception Centre, 801 Main Rd, Eltham. This would also remove the need for linemarking, or the suggestion of only using reflectors to delineate the spaces if required. 10. Need to explore bike parking in the town centre, both hoops and bike racks 11. On the two options for a Shared Path on Main Road, the less obstacles the better, so supports the option to underground the power lines 12. Work with VicTrack to remove the poor sight lines at the Main Rd/Diamond Creek Trail corner and remove vegetation, investigate the potential to realign the part at the Main Road location to encroach into the VicTrack property to remove the acute angle of Diamond Creek Trail when it meets Main Road. 13. Further submission provided a copy of the report 'Diamond Creek Trail Observations of issues and opportunities' (Feb 2019) that identified a shared path realignment at the bend near the Eltham Trestle Bridge, adjacent to Alistair Knox Park, consider substantial realignment, possibly to create a straighter section under the bridge, at a higher level than existing, to meet the northern trail. This would remove the two bends and the length of narrow steep pavement, as well as reduce the impact of flooding from the creek, which also results in muddy residue being left on the trail surface as flood waters reduce. 	<p>1-5. noted</p> <p>6. The consideration of cyclists in the Eltham Town Centre has been limited due to several factors, including the grant agreement milestones to deliver the work in accordance with the tight timelines (choosing 'low hanging fruit'), also Main Road being a declared arterial road with responsibility resting with the Department of Transport (formerly VicRoads), the Department of Transport Strategic Cycling Network only identifies the Diamond Creek Trail and doe not identify any other areas of Eltham Town Centre as being part of the Strategic Cycling Corridor. Wayfinding will be installed on the Diamond Creek Trail at this location to encourage cyclists to stop in Eltham, refresh and spend money locally.</p> <p>7. Council has explored the alternative path alignment to avoid need to cross railway line twice, this would require access to the VicTrack land on the western side of rail tracks, initial feasibility work in 2018 found there was sufficient space at the southern area and was not a viable option. The Diamond Creek alignment is a long term option, and is identified in Department of Transport (DOT) Strategic Cycling Corridor mapping (finalised December 2020) but is a long term horizon as it requires the public acquisition overlay and discussion with St Vincents. A scoping exercise is required to further discuss this with St Vincents and identify the challenges (native vegetation, flooding, topography and most significantly land acquisition), the opportunities and costs. Council to investigate this Diamond Creek alignment if and when the St Vincents landholding is considered for any change to their planning permissions (such as a Masterplan) and commence discussion with St Vincents on a scoping exercise.</p> <p>8. There will be wayfinding though this area of the Diamond Creek Trail</p> <p>9. Eltham Central Oval works will create extensive areas of hard surfaces, require the realignment of Diamond Creek Trail, however the plans do not anticipate any tree removal, this will be confirmed at detailed design. The improvements to the existing sealed (but heavily rutted and pot holed surface) and the inclusion of formalised parking will improve drainage and provide an appropriate surface for an area of high parking demand. Sealing the area will also decrease the amount of Total Suspended Solids (TSS) discharged into the Diamond Creek. Consideration has been given for permeable 'grass-create' car parking paving, as used at the overflow car parking area at the Eltham Community and Reception Centre, 801 Main Rd, Eltham. There is a significant additional comparative cost of the 'grass-create' product, and Council has had maintenance issues with the product used at Eltham Central Community Centre. This 'grass-create' product can work well in parking areas that have minimal traffic allowing the grass to grow. The Eltham Central Oval car parking area will have significantly reduced daylight hours without parking and is not considered suitable. Linemarking around Eltham Central Oval will be modified to reduce the extent of linemarking and visual impact of the parking areas.</p> <p>10. Bike parking in the town centre, both hoops and bike racks, is being delivered by a separate funded project as part of the Local Roads and Community Infrastructure grant.</p> <p>11. Noted</p> <p>12. The plan V191990-01-01 includes improvements to sight lines at the Main Rd/Diamond Creek Trail corner and removal of vegetation, this will be updated in the undergrounded power line option also. Discussion to occur with VicTrack to determine their appetite to negotiate an agreement with VicTrack, DOT and Metro.</p> <p>13. A path realignment under the trestle bridge would require VicTrack consent and is outside the scope of the Eltham Central Oval carpark upgrade, such a realignment may be possible as part of the Victorian Government commitment for 'early works' for a Shared Use Path between Eltham and Greensborough</p>
3	8/06/2021		Include reconstruction of the car park at the back of Eltham Central Pavilion	Agreed, plans will be modified

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
4	15/06/2021		<p>I've just had a quick look at the proposed works for making central Eltham more pedestrian friendly. I had some more general feedback so I thought I would email you rather than put the comments in the online forms.</p> <p>Firstly I think that making Eltham better for foot traffic is a good thing. Central Eltham ticks so many urban planning boxes and I think that enhancing this further is great.</p> <p>Three things I think the proposal overlooks:</p> <ol style="list-style-type: none"> 1. There is a lack of infrastructure to support pedestrians crossing main road in the vicinity of Panther Place. Currently pedestrians can cross at the lights at either Dudley Street or Bridge Street, or take the risk and cross somewhere between using the traffic island. Panther Place is well used for accessing the playground, childcare, library and sports grounds and pedestrians often cross in this vicinity after walking from York St or Taylor Street and beyond. On event days (festival, market, footy matches, funerals at LePine) the risks are heightened. Even provision of a more formal pedestrian traffic island in this lower area would be great and used by many. 2. The footpath on the eastern side of Main Rd between York St and Bridge St is narrow with only a very narrow nature strip with a significant retaining wall on one side and several lanes of traffic on the other. This is very well used by pedestrians as it is a key linkage between central Eltham and the old Eltham town area near the pub. It is quite disconcerting with little kids and perhaps a dog on a leash. There is always traffic at the lights. Overhanging vegetation from above the retaining wall is another obstacle. A pedestrian fence would be a great addition here. 3. On the western side of Main Rd from Bridge St to Brougham St, there is not a continuous formalised footpath. This area is important for accessing the community centre, leisure centre and Susan St vicinity, and Eltham high. Formalising the path along this entire section would be very advantageous and would lessen the pressure for pedestrians to cross main Rd in unsafe locations. 4. Re the proposed pedestrian crossing at York St, This particular street crossing is not very bad for pedestrians as it only has cars coming in from one direction and York isn't a large feeder St. I would prioritise putting a ped crossing at Pitt St and Main Rd (near the pub) much more than this one. That is a busy crossing for pedestrians and can often be hairy. <p>Also, while I have your ear and you work in the traffic area, re the end of York (I often come on to Main at York St as I live in Macaulay Court) it would be beneficial to have a keep clear area on the two main traffic lanes at the end of York St on Main Rd as when it is busy (weekday mornings or Saturday mornings) it can be difficult to enter main road in a car then get across to turn right at bridge. Just an idea.</p>	<ol style="list-style-type: none"> 1. Pedestrians crossing Main Road in the vicinity of Panther Place is a known issue that was also raised during the Eltham Structure Plan community consultation. Currently pedestrians can cross at the lights at either Dudley Street or Bridge Street, or take the risk and cross somewhere between using the traffic island. The provision of a formal pedestrian traffic island in this area was considered by the Transport Working Group but was unable to be accommodated and would require Department of Transport approval as the responsible road authority for Main Road. 2. There are no proposals to change the width of the footpath on the eastern side of Main Rd between York St and Bridge St. Slower speeds proposed to a permanent 40km/h will assist in calming the traffic and a future project could consider narrowing the traffic lanes and realigning kerbs and drainage to accommodate. There are no plans for fencing along this section of Main Road. 3. The lack of a footpath on the western side of Main Rd from Bridge St to Brougham St, is noted and has been referred to the rolling Footpath Construction Program. 4. The scope of works for the project did not extend to Pitt St and Main Rd (near the pub) and will be referred to Council's Capital Works program.

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5	15/06/2021, 22/6/2021, 25/6/2021, 17/6/2021		<p>Meeting discussion points:</p> <ol style="list-style-type: none"> 1. Some discussion on the existing Pryor Street zebra crossing (the one closest to Bible Street) not in the best location, suggestion for another location tba. 2. Some discussion on the proposed Cecil Street entry on at Main Road. 3. Some discussion on the requirement for right turning vehicles from Main Road into Arthur Street to give way to pedestrians at the proposed zebra crossing. Action: revise design to include hatched line marked area on Main Road at Arthur Street to stop vehicles blocking Main Road southbound lanes. 4. Some discussion on the existing Arthur Street zebra crossing (the one closest to Main Road as you exit the Coles) not in the best location, suggestion for another location tba. 5. Some discussion on the Bible Street lane widths and suggestion to narrow the through lane widths to accommodate parking on both sides. 6. Noted that the existing zebra crossing on Bible Street at the Aged Care/Retirement Village has a pedestrian refuge which is used as a rest area for aged walkers, and the proposed zebra does not. Action: revise proposed design to include a refuge. 7. Lots of discussion on Bible Street rat running (several ECAG members live on or near Bible Street) 8. Suggestion for zebra pedestrian crossing at Bible Street/Arthur Street on the west side of Bible Street. Action: revise design to include a zebra crossing of Arthur Street on the west side of Bible Street. 9. Clear advice on the proposed west side of Bible Street parking continuing down the hill on Bible Street, suggestion for no parking along this section of Bible Street due to the hill. Action: revise design to remove west side parking from 69 Bible Street to the top of hill and install no parking signage. 10. Youth Road gates are never shut and allows vehicles to use Panther Place/Eltham Central Oval/Youth Road as a rat run. 11. Suggestion for post and rail fencing along Diamond Creek Trail to be realigned to the rear of the proposed car parking to avoid vehicles mounting the grassed area and parking in areas not suitable. Action: revise design to realign the post and rail fencing along the rear of the proposed Eltham Central Oval car parking. 12. How many car parking spaces are lost on the eastern side of Bible Street 13. Design of pedestrian crossing of Arthur Street - relocate the pedestrian crossing in a better alignment with Commercial Place 14. Suggestion to move the stop lines at Arthur/Bible Street proposed treatment back by 1m, or retain the roundabout and install new pram crossings and zebra treatments on each of the legs of the intersection 15. St Laurence Lane is incorrectly labelled as the entry to the Eltham Railway Station from Main Road 	<ol style="list-style-type: none"> 1. Await further advice on suggested location. 2. Refer Submission 1 response on Cecil Street entry on at Main Road. 3. Revise design to include hatched line marked area on Main Road at Arthur Street to stop vehicles blocking Main Road southbound lanes. Install flashing 'give way to pedestrian' signage directed towards right turning vehicles from Main Road into Arthur Street to give way to pedestrians at the proposed zebra crossing. 4. Await further advice on suggested location. 5. Await further advice on proposed Bible Street alternative suggestion. 6. Provision of a rest island in the proposed zebra crossing on Bible Street at the Aged Care/Retirement Village. 7. Noted 8. Incorporate a zebra pedestrian crossing at Bible Street/Arthur Street on the west side of Bible Street. Action: revise design to include a zebra crossing of Arthur Street on the west side of Bible Street. 9. Modify the proposed parking on the west side of Bible Street parking so it does not continue down the hill from 69 Bible Street, no parking signage along this section of Bible Street due to the hill. 10. Youth Road gates has been referred to the Operations Centre to ensure gates are locked and remain locked. Consideration was given at site inspection to a suggested change to the design to relocate the gate towards the scout hall so the Football Club don't have to open it on game days. It was agreed with submitter to retain existing location of gate and include a new lock and gate with a vandal proof cover. 11. Realignment of post and rail fencing along Diamond Creek Trail is not necessary as the proposed kerbing will not be mountable at the rear of the proposed car parking 12. Submitter advised that there are approximately 67 spaces on the eastern side of Bible Street that would be 'lost' under the proposal to remove parking from this side of Bible Street to undertake the proposed works. There are approximately 78 spaces on the western side that would be maintained and improved with the addition of the kerb outstands at intersections and the raised platform intersections. 13. Further investigation of the Arthur Street pedestrian crossing and the suggestion to move this to a better alignment with Commercial Place, has determined there are existing constraints to this suggestion, including existing outdoor dining, two vehicle crossover and two large existing street trees. 14. Many submitters have expressed the desire to retain the roundabout and install new pram crossings and zebra treatments on each of the legs of the intersection instead. This is possible and would require some modifications to create space for the zebra crossings which may increase project costs associated increase in treatment size but also some additional drainage implications. Plans will be revised to retain the roundabout at Bible/Arthur and modify with zebra crossings. 15. Agree. Google Maps (and our Drawing No. V191990-01-04 Sheet 4 of 13 issue F2) refers to St Laurence Lane as the entry to the Station from Main Road. This is incorrect. St Laurence Lane is the small laneway between the Organic Fix café and Pizza shop that is labelled as 'Right of Way' on Drawing No. V191990-01-05 Sheet 5 of 13 issue F1.
6	16/06/2021		<ol style="list-style-type: none"> 1. Not supportive of the proposal to realign car parking spaces from 90 degree to 60 degree parking 2. Not supportive of proposal to create a disabled car parking space outside the front of Organic Fix 	<ol style="list-style-type: none"> 1. Parking can remain at 90 degrees and the existing disabled space located at 917 Main Road be modified to become a DDA compliant space
7	17/06/2021		<p>This is all wonderful news. The Diamond Creek missing link plans are very good, with the widened path and removal of obstacles (I'm probably the only Eltham resident to refer to trees as obstacles!). I like the raised areas at the roundabout at Main St and Luck St. Luck st and the pathway through the reserve next to Cecil st are popular thoroughfares for families and residents generally (for school, the station etc, Diamond Creek Trail). The footpath development on the west side of Diamond St is very welcome, I'm sure the elderly residents of St Vincents Care particularly appreciate it. The traffic calming and pedestrian crossings on Bible St are so important for my family, as we walk/ride along Bible st to school, and there is a new pedestrian crossing proposed just outside our door!</p> <p>I have one more suggestion for an improvement at the Arthur/Bible st intersection - I'll go along to a consultation meeting for that.</p> <p>Thanks for all your hard work getting the funding and advocating,</p>	Noted
8	18/06/2021		<p>A few years ago, when the Eltham Central Pavilion renovation project was underway, I made a submission to develop an actual landscaping plan (i.e. trees, shrubs and other plants) for Eltham Central Oval once the renovations were completed (which happened in December). Could we resurrect with this project?</p>	Agreed, plans will be modified to include a landscaping plan

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9	18/06/2021		<p>Thanks for the opportunity to provide some feedback on the project.</p> <p>Eltham needs some love to help fix some long standing issues around pedestrians and traffic flow.</p> <p>In doing this work please do not make Eltham an even worse slow point for traffic without addressing the huge long delays for traffic that can only go through Eltham on Main Rd to get South or East of Eltham.</p> <p>I do not have a magic solution other than another bridge over the Yarra River to help motorists find another way across. I am concerned if Eltham Main Rd turns into a narrow difficult constantly stopping road unsuitable for through traffic.</p> <p>I drive large SES emergency vehicles through to other areas of the Nillumbik Shire via Main Rd Eltham as I do not have any quicker way to access North. It is already difficult and the traffic is ridiculous, often requiring us to drive down oncoming lanes just to get past the backlog (with lights and sirens of course).</p> <p>As a resident that has lived North of the Eltham township and commuted to the Melbourne CBD from Uni days through until 20 years ago, it has always been a nightmare with traffic, especially during peak hour. I just wanted to get to the station in most cases and that still was a pain.</p> <p>SO please do not make a lovely landscaped Eltham township with heaps of bike and pedestrian friendly road furniture at the expense of traffic that can ONLY go through Eltham to get through. You will force more people like me to move away to avoid it. I now live in Briar Hill as the traffic congestion forced me away.</p> <p>Please make sure large emergency vehicles can traverse and move around the town still.</p>	<p>Noted. The project scope does not allow the consideration of another bridge over the Yarra River to help motorists find another way across the Yarra. Main Road will continue to be the primary (and most appropriate) road for through traffic. Emergency vehicles can continue to use whatever means necessary to get through traffic congestion in Eltham, including travelling on the wrong side of the road if required. the discussions between the Department of Transport and Council officers has limited the impacts on Main Road from the large number of 'investigation' projects identified in the Eltham Structure Plan.</p>

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10	16/06/2021		<p>1. I am sure the pedestrian crossing amendments will make it easier for many, and certainly when pushing a supermarket trolley, pram, or any walking frame, will be a bit of an adjustment though as a driver!</p> <p>2. I am a regular driver from Eltham out to Kangaroo Ground where I live, and know the traffic congestion just past the lights by the railway crossing travelling towards home, where 2 wide lanes of traffic merge into 1 lane. Looking at your plan, you intend to take approx. 2 metres of roadway and put it into the verge to enable a split between pedestrian and bike traffic in this location. I think that will cause further back up congestion well back past the Luck St. Roundabout and contribute further to overall congestion as traffic will not be able to flow as well. I assume the 2 lanes space will not be cut down to narrow lane, and will accommodate large commercial trucks, etc. without endangering or hampering car drivers. I.e. not minimum standard lane width. Has anyone done a traffic count, vs. a pedestrian/bike count to justify this cost, but also to justify slower traffic flow out of Eltham, and what is the criteria for making such decisions cost wise for the benefit of relatively few pedestrian/bike movements compared to the number of traffic movements? Or is it just increase bikes regardless of effect or cost.</p> <p>3. Assuming you will be going ahead with the plan, and due to the increased traffic movements through a smaller overall space, do you have any plans to erect a steel barrier IN the verge adjacent to the split path? Currently because of the wide road space, cars have room to move, merge, and avoid a collision, however when squashed down into closer proximity a driver will have less options to avoid a collision/incident, and the open verge could be the only option, to the detriment of anybody walking/riding along that section of the path. If Council has redesigned and approved this change in conditions – are Council legally responsible for safety?</p> <p>4. I assume the Main Road design is a Vic Roads responsibility, so do any of these proposed amendments need to be presented and approved by Vic Roads.</p> <p>5. I think it is admirable to attempt to make Eltham township more accessible, however some respect needs to be paid to drivers – it is not possible to go by bike to the shops if you have kids in tow, it is not possible if you have any physical issue like joint arthritis to bike travel, inclement weather also is a consideration – rain but also heat. Backward and dated Town Planning issues have meant that there is no comprehensive shopping centre past Eltham for all the residents from Nth Eltham right out. The congestion is not just Eltham people who may be encouraged to walk/bike, as much vehicle movement is from residents much further out. Perhaps to help with congestion, some of the Planning Laws could be looked at in conjunction with traffic movement and the Research Shopping Centre expanded and updated to take some pressure off Eltham.</p>	<p>1. Noted</p> <p>2. There are two options for a Shared Use Path along this section of Main Road, Option 1 places the power lines underground (at an order of magnitude cost of an additional \$400,000 - \$600,000) and takes away approximately 1.3m from the two very wide existing traffic lanes to make two 3.5m wide traffic lanes, this width is consistent with traffic standards, (it should be noted that the southbound lanes on Main Road in the opposite carriageway has 3.3m wide traffic lanes currently). Option 2 retains the power lines and poles, and as the Shared Use Path has to deviate around the poles, takes away approximately 1.8m from the two very wide existing traffic lanes to make two 3.2m wide traffic lanes, this width is consistent with traffic standards (a comparable section of road in Eltham where there are 3.2m wide lanes is Main Road northbound where the kerbside lane is 3.2m wide currently).</p> <p>The Diamond Creek Trail is designated by the Department of Transport (DOT, formerly VicRoads) as Strategic Cycling Corridor (finalised December 2020) and it does identify this section of Main Road as part of the Strategic Cycling Corridor. This indicates the Victorian Government seeks to support cycling provision along this section of Main Road.</p> <p>3. A Road Safety Audit has been completed for the proposed traffic and transport treatments which are functional concept designs for the purpose of community consultation. Following the outcomes of the community consultation, officers will recommend to Council the projects that will be delivered under the program. Once the projects are confirmed, a further road safety audit will be completed and at the detailed design phase further design modifications will be made on the advice of the road safety auditor.</p> <p>4. Yes under the Road Management Act, Main Road is the Department of Transport (DOT, formerly VicRoads) is the responsible and coordinating road authority for Main Road. Council is however responsible for the area behind the back of kerb (the Shared Use Path/footpath). The Department of Transport (DOT, formerly VicRoads) have been involved in the Transport Working Group process that has developed these concepts for the purpose of community consultation. Following the outcomes of the community consultation, officers will recommend to Council the projects that will be delivered under the program. Once the projects are confirmed, the detailed design phase will include further design modifications will be made and submitted to the Department of Transport for approval.</p> <p>5. Noted. For every person who lives locally who currently drives to the Eltham Town Centre, who as a result of these changes, will walk or cycle to the town centre, is one less car on the road that makes it possible for those who must drive from further distances or due to mobility issues such as arthritis or age.</p>
11	23/06/2021		Suggestion for green pavement treatment of the Diamond Creek Trail where it crosses Diamond Street	Agree - subject to Department of Transport consent
12	23/06/2021		Is there an opportunity for a crossing where Bible Street turns into Grove Street – with lots of kids and families crossing there between the park (Bible Street Reserve) and the school of further up the Grove St catchment...oh and lighting through the park so it's safer in the dark, especially for women and seniors – it's pretty terrifying walking through there on the way home from the train, especially through winter.	<p>1. The location where Bible Street turns into Grove Street is outside the scope of the study area. The comment is valid and will be considered under a future Local Area Traffic Management plan.</p> <p>2. Lighting through the park between Bible Street and Main Road is outside the scope of the study area. Refer to public lighting register.</p>
13	23/06/2021		<ul style="list-style-type: none"> • bus movements are not impacted (e.g. swept paths out of the interchange work), • any ramps the buses cross are with ramps of 1:20 grade, • the lanes buses travel in will remain at least 3.2m wide • buses operations will not be longer due to the results of the projects. 	<p>1. Bus swept paths out of the interchange have been considered</p> <p>2. There are no ramps proposed on PTV bus routes</p> <p>3. Main Road lane widths will remain at least 3.2m wide</p> <p>4. There is no intention to slow bus operations due to the projects</p>

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
14	24/06/2021		<p>1. The current parking restrictions around the Eltham Child Care Co-Op of 2H parking 8am-5pm does not work for pick up times for families, ask to change the parking signs from 2H parking 8am-5pm to 30M parking 8am-6.30pm</p> <p>2. Locate proposed bike racks at the rear of the Pavilion, not at the entrance as the entrance is extremely busy on game days</p> <p>3. U3A use the parking at the rear of the Pavilion and prefer the gate between Panther Place and Youth Road remains in the current location</p> <p>4. Supportive of the drainage and car parking improvements</p> <p>5. Timing of works to work into football season if possible</p> <p>6. Add into plans a footpath from the car park to the Child Care Co-Op</p> <p>7. Add into plans a landscape plan at the Eltham Central Oval</p> <p>8. Add into plans consideration of lighting</p> <p>9. Add into plans consideration of directional signage to the U3A, Child Care Co-Op and Eltham Central Oval</p> <p>10. Add into the plans consideration of the chainmesh fence behind the goals being relocated to be located between the roadway and the black boundary fence</p> <p>11. Add into the plans improved linemarking and bollards of the Diamond Creek trail through the area behind the Eltham Central Oval goal posts as vehicle drivers occasionally inadvertently drive up the Diamond Creek Trail</p>	<p>1. Referred enquiry to signage team at Council to change the parking signs from 2H parking 8am-5pm to 30M parking 8am-6.30pm</p> <p>2. Agree, revise design</p> <p>3. Agree, revise design</p> <p>4. Noted</p> <p>5. Noted, will seek to work with Eltham Central Oval users when timing of works is known to minimise impacts during construction</p> <p>6. Agree, revise design</p> <p>7. Agree, Landscape Plan will be prepared (refer to response to submitter 8)</p> <p>8. Agree, revise design</p> <p>9. Agree, revise design</p> <p>10. Agree, revise design, although a new football net is a separately funded infrastructure investment</p> <p>11. Agree, revise design</p>
15	25/06/2021		<p>1. From observation, most of the Bible St parking is day time "long stay" parking. My concern is that we will see the lost Bible St parking appearing in Arthur, Henry and Luck St (east of Bible St) - perhaps these streets will need parking controls (2 hour or 4 hour) and resident permits???</p> <p>For the record, I objected to Council's visitor parking exemption provided to the "Canopy" development approval because of the high likelihood of reduced on-street parking. It would be good if Council could stop providing such exemptions to developers!!</p> <p>2. Right turns onto Main Road</p> <p>With the proposed closure of Cecil St (outbound) and the ban on right turns from Arthur St, the only options for right turn will be Dudley and Luck St. A reasonable assumption is that all of the Cecil St Westbound traffic and all of the Arthur St right turners will transfer to Dudley and Luck St.</p> <p>Pretty sure you will have traffic counts at the intersections along Main Rd so you can check the capacity of Dudley and Luck St to accommodate the increase in turning traffic. My gut feeling is that there could be increased queuing that would interfere with access and egress on those streets. Remember that if you are doing intersection analyses, the Bible St works will slightly increase the traffic on Main Rd.</p>	<p>1. Bible Street is all day parking, there are two separate all day parking commitments in the Eltham Activity Centre: (a) November 2018 Victorian Government 100 spaces (b) June 2019 Commonwealth Government 200 spaces. Both projects are being delivered by Victorian Government's Department of Transport. Council was briefed on this on 28 July 2020. Review of parking restrictions is not part of this current project and may be revisited in future. Both car parking commitments exceed the number of parking spaces being lost by the proposed Bible Street treatments.</p> <p>2. The plans on community consultation will be refined following submissions from the community, particularly after considering the views of Cecil Street residents. Consideration will be given to the impact on traffic at the intersections along Main Rd and an assessment of the capacity of Dudley and Luck St to accommodate the increase in turning traffic.</p>

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
16	30/06/2021		<p>Apartment building in the Eltham Village seems to be a never-ending occupation. The quarter acre blocks in the village were once designed for single dwelling residences. The infrastructure (streets et al) were built to cater for that type of density.</p> <p>Eltham Village is now a traffic nightmare (unless you drive there early on Sunday morning). What will be done to regulate that traffic which, with more building activity, will only get worse?</p>	<p>Council issues planning permits for developments on a site by site basis, and requires each development to comply with the Nillumbik planning scheme which has requirements for traffic management, car parking and urban development outcomes.</p> <p>At a strategic level, in July 2020 Council adopted the Eltham Major Activity Centre Structure Plan that identifies a number of transport improvements along the Main Road corridor in Eltham to investigate: these included: Main Road traffic signals; Eltham railway station bus movements; pedestrian movements; Bible Street rat running; consolidated car parking; place making and level crossing removal.</p> <p>Council is consulting the community on a number of proposals to create a more pedestrian-friendly and connected Eltham Activity Centre, encouraging sustainable and active travel, thereby reducing traffic congestion and increasing safety in the precinct. The improvements include new and upgraded pedestrian crossings, traffic signal changes, traffic management treatments, car parking at Eltham Central Oval and a new 40km/h speed limit for all roads in the Eltham Activity Centre.</p>
17	30/06/2021, 2/7/2021		<p>The congestion in Bible st arises from long term parking on both sides of street, narrowing thoroughfare to allow one car movement to one at a time. Is it not possible to utilise the extended nature strips on lower side of street to create parallel parking spaces to restore ability for two way traffic?</p> <p>1. Upon reflection following the meeting, I am inclined to think that there are too many alterations proposed and that it may be better to do less changes more thoroughly. [eg. Synchronised traffic lights]. I do not question that traffic congestion is a real issue in the activity centre, but do not like residential streets suffering reduced speed restrictions to match Main St as a traffic deterrent. I wonder if 'local traffic only' signs placed well before entering Bible Street's activity centre boundary would deter traffic sufficiently to maintain it's current 50km limit? I have suggested an alternative use of moneys in proposals for Bible St.</p> <p>2. Proposal 1: shared footpath – Main Road. I feel reducing road width, even by just 70cm, is very short sighted. I suggest the outcome of widening the footpaths could be achieved by absorbing the existing grass verges along the curb, and if necessary the grassed area on inner side of existing paths. Given the cost of moving powerlines underground for such a brief distance, I believe option 2 is the sensible way to go as it allows greater funds to be spent elsewhere.</p> <p>3. Proposal 2: MainRd / Cecil St. I feel allowing traffic to only entre Cecil St at the new intersection is fine, but I do not like that traffic can only exit Cecil St from Bible ST, which after all, is a residential street and not needing extra traffic flow.</p> <p>4. Proposal 6: Bible St/ Arthur St. I believe the existing roundabout should remain as it does assist traffic flow. The proposed raised platforms/ pedestrian crossings should be placed close to roundabout entry.</p> <p>5. My suggestion for Bible St parking: Parking along just one side of Bible St has some merit. I assume it would be timed parking to allow maximum number of potential shoppers within the activity centre. 2 or 3 hour limits seems reasonable.</p> <p>6. The majority of proposed additional car parks at Eltham Central Oval should be dedicated to train commuters, hence long term parks.</p> <p>7. Since Bible St has significant extended nature strips, especially along west side, I suggest reclaiming this space as parallel parking. By doing this, the actual road becomes marginally wider. To reduce costs, existing powerpoles could remain as is, with verge islands created around them.</p> <p>8. Consideration could be given to extend this plan beyond the activity centre boundary, to Bridge St to create further parking opportunities. These suggestions would be costly, but is, I believe, better innovation than multiple raised platforms that have questionable success at speed control and decongestion.</p> <p>9. Proposal 11: Car parking at Eltham Central Oval Sealing and formalising car parking here is a sound idea and, I believe should have an area dedicated to long term parking to accommodate city commuters.</p> <p>10. A comment was made at the meeting that people will try to avoid passing through the activity centre to get to outer areas/ suburbs. I feel that some forward thinking should begin now, to plan for how this could be achieved. Mt Pleasant Rd / Reynolds Rd was quoted. Routes coming from other directions need to be investigated, too. It may well be time to team with State Members of Parliament to get State authorities onto planning / constructing another river entry point to Nillumbik Shire.</p> <p>11. I got the impression that attendees at the above meeting had many counterpoints to the proposals and ask that their expressed views be noted and considered before committing to the given proposal. Perhaps more synchronised traffic lights along Main St is a better long term solution to our growing congestion issues.</p>	<p>Narrowing nature strips on Bible Street to provide a wider road pavement is not a proposal that Council has explored and is not suggested in the Eltham Major Activity Centre Structure Plan. The road width required to provide two parking lanes (one on each side of the road) and two through traffic lanes is approximately 11.2 metres. The current road pavement width is approximately 9.1 metres. Therefore, an additional 2.1 metres of roadside would need to utilise to deliver this option. Such an outcome would require the relocation of existing kerb and drainage, footpaths, possibly involve the relocation of overhead power and roadside infrastructure (such as service pits) and also significantly reduce the opportunity for nature strips.</p> <p>The current proposal is to ban parking on the eastern side of Bible Street, formalise parking on the western side (through indented spaces) and introduce traffic interventions such as speed humps and raised intersection to calm traffic volumes and speed. These measures, together with the proposed 40km/h speed limit, new pedestrian crossings, will improve pedestrian safety, road safety and safety for residents entering and existing their properties on Bible Street.</p> <p>1. Noted. The changes proposed are a result of a large number of 'transport investigation' actions from the Eltham Major Activity Centre Structure Plan. Synchronised traffic lights are also part of the implementation of the proposed pedestrian signals on Main Road (for more detail refer to response to Submitter No. 18). The current 50km/h speed limit on Bible Street is inconsistent with the 40km/h speed on Main Road and is a contributing factor in its use as a rat run.</p> <p>2. Noted. Reducing the lane width to 4.5m to 3.5m allows the construction of a separate 2.5m shared use path along the section of the Diamond Creek Trail where it is currently only a 1.25 m footpath. It is important that the grass verge along the curb is maintained to provide a sense of separation from the northbound Main Road traffic lanes and the proposed Shared Use Path.</p> <p>3. Noted. The proposed Main Rd / Cecil St changes allow entry only from Main Road into Cecil Street. Under the proposed changes, Cecil Street traffic having to use Bible Street is not considered a large volume of vehicles to be redirecting to Bible Street.</p> <p>4. Noted. The Bible St/ Arthur S roundabout does assist traffic flow but there is a need to improve pedestrian crossings. Refer response to Submission #5 to retain roundabout at Bible Street/ Arthur Street and install new pram crossings and zebra treatments on each of the legs of the intersection.</p> <p>5. Noted the support for parking on one side of Bible Street, modifying the current parking restrictions on Bible St is not park of this project.</p> <p>6. Noted. The Eltham Central Oval parking restrictions proposed are a mixture of short term (around the Child Care co-op) and unrestricted (the outer wing of the oval).</p> <p>7. Refer to advice on Ward Meeting question (above).</p> <p>8. Noted. The project activity centre boundary was developed in consultation with the Department of Transport and the approved grant agreement.</p> <p>9. Noted.</p> <p>10. Noted.</p> <p>11. All submissions are being considered as a part of the community consultation and submitters also invited to address Council on 14 September before Council resolves to proceed with the amended projects. Synchronised traffic lights along Main St is a part of this proposed implementation (for more detail refer to response to Submitter No. 18).</p>

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
18	30/06/2021, 4/7/21		<p>The plans to provide more pedestrian crossings in Eltham Town have been well presented. There has been no obvious reference to considerations made when there are to be more crossings on (especially) Arthur Street. Vehicles already regularly back up onto Main Rd, sometimes in both directions, awaiting the frequent pedestrians to cross between Magenta Jewellery and the Coles Centre, causing further congestion on Main Rd. What is being considered to alleviate that?</p> <p>There seems to be a similar lack of explanation for adding pedestrian controlled crosswalks on Main Rd with no suggestion the signals will be synchronised, potentially creating more congestion, just a permanent 40kph limit being imposed. What if any consideration has been given the macro effects of the plan, not just for each individual crosswalk and each individual intersection, individually?</p> <p>Anecdotal evidence from locals who go into Eltham town on varying days of the week see consistent issues that are not obviously congruent with what we hear from planning as 'the problems', yet I am not so arrogant to think Council and its planners live in isolation or are oblivious. The proposals surrounding Main Rd seem to all but actively support vehicular congestion in favour of making Eltham town more pedestrian friendly, and Geoff rightly or wrongly seemed to affirm that.</p> <p>One goal Geoff mentioned was getting people out of their cars walking about the shops, suggesting a one-eyed view. How many are happy to make the sometimes pleasant walk from a (theoretical) Library Place car park to Woolies (illustrative, not explicit)? How many are happy to carry their weekly shop back to their vehicles from Woolies to Library Place? Runaway trolleys down the hills? Trolleys taken and left? If Eltham Town became a pedestrian mall (ie Bourke or Swanston Sts Melbourne) how would Aldi, Woolies, Coles, and Dan Murphy's trade be affected as it became too difficult/congested to use their car parks when it can already be challenging? They obviously have a different profile to shops/cafes where the customer does not carry their often considerable goods. There is clearly tension between the necessity of being 'vehicle friendly' for some, and a 'pedestrian dominated' town centre for others, needing a balance that will probably be controversial no matter what.</p> <p>As an aside, as an older resident I have a pleasant 30 minutes walk into Eltham town, not so pleasant in typical cold and rain, and I am not about to walk home with more than a small armful of 'shopping'. Buses are not scheduled often enough and there remain a few blocks walk culminating with a not abnormal short but challenging incline for an older person carrying 'more than themselves'. Conclusion, I want to (need to?) drive for multiple reasons; car parks and related congestion are intractable objects so need to be treated as constants, not variables Council will change through 'behaviour centric' visions. No matter what one does to expand public transport it is not going to resolve the 'last metres', often challenging, of us getting home. If Council makes it too difficult to 'stop and shop' in Eltham town 'we' may gravitate to Greensborough, Diamond Creek, and other surrounding centres, some that have worse congestion/inconvenience today but possibly less tomorrow.</p> <p>Prior to and post meeting I mentioned Main Rd and Arthur St. as an issue for general congestion. Removing the right turn onto Main from Arthur removes one problem while creating another on Main Rd. Is it more on Arthur who might benefit from not having the odd car blocking Arthur trying to turn right across traffic, or more on Main Rd who will 'pay the price'? Common sense seems to suggest it will change a problem, not resolve a problem.</p>	<p>The Eltham Urban Congestion Fund projects have been refined from a large number of 'investigation projects' identified in the Eltham Major Activity Centre Structure Plan and are specifically chosen to be deliverable within the \$5 million funding that has been provided.</p> <p>Improvements on Arthur Street have been identified and include: Replacing the two existing zebra crossings with 'wombat' crossings (raised pedestrian crossings) A new raised pedestrian crossing at Main Road</p> <p>In regard to additional crossings of Main Road, Main Road is a declared arterial road and additional crossings require the consent of the Department of Transport. For this Urban Congestion Fund project, a Transport Working Group was established with officers drawn from various parts of the Department of Transport and Council. These discussions reviewed the Eltham Major Activity Centre Structure Plan and the large number of 'transport investigation' actions that it identified. From these Working Group meetings over the last twelve months, they developed the treatments that are out for community consultation, which includes a new pedestrian traffic signal at the exit of the bus terminal.</p> <p>This new traffic signal is in addition to the Post Office pedestrian signals and will provide a new east-west crossing location that aligns with the laneway adjacent to 1022 Main Rd, Eltham (Jellis Craig) and on the railway side it aligns to the existing pedestrian underpass to Youth Road. These signals will provide improved priority for buses exiting the bus terminal.</p> <p>As part of any new traffic light installation, a Traffic Signal Route Review is conducted to improve the operation of traffic lights. This is done by the Department of Transport and its objective is to coordinate traffic signals by linking together of consecutive traffic signals along a road to minimise stops and delays. For Main Road Eltham this Traffic Signal Route Review would consider how the new traffic signal at the bus terminal relates to Diamond Street level crossing to the north, and the signals to the south – the Post Office signal, Dudley Street signal and the Bridge Road signal.</p> <p>The aim of a Traffic Signal Route Review is to prevent blockages between closely-spaced intersections or when traffic becomes congested. To maintain synchronisation, all coordinated intersections must operate at the same cycle time.</p>

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
18 - continued	30/06/2021, 4/7/21		<p>Traffic on Main (North and Southbound) will still face backups because (at busier times) of the pedestrian crossing on Arthur causing vehicles to back up down to Main Rd. Vehicles cannot turn onto Arthur since they have nowhere to go so stop awaiting movement. Main sometimes reduces to one lane in each direction because of vehicles waiting to get onto Arthur St; road rules give priority to Southbound traffic on Main for their left turn contributing to Northbound traffic trying to turn onto Arthur from Main having to wait for all the Southbound traffic to clear, both turning and through, causing the right turn lane to back up into the main lanes. Northbound traffic trying to turn right is often regulated by the flow-on affects of the pedestrian controlled crossing signals on Main, a block away, that make brief 'holes' in Southbound traffic, thus make turning safe in any case. The pedestrian controlled signals on Main have more complex ramifications than get talked about.</p> <p>If I understood correctly, Lawrence mentioned making a clearway on Main at Arthur as 'the treatment'. That, from my perspective will do nothing to alleviate the core problem because the problem is not cars blocking the intersection, it is their inability to get from Main onto Arthur. Southbound traffic backing up from the signal at Dudley and blocking Arthur is but a small token part of the overall complex problem.</p> <p>It superficially seems Council is making more 'choke points' that could easily compound congestion rather than alleviate it, at least as understood from public presentations.</p> <p>Lastly, a local issue I periodically revisit is getting onto Main Rd Southbound from Falkiner St. It has always been dangerous at times, and gets more so all the time. Lawrence advised Council advocated for a signal and Vicroads knocked it back. Issues include the speed limits on Main Rd, 60kph North but 70 kph south. Will that change when construction is finished? There is insufficient room in the median to safely use it as a staging stop, eg going to the median when safe, and then going into the Southbound lanes when safe. If the median could be made wider and designed for that it would be a dramatic improvement and perhaps more amenable to Vicroads? As I noted to Lawrence, none of the MRPV plans include Falkiner in any way, which suggests they do not care. I understand at the end of the day Council is as outside looking in as we residents, but if 'we' do not keep providing our feedback and opinions we will never be counted.</p> <p>I understand congestion in Eltham is a complex and difficult problem and Council will do what it deems best for the most, so my feedback is but one of many to be taken and it will be impossible to please everyone regarding congestion, noting safety aspects (eg Falkiner) should never get below the radar re advocacy.</p>	<p>The treatments proposed are attempting to make walking, particularly, more attractive in the Town Centre, they are not going to shift all behaviour in the town centre, but may affect some mode shift, and this may provide more capacity for those road users who must drive.</p> <p>Faulkner Street at Main Road is outside the study area, but as part of the MRPV Fitzsimons La upgrade the speed limits will be considered as part of the road safety audit to be completed by MRPV.</p>
19	4/06/2021		Phone enquiry	<p>7/6/21 Officer sent Council Report and attachments to resident via email and offered advice regarding the sites 3,5,6,7,9,10,11 on raised wombat crossings to improve pedestrian accessibility for all users 15/6/21 sent project update and links to Council report, attachments, press release and Participate Nillumbik page link</p>
20	5/06/2021		<p>I It is great to see that this project has funding. I've just looked up the Participate page and see not much detail yet - I look forward to seeing the concept drawings when available. One thing I note in the introductory blurb - no mention of bicycle use as part of active transport. Is this deliberate, due to the limited funding? I recognise that due to our hilly terrain and some narrow roads, riding a bike for transport is sometimes seen as impractical in Eltham; however for many people it is definitely doable (especially with eBikes). This is an area I'd like to have input to in the planning process. Just one question for now - are you/Council aware of the growing interest worldwide in default 30km/hr speed limits in residential and shopping streets? This is such a simple solution to increase active travel.</p>	<p>9/6/21 Officer sent Council Report and attachments to resident via email and offered advice regarding the Diamond Creek Trail connection and reduced speeds to 40km/h proposed 15/6/21 sent project update and links to Council report, attachments, press release and Participate Nillumbik page link</p>
21	7/06/2021		Phone enquiry	<p>7/6/21 Officer advised that pending COVID restrictions allowing face-to-face sessions a meeting is planned with ECAG 15/6/21 sent project update and links to Council report, attachments, press release and Participate Nillumbik page link</p>
22	8/06/2021		It superficially seems Council is making more 'choke points' that could easily compound congestion rather than alleviate it, at least as understood from public presentations.	<p>8/6/21 Officer advised that consultation with residents to occur over the coming weeks, info to be sent out, and a zoom meeting to be arranged to discuss the proposal in greater detail 15/6/21 sent project update and links to Council report, attachments, press release and Participate Nillumbik page link</p>
23	8/06/2021		<p>Lastly, a local issue I periodically revisit is getting onto Main Rd Southbound from Falkiner St. It has always been dangerous at times, and gets more so all the time. Lawrence advised Council advocated for a signal and Vicroads knocked it back. Issues include the speed limits on Main Rd, 60kph North but 70 kph south. Will that change when construction is finished? There is insufficient room in the median to safely use it as a staging stop, eg going to the median when safe, and then going into the Southbound lanes when safe. If the median could be made wider and designed for that it would be a dramatic improvement and perhaps more amenable to Vicroads? As I noted to Lawrence, none of the</p>	<p>8/6/21 Officer advised that consultation with residents to occur over the coming weeks, drainage complaint is bigger than just maintenance. Council is looking into options to do works at the Eltham Central Oval to address several issues such as sealing the car park, drainage and pedestrian access. If there are no issues we would be looking to start works in the first half of next year. 15/6/21 sent project update and links to Council report, attachments, press release and Participate Nillumbik page link</p>

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			MRPV plans include Falkiner in any way, which suggests they do not care. I understand at the end of the day Council is as outside looking in as we residents, but if 'we' do not keep providing our feedback and opinions we will never be counted.	
24	8/06/2021		I understand congestion in Eltham is a complex and difficult problem and Council will do what it deems best for the most, so my feedback is but one of many to be taken and it will be impossible to please everyone regarding congestion, noting safety aspects (eg Falkiner) should never get below the radar re advocacy.	8/6/21 Officer advised there are no plans to change the existing Youth Road/Panther Place 'connection'. The attachment for the PCC meeting state "proposed 5.5m road width subject to further traffic investigations". Whilst the plans show the road around the oval being reconstructed (it is in poor condition currently), the works do not extend to include a connection to Youth Road, so the existing gated arrangement would continue. There is no intention to create Panther Place-Youth Road connection as part of this project as this would create an undesirable rat running opportunity. 15/6/21 sent project update and links to Council report, attachments, press release and Participate Nillumbik page link 15/6/21 ECAG meeting (MS Teams)
25	10/06/2021		Query on Congestion Busting information online	10/6/21 Officer spoke to resident and advised Participate Nillumbik information will go live on Tuesday. 15/6/21 sent project update and links to Council report, attachments, press release and Participate Nillumbik page link
26	17/06/2021		Query on Arthur Street/Bible Street treatment	17/6/21 Officer spoke to resident and advised Participate Nillumbik information online and will attend a pop up consultation session to discuss the plans.
27	17/06/2021		Query on right hand turn from Main Road into Cecil Street	18/6/21 Officer responded by email to the query (there is no plan to allow right turn movements from Main Road into Cecil Street) and provided more detail on the intersection changes proposed. Provided link to the Participate Nillumbik page.
28	19/06/2021		Webpage query: "thanks for the open captions on the video on various platforms. That's great!"	21/6/21 Officer responded to resident and provided links to view the Participate Nillumbik information online
29	21/06/2021		Response to outreach "That sounds like an excellent project, I like the crossings, platforms and calming. Although on a quick look I didn't seem to see much about crossing Main St on walker desire lines – crossing main roads is one of the biggest issues for walking. Also, would be concerned if any footpaths are planned to become shared paths? I think we will probably be unlikely to be able to make a submission due to capacity/current commitments (we have a couple of process to input into for supporter councils)."	21/6/21 Officer response thanking Victoria Walks for having a quick first glance and advising that the discussion with DOT on Main Road has included a new signal from the railway station across Main Road is one example.
30	21/06/2021		Just like to raise a concern. Regarding a conflict between dog walkers/ cyclists/ joggers and the Eltham central football club. The football goals at the "northern" or research end of the football field are very close to the road and path. I was a witness to a large number of footballs (around being kicked at the goals while a two ladies where walking their dogs along the creek, behind the goals and between the fence. It was a very ugly incident, which luckily did not end in a Injury. It was close, but left the ladies very scuttled. What I did observe was no footballs were kicked until the walkers were directly behind the goals. Which is a shocking thought. The training was an organised training season and the boys were around 18. I understand their is a plain to " improve the path around the football ground" could this issue be looked into as I fear it will lead to injury BUT is currently causing conflict in our community.	21/6/21 Officer response that the Eltham Centre Oval carpark works do realign the shared use path to improve separation between the road and path, but protection from footballs being kicked during training is a matter for the Oval users and is outside the scope of the Urban Congestion Fund, referred to Recreation and Leisure team
31	22/06/2021		Phone call on the closure of the Cecil Street exit onto Main Rd, advised it would be very inconvenient for Cecil Street residents. Also expressed concern at the cyclists on Main Road. Suggested the shared path option without the power poles is preferred and safer.	22/6/21 Officer advised resident that a survey will be distributed on Monday next week with a reply paid envelope seeking Cecil Street residents views on the changes and encouraged her to make a submission.
32	29/06/2021		I was going through the various items to provide my feedback and noticed a change in parking that I would appreciate your clarification on. In pages 6 & 7 of the Functional Layout Plans (Luck St and Pryor St) there is the use of a Parking sign showing 1 Hour Ticket Parking. This appears to refer to parking on Commercial Place and in the Car Park on the West side of the Luck St Roundabout. Can you please confirm that it is the intention of Council to introduce paid Ticket Parking to the Eltham Activity Centre via the Congestion Busting Project and if this is the case clarify how many and the location of the Parking Bays this change will apply to.	29/6/21 Officer responded advising there is an error in the signage schedule on the plan. There are no plans to introduce paid Ticket Parking to the Eltham Activity Centre.

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
33	16/06/2021		Not happy with the proposal to reconstruct the 90 degree parking on Main Road for 60 degree parking. Suggestion that this disruption would provide no benefit. Alternative of upgrading the existing disabled space at Nillumbik Health at 917 Main Rd Eltham	Officer accepts submission and design changes to be made
34	16/06/2021		Same as above	Same as above
35	2/07/2021		Query on the grades of the proposed speed humps on Bible St, supports Arthur St changes to improve pedestrian crossings, have been fighting for traffic calming on Bible St for years	Officer advised grades and heights of speed humps and raised platforms will be designed to confirm with 40km/h speed proposed.
36	1/07/2021		Sending some feedback on the proposed changes along Main Rd. The ideas presented look good to me. It would be great to also consider bike use along Main Rd in the shopping precinct. The ideas offered seem to assume most people on bikes are using the Diamond Creek trail and not bringing bikes into the area of the shops. Encouraging bike use would be helpful in reducing congestion. We often try to use our ebike instead of the car for trips to the shops in Eltham, and the area could be improved to make this easier.	Bicycle lanes on Main Road are not part of the project scope, Main Road is a declared arterial road and is the responsibility of the Department of Transport. The Transport Working Group of Officers of DOT and Council considered the Department's Strategic Cycling Corridor mapping (released in 2020) and it only identifies DCT as the cycling route through this area and the transport project identified of a Shared Use Path on Main Road from Diamond St north to the railway substation is the project selected.
37	8/07/2021		I attended the info night last week at the community hall, is there a link where we can make written submissions for feedback about the proposals? Or is there a email address?	9/7/21: Officer responded - There are many ways you can make a submission: 1. You can lodge submissions through the Participate Nillumbik webpage online here. The Participate Nillumbik page has an interactive slider tool that allows you to see before/after illustrations of each of the treatments we are proposing and also more detailed information such as the technical design drawings. You can make a submission by commenting on each of the treatments. 2. You can email me (my contact details are on the Participate Nillumbik page here) and I'll record your submission and it will be responded to at the 14 September Planning and Consultation Committee where you will also have an opportunity to address the Councillors. 3. I'm also taking phone submissions and you are welcome to call me next week and I'll take note of your views. 4. You can also attend the last of the 'pop up' consultation sessions at the Eltham Town Rotunda on Friday 16 July between 10am-12pm.
38	20/07/2021		As a resident of the Nillumbik shire I believe it is important to delay public feedback/submission deadlines during COVID lockdown/restricted travel periods to allow for those not tech savvy who are unable to travel outside of zones to provide their feedback etc. Do you agree? People need time to walk around the area and put their thoughts together.. hard to do when it's outside their 5km zone	20/7/21 Officer responded that the consultation period commenced following the Council resolution on 8 June 2021. Council has sought submissions from the community via the 'Participate Nillumbik' website, from 15 June 2021 and the consultation closes on the 23 July 2021. Submissions have also been received via email and over the phone. The 6 week engagement was only impacted by COVID restrictions from Thursday 15 July to the close of submissions on 23 July 2021. Only one of the planned 'pop up' consultation sessions was cancelled. A further three 'pop up' consultation sessions were held at Eltham Town Rotunda on 24 and 28 June and 7 July 2021. Officers also distributed a targeted flyer and survey to 58 households in Cecil Street and 123 households on Bible Street and a DL sized flyer that opened up to an A2 sized map that was letterboxed to 530 households and 178 businesses in the Eltham Activity Centre. A news item was also included in June 2021 Nillumbik News, sent to 21,000 households and business throughout Nillumbik. If you are having difficulty accessing the Participate Nillumbik page and would like to make a verbal submission please call me on 0457 079 323.

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39	22/07/2021		<p>General comments.</p> <p>1. ECAG accepts that the concept of slowing traffic is good in principle but queries whether the 40kmph restriction plus another set of traffic lights will just further encourage drivers to take other alternatives thus exacerbating the already existing 'rat runs' around Central Oval, Bible St/Beard St, Mt Pleasant Rd/Eucalyptus Rd or Mt Pleasant/Reynolds Rd. ECAG wonders whether it is better to keep traffic on main roads.</p> <p>2. Is the Council confident that providing for parking on only one side of Bible St will make car drivers slow down? Without having to navigate between the cars parked on either side it is possible that they will drive faster, even with the 40kmph restriction. Also, will the removal of car spaces here result in cars being parked in other nearby roads which are even less suitable for parking?</p> <p>3. Cycling options: ECAG would prefer more long term and attractive siting of a bike trail along the western side of the railway line.</p> <p>4. ECAG would like to see existing canopy trees and bushes retained throughout and more vegetation planted. New planting should be indigenous.</p> <p>5. ECAG acknowledges the reason for creating raised intersections but queries whether they are necessary in all the proposed locations (as referred to in its comments below on individual sheets of the layout plans).</p> <p>6. Is any documentation available that assesses the impact of the proposed changes on the adjoining streets? Is there an updated general circulation plan for traffic in the vicinity? And has a study of usual pedestrian movements been carried out? Such plans and studies could prove valuable in avoiding unintended consequences, especially where prohibited turns are being proposed.</p> <p>Specific comments (These comments refer to the numbered sheets of the "Main Road & Bible Street, Eltham Congestion Busting Functional Layout Plans" by GTA consultants that Council has provided to ECAG) Sheet 1: Main Road</p>	<p>1. Noted. The intention of the 40km/h speed is to have a consistent speed treatment through the Eltham Activity Centre and to provide for through traffic to stay on Main Road by discouraging through traffic on Bible Street. The current speed limits of default 50km/h on Bible St and a part time 40km/h on Main Road are inconsistent. The speed change is also seeking to reflect the designation that the Eltham Activity Centre is a pedestrian priority area and reduced speeds encourage that outcome.</p> <p>2. The removal of parking on one side of Bible Street is only one element of the Bible Street treatments. This element combined with the 40km/h speed, the kerb outstands on the western side of Bible Street, the introduction of new raised platform intersections and new pedestrian crossing are all local area traffic management measures designed to discourage through traffic, reduce vehicle speeds and increase pedestrian safety and amenity. The Eltham Town Centre has commitments for an additional 100 all day commuter car parking spaces in the Town Centre, together with the planned sealed car parking around Eltham Central Oval.</p> <p>3. Noted. See response to submission 2 (Item response No. 7).</p> <p>4. Noted. There are few opportunities for canopy tree planting in the kerb outstands on Bible Street due to overhead power. On Main Road new indigenous canopy trees will be planted in the place making opportunity identified.</p> <p>5. Noted. The locations of the raised platform intersections on Bible Street have been identified through an experienced group of DOT and Council officers through the Transport Working Group.</p> <p>6. The plans have been developed following the 'investigation' projects identified in the Eltham Structure Plan, at this functional concept stage no pedestrian or general circulation studies have been undertaken.</p>
39 - continued	22/07/2021		<p>7. Bike path treatment: ECAG would prefer the bike path to be relocated to the west of the railway line. However, if that is not an option, ECAG's preference would be removal of power poles and the installation of underground power, even if this is also expensive. This would be far more aesthetically pleasing and also safer for cyclists and pedestrians. ECAG would prefer the existing vegetation to be kept (if possible) or, if not, to be replaced with high quality indigenous bushes and trees, not just low grasses. ECAG agrees that the path at present is narrow and extra width is needed. Sheet 2: Main Rd, Diamond and Cecil Sts</p> <p>8. Banning Cecil St traffic from entering Main Rd seems reasonable. However the existing arrangement does provide easy access across the railway crossing to Diamond St without having to negotiate Main Road's crossings and traffic. Has Council monitored how many vehicles cross from Cecil to Diamond St? Parking only on one side of Cecil St is also an option. As is mentioned elsewhere, removing access from Cecil St into Main Road will push traffic to other areas with perhaps unintended consequences. The traffic lights at this intersection have caused traffic flow problems since they were installed. In peak hours, traffic that has to stop at the lights on Main Rd next to Diamond St when leaving Eltham Town Centre causes gridlock at the roundabout that intersects with Luck St. This problem should be addressed as part of the Project, perhaps by improving the timing of the traffic lights. Sheet 3: Main Rd and Luck St</p> <p>9. ECAG would like the existing median strip trees in Main Road retained and extra indigenous trees planted. Sheet 4: Main Rd and Pryor St</p> <p>10. If a new pedestrian crossing is intended, ECAG suggests that Council should rationalise the number and locations of existing crossings. Investigation into pedestrian movement patterns may find that moving the central crossing in line with through pedestrian traffic from the east will be of value. ECAG is concerned that having multiple crossings will cause traffic to stop at each one, reducing traffic flow, without any significant benefit to pedestrians. This in turn would encourage traffic onto the rat runs of either Bible St or Panther Place/oval/Youth Rd. ECAG agrees with St Laurence Lane being closed on the basis that this is the laneway next to the café/bar. Sheet 5: Main Rd and Arthur St</p> <p>11. With the removal of right turns from Arthur St and also from Cecil St, the only entries to Main Rd to head north will be at Dudley St and Luck St. From Arthur St and Pryor St vehicles will have to turn left and do a U turn at either Dudley St or at the entry to the railway station, respectively. ECAG queries whether this proposal could have the following effects: (i) Causing more congestion in Main Rd, (ii) Encouraging drivers to take 'the back way' along Bible St to enter Main Road again at: Pitt St or further</p>	<p>7. Noted. See response to submission 2 (Item response No. 7) for detail on the west of the railway line options. Officers are recommending adoption of the undergrounded power line option following community consultation. There will be four planted street trees along that section of Bible Street that will be lost to accommodate the 2.5m wide Diamond Creek Trail. On Main Road new indigenous canopy trees will be planted in the place making opportunity identified.</p> <p>8. Following a targeted survey of Cecil Street residents, and the feedback received through the consultation, there was mixed support to the Cecil Street traffic management changes. It is noted that the existing arrangement does provide easy access across the railway crossing to Diamond St and traffic redistribution to Luck Street may be undesirable and problematic. As a result the Cecil Street 'entry only' from Main Road will be abandoned.</p> <p>9. Noted. On Sheet 4 there are no trees to be removed. New landscaping opportunities re identified on Main Road and Luck Street and will be planted with indigenous plantings and canopy trees where possible. Also the design of the bus terminal traffic signals will be modified to retain the existing large street tree. See response to submission 1 (Item response No. 1).</p> <p>10. The new pedestrian crossing at the bus terminal is an attempt to increase the east-west pedestrian connections across Main Road, and to also provide bus priority for exiting buses from the Eltham Railway Station. In regard to traffic signal sequencing see response to submission 18. Council has also received much feedback on the need to retain the existing pedestrian crossing at the Post Office.</p> <p>11. Noted. The removal of the right turn from Arthur Street will require northbound vehicles to undertake a 'U-turn' at Dudley Street. This manoeuvre is not considered unreasonable given the benefits of removing the right turn to other users on Arthur Street (such as the raised platform intersection and the new pedestrian crossing, the new pram crossing of Main Road to connect Arthur St to St Laurence Lane and the removal of the right turn conflict between vehicles on Arthur St turning right into Main Rd and the vehicles on Main Road turning right into Arthur St).</p> <p>12. Noted. Signage will be to Australian Standards and VicRoads Standards. Additional signage will only be provided at the recommendation of a Road Safety Audit.</p> <p>13. The raised intersections at pedestrian crossing points will make passage easier for prams and mobility devices such as wheelchairs as the surface of the crossing is raised to the same height of the adjacent footpath. The application of these crossings is well supported by research and is advocated by Victoria Walks for use in high pedestrian areas such as Activity Centres.</p>

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			<p>south or northwards as far north as Beard St. or (iii) Encouraging drivers to wend their way through the shopping centre before getting onto Main Rd. As this could include traversing the Woolworths' car park, which is not designed for through traffic, this could cause problems and be potentially unsafe.</p> <p>12. ECAG is in favour of minimal signage. Will the new turns require large signage to indicate, particularly for non-locals, where to join Main Rd?</p> <p>13. ECAG understands that raised intersections at pedestrian crossing points are intended to make passage easier for prams and mobility devices such as wheelchairs. Has this been demonstrated elsewhere to make these changes good value for money? (Also see comments on sheets 7, 10 & 13.)</p>	
39 - continued	22/07/2021		<p>Sheet 6: Main Rd and Panther Place 14. The proposed changes are a good idea as this area is used regularly by pedestrians throughout the day.</p> <p>Sheet 7: Main Rd and York St 15. ECAG queries whether the raised treatment is necessary because this area is not used frequently by pedestrians.</p> <p>Sheet 8: Bible and Cecil Sts 16. ECAG has concerns about the safety of the residents of the retirement village and queries whether the removal of the traffic 'refuge' will disadvantage them and make it more dangerous for them to cross Bible St in this location. Eltham East Primary School students also cross here and their safety should also be considered.</p> <p>Sheet 9: Bible and Luck Sts 17. Sight lines are difficult at this intersection. Luck Street rising to the intersection from the east, cars parked near the intersection to the south, plus the camber of the road, makes this intersection very difficult to traverse by car. ECAG considers that any parking should be well south of the intersection.</p> <p>Sheet 10: Bible and Pryor Sts 18. ECAG refers to its comments at sheet 5 regarding the value of raised platforms. Also, is it necessary to have 3 pedestrian crossings here? Has Council studied the behaviour of pedestrians regarding where they prefer to cross roads within the town centre? For example, this might show a preference to cross in alternative locations so that infrequent pedestrian use of one crossing may mean that a raised platform is not necessary.</p> <p>Sheet 11: Bible and Arthur Sts 19. Both the roundabout and the tree on it should be retained. This intersection is potentially dangerous because of the crest of the hill on the eastern entry from Arthur St to the intersection. The roundabout forces traffic to slow on approach to the intersection making a collision less likely if a vehicle (mainly a car crossing Bible St from the eastern side of Arthur St) is only noticed by traffic travelling north on Bible St at the last minute. ECAG acknowledges that the proposed intersection treatment, by introducing a "stop" line or sign in Arthur St, will remove the priority of the eastern part of Arthur St from the right as regards vehicles travelling north on Bible St. However, it is concerned that problems could remain if a car in the eastern part of Arthur St drives into Bible St, without stopping at the line in Arthur St, because that driver cannot see a car approaching along Bible St to the left of the Arthur St vehicle. Whichever way you approach Bible St from Arthur St, turning right from Arthur St at the stop signs will be always be problematic when cars are facing each other at the same time. There is never this issue of 'right-of-way' or 'who goes first' with roundabouts. Why introduce uncertainty? If the roundabout is removed, drivers entering or crossing Bible St will have to look in several different directions to ensure that it is safe to move. As this is a very busy intersection, people may take risks in entering the intersection because they are tired of waiting. They may also neglect to give the correct priority to other vehicles or see traffic coming in one direction but not in the opposite direction, thus increasing the risk of an accident. If the roundabout is retained, all drivers only have to look for traffic to their right and the potential for long waiting times, in order to enter the intersection safely, is greatly reduced.</p>	<p>14. Noted.</p> <p>15. Noted. The Main Rd and York St treatment has been identified following the Eltham Structure Plan 'investigation' actions and through an experienced group of DOT and Council officers through the Transport Working Group. The application of the Main Rd and York St treatment improves pedestrian amenity and safety and provides a continuous pedestrian priority footpath on the eastern side of Main Road from Bridge Road in the south to Diamond Street in the north, an area identified as pedestrian priority under the Department of Transport's Movement and Place Framework.</p> <p>16. Noted. The pedestrian crossing at the retirement village on Bible Street will be modified to include a central refuge island, see response to submission 6 (Item response No. 5).</p> <p>17. Noted. The Bible and Luck Sts sight lines are currently difficult at this intersection, the proposed kerb outstands will improve sightlines from the east and to the south and the proposed raised intersection will alter the vertical displacement of the road.</p> <p>18. Noted. The Bible/Pryor proposed raised platform intersection will provide pram crossings (not zebra crossings) on each of the three intersection legs as Council seeks to improve pedestrian amenity at this location and generally within the Eltham Town Centre. The intersection is also accommodating crossovers to adjacent properties with significant power pole infrastructure on the western side of Bible Street.</p> <p>19. Agreed roundabout and tree will be retained, with new zebra pedestrian crossings offset from the existing roundabout. See response to submission 5 (Item response No. 8).</p>

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39 - continued	22/07/2021		<p>Sheet 12: Bible and York Sts 20. Parking should not be allowed south of Taylor St as the visibility of vehicles exiting their driveways from 75 and 77 Bible St, as well as traffic entering Bible St from Taylor St, would be severely impacted, making those manoeuvres dangerous.</p> <p>Sheet 13: Bible and Henry Sts 21. ECAG refers to its comments at sheet 5 regarding the value of raised platforms. This is a pedestrian crossing mainly for the use of schoolchildren from the Catholic primary school. It is not heavily used and is staffed by a crossing supervisor before and after school times. Unless it is used frequently at other times, does it warrant a raised platform treatment?</p> <p>Concept Plan: Eltham Central Oval project 22. Aspects of the Oval project need more consideration and funding. 23. The extension of the bike path from where it peters out towards Youth Road needs to be carefully considered. ECAG considers that the current draft plan is inadequate. To do what is proposed would involve the loss of significant trees and may not be possible because of the creek and its steep sides, the width of the road, and the high ball net. 24. Although ECAG accepts that the road is in need of repair, formalised car parking and a bitumen road surface could completely change the treed ambience of the oval's surrounds. ECAG would like to see a more sensitive treatment. 25. The parking along the creek side should be controlled by barriers preventing cars parking close to the pedestrian path. Cars should be parked close to the roadway. Some land would then be created between the barrier and shared path that could be revegetated with indigenous bushes and trees. 26. The line marking for car parking, especially to the right of the trestle bridge, will be highly visible from the train and is unnecessary along the creek area. ECAG considers that the concept of 'supermarket' style marking should be avoided. Consideration could be given to an alternative surface to asphalt for the parking along the shared path, such as the blocks used in the carpark of the Community & Reception Centre, towards the rugby club. 27. The fact that the plan just stops near the pavilion is of concern to ECAG. We would like to know what treatment will be given to the road/parks in the continuation of the plan and when this will take place. It would appear that a master plan covering both areas would be of use. 28. ECAG suggests that the gate near the sports pavilion should be shut at all times so that the oval's 'road' does not become a rat run. However, ECAG realises that provision will have to be made for access to be given to authorised persons and the emergency services. We question how Council will ensure that access is limited and which organisations will be given a means of access. 29. We submit that the trees near the trestle bridge need to be protected from vehicle parking and query how this can be done. Parking could be limited and barriers erected creating an opportunity for landscaping. 30. The Central Oval plan appears to be in need of considerably more detailed planning, particularly on the creek side of the oval, and there is probably insufficient funding in the Project budget for that to occur. Proceeding with works on the basis of the plan "as is" could result in an outcome that is less than desirable in the longer term. Perhaps some core aspects of this proposal can be carried out under this funding: for example, rationalising the section of the parking area between the trestle bridge and the sports pavilion. The area to the west and around the west of the oval appears to have significant issues with drainage and conflict between users (e.g. bikes/runners/pedestrians and footballs over the fence of the oval). 31. ECAG acknowledges and appreciates the amount and quality of the community information that has been developed for the Project. The various opportunities that Council has provided for 'face to face' input and discussion have also been much appreciated and will hopefully lead to improved and safer traffic and pedestrian flow in Eltham.</p>	<p>20. Agreed. Proposed parking linemarking to be removed from 69 Bible Street to Taylor St (and retain existing centre line marking) and install no parking signage along this section of Bible Street due to the hill. 21. Noted. The existing school crossing on Bible Street is most used by school children, however other pedestrians also use the crossing. The experienced group of DOT and Council officers through the Transport Working Group determined this location was a suitable location to improve the existing conditions and slow vehicle speeds. In response to another submitter this crossing will be modified to also include zebra linemarking, see response to submission 1 (Item response No. 9). 22. Noted. 23. Agreed. The plans will be modified to realign the Diamond Creek Trail where it peters out towards Youth Road and forms part of the circular road around the oval. The alignment will be modified to place the path in front of the existing chain mesh fence and avoid the loss of any trees had the path be located behind the existing net. 24. Agreed. Measures will be taken to minimise the visual impact of the formalised car parking and a bitumen road surface, including the inclusion of new landscaping, see response to submission 2 (Item response No. 9) and submission 14 (item response No. 7). 25. Agreed. The parking spaces along the creek side of Eltham Central Oval will include high profile barrier kerbing and new landscaping to preventing cars parking close to the pedestrian path. 26. Agreed. See response to submission 2 (Item response No. 9). 27. Agreed. See response to submission 3 to include the plans already prepared for the reconstruction of the car park at the back of Eltham Central Pavilion. 28. Agreed. See response to submission 5 (Item response No. 10). 29. Agreed. The Eltham Central Oval plans will be modified to include barrier kerbing and bollards to protect the large tree near the trestle bridge from vehicle parking and create an opportunity for landscaping. 30. Agreed. The Eltham Central Oval plan is a functional plan and detailed design will commence following this community consultation that includes the elements submitted by the community. 31. Noted.</p>

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40	22/07/2021, 23/07/2021		<p>22/7/21: Phone call concerned at the noise of a speed hump and the air emissions of vehicles accelerating up the hill, cars parked on Bible St on the steep hill, requested a copy of the designs and supportive of 40km/h speed limit proposed.</p> <p>23/7/21: Email submission stated: Thought I would elaborate further on my concern about the proposed speed hump at 74 Bible street:</p> <ol style="list-style-type: none"> 1. noise from revving engines to accelerate over the hump after slowing down in front of it, my concern over the 2. resultant increase in exhaust emissions associated with the acceleration over the hump is due to an increase of toxic chemicals and particles being released into the air which over time may cause health problems to the residents including myself, who live in close proximity to the proposed speed hump. It is particularly worrying that many passenger vehicles today have diesel engines and it is acknowledged by environmental experts that diesel fumes are carcinogenic. 3. Further, the possible braking required upon approaching the speed hump will, like the acceleration, release air contaminants in the form of brake pad dust. 4. Can an alternative to a speed hump be considered ? Given that it is proposed to reduce the speed limit to 40 kmh, will this not slow vehicles sufficiently ? Can we have a road sign warning of danger approaching or descending the hill instead of a speed hump ? 	<p>22/7/21 Officer responded: As requested, please find a link to the technical drawings here, the second last page includes the speed hump located at 74 Bible Street.</p> <p>As discussed, we have already received many submissions from other Bible St residents, and will be accepting their submissions to not change the linemarking at this location (from York St to Taylor St). The existing continuous white centre linemarking will remain and the proposed parking lane on the west side will not proceed.</p> <p>The reference to not parking on a road with a continuous white centre line is stated in the road rules here. On this section of Bible Street (from York St to Taylor St) it is not physically possible to park a car on the kerbside and provide at least three metres between your vehicle and the centre white line.</p> <p>23/7/21: Officer response to submission:</p> <ol style="list-style-type: none"> 1. Noted. It is acknowledged that speed bumps will have an impact on road traffic noise levels, and this may be more acute at this location due to revving engines having to accelerate over the hump after slowing down in front of it. 2. Noted. It is acknowledged that traffic management measures such as speed bumps or raised platform intersections may have a resultant increase in exhaust emissions associated with the acceleration and deceleration required. Free flowing traffic also has exhaust emissions associated with increased vehicle kilometres travelled. 3. Noted. It is acknowledged that traffic management measures such as speed bumps or raised platform intersections have an increased need for drivers to apply their brakes and then accelerate and this may release air contaminants in the form of brake pad dust. 4. Speed humps are a feature of the existing Bible Street traffic management measures applied at two locations between Napoleon St and Franklin Street. The proposed reduction in the speed limit to 40 kmh, also requires changes to the driving experience, such as the proposed changes to parking on Bible Street, kerb outstands to narrow the road pavement width and the introduction of new raised platform treatments, and the road hump at 74 Bible St.

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41	23/07/2021		<p>I attended the information session at the Community Centre on Wednesday June 30th & appreciated the opportunity to hear these proposals.</p> <p>Community input & opinion is vital. The pamphlet outlining these proposals was very welcome, providing clear information, thank you.</p> <p>1. New shared path: Main Road. I do not favour option 1. This would involve unnecessary expense, funds which could be used elsewhere. Option 2 is definitely preferable, going around power poles works in Bolton Street & it may also serve to remind pathway users to keep to the left.</p> <p>2. I am not keen on the idea of having pedestrian crossings at the Main Road entrances to Pryor Street or Arthur Street, one at Luck Street would be ok. There are already 2 pedestrian crossings in Pryor & Arthur Street, which should be enough to serve the pedestrians & give access to the commercial establishments there. Crossings at the Main Road entrance as well would be too much & would impede the flow of traffic in & out of these streets & Main Road itself. As for banning a right hand turn from Arthur Street, where is it proposed that traffic needing to proceed north should go? Back track from Woolworths over to Dudley Street then turn right at the traffic lights? Or use the roundabout at the end of Luck Street? If motorists have to wait long enough to turn right they will soon find alternatives I think.</p> <p>3. Pedestrian crossing Main Road: the aim is good but I think it is too close to the existing signaled pedestrian crossing just a short distance away. Pedestrians wishing to catch a bus or train can surely use the existing crossing? I can imagine that motorists could become very irritated when, having negotiated one signaled pedestrian crossing, are suddenly face with another.</p> <p>4. Road closure, St Laurence Lane: I would agree with the closure and some landscaping, but I am concerned that changing the angle of parking to 60 degrees would reduce the number of parking spaces there. I don't think it would help the businesses in that group of shops to have fewer parking spaces.</p> <p>5. Bible Street: I do agree with banning parking on the east side of Bible Street as it can become un-navigable when so many seem to use it as an alternative to Main Road. I can't see why the roundabout has to be removed though, it is a helpful traffic management feature.</p> <p>6. Eltham Central Oval car park upgrade: Too often, when a graveled parking area is paved & "upgraded" it means fewer cars can be accommodated. Drainage works & landscaping would be good but I wonder if formalised car parking would end up looking like a supermarket carpark - I prefer the natural look. Adequate parking is always needed.</p> <p>7. 40km/h speed limit in the Eltham Acivity Centre: I would agree with this, but since people are used to the speed limit lifted to 60 at a certain time, it would need to be made clear that the limit was 40km/h at all times, & adequate signage provided.</p> <p>Thank you for the opportunity to attend the information session & to give feedback. Once again, the printed matter was very clear & helpful, also the website.</p>	<p>1. Noted. Option 1 for the Main Road Shared Use Path does involve additional expense (around \$500,000) however there are funds available to undertake this treatment if supported by the community. Feedback received through this 6 week consultation has favoured Option 1 as the preferred treatment as it removes powerlines providing an improved amenity, improved safety for both pedestrians and cyclists on the Diamond Creek Trail.</p> <p>2. Noted. The pedestrian crossings at the Main Road entrances to Pryor Street, Arthur Street, Luck Street are proposed to improve the pedestrian priority for north-south pedestrian movements along Main Road. Main Road is designated as a pedestrian priority area under the Department of Transport Movement and Place Framework and is supported by the Eltham major Activity Centre Structure Plan. As for banning a right hand turn from Arthur Street to Main Road, this traffic wanting to head northbound on Main Road will be required to undertake a left turn onto Main Road and then a 'U-Turn' at the Dudley Street traffic lights.</p> <p>3. Noted. The proposed pedestrian crossing Main Road is close to the existing signalled pedestrian crossing at the Post Office, however the purpose of this crossing is to also provide improved bus priority for the Eltham railway Station bus terminal and to provide a safe east-west pedestrian crossing of Main Road, rather than the dangerous crossing at the Luck Street roundabout, or jaywalking mid block. As part of any new traffic light installation, a Traffic Signal Route Review is conducted to improve the operation of traffic lights (refer to response to Submission 18).</p> <p>4. Agreed. Following consultation with traders in that section of St Laurence Lane it is proposed to retain the existing angle of parking and improve the existing disabled space located at 917 Main Road become a DDA compliant space (refer Submission 6).</p> <p>5. Noted.</p> <p>6. Noted. The proposal to improve parking around Eltham Central Oval will see the gravelled parking area paved & 170 total spaces accommodated in a variety of restrictions from all day parking and short term parking for the Child Care Co-Op. Drainage works & landscaping will also be included and measures taken to minimise the visual impact of the car parking area (refer Submission 2, point 9).</p> <p>7. Noted. Additional 40km/h signage at all time will be provided.</p>

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42	23/07/2021		<p>Nillumbik U3A are tenants in the Eltham Central Pavilion and also utilise available space in the Eltham Girl Guide Hall during week days. This means that we and our membership are key stakeholders in the Eltham Central Oval Car Park upgrade. As such we were included in a consultation meeting with Council officers on 24 June 2021 to discuss the proposed works.</p> <p>We support the proposed works as discussed at that meeting.</p> <p>We understand that the proposed works include the sealing of the rear car park area located behind Eltham Central Pavilion. We strongly support the sealing of this area as this will facilitate its use as a private car park. It will</p> <ol style="list-style-type: none"> 1. Provide parking for club volunteer workers (this was included in the original plan for the Pavilion renovation but then dropped from the project for budgetary reasons). 2. Enhance access for Nillumbik U3A members to both the Pavilion and Guide Hall during weekdays, and could be utilised by the sporting clubs after hours. 3. Improve access to the service areas (kitchen deliveries, bin storage area) of the club and child care centres. 4. Via improved grading and bitumen surfacing, reduce environmental erosion and run off by delivery, catering and refuse vehicles (the location of the bin cage in this area has encouraged dumping of large items from time to time also). 5. Provide a suitable location for the agreed bicycle racks (which have been problematic to locate at the front of the pavilion due to competing demands). <p>We request that:</p> <ul style="list-style-type: none"> • The Council consult with us during the detailed design of the location of each of the parking spaces in the rear car park. • The parking area is given clear signage to state that it is a private car park and is not for the general public. • The work is done during school holidays (which are also U3A holidays) such that the disruption is minimised. • The Council selects a location in the rear car park for the agreed bicycle racks and then proceeds to install them. <p>We also request that the project includes a review of the street signage of the various organisations in the area. For example, whilst there are some street signs for both the Childcare Co-op and Eltham Senior Citizens (see photos overleaf), there is currently no signage for Nillumbik U3A and we have had a number of instances of people finding it difficult to find as at the Pavilion.</p>	<p>It is noted your support to the proposed works as discussed at the site meeting.</p> <p>It is agreed that the proposed works will include the sealing of the rear car park area located behind Eltham Central Pavilion (refer response to Submission 3).</p> <p>It is agreed to include on the plans a suitable location for the agreed bicycle racks at the rear of the Eltham Central Pavilion (refer response to Submission 14, item 2).</p> <p>Council will continue to consult with Eltham Central Oval users as the project progresses and to determine the most appropriate time to complete any works.</p> <p>It is agreed to include consideration of directional street signage of the various organisations in the area as part of further design work (refer response to Submission 14, item 9).</p>
43	23/07/2021		<ol style="list-style-type: none"> 1. including along Bible Street some canopy trees or at least large trees, on the eastern side as there are no power lines. 2. In the Oval project, including meaningful planting of noticeable shrubs and trees rather than just lomandra and grasses. 3. Again in the Oval project, consider surface treatment other than asphalt in car parking areas. 	<ol style="list-style-type: none"> 1. Noted. There are few opportunities for canopy tree planting in the kerb outstands on Bible Street due to overhead power. On Main Road new indigenous canopy trees will be planted in the place making opportunity identified. Additional tree planting on Bible Street (eastern side) will be considered as part of Council's routine street tree planting program. 2. Agreed (refer to response to Submission 8). 3. Noted (refer to response to Submission 2, point 9).

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
44 - late	26/07/2021		<p>Thank you for the opportunity to meet and discuss with you various aspects of the Eltham Urban Congestion Fund Project. Just to confirm the points I have raised I provide the following brief summary:</p> <p>Eltham Town Centre I encourage Council to:</p> <ol style="list-style-type: none"> 1. reduce as much as possible the increased urbanisation of the Eltham Town Centre resulting from extensive line marking proposed at pedestrian crossing points. 2. improve active travel options for pedestrians and cyclists to and within the Eltham Town Centre. 3. improve pedestrian and cycling links between the Diamond Creek Trail and the Town Centre, including provision of clear wayfinding signage and trail markings to identify effective links. 4. provide appropriately designed and located storage facilities for cycles throughout the Eltham Town Centre. Consider contemporary or historic Eltham themed designs. 5. creatively promote awareness with Town Centre traders of the economic opportunities to be gained in catering to cyclists visiting their local businesses. 6. undertake improvements to the shared section of the Diamond Creek Trail adjacent to Main Road, north of Diamond Street. Undergrounding of power and removal of existing posts will improve accessibility and safety for all shared path users. 7. negotiate with Vic Track to reduce the angle on the corner on the Diamond Creek Trail north of Diamond Street, near the substation, in order to reduce current risks and improve safety and sight lines for all trail users. This is one of the most dangerous points of conflict for users on the Diamond Creek Trail, between Eltham and Diamond Creek. 8. proceed with investigating and scoping a project to provide an alternative route for the Diamond Creek Trail, located between the Diamond Creek and the facilities of St Vincent's Care Services, extending from Andrew Park to Railway Parade. The current highly used route involves navigating two railway crossings, sharing a narrow footpath along Main Road, negotiating a corner with limited sight lines and trying to safely link to or from the southern section of this trail. The revised route alignment defined with this proposal appears to require all cyclists to cross Diamond Street using the lights at the corner of Main Road. This to me is just not a practical option for small and larger groups of cyclists and could result in more riders being exposed to increased safety risks by actually mixing with moving vehicles on Diamond Street. <p>Eltham Central Oval - proposed increase in formalised car parking I am concerned the proposed improvements including the provision of asphalt sealed car parking, particularly around the western side of Central Oval, will significantly detract from and create a hard edge to the current natural environs. I encourage Council to:</p> <ol style="list-style-type: none"> 9. install within car parking areas reinforced insitu cast concrete paving that enables grass to grow through, thereby improving and softening the overall view of these expansive areas, particularly the longer distance views, including for passengers travelling past in trains. An example of this type of type of grassed pavement surface is the Grasscrete product used, for many years, within sections of the Eltham Community Reception Centre carpark in Main Road, Eltham. 10. not delineate, where possible, or use minimal markings for car parking spaces, in order to reduce the overall visual impact. 11. improve sections of the Diamond Creek Trail between the edge of the oval and the Diamond Creek, including the surface conditions of the northern section through to Youth Road. 12. establish operational arrangements to ensure the gate barriers at the northern end of the circulatory road around the oval are not open to through traffic. 13. keep and protect all existing trees beside the Diamond Creek Trail around the western edge of Central Oval. 14. maximise landscaping opportunities within revised car parking layouts. 	<ol style="list-style-type: none"> 1. Noted. Line marking of the proposed pedestrian crossing points will be minimised as much as possible under Australian Standards/AusRoads/VicRoads Road Guidelines. 2. Noted, the project focus is to improve active travel options for pedestrians (particularly) and cyclists (with the Diamond Creek Trail component) to and within the Eltham Town Centre. 3. Agreed, improved and clear wayfinding signage and trail markings are included in the plans for the Diamond Creek Trail component (see submission 2, and Officer response point 8). 4. Noted, there is a separate project Council is delivering under the Local Roads and Community Infrastructure Project to provide bike storage facilities throughout the Eltham Town Centre. 5. Noted. 6. Agreed, following consultation there has been strong support for the shared section of the Diamond Creek Trail adjacent to Main Road, north of Diamond Street to include the undergrounding of power and removal of existing posts (see Officer response to submission 39). 7. Agreed, consultation will occur with Vic Track to seek a reduction in the angle on the corner on the Diamond Creek Trail north of Diamond Street, near the substation, in order to reduce current risks and improve safety and sight lines for all trail users (see submission 2, and Officer response point 12). 8. Agreed, consultation will occur with St Vincents Aged Care and VicTrack on scoping a project to provide an alternative route for the Diamond Creek Trail, located between the Diamond Creek and the facilities of St Vincent's Care Services, extending from Andrew Park to Railway Parade, or the alternative of the western rail alignment (see submission 2, and Officer response point 7). 9. Noted. The suggestion of using the 'grass-crete' product used at Eltham Central Community Centre at 801 Main Road Eltham instead of asphalt was explored by Officers. This would only be used in the car parking bays. There is a significant additional comparative cost of the 'grass-crete' product, and Council has had maintenance issues with the product used at Eltham Central Community Centre. This 'grass-crete' product can work well in parking areas that have minimal traffic allowing the grass to grow. The Eltham Central Oval car parking area will have significantly reduced daylight hours without parking and is not considered suitable. Linemarking around Eltham Central Oval will be minimised to reduce the extent of linemarking and visual impact of the parking areas (see submission 2, and Officer response point 9). 10. As above, linemarking around Eltham Central Oval will be minimised. 11. Agreed, the sections of the Diamond Creek Trail between the edge of the oval and the Diamond Creek have been modified following consultation. 12. Agreed, a new lock, lock shield and new gate will be installed and new keys issued with operational arrangements with Eltham Central Oval users to ensure the gate barriers at the northern end of the circulatory road around the oval are not open to through traffic (see submission 5, and Officer response point 10). 13. Agreed, the revised plans will keep and protect all existing trees beside the Diamond Creek Trail around the western edge of Central Oval. 14. Agreed, landscaping opportunities will be maximised and a landscape plan prepared (see Officer response to submission 8).

Attachment 2: Comments received via Participate Nillumbik website

Attachment 2.1 Comments on 40 km/h zone proposal

Contribution ID	Date Submitted	Further comments on the introduction of a 40km/h zone in the Eltham Activity Centre?	First Name	Last Name	Suburb/Township
17118	Jul 23, 2021, 11:59 PM	Main Rd does not need a 40km limit 24/7. Yes during day time but surely at night cars can go at 60kmh on Main rd,			Eltham VIC 3095
17094	Jul 23, 2021, 09:26 PM	Suggest 40 on Main Road should not apply for 24 hours. Suggest 40 kph on Bible St should begin from York St, as is planned on Main Road. The 40 kph in the section between York and Taylor would prevent traffic from revving up after the speed hump, where they have had to slow down, to get over the crest thereby causing more noise and making exiting those properties even more dangerous. The EMAC begins between York and Taylor, right on the crest, at the southern boundary of 77 Bible St which also means it makes more sense to start the 40 at York St or just north of it.			
17062	Jul 23, 2021, 04:46 PM	12 Making Bible St 40 km /hr won't stop the cut through			Eltham VIC 3095
17056	Jul 23, 2021, 04:13 PM	Making Bible St 40 km /hr won't stop the cut through			Eltham VIC 3095
17035	Jul 23, 2021, 02:43 PM	Voted in survey, no comment provided			Eltham North VIC 3095
17031	Jul 23, 2021, 02:36 PM	It is already a 40Km zone during most of the day. Does it need this in the middle of the night?			
16983	Jul 22, 2021, 09:48 PM	Voted in survey, no comment provided			
16965	Jul 22, 2021, 05:31 PM	<p>I do not support the proposal as currently presented.</p> <p>I fully support the 40 km/h speed zone area in the local streets within the activity area but consider that a time based 40 km/h speed limit should be retained along Main Road, although some changes could be made as detailed below.</p> <p>I do not support a full time 40 km/h speed limit along Main Road. The levels of pedestrian and cyclist activity after 7:00pm do not justify a lower speed limit and, if implemented, does not support the status of Main Road as the major traffic route through Eltham. The proposal also has the potential to displace traffic onto Bible Street as an alternative route to Main Road, despite the treatments proposed along Bible Street. I question whether the data on pedestrian and cyclist demand or crash data supports a full time 40 km/h speed limit. It is important to match the lower speed limit to times of higher pedestrian and cyclist activity, otherwise the credibility of the speed limits along Main Road will be eroded.</p> <p>My alternative proposal for Main road is:</p> <ul style="list-style-type: none"> • Extend the time based 40 km/h speed limit to include Sundays so that it is consistent throughout the week. There is a reasonable level of activity on Sundays to justify this. If necessary, the times of operation could be extended by one hour in the morning so that it operates from 7:00am to 7:00pm, although I feel that the current starting time is suitable. • Terminate the part-time 40 km/h speed limit just south of Dudley Street for south bound traffic (say 50 metres). My observations having traveled this route over many years are that many drivers begin to increase their speed after passing the Dudley Street intersection because there is little pedestrian activity in this area. Safe access to Our Lady's Primary School is catered for at the traffic signals at the intersection. • Retain the start of the part-time 40 km/h speed limit for north bound traffic at the current point. <p>While outside the Eltham Activity Centre zone, I also suggest that Council considers implementing an area wide 40 km/h speed limit within the area bounded by Main Road, Mt Pleasant Road and Reynolds Road. Most of the roads in this area have either been treated with local area traffic management devices or have geometry that is not suitable for 50 km/h or higher. A 40 km/h area wide limit could be implemented without the need for any infrastructure works.</p>			

Contribution ID	Date Submitted	Further comments on the introduction of a 40km/h zone in the Eltham Activity Centre?	First Name	Last Name	Suburb/Township
16940	Jul 22, 2021, 12:39 PM	- I support the idea of a 40km/h speed limit, although I do believe a time restriction along Main Rd of say 6am-11pm at night would be more viable, or another appropriate time restriction, but not 24/7. - The flashing speed limit signs should remain, again, saving money which can be used elsewhere for the projects listed above. The flashing signs stand out and increase the safety of the community and especially for the primary school and kindergarten's situated on Main Rd.			Eltham VIC 3095
16923	Jul 21, 2021, 09:29 PM	Voted in survey, no comment provided			Eltham VIC 3095
16894	Jul 20, 2021, 10:23 PM	Voted in survey, no comment provided			
16893	Jul 20, 2021, 10:23 PM	Voted in survey, no comment provided			
16892	Jul 20, 2021, 10:23 PM	Voted in survey, no comment provided			
16885	Jul 20, 2021, 09:03 PM	Disagree with the permanent 40 km/h zone for Main road. This should remain a variable speed zone with consistent timings of 40km/h from 7am - 7pm 7 days per week. Agree with a permanent 40 km/h zone for the remainder of the activity district except for Bible street			Eltham VIC 3095
16881	Jul 20, 2021, 05:08 PM	Voted in survey, no comment provided			
16862	Jul 20, 2021, 09:40 AM	Just NO!!!!			
16860	Jul 20, 2021, 09:19 AM	No needed out of current hours.			Diamond Creek VIC 3089
16845	Jul 18, 2021, 06:28 PM	Voted in survey, no comment provided			
16837	Jul 18, 2021, 04:23 PM	Voted in survey, no comment provided			
16835	Jul 18, 2021, 04:21 PM	Voted in survey, no comment provided			
16834	Jul 18, 2021, 04:21 PM	Voted in survey, no comment provided			
16833	Jul 18, 2021, 04:21 PM	Voted in survey, no comment provided			
16832	Jul 18, 2021, 04:21 PM	Voted in survey, no comment provided			
16831	Jul 18, 2021, 04:15 PM	Voted in survey, no comment provided			
16830	Jul 18, 2021, 04:14 PM	Voted in survey, no comment provided			
16784	Jul 16, 2021, 06:48 PM	Yes. It is not possible in most instances to go above 50 km hour - 40 km feels like you are at walking pace and will just be a revenue-raiser. In most of the streets mentioned, you cant go fast due to speed humps, cars parked and short roads. Is there really a problem to fix? Eltham does not have the congestion or people in inner suburbs such as Prahran and Richmond, so we don't need these restrictions as we do not have the population and usage density. If you want to bring people back / increase visits to this area of Eltham: - Extend 2 hr parking to at least 3 so at least we can go to the hairdresser or out for lunch without getting a ticket Additional car parking spaces - DO NOT remove parking in Bible street (forgot to add that in that consultation), as there are no easy ways to get around Eltham apart from car and bike. Create more areas for bikes to park. Talk to landlords about decreasing exorbitantly high rents so that small shops can remain viable/attract new businesses Create an arts precinct where the newsagents used to be near Platform 3095. Showcase local art for sale as well as coffee shop area. Bring back the craft market.			Eltham VIC 3095
16764	Jul 16, 2021, 04:09 PM	I don't agree with this being full time however I would support 50kms. Reason being the streets are often very quiet after hours and 40kms would be unnecessary.			Eltham VIC 3095
16726	Jul 16, 2021, 09:25 AM	i think that the busy hours are sufficient. it's quiet if you're driving through at 10 pm. doesn't need to be 40 then			Eltham VIC 3095
16709	Jul 16, 2021, 08:13 AM	Voted in survey, no comment provided			
16689	Jul 15, 2021, 03:09 PM	Voted in survey, no comment provided			Eltham VIC 3095
16205	Jul 14, 2021, 06:50 AM	Voted in survey, no comment provided			

Contribution ID	Date Submitted	Further comments on the introduction of a 40km/h zone in the Eltham Activity Centre?	First Name	Last Name	Suburb/Township
16204	Jul 14, 2021, 06:50 AM	Voted in survey, no comment provided			
16203	Jul 14, 2021, 06:50 AM	Voted in survey, no comment provided			
16202	Jul 14, 2021, 06:50 AM	Voted in survey, no comment provided			
16201	Jul 14, 2021, 06:49 AM	Voted in survey, no comment provided			
16081	Jul 12, 2021, 10:45 AM	Voted in survey, no comment provided			Eltham VIC 3095
16039	Jul 11, 2021, 10:20 PM	Voted in survey, no comment provided			Montmorency VIC 3094
16018	Jul 11, 2021, 08:22 PM	Voted in survey, no comment provided			Eltham North VIC 3095
15975	Jul 11, 2021, 05:02 PM	This is overkill, a stupid idea and definitely not required			
15924	Jul 10, 2021, 02:03 PM	Please retain the variable speed signage. This area does not need to be 40km hour at all times.			Eltham VIC 3095
15897	Jul 09, 2021, 05:46 PM	This is a better option than the excessive number of pedestrian crossings/speed humps that are proposed. Speed bumps, even travelling at slow speeds may cause damage to car suspensions			Eltham VIC 3095
15884	Jul 09, 2021, 02:40 PM	Will also encourage commuters to cycle instead of drive. Change this culture, every bike replacing a car takes one more car off the road. Also, cycle parking-securing bays will encourage cyclists, for shopping, rail or bus-commuting onward, errands. The Aussie car culture can be shifted over time, and much of Eltham is good for cycling. The more so as battery assist bikes and scooters are normalised.			
15853	Jul 08, 2021, 07:17 PM	Voted in survey, no comment provided			
15852	Jul 08, 2021, 04:58 PM	Great idea!			Montmorency VIC 3094
15842	Jul 08, 2021, 12:24 PM	I am not in support of a 40km speed limit. Eltham central is a thorough fare through to Diamond Creek. As we currently do not have a free flowing township diversionary road, implementing a permanent 40km zone will obviously slow the flow of traffic, particularly at night time and other off peak times when a 40 zone is seriously unnecessary. At the moment, the state government has spent vast sums of money on Fitzsimons Lane upgrade, "The upgrade reduces congestion in peak periods to provide more reliable travel times, improves safety and makes walking and cycling around the community safer", only to bottleneck into the township, slowing traffic down to 40km which is going to increase congestion and driver frustration whilst driving through the township to Diamond Creek and Hurstbridge. The two road upgrade sections need to have continuous traffic outcomes in mind as the traffic conditions are discontinuous within a 5km stretch. Additionally, Eltham police are notorious for setting up unmarked mobile speed cameras in Eltham, particularly along Bible St, at 43km, locals will indeed be nabbed. For the amount of money that is dedicated to these upgrades, more sophisticated traffic solutions need to be devised, particularly as urban housing density increases in central Eltham, adding to local population growth which means increased car ownership in the Shire which investment stagnation in Eltham rail is not helping our multi-factorial people movement patterns in the Shire.			
15808	Jul 07, 2021, 02:37 PM	Eltham village shopping area is already a bottleneck for cars. I can agree with a 40k limit on Sundays when it is equally busy to other peak times but reducing to 40k after hours makes no sense. 40k on Bible St is also concerning, you need to look into improving driving congestion on Main road rather than making the whole area even slower! I say this as a long time resident, pedestrian and driver.			Eltham VIC 3095
15666	Jul 05, 2021, 10:10 AM	Overkill again!			
15657	Jul 04, 2021, 10:17 PM	If parking on Bible St is reorganised and the proposed zebra crossings are added then traffic will be naturally slowed.			
15634	Jul 03, 2021, 10:12 PM	Consistency of speed limit is a good idea. One less thing to think about when driving through. And with the other improvements, it won't make a significant difference to the time taken to get through Eltham.			Eltham VIC 3095

Contribution ID	Date Submitted	Further comments on the introduction of a 40km/h zone in the Eltham Activity Centre?	First Name	Last Name	Suburb/Township
15622	Jul 03, 2021, 06:01 PM	The 40 km zone in Bible Street should be extended from Grove to Pitt Streets to maintain consistency. At present 40 km/h is the only safe speed due to the numbers of cars parked on both sides of the street.			Eltham VIC 3095
15609	Jul 03, 2021, 12:39 PM	Great but also need to restrict parking to onside of narrow streets as these are a nightmare			Eltham VIC 3095
15597	Jul 03, 2021, 10:33 AM	Voted in survey, no comment provided			
15596	Jul 03, 2021, 10:32 AM	Voted in survey, no comment provided			
15595	Jul 03, 2021, 10:31 AM	Voted in survey, no comment provided			
15594	Jul 03, 2021, 10:30 AM	Voted in survey, no comment provided			
15593	Jul 03, 2021, 10:29 AM	Voted in survey, no comment provided			
15589	Jul 03, 2021, 09:42 AM	This won't work if it is not enforced. People will just ignore it.			Eltham VIC 3095
15587	Jul 03, 2021, 09:00 AM	Voted in survey, no comment provided			Eltham VIC 3095
15572	Jul 02, 2021, 06:01 PM	Voted in survey, no comment provided			Smiths Gully VIC 3760
15562	Jul 02, 2021, 03:44 PM	Voted in survey, no comment provided			
15559	Jul 02, 2021, 02:31 PM	What's there works well enough. Your proposal will make things worse by slowing cars to 40km even when the streets are relatively empty and there are few pedestrians around. Try to think logically please if it's not too hard for you!			
15555	Jul 02, 2021, 01:55 PM	Voted in survey, no comment provided			
15554	Jul 02, 2021, 01:03 PM	I don't think this is needed			
15542	Jul 02, 2021, 10:38 AM	Seeing that most of Elthams shops are shut after 10pm and don't open till 6:30am I can't imagine how this could fix urban congestion			
15520	Jul 01, 2021, 09:22 PM	I dont understand how making it even slower (always) and introducing more pedestrian crossings helps the general traffic congestion at all? What is being done for car traffic - which jas multiplied significantly in the last 10 years?			
15518	Jul 01, 2021, 09:06 PM	Voted in survey, no comment provided			
15512	Jul 01, 2021, 04:32 PM	Just No!			
15507	Jul 01, 2021, 03:28 PM	I think current restrictions should remain except that a 40 k limit stretch is required between Pryor and Cecil streets on Bible street			Eltham VIC 3095
15506	Jul 01, 2021, 03:26 PM	Voted in survey, no comment provided			
15488	Jul 01, 2021, 01:03 PM	Maybe just extend the hours to 6am - 10pm. I think if you are driving through that area at say 3am it is safe to travel at 60km.			Eltham VIC 3095
15463	Jun 30, 2021, 06:48 PM	Absolutely NOT!			
15412	Jun 28, 2021, 08:21 PM	How will lowering the speed limit lower congestion? Maybe investing in infrastructure by expanding roads and improving intersections			
15409	Jun 28, 2021, 06:30 PM	Voted in survey, no comment provided			
15408	Jun 28, 2021, 06:30 PM	Voted in survey, no comment provided			
15401	Jun 27, 2021, 10:47 PM	No thank you! Stupid idea. Sack whoever came up with that rubbish			
15400	Jun 27, 2021, 10:44 PM	There wasn't any problems at 60ks. 40 is a joke. There hasn't been a pedestrian related incident for years apart from the person outside the post office years ago and which was an accident with a truck. Not speeding. Put it back to 60 always. Plenty of crossings for pedestrians.			

Contribution ID	Date Submitted	Further comments on the introduction of a 40km/h zone in the Eltham Activity Centre?	First Name	Last Name	Suburb/Township
15383	Jun 27, 2021, 04:27 PM	Absolutely support the 40km/h zone in the residential streets within the EAC. Unsure if the all-hours 40km/h zone will be effective on Main road though. Keeping it variable on Main Rd while reducing the limit to 40km/h on the residential streets would be more useful in discouraging rat running. Main Rd will already have signaled pedestrian crossings for safety in peak pedestrian times, so the variable speed limit on Main Rd is sufficient. Perhaps make it 7 days a week to encompass foot traffic on Sundays.			Eltham VIC 3095
15382	Jun 27, 2021, 03:25 PM	I absolutely do not agree that you should reduce the speed limit to 40km at all times. My reasons include: I have seen no evidence from the council to show that reducing the speed from 60 to 40 during the current 60km limit in the evening and on a Sunday will make any difference to congestion of cars (which is the intention of the reduction in speed I understand) in fact it is likely to increase congestion in my opinion. Cars are already now using the residential roads behind Eltham main road as a rat run. I would much rather money be spent to upgrade the ridiculous roundabout on main road /luck street situation that causes huge back up of cars at all times of the day especially at rush hours. Also the right hand filter lines coming from main road for people to get to the two main supermarkets are a constant nightmare with people spilling out the back of the filter line all the time and blocking main road.			
15381	Jun 27, 2021, 01:13 PM	Do not agree. You will make congestion worse.			
15378	Jun 27, 2021, 11:28 AM	Perhaps a pedestrian training session would be of more value. This will add to congestion, not remove it! How ridiculous!			
15376	Jun 27, 2021, 10:52 AM	I drive through here on the way home from work each night well past 11pm and even on a night when Diamond Creek is packed, Eltham remains quiet for both cars and pedestrians. While I support the speed limit as it is at the moment, I think to make it all time is ridiculous. Many of us have had to take this way home to avoid roadworks in Greensborough, why place extra time on our travels home to be with our loved ones at hours where it's vital shift workers can get home and get there safely.			
15374	Jun 27, 2021, 04:16 AM	40km/h Should have been done years ago.			Eltham VIC 3095
15368	Jun 27, 2021, 12:37 AM	Voted in survey, no comment provided			
15366	Jun 27, 2021, 12:25 AM	40km/h was never a necessary requirement for the vast majority of users of the eltham activity centre. The existing amenity provides safe passage for pedestrians while maintaining traffic flow through the area.			
15364	Jun 26, 2021, 10:45 PM	This will just build up more traffic snarls as traffic wont flow - and will send more cars down back roads like Mt Pleasant Rd to bypass Eltham.			
15357	Jun 26, 2021, 08:11 PM	Could pedestrian data be provided for: A) Times after 10pm B) Usage from Dudley Street to York Street As a long term resident I fail to see how this will improve safety but can see how this will lead to an increase in traffic infringements			
15356	Jun 26, 2021, 08:02 PM	How does introducing reduced speed limits help congestion? Why would they need to be 24/7 when nothing in Eltham is open past 10 most nights? When was the last pedestrian incident on any of these roads that has deemed them to be unsafe? Driving along Bible street is not a rat run for most people - anyone coming from Woodridge area this is the only way to get into central Eltham. Who came up with the stupid name Eltham Activity Centre?			
15355	Jun 26, 2021, 07:41 PM	Voted in survey, no comment provided			
15354	Jun 26, 2021, 07:40 PM	Voted in survey, no comment provided			
15353	Jun 26, 2021, 07:40 PM	What exactly is the point of the 40 zone? There are no pedestrians, the road is straight, and it doesn't seem to be necessary			
15349	Jun 26, 2021, 05:54 PM	Voted in survey, no comment provided			
15347	Jun 26, 2021, 05:25 PM	Totally not needed. What's the point of going so slow in the middle of the night Or when there's no one around. Do not support at all			

Contribution ID	Date Submitted	Further comments on the introduction of a 40km/h zone in the Eltham Activity Centre?	First Name	Last Name	Suburb/Township
15346	Jun 26, 2021, 05:23 PM	Absolutely ridiculous. Pedestrians should use the existing crossings. These were put there to make it safer for people crossing the road. If people are not using them that is their choice. I propose fines for people not using the crossings, not lowering the speed limits to counteract people's stupidity.			
15345	Jun 26, 2021, 04:42 PM	all it will do is slow traffic and push drivers onto smaller roads without the traffic light or pedestrian crossing infrastructure. Within the 400mtr or so area covered there is numerous sets of lights which are immediately activated when pushed on most occasions. so the Pedestrians have right of way when they are there in the first place. we don't need to affect drivers at non busy times			
15344	Jun 26, 2021, 04:26 PM	This is all fine but it will cause people like me who do the speed limit to suffer from road rage of the majority of drivers who do not observe the speed limit. It will need some pretty harsh enforcement within the first 3 months or else most road users will treat the current 40km/hr like the unenforced joke that it is and road rage the smaller number of drivers who try to do the right thing. You have to work with Victoria Police Highway Patrol division to have a pretty hard and harsh initial enforcement or else this will be a complete waste of time.			
15337	Jun 26, 2021, 12:27 PM	Safety is Key. Would make shopping a more pleasant experience.			Diamond Creek VIC 3089
15328	Jun 26, 2021, 11:18 AM	I don't agree that these areas need to be 40 at all times though I do feel these signs need to be variable so as to cover the area during activities such as the Eltham festival and during markets. Changing this to 40 all the time has a lot of downsides such as slowing down emergency services during urgent events. This will also make for more frustrated drivers during quiet periods which will cause more road rage issues just to name some issues. As a resident, worker and community member I would not like this area to be 40 all the time			Eltham VIC 3095
15307	Jun 26, 2021, 09:36 AM	Agree for all feeder streets but not Main Road.			
15306	Jun 26, 2021, 09:29 AM	I drive through Eltham early morning at least 5 days a week and don't see any traffic for a need of a full time 40km/h zone 24/7			
15305	Jun 26, 2021, 09:26 AM	Eltham isn't busier enough for 40km/h full time speed limit			
15304	Jun 26, 2021, 08:22 AM	There is almost no pedestrian activity on certain times of the week and days. Keep an alternate 40-60km/h.			
15303	Jun 26, 2021, 08:06 AM	Ridiculous!			
15272	Jun 25, 2021, 10:01 AM	Voted in survey, no comment provided			Eltham VIC 3095
15245	Jun 24, 2021, 05:28 PM	Voted in survey, no comment provided			Eltham VIC 3095
15230	Jun 24, 2021, 02:49 PM	WHEN THERE IS TRAFFIC IT OFTEN CAN'T GO FASTER THAN 40 IN THE SIDE STREETS, AND WHEN THERE IS NO TRAFFIC AFTER HOURS THERE IS NO NEED.. BIBLE ST SHOULD NOT BE FORTY , FIFTY IS A REASONABLE SPEED FOR ALL THESE STREETS AND IT SHOULD STAY AT 50.			
15222	Jun 24, 2021, 01:40 PM	A 24hr 40km/hr limit is unnecessary and the existing 08:00-19:00 40kmph limit is working well. This proposal will annoy folk who see empty streets frequently after 9pm and the 24 hr limit won't make sense at 3am ! Please abandon this very silly proposal as it will ADD to congestion.			North Warrandyte VIC 3113
15168	Jun 23, 2021, 07:15 PM	Voted in survey, no comment provided			
15144	Jun 23, 2021, 03:59 PM	The hrs that the 40km zone is operating on is currently ok. It doesn't make sense to slow traffic in the middle of the night to snail pace.			
15139	Jun 23, 2021, 03:30 PM	finally!!! Next step 30 km/h so it really is safe to walk around town			
15125	Jun 23, 2021, 02:11 PM	I support everywhere, but NOT Main Rd			Eltham VIC 3095
15075	Jun 23, 2021, 09:17 AM	With the speed bumps and general poor state of the smaller roads this permanent 40km/h down High Street is pointless. It will only encourage people to speed down Bible street instead. With the lights and adding more crossings the existing Main Road speed limits are perfectly fine and fit for purpose. Reducing to 40km/h in non-peak and Sundays has no benefit to busting congestion.			
15036	Jun 22, 2021, 07:36 PM	Voted in survey, no comment provided			
15035	Jun 22, 2021, 07:35 PM	Not enough traffic during the off peak			
15034	Jun 22, 2021, 07:34 PM	Voted in survey, no comment provided			
15024	Jun 22, 2021, 06:06 PM	The existing 40km/h speed zones in place are all that are necessary.			Eltham VIC 3095

Contribution ID	Date Submitted	Further comments on the introduction of a 40km/h zone in the Eltham Activity Centre?	First Name	Last Name	Suburb/Township
15012	Jun 22, 2021, 04:55 PM	Voted in survey, no comment provided			
15000	Jun 22, 2021, 03:57 PM	Voted in survey, no comment provided			Eltham North VIC 3095
14997	Jun 22, 2021, 01:48 PM	Extend 40 klmh to livingstone road, Grove st and bible st to stop more rat races.			
14987	Jun 22, 2021, 12:41 PM	If you saw how tradies in diesel utes use the main road between 6am and 7am you would lower it to 20kmlh. Permanent 40 klmh is well overdue. Yes please!			
14981	Jun 22, 2021, 11:12 AM	Driving through Eltham late at night at 40kmph when there is no other traffic,or shops open, or pedestrians, IS OF NO BENEFIT to anyone whatsoever. The proposed pedestrian crossings and traffic-calming works on Bible St will slow down traffic sufficiently - the proposed lower speed limit is excessive. It would be much safer on Bible St if parking were restricted to one side of the road only - the 'rat run' is because there is not enough room so drivers 'make a dash' to get through gaps between parked cars.			Eltham VIC 3095
14958	Jun 21, 2021, 10:07 PM	Voted in survey, no comment provided			
14949	Jun 21, 2021, 07:49 PM	Voted in survey, no comment provided			Eltham VIC 3095
14933	Jun 21, 2021, 05:43 PM	Definitely needed; it always seemed contradictory to me that at 7pm when people are still out and about shopping and getting takeaways or going to dinner, sport etc cars can go 20km faster.			
14928	Jun 21, 2021, 05:28 PM	Voted in survey, no comment provided			
14919	Jun 21, 2021, 01:54 PM	Remove the double traffic lanes and replace with a bike lane in line with the designated cycling corridor, peak traffic only uses one lane anyway except to race for bottlenecks at either end.			
14907	Jun 21, 2021, 09:56 AM	Voted in survey, no comment provided			Eltham VIC 3095
14898	Jun 21, 2021, 08:52 AM	This is the MAIN Road through Eltham. It should be designed to take the bulk of the through traffic to discourage rat running. Unless you're proposing an Eltham Bypass it should have the *highest* speed limit: 10-20kmh more than Bible St and other residential roads. Otherwise you're incentivising people to rat run Why should traffic be slowed at midnight on a Tuesday? Do you really want people to use residential streets instead? During peak hour the lower limit is redundant: traffic slows naturally Off peak it's non needed, traffic should be allowed through at 60kmh Main St should instead have things like multiple pedestrian crossings, good visibility, off street parking etc to encourage pedestrians to cross safely. Most of this has already been done, additional multi story parking could be provided behind the shops and access to it improved, along with large blue Parking signs encouraging people to use it			
14892	Jun 20, 2021, 11:14 PM	Voted in survey, no comment provided			
14862	Jun 20, 2021, 11:09 AM	Great move!			Eltham VIC 3095
14841	Jun 19, 2021, 06:37 PM	Could be even lower, but, yeah, it's a speed "limit". The consistency of a full-time speed limit would help infrequent visitors. Would it apply to Eltham Central Park?			Craigieburn VIC 3064
14836	Jun 19, 2021, 05:12 PM	The flexibility of both speeds, determined by peak traffic times, and clearly alerted by flashing speed signs is fine			Eltham VIC 3095
14824	Jun 19, 2021, 03:49 PM	The current speed limits and times are fine.			Eltham VIC 3095
14809	Jun 19, 2021, 03:24 PM	40km/h would make it much safer for pedestrians			Eltham North VIC 3095
14805	Jun 19, 2021, 03:15 PM	Voted in survey, no comment provided			Eltham VIC 3095

Contribution ID	Date Submitted	Further comments on the introduction of a 40km/h zone in the Eltham Activity Centre?	First Name	Last Name	Suburb/Township
14790	Jun 19, 2021, 02:34 PM	Voted in survey, no comment provided			Eltham VIC 3095
14777	Jun 19, 2021, 01:57 PM	Voted in survey, no comment provided			Research VIC 3095
14761	Jun 19, 2021, 11:45 AM	I would support this action except for Bible Street..I believe the 50 kmph speed limit there is adequate, particularly with the raised pedestrian crossings that are proposed.			Kangaroo Ground VIC 3097
14757	Jun 19, 2021, 11:15 AM	The existing peak hour is fine. It is unnecessary to make a 40 km limit 24/7. People of Eltham and surrounds have to move through Eltham, the Ryan's road option was dumped years ago. Trains are infrequent, buses horribly unreliable. Cars are the only option for daily activity. Keep pedestrians safe by keeping them off the road. It is frightening how people walk in front of moving cars. Make a track for bikes to cross the bridge into Eltham. Bikes hold up traffic and make an uncomfortable bottleneck worse. Make some real changes please and stop putting it back on cars. Urban growth is a choice and must come with real solutions not bandaids.			Eltham VIC 3095
14756	Jun 19, 2021, 11:11 AM	Voted in survey, no comment provided			
14733	Jun 19, 2021, 12:27 AM	Agree with main rd, but not otherw			
14727	Jun 18, 2021, 10:25 PM	Voted in survey, no comment provided			Eltham VIC 3095
14717	Jun 18, 2021, 07:22 PM	Voted in survey, no comment provided			Eltham VIC 3095
14712	Jun 18, 2021, 07:16 PM	It is ridiculous. At 3am, it is unnecessary. It is bad enough now.			
14700	Jun 18, 2021, 06:57 PM	I struggle often with the need for a 40km zone at any time but accept there is some pedestrian movement at times during the day. The current 7am thru 7pm mitigates any issues, there is not real need to increase this to 24/7. Pick any evening or night to drive or walk in the area and you will quickly identify there is no credible reason to introduce it further			Eltham VIC 3095
14683	Jun 18, 2021, 04:15 PM	Voted in survey, no comment provided			
14680	Jun 18, 2021, 03:40 PM	Potential to encourage traffic diverting down Ryans Road if Main Road permanently 40 km/h			Eltham VIC 3095
14662	Jun 18, 2021, 02:44 PM	Voted in survey, no comment provided			
14626	Jun 18, 2021, 12:07 PM	Love it. Sundays are just as busy (if not busier!) than other times in the week, in part thanks to the Farmers' Market.			Eltham VIC 3095
14616	Jun 18, 2021, 11:56 AM	I understand the thinking and that making it permanent will reduce confusion when there are variable speed limits however I don't agree as I feel strongly that suburban streets should carry the 50km speed and school zones as 40 during designated times. Having to drive 40km an hour all the time is not desirable. Perhaps during planning of the new zoning within 1km of the center allowing multiple multi-story residential buildings to be produced which don't have significant parking allowance and is now causing significant parking congestion on side streets and throughout Eltham which is more of a concern for motorists and pedestrians. The width of the street on Bible for example between Luck street and Arthur street is not wide enough for 2 cars to pass while parking is allowed on both sides. This is causing major congestion and becoming significant problem since the introduction of the new residences			Eltham VIC 3095
14596	Jun 18, 2021, 10:39 AM	The only reason for it being 40km/h all day every day is to make it less appealing for commuters and people doing business via cars/trucks to go through Eltham town. In most cases motorists do not have a choice with no reasonable way around Eltham to get through. The traffic is already terrible and adding more reasons to avoid Eltham will turn people away. Why not have SMART traffic management that is monitoring the traffic volumes on approach each direction and when it increases above a threshold reduce to 40km/h, and during school times.			
14577	Jun 18, 2021, 09:17 AM	Keep the variable speed limit on the Main Road, 7 days a week, and introduce Activity Zone 40kmh speed limits through the rest of the area.			Diamond Creek VIC 3089
14575	Jun 18, 2021, 08:50 AM	The variable speed limit means it is already 40km/h during peak periods.			
14574	Jun 18, 2021, 08:10 AM	Cars a FACT of travel through Eltham. It is not a dangerous road and no need to slow traffic			
14572	Jun 18, 2021, 07:52 AM	There is no need for it to be 40kmh outside of hours. I often travel before these times and there are not many people about. Support surrounding roads being 40kmh across the main centre in hours.			Eltham VIC 3095
14565	Jun 18, 2021, 07:19 AM	Voted in survey, no comment provided			

Contribution ID	Date Submitted	Further comments on the introduction of a 40km/h zone in the Eltham Activity Centre?	First Name	Last Name	Suburb/Township
14550	Jun 17, 2021, 07:19 PM	Safe and consistent speed limit minimises any confusion about needing to check for the correct speed limit depending on the day or time of day. If the speed is 40kph at all times there is no excuse for getting it wrong. 40kph through this busy area allows for pedestrians and drivers to accommodate each other with safety.			Yarrambat VIC 3091
14543	Jun 17, 2021, 05:23 PM	Voted in survey, no comment provided			Eltham VIC 3095
14483	Jun 16, 2021, 06:34 PM	At night, vehicular traffic on Main Road is low. Pedestrians are rare. There are already pedestrian lights that enable safe crossing. Reducing the speed to 40kph at all hours of the day, when noone is around, seems nonsensical.			
14478	Jun 16, 2021, 04:25 PM	It is already 40km per hour during high peak times. There is no need for this to be 40km hour at 6 in the morning or late at night You are creating more traffic stress with all of these proposed changes - and I do not believe it will make it more pedestrian friendly			
14459	Jun 16, 2021, 08:48 AM	I think main road should stay a variable speed limit for the time being because after hours the strip is quite empty			
14407	Jun 15, 2021, 07:49 PM	Yep, go for it. Fully support this.			
14374	Jun 15, 2021, 02:55 PM	Keep the variable times on main road. Late at night there is no need for a 40km/h zone, there is no pedestrians and little traffic. This is about beating congestion, not making it worse!			
14372	Jun 15, 2021, 02:23 PM	Please leave the existing variable speed limits on Main Rd as that works well. Change the surrounding streets (as listed above) to 40km/h permanently. If Main Rd is 40km/h permanently as well (instead of variable speed), and other raised features and pedestrian crossings are introduced as per other elements of this proposal, there will be no incentive for people to use Main Rd and people will still use Bible St (and potentially other North-South oriented roads) as a rat run.			
14369	Jun 15, 2021, 01:39 PM	Seems overkill for Main road to be slow 24 hours. after 8pm and before 6am 60km would seem fine. Slowing down Bible St makes sense.			
14366	Jun 15, 2021, 12:47 PM	40km/h would be too slow and unnecessary in off-peak times			
14365	Jun 15, 2021, 12:43 PM	No changes needed			

Attachment 2.2 Comments on Bible Street proposals

Contribution ID	Date Submitted	Thoughts on Bible St treatments?	First Name	Last Name	Suburb/Township
17116	Jul 23, 2021, 11:56 PM	Do not remove the roundabout at Arthur St. it works well and is safe. Visibility for cars on Arthur st that would be trying to cross and go straight on or turn right is poor with the crest of the hill. Yes sort out the Parking. remove parking on one side. Also a simple solution would be changing the time to 3 hours to remove all Commuters and Traders that park on Bible St for the day. Get the Traders to use the designated Trader car park in Circulatory rd.			Eltham VIC 3095
17113	Jul 23, 2021, 11:47 PM	The current roundabout at Arthur St/Bible St works well, especially during peak times, to get out of Arthur St heading towards Eltham. It allows traffic to flow well and slows traffic travelling along Bible St. I fear many accidents if this roundabout is removed. I do, however, strongly agree that there is a need for several pedestrian crossings along Bible St especially for children from the local schools to cross.			
17103	Jul 23, 2021, 10:24 PM	I like the extra pedestrian crossings. As a resident from the top of Luck St I find it hard to cross Bible street when I'm walking to the shops or the station. I don't think the Arthur Street Roundabout should be removed because it will be very hard for all the traffic heading down to the shops from Arthur St to get across Bible Street. I also don't want to lose the tree on the roundabout. The "blister" island near Cecil Street was installed to provide a safe mid-point for residents from the Retirement Village to be able to cross safely. I fear for their safety if they have to try and dash across all the traffic without a refuge in the middle. I love that parking on one side of Bible Street will removed, it will make driving along there much safer. I do worry that with two construction sites on the corner of Luck and Arthur Street we may have problems with car parking in Luck Street which is already difficult to drive along at school rush times. This happened with the construction of the Canopy complex, making it very difficult to turn from Bible Street into the upper part of Luck Street.			Eltham VIC 3095
17091	Jul 23, 2021, 09:08 PM	Cecil. OK but concern re retirement village people crossing. Do they need a median refuge? Luck. Sight lines tricky with Luck rising to Bible. Parking to south needs to be set well back. Pryor. ok Arthur. Retain roundabout. Sight lines. Vehicles speeding up hill from east to get through intersection. Roundabout is cause to slow. Pedestrian crossing points could be improved. Does pedestrian crossing at Henry/Taylor need to be raised? Maybe unnecessary. Is not a heavy use crossing I am told. Parking on one side only may encourage drivers to drive more swiftly, even if 40kmph zone as no need to slow for parked cars on either side. Will there be sufficient parking or will commuter traffic then park on residential side streets. Parking south of Taylor St and particularly south of the crest would be dangerous for vehicles exiting those properties. I live at 77 Bible St.			
17064	Jul 23, 2021, 04:53 PM	Bible St will still be used as a short cut/rat run whichever of these changes get up . a) &b) Concern with replacing current island crossing from Aged Facility with a full width crossing . We see the residents cross every day , and the island really helps . d) what is wrong with the roundabout - much safer and than a Stop or Give Way I would have thought . f) do not agree with introduction of a speed hump on this downslope - distracting and disruptive Regarding car parking , it is indeed a challenge to negotiate Bible St when both sides are taken up with parked cars . However I do not read that the spaces are to be made available elsewhere . Where do Council believe these cars will now park ? Parking just around into Grove is too close to the corner, we have witnessed a number of cars having near misses with cars parked there. Also a number of cars ending up in our garden (5 Grove St)			Eltham VIC 3095
17057	Jul 23, 2021, 04:16 PM	I agree with the raised pedestrian crossing at Cecil Street on Bible Street to allow the residents from the retirement village to cross and therefore you would need the pedestrian zebra crossing in Cecil. I agree with Luck Street crossings and the raised pedestrian intersection. I DO NOT agree with the additional platform intersection at Pryor Street. I agree with the removal of existing roundabout at Arthur Street and replacements of zebra crossings, but unsure of the new proposed raised platforms. Are they only to be proposed on Arthur Street or on Bible Street as well? Are the blister islands at that intersection to be removed? I also agree with the new raised pedestrian zebra crossing at Henry Street. I DO NOT agree with another hump at 74 Bible Street as it is only a short distance from #74 to the roundabout at Pitt Street and therefore difficult to build any speed in that short distance. A necessity to only park on one side of Bible Street between Cecile and 74 Bible Streets. Can these raised pedestrian intersections be a smooth edging unlike some very blunt/sharp raised crossings in a neighbouring suburb as cars now have such a low skirting.			Eltham VIC 3095
17052	Jul 23, 2021, 04:01 PM	Bible St will still be used as a short cut/rat run whichever of these changes get up . a) &b) Concern with replacing current island crossing from Aged Facility with a full width crossing . We see the residents cross every day , and the island really helps . d) what is wrong with the roundabout - much safer and than a Stop or Give Way I would have thought . f) do not agree with introduction of a speed hump on this downslope - distracting and disruptive Regarding car parking , it is indeed a challenge to negotiate Bible St when both sides are taken up with parked cars . However I do not read that the spaces are to be made available elsewhere . Where do Council believe these cars will now park ?			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Bible St treatments?	First Name	Last Name	Suburb/Township
17040	Jul 23, 2021, 03:21 PM	Not sure if i agree with the removal of the roundabout. I think the current measures are safer. I agree with parking on one side of the road however i do not agree it should go to 74 and over the hill towards York Street. It is to dangerous to have parking on hillsides. What of vehicles leaving premises and people leaving vehicles after they are parked. Perhaps extend the parking further down Bible Street to compensate for reduction in parking on this hillside. I would one sided parking on Henry and Taylor Street where it is safe.			Eltham VIC 3095
17033	Jul 23, 2021, 02:42 PM	The Arthur Bible intersection is dangerous and would be made more so by removing the roundabout. As it is traffic comes from the east end of Arthur quickly down the hill and is difficult for drivers in Bible St to see. Parking in Bible St should not be allowed on or close to the crest of the hill. Sight lines are already compromised at that location. Traffic will increase because of the removal of rh turn at Arthur main.			Eltham North VIC 3095
17011	Jul 23, 2021, 01:24 PM	I have no objections to the raised platform at Cecil St but it seems a waste on money because the existing 'blister' island effectively controls vehicle speeds near the intersection and could be retained. I support the proposed raised platforms at Luck St. and Pryor St. I strongly oppose the removal of the roundabout at Arthur St. The roundabout provides effective control of traffic speeds through the intersection and is safer for traffic turning into and out of Arthur St. Arthur St. is main access to the activity centre from Bible St. and the roundabout is a much better option that a raised intersection. Money saved form retaining the roundabout could be better spent elsewhere e.g. contributing to undergrounding the power so that the power poles can be removed along the shared path on the west side on Main Road near Diamond St. A zebra crossing could be installed across Bible St on either the south or north legs (or both) of the roundabout. I have no objections to replacing the school crossing near Henry St with a raised zebra crossing or a new raised speed hump at 74 Bible St. While I have no objection, removal of parking on the east side of Bible St. has the potential to increase the speed of traffic along Bible St. and make it a more attractive alternate to Main Road. Hopefully, other measures proposed for Bible St. will offset this but it is also vital that Main Road remains attractive to through traffic. For this reason, I oppose full-time 40 km/h speed limit along Main Road and extension of the 40 km/h zone to York St. (I have submitted my comments regarding this proposal separately).			
17000	Jul 23, 2021, 12:28 PM	Don't remove the roundabout that contains the nice tree, a roundabout is safer than a cross roads, cars slow to a lower speed than the speed humps, and there won't be any wear and tear on car suspensions. Can you please add a tree to the Bible St / Bridge St roundabout, to help beautify that roundabout.			Eltham VIC 3095
16962	Jul 22, 2021, 03:38 PM	I live at 2/ 74 Bible street, in the house at the back of the property (not visible from the street) . I am concerned about : * Speed hump * 1/ extra and unavoidable noise from the fact that drivers need to press harder on the accelerator pedal after slowing down, to get over the speed hump especially in cases of traveling up the hill towards the shopping centre. * 2/ extra and unavoidable exhaust emissions when doing the above. * The above 2 matters will be occurring hundreds of times every day. * I don't support parking on one side only on Bible Street. This is because it will reduce the number of spaces in times of possible need eg. a residence may have a large meeting or celebration and participants or guests may find there is insufficient parking spaces for them. * Further, the above possibility may be exacerbated by workers from the nearby shopping centre competing for less spaces if one side for parking is prohibited. * Very pleased that the speed may be lowered to 40 kmh. It will be safer for pedestrians and drivers especially those leaving and exiting their properties.			Eltham VIC 3095
16937	Jul 22, 2021, 12:33 PM	Plan d) removal of exisiting roundabout: - Leave the roundabout in - it slows and regulates traffic along Bible and Arthur Street's, as everyone knows that the roundabout is there and have to slow down. - This is the main back entrance into the shopping precinct. Stop signs will make it harder to access and egress the shopping precinct, therefore this may encourage people to shop elsewhere, hurting our local traders. - By all means new pedestrian zebra crossings are a wonderful idea, and I'm sure a new design to incorporate the roundabout is more viable.			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Bible St treatments?	First Name	Last Name	Suburb/Township
16926	Jul 21, 2021, 10:34 PM	<p>I would like to raise concerns about the proposed changes along Bible Street.</p> <p>I am a local resident and live adjacent to Bible street, travelling along it most days. It's not clear from the proposal where, or from whom, the 'community concerns' have come? I haven't heard complaints from any of my neighbours about rat running, vehicle speeds or parked cars. I'm not entirely convinced this is a genuine *community* issue that needs solving. I would rather see data gathered by council in order to make sensible, evidence-based decisions about changes that affect the community. Has council gathered any data on vehicle use of Bible street?</p> <p>Regarding the proposed changes themselves, no detail has been given about how any of these changes will improve the issues listed above (noting my point above that it's not clear whether these are genuine issues anyway). If council believes that non-locals are using Bible street to avoid Main Road ("rat running") then surely a more sensible, more sustainable, and more acceptable approach would be to fix Main Road so drivers don't need to avoid it. Making Bible Street a worse alternative to drive along than Main Road makes no sense at all - this would be equivalent to Council *creating* a problem (impeding traffic flow in Bible Street) where none currently exists as a means of trying to force drivers to choose "the least worst option" (Main Road). In my view this is not good management or planning. If you make Bible Street so unappealing that drivers stick to Main Road, then of course it will also have a significant impact on locals who use Bible Street everyday.</p> <p>Sometimes vehicles do travel at speed when descending the hill at the S end of Bible street, but speed humps were installed previously specifically to address this problem - mostly this is effective. If council believes there is a genuine problem why not monitor vehicle speeds for a few months and make an evidence-informed decision?</p> <p>At the other end (N) of Bible street (around Arthur) I would agree that the on-street parking can be an issue. This has become so since the significant property developments have expanded in the area over the last 5-8 years. I strongly suspect that many of these vehicles are for residents and visitors to these new dwellings. Clearly insufficient planning was made to provide adequate car spaces onsite for these developments. There are now times when vehicles are parked on both the E and W sides of Bible at this N end leaving insufficient space for N and S bound vehicles to safely pass one another. While changing parking permissions along this stretch might go some way to addressing the problem I fear that all it will do is shift the problem elsewhere. Where does council think people will park? Where will those cars go? They won't just disappear - drivers will just park elsewhere and shift the problem to a new location. In other words, council's proposal will not address the cause. The root cause is poor planning and permitting inappropriate developments without due consideration for flow-on effects of local population growth and impacts on overstretched infrastructure (like roads and parking). I'm aware that this was not the doing of current council and that you've been left 'holding the baby'. I voted for our current council representatives and I have every confidence that you will do a better job of representing community interests than our previous council did.</p> <p>In summary: I would like to see council gather real data (e.g. traffic flow rates; vehicle speeds, etc) in order to make well-informed decisions about changes that will affect the local community; I would like to see council tackle the root cause of problems rather than just trying to patch the symptoms; I am not in favour of adding more raised platforms and speed humps along Bible street; I am in favour of retaining the existing roundabout (or perhaps expanding its perimeter slightly) as it generally works well to facilitate traffic flow; I support the replacement of the existing school crossing with a raised zebra crossing; I have concerns about the proposed parking changes as this will lead to the problem being pushed elsewhere, but I have no alternative solution to offer. I implore council, however, to hold a tighter rein on inappropriate residential developments where insufficient on-site car parking is provided and where inevitable impacts on local infrastructure are poorly considered.</p> <p>I welcome any further contact from council about my submission.</p>			
16922	Jul 21, 2021, 09:28 PM	<p>Thanks for the opportunity to comment.</p> <p>Parking on one side of the street would encourage me and others to use Bible Street more (!) but be horrendous for residents, and change the character of the area. The combination of that and the raised platforms would have detrimental impacts on traffic flow, leading to more congestion in this area. The cross intersection at Arthur Street will be confusing to some motorists and will lead to increased speeds and decreased safety. Perhaps a reduced roundabout (small Island) would be a better option, and a marked pedestrian crossing on Arthur St, west of the current roundabout.</p>			Eltham VIC 3095
16886	Jul 20, 2021, 09:20 PM	<p>a) agree in principle, see below for comments around consistency and signage. Why only 1 zebra crossing. All crossing points should be the same</p> <p>b) A new round about should be considered for the intersection of Luck St and Bible St. This would improve traffic flow particularly around school times and the evening.</p> <p>c) As per a</p> <p>d) Strongly disagree, the roundabout should be retained. 4x pedestrian crossings</p> <p>e) agree</p> <p>f) Strongly disagree. Stop using speed bumps and fix the real congestion issues along main road with the multiple changes from single to dual lane.</p> <p>Agree with:</p> <ul style="list-style-type: none"> - Removal of existing slow-point 'blister' island near Cecil Street. - No parking on the east side of Bible Street and the establishment of parking on west side of Bible Street from Cecil Street to 74 Bible Street. Question: What time limit if any is proposed for these i.e are they for residents to park on the street or for 'overflow' from the activity district? <p>Consistency in the traffic treatments and use of pedestrian crossings is essential. The concept art show several variations on crossing types and it is unclear what signage or lighting will be used and who ultimately has right of way. This is a dangerous design strategy and needs to be clear, consistent and unambiguous across the entire activity district.</p>			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Bible St treatments?	First Name	Last Name	Suburb/Township
16844	Jul 18, 2021, 06:17 PM	<p>As a local resident who lives at the top end of Brougham st, every morning when i go to work, i cross the intersection at Main Rd and Brougham st going straight across past the CFA and over the bridge. Two years ago, on multiple occasions, I called Vic Roads informing them, of the multiple times that i have had near misses going straight through the intersection by opposite vehicles turning right. I have right of way through the intersection, but stupid drivers do not know the road rules. I stipulated to Vic Roads that they must put extra signage (which they did not agree to) saying TURNING VEHICLES MUST GIVE WAY TO STRAIGHT VEHICLES. Many times, I have averted collisions to my driver's door because I anticipate the scenario. Now i drive with my window down to heavily gesticulate to them. Now, all drivers know the universal road rule at roundabouts of give way to the right vehicle already in the roundabout. ALL OF THE EXISTING ROUNDABOUTS ON BIBLE ST WORK EFFECTIVELY and also slow the traffic down. IF IT AIN'T BROKE, DON'T FIX IT. I warned Vic Roads, if i get collected on my driver's side by a turning car, they will hear about it as you will too at Council. If you remove the existing roundabouts on Bible St, it will cause local road rule confusion at the cross intersection as to who gives way to who? Particularly with our shire's elderly drivers and there are many. Council will save tax-payer's dollars by leaving the existing roundabouts on Bible as they are. Removing parking spaces in our shire does not make sense. We want more people to take public transport and utilise our train. Bible St is used as ALL DAY parking for taking the train as the current available parking spaces is insufficient. Your master-plan of encouraging more residents to walk into Eltham Central is far-fetched and impractical because we need our cars when we shop due to our heavy goods. Christmas time in Eltham is mayhem due to crazy shopping habits. To cater for the cars, we need all existing car parking spaces, particularly as we are increasing our local housing with multi-story developments and land subdivisions. Increased local housing provisions means increased car ownership in our shire.</p> <p>Yours sincerely Christine PS, asking for DOB details is BS and irrelevant.</p>			Eltham VIC 3095
16836	Jul 18, 2021, 04:21 PM	<p>The removal of parking on one side of Bible St is an excellent idea and, in my opinion, the only one of these suggestions likely to make any significant difference.</p> <p>Similar parking restrictions should be considered elsewhere. Grove St is also exceptionally bad at school drop-off and pick-up times.</p>			Eltham VIC 3095
16782	Jul 16, 2021, 06:35 PM	<p>a) New raised platform intersection at Cecil Street and one new pedestrian zebra crossing What is the rationale for a raised platform intersection please? Apart from aesthetics. I dont agree with the removal of the existing blister island- it slows traffic down, is used by OAPs and Mums with school kids, and gives a sense of security to those who use it. If the new crossing is for the retirement village - put it in as additional? Or as a blister island.</p> <p>b) New raised platform intersection at Luck Street and two new pedestrian zebra crossings. Agree with the new pdestrian crossings but not the raised platform intersection - no point.</p> <p>c) New raised platform intersection at Pryor Street. Likewise do not see the point of the raised platform intersection here.</p> <p>d) Removal of existing roundabout at Arthur Street and replaced with a new raised platform intersection and a new pedestrian zebra crossing Am assuming that this is to accommodate the large delivery trucks turning into Arthur street. Dont think that they should be allowed to use Bible street as entry to Woolworths. The roundabout works really well, keeps traffic flowing but also slows traffic down. Agree with new Zebra crossing as often kids are anxious crossing there.</p> <p>e) Replace existing school crossing near Henry Street with a raised pedestrian zebra crossing Consider installing pedestrian lights. I often feel for the 'lollypop' attendants standing in front of the cars here, as it is not a high visibility crossing.</p> <p>f) A new raised speed hump at 74 Bible Street. No. There are so many speed humps in Eltham already, which do damage to my car when doing low speeds. Traffic speed in Bible street not an issue, as cant go fast!</p>			Eltham VIC 3095
16780	Jul 16, 2021, 06:22 PM	<p>a) New raised platform intersection at Cecil Street and one new pedestrian zebra crossing The phot of before and after isn't like for like. Many of the OAPs and mothers like the safety of the existing slow-point blister island, and it is well used. It also slows cars down much better than a raised crossing would do. What is the rationale for these changes please?</p>			Eltham VIC 3095
16763	Jul 16, 2021, 04:05 PM	This looks good			Eltham VIC 3095
16692	Jul 15, 2021, 03:18 PM	Good, but what about a crossing at the bend of Bible and Grove St ?! This is where all of the pedestrian traffic from the school and the linear reserve flow across to the Bible St reserve and on to the rail station. People will not walk up the hill to the other proposed crossings and will continue to cross here at a dangerous blind bend!			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Bible St treatments?	First Name	Last Name	Suburb/Township
16680	Jul 15, 2021, 01:08 PM	<p>I live on Arthur Street and drive up to the roundabout each day during peak and off peak.</p> <p>The roundabout WORKS. I have seen 8 cars get through and around in under 10 seconds. It is safe, it works as everybody gives way to the right and therefore a smooth flow occurs.</p> <p>Losing the roundabout means those approaching from the East driving UP the hill on Arthur towards Bible, they will not be able to get across fast enough for the traffic approaching from the left (the South) due to the uphill acceleration needed. With the roundabout as it is those cars on Bible street naturally have to give way to the drivers coming up the hill on Arthur and therefore it is safe for us Arthur street drives to slowly accelerate through the Roundabout and go whichever way we are heading.</p> <p>I foresee the removal of the roundabout will actually cause more accidents and less flow where cars are banked up down the eastern hill to come up to Bible street and either cross over towards the Eltham shops or turn left and right.</p> <p>Slowing the speed to 40km won't make any difference - but removal of the roundabout will be a total waste of funding money - Roundabouts work.</p> <p>I agree a raised pedestrian crossing on Bible would work for those coming from east side to west to the shops - so place this back from the roundabout (south of roundabout on Bible). Even one North of the roundabout a well to slow the traffic down this will also allow safe crossing from pedestrians and allow the roundabout to continue to function.</p>			Eltham VIC 3095
16218	Jul 14, 2021, 10:05 AM	for the Bible St/Arthur St intersection, is it really safer for the modified intersection than previous roundabout option?			Eltham VIC 3095
16185	Jul 13, 2021, 07:02 PM	<p>1. For the new pedestrian crossings on Bible Street, should we need the pedestrian crossing sign, yellow one? Drivers must receive clear sign that they must slow down and stop when pedestrians wait to be crossed. The system must ensure that pedestrians have right to cross first than vehicles.</p> <p>2. For the new pedestrian crossings on Bible Street, should we need extra streetlights? It is very dark in the evening and night now.</p>			Eltham VIC 3095
16002	Jul 11, 2021, 07:41 PM	<p>Am concerned about the removal of the roundabout on the Bible Street / Arthur Street junction. We live on Arthur Street and believe that without the roundabout there it will be very difficult to drive over Bible Street and down to Main Road.</p> <p>I think that the removal of the roundabout on Bible Street will result in the traffic on Bible Street spending up, currently it acts as a good way of slowing the traffic down.</p>			Eltham VIC 3095
15925	Jul 10, 2021, 02:06 PM	Yes please. These all sound fantastic. Particularly the pedestrian crossings at Cecil Street and Luck Street. Many many children currently dart across Bible St each day trying to get to Eltham East Primary.			Eltham VIC 3095
15895	Jul 09, 2021, 05:42 PM	Definitely DO NOT remove the roundabout at the intersection of Arthur Street and Bible Street, will lead to more accidents, a crazy suggestion!! Too many pedestrian crossings and speed humps. Agree with restricting parking to one side of Bible street.			Eltham VIC 3095
15833	Jul 07, 2021, 08:27 PM	<p>Most of these plans seem really good, so for those initiatives many thanks.</p> <p>It's just (d) that I have problems with (Bible/Arthur St) - please keep the roundabout and its TREE. We lose enough trees without the Council removing them too! And the traffic will continue to flow nicely following roundabout rules.</p> <p>When I asked about this down at the Town Square today (Wed 7/7/21), the officer told me there was an alternative plan to move the pedestrian crossings back from the intersection and to retain the roundabout with its tree because so many people are saying the same thing. That'd be great, thank you.</p>			Eltham VIC 3095
15813	Jul 07, 2021, 03:25 PM	<p>The roundabout in Bible Street already does a great job of slowing the traffic down and it allows great access to and from the shops.</p> <p>Removing the parking on the Westside would be a better option as it gives a better view of the traffic travelling along Bible Street to those that are exiting the streets from the shops. Especially Dudley and Pryor Streets.</p> <p>The "blister" island does slow the traffic. It also helps the residents from the Village cross Bible Street safely and having the rail builds their confidence.</p>			Eltham VIC 3095
15804	Jul 07, 2021, 12:57 PM	Concerned about removal of roundabout at Arthur Street. Is there a crash history at this intersection? If not, why remove a good treatment? Compared to the proposed raised intersection treatment, the roundabout has better speed reduction, removes potential for right angled crashes, and will better cater for right turn movements to/from Arthur Street. Consideration should be given to retaining roundabout and providing raised pedestrian crossings on each leg.			Montmorency VIC 3094
15656	Jul 04, 2021, 10:10 PM	<p>I like the idea of the restricted parking on Bible St as the road is getting too hard to drive along with the current parking.</p> <p>I do not agree with the removal of the Arthur St roundabout as it is a very busy intersection and the roundabout controls the traffic flow, slows traffic from all directions and provides safety to all users. It also keeps traffic noise down because vehicles know to slow coming up to the roundabout. Do t remove it</p>			
15632	Jul 03, 2021, 09:59 PM	All sounds good to me.			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Bible St treatments?	First Name	Last Name	Suburb/Township
15608	Jul 03, 2021, 12:38 PM	You are just making it easier for cars to speed down Bible Street and use it as a rat run. Definitely remove car parking on one side, Currently totally unsafe. Leave existing roundabout and pedestrian crossing near retirement village and add more roundabouts. Improve signage in Grove Street to emphasise it is also permanently 40kph. Institute speed cameras to enforce 40kph			Eltham VIC 3095
15601	Jul 03, 2021, 11:09 AM	Keep the roundabout. It is more effective traffic calming measure and safer to get the number of cars through in each direction.			Research VIC 3095
15588	Jul 03, 2021, 09:40 AM	Yes! Changing parking on Bible St is well overdue. Squeezing through with big utes and 4WDs on a daily basis is like playing Russian Roulette. I hope this goes ahead soon. Free multi-storey parking on the other side of the train station somewhere undeveloped that doesn't disturb residents? More free parking for longer than two hours is really important for Eltham to thrive. PLEASE don't remove the Arthur St roundabout. It does what it's supposed to do. Slows down traffic enough to let everyone on. Returning it to a normal intersection will create frustration and become dangerous, especially around school drop-off and pick-up times. I hope this roundabout is not removed. Slowing traffic down on Bible is a good idea but good luck. Low speed humps won't stop all the AWDs, 4WDs and utes. Police patrolled for a while to enforce the limits? Steeper humps?			Eltham VIC 3095
15576	Jul 02, 2021, 11:39 PM	I agree with removing the parallel parking along Bible St in favour of a formalised car park. The road is narrow and the current parallel parking makes driving along Bible St untenable for 2 smaller cars simultaneously let alone larger cars like 4WDs. The current parking situation also creates even more blind spots (particularly near Dan Murphy/Aldi end). As a homeowner on Bible St and a longer term resident of Eltham I keen to see this parking removed. I do think the round about needs to stay though - it is one of the few well functioning round abouts.			Eltham VIC 3095
15575	Jul 02, 2021, 08:07 PM	I am concerned that the removal of the roundabout at the corner of Arthur St & Bible St and the addition of a raised crossing will lead to traffic banking up & blocking driveway access to 107-109 Bible St during busy periods.			Eltham VIC 3095
15553	Jul 02, 2021, 12:14 PM	Most of these works look like they'd work well to slow traffic. I fail to see how removing the Roundabout at Arthur/Bible St would slow traffic down. I'm in favour of raised intersections, but the speed bump at 74 Bible is an odd choice. Why not make the York/Bible street intersection a raised one instead?			Eltham VIC 3095
15545	Jul 02, 2021, 10:47 AM	These changes look to only increase congestion, increase noise and fuel usage from the bumps and reduce the already limited parking opportunities for residents and shoppers. Removal of the roundabout will increase, not decrease, congestion and noise. This proposal will increase clutter and distractions on Bible Street. You have to ask yourself, why do so many people park on Bible Street? Because they need to and can't park anywhere else because they're full.			
15536	Jul 02, 2021, 10:06 AM	Don't remove the Arthur Street roundabout, it would create more congestion as cars trying to cross Bible Street would bank up considering how busy Arthur Street is. The roundabout allows equal flow and less congestion.			Eltham VIC 3095
15533	Jul 02, 2021, 09:22 AM	Removal of "blister" island near Cecil Street, with no pedestrian lights does not cater for elderly folk crossing from their accommodation on the East side of Bible Street. The current situation with an island, complete with safety bars, gives these pedestrians "a breather" in relative safety in the middle of the tortuous crossing, especially if they have walkers which are a very slow mode of assistance.			Eltham VIC 3095
15532	Jul 02, 2021, 09:21 AM	I am happy with the overall concept and planning. I understand it has to be for the good of all. But will give you my perspective. I think it has to be acknowledged that not all cars uses are using Bible st as a 'rat run' but just a way to get home. Many of us live in the Woodridge Estate and it is our logical way to go home. We have to go over 7 speed humps to get home as it is. It is not logical for us to go all the way along Main Rd to Beard st to get home or out. So please, no more speed humps like in Grove st and Valonia dve! The ones proposed look more like a rise which is ok. I like the round about at Arthur St but can see the pros and cons. The big con is the traffic banked up behind a right hand turner down into Arthur both ways if there is no dedicated lane. Rarely have I had to stop behind anyone to get through there as a round about. The removal of one line of cars along Bible st is a logical step and should have been done years ago! Hallelujah!! Having lived in Eltham for 38 years I can see the need for traffic management. The old Eltham houses on big blocks now have 2,3 or even 4 on them. I don't necessarily 'avoid' Main Rd, but if heading out to Fitzsimons Lane or Bridge Rd for Greensborough, it is only logical to use Bible st. Just a note. Geoff Paine is not our Ward Councillor but I have been really impressed by his proactive media presence on social media and informative video clips. Couldn't tell you who our Councillor is! Lastly, if you are looking at all areas, the informal 'cross roads' in Arthur st where the Coles underground carpark and entrance into the Woolies underground carpark, it a nightmare! I have been tempted myself to go down and just spray paint a small circle round about there!! If that could become a mini round about that would save a lot of angst! It would help with the traffic coming up from Main rd as well! Cheers and good luck.			
15519	Jul 01, 2021, 09:11 PM	To remove the roundabout at Athur Street will result in a fatal car accident			Panton Hill VIC 3759
15503	Jul 01, 2021, 03:23 PM	I agree with a to f inclusive			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Bible St treatments?	First Name	Last Name	Suburb/Township
15377	Jun 27, 2021, 11:23 AM	As a resident of this area of Bible Street, I fully support these changes. The street is currently dangerous with so many cars rat-running to avoid Main Rd, and accelerating through intersections. We absolutely need to control the speed of vehicles on this part of Bible Street. I constantly worry if my car is parked on the street, and I worry for children and pets trying to navigate the unpredictable and aggressive traffic. Pedestrian crossings and speed humps absolutely need to be along this section of Bible Street. As residents on the East side of Bible St, we support the removal of parking on this side to enhance visibility for entering and leaving our driveways and to improve through-put of traffic, as long as vehicles are simultaneously SLOWED DOWN with speed humps. Otherwise it will encourage more speeding with a clearer run.			Eltham VIC 3095
15373	Jun 27, 2021, 04:13 AM	This INCREASES Congestion! Deterring traffic from Bible and funnel it onto Main Rd, seems to again be counter productive to the Urban Congestion Fund mandate. The road treatments proposed should reduce the speed of traffic and increase safety, the raised traffic treatments can offer the opportunity to paint/design them artistically with colour & character. This initiative would again obfuscate the Councils Budget obligations and blur the line for the Congestion Busting Fund mandate. Where do you propose the displaced people who park on the East side of Bible Street go? Deleting more parking is now reaching the realms of irresponsible, idealistic and ignorant. Solution... West side of Bible St offers 60 degree angle parking, the total road width is 9.1 meters. We have a wealthy, aging population, predominantly with multiple vehicles per household, if you do not offer parking to suit your community, your community will (& do) DRIVE elsewhere - increasing traffic & pollution, and Place Making Westfields and other Shopping Centres.			Eltham VIC 3095
15338	Jun 26, 2021, 12:31 PM	I think d) is a bit confusing. A Roundabout would be safer. If there were lights than maybe safer? I think I'd be a bit confused without a roundabout. All other options are great. Just not sure how d) would be safer?			Diamond Creek VIC 3089
15327	Jun 26, 2021, 11:11 AM	Removing parking from one side will allow so much more movement along this street I feel that the roundabout should not be removed but am understanding that a couple of extra crosswalks along this street at reasonable distances would be helpful the amount listed does seem extreme though so if we can make this more reasonable I'd be happy			Eltham VIC 3095
15285	Jun 25, 2021, 12:13 PM	Re. d) - The Arthur St roundabout MUST be retained for safety reasons. Whichever way you approach Bible St from Arthur St, turning right from Arthur St at the stop signs will be problematic when cars are facing each other at the same time; there's never this issue of 'right-of-way' - or 'who goes first' with roundabouts. Why introduce uncertainty? Regardless of further speed restrictions and traffic calming pedestrian crossing areas, there WILL be collisions at this point. There aren't problems of this nature at the roundabout - which should STAY.			Eltham VIC 3095
15275	Jun 25, 2021, 10:04 AM	This looks good, though I do feel like many drivers will get confused giving way to pedestrians and cars in this intersection.			Eltham VIC 3095
15271	Jun 25, 2021, 10:01 AM	I think some of these treatments are definitely required to slow cars down in that area. There's a school close and many kids try to cross in dangerous areas, I see it on my walks frequently.			Eltham VIC 3095
15244	Jun 24, 2021, 05:27 PM	Removal of parking on one side of Bible is needed, agree. This has been a real problem with visibility when pulling into Bible or passing a car whilst driving. Not sure I understand how any of these proposals stops Bible being a rat run, but it should make it safer which is good.			Eltham VIC 3095
15138	Jun 23, 2021, 03:29 PM	Why no zebra crossings for the side streets?...especially at Pryor which will have additional turning traffic due to the one way function of Cecil St at the Main Road signals. I prefer the roundabout (plus zebra crossings) at Arthur Street as it slows all drivers down I note that raised pedestrian zebra crossings can also function as a school crossing when a supervisor is present			
15113	Jun 23, 2021, 01:18 PM	Good idea. Parking on one side should have been implemented years ago.			Eltham VIC 3095
15025	Jun 22, 2021, 06:11 PM	I believe moving the roundabout is a terrible idea, as the intersection would become more dangerous and slower for cars coming out of Arthur St. This many zebra crossings I think are unnecessary. The school crossing I believe is the only place where one could be useful.			Eltham VIC 3095
15017	Jun 22, 2021, 05:12 PM	Very necessary. As a regular pedestrian on this street, cars drive way too fast and the lack of visibility makes crossing the road a difficult enterprise. I am surprised that there are not more accidents considering the location of the school and residential aged care facilities in the vicinity.			Eltham VIC 3095
14994	Jun 22, 2021, 01:35 PM	Yes, we like all these proposals and think they will make walking around the area safer for all, and slow the traffic down.			Eltham VIC 3095
14971	Jun 22, 2021, 10:24 AM	Please DO NOT REMOVE ROUNDABOUT at Arthur St (and improve it with central planting). Council's proposal only increases hard surface and heat in summer, and will increase the Bible St 'rat run' effect. The roundabout is an important physical mechanism to make people slow down - if it is reduced to just visual line-marking, people just go faster.			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Bible St treatments?	First Name	Last Name	Suburb/Township
14941	Jun 21, 2021, 06:11 PM	Yes to A, B, C. E. D agree with pedestrian crossing but not removal of roundabout as it is already difficult crossing Bible Street from Arthur Street. F. Please no more speed humps, ripple strips or similar would be much better. I can't see the point in proposals under 'other changes'.			
14900	Jun 21, 2021, 09:05 AM	You're going to need multi story carparks, as you're moving thousands of people into the precinct in the new developments, and the units have insufficient parking for residents let alone visitors			Eltham VIC 3095
14861	Jun 20, 2021, 11:07 AM	As a resident of Arthur street I think the roundabout works better than a traditional intersection. Without the roundabout there would be times when it's difficult for cars to cross Bible St and continue along Arthur St. Cars speed along Bible street and the roundabout slows them down. I am happy for all other changes along Bible street. We definitely need cars to only park on 1 side of Bible St. Travelling along there is a nightmare with cars parked on both sides. Too much weaving and feeling like there isn't enough room to drive without scratching your car. Not to mention those that just bully through forcing you to stop driving from lack of room. Plus with all the new apartments this parking area is getting worse by the day. This is a major change that needs to happen.			Eltham VIC 3095
14834	Jun 19, 2021, 05:07 PM	If you remove parking in Bible St to open the road width you need to consider where that quantity of cars will park instead. You can't reduce parking in an area already suffering from not enough car spaces. Not everyone is in a position to use our public transport system. There needs to be an increased amount of car parking spaces with increased time limits in Eltham. Two hours not long enough for a multi shop experience.			Eltham VIC 3095
14822	Jun 19, 2021, 03:48 PM	Keep the roundabout for better traffic flow - the other suggestions are fine.			Eltham VIC 3095
14807	Jun 19, 2021, 03:21 PM	Raised pedestrian/intersections look like a good idea and minimising parking on one side will make it easier for traffic to move through the area.			Eltham North VIC 3095
14803	Jun 19, 2021, 03:14 PM	Support			Eltham VIC 3095
14788	Jun 19, 2021, 02:32 PM	I like the raised crossings, and the removal of parking. Removal of parking is probably the best of all the congestion proposals - it is quite dangerous the way it is. I would also like to suggest putting restrictions on parking to stop people parking there all day - eg a five hour limit between 9am and 5pm, or similar. (I am guessing the majority of the cars parked there are train commuters.) This should combine with improved parking at the train station. We need more parking there (and/or better local bus services to get people to the station). There is not enough parking there already, I would expect this to get worse once train tracks are duplicated and more trains are available. All of which is, in my opinion, key tho the best congestion busting strategy - encouraging the use of public transport. This requires both more/better services and better access to those services (car parking, local bus services). There is a substantial block of unused land next to the library (where the Eltham Shire offices used to be). Surely this could be opened for parking?			Eltham VIC 3095
14753	Jun 19, 2021, 10:42 AM	No parking in east side is the main requirement. This road is a nightmare to drive down. The other road that requires removal of parking on one side of the road is Wycliff Rd. This is a very unsafe road with cars driving at high speed and waving in and out of the parked cars. There is also no centre line which means cars often drive straight down the middle increasing the likelihood of a head on. Very dangerous for young kids who ride along this road too. So it requires a centre line, speed humps and removal of parking on one side. This should be a priority with the other works.			Eltham VIC 3095
14741	Jun 19, 2021, 08:53 AM	Agree lots needs to done on Bible St - unfortunately I don't agree with a lot of the current suggestions. Additional pedestrian crossings on the cross streets. Personally I'd have them on Cecil, Luck (all sides), Prior (Main Rd side) and Arthur (Main Rd side). Removing the Arthur St round about will create more traffic issues - agree that the current round about is not fit for purpose but a smaller round about and removal of the traffic islands and changes to the gutter areas would give an improved result without making it a cross intersection that will see an increase in accidents. Speed humps are a bad idea - the ones on the other side of Pitt St are a pain - inconsistent in height, poorly placed with no warning, so having one bang in the middle of the hill might slow some drivers but ultimately its just a nuisance for locals. As a resident of the westside of Bible I'd much prefer the mandated parking area be on the east side - particularly as the Australia Post Box is outside my unit and I can see all the people who currently stop there now (there are quite a few) looking for somewhere else to stop ie my drive way or "illegally" on the east side.			Eltham VIC 3095
14715	Jun 18, 2021, 07:20 PM	Will the crossing removal mean crossing supervisor removal - that would be a bad outcome. Roundabouts should stay - they actively improve road safety			Eltham VIC 3095
14699	Jun 18, 2021, 06:54 PM	Please don't add any traffic calming in this road. Very happy with the plan to remove parking on east side, this will improve safety. I use this road twice daily during the week, more often on weekends. I already have to cope with all the speed humps on Valencia, Frank and near Eltham East, don't add any more. My wife has back issues and it almost impossible to get out of the area with out encountering numerous calming devices, don't add any more			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Bible St treatments?	First Name	Last Name	Suburb/Township
14684	Jun 18, 2021, 04:20 PM	Sensational. Would suggest that the zebra crossing at Arthur Street also include another zebra crossing on east side of Bible street to allow people to cross safely from the south side of Arthur Street to access the crossing on the north side.			Eltham VIC 3095
14679	Jun 18, 2021, 03:35 PM	Welcome and needed safety additions			Eltham VIC 3095
14677	Jun 18, 2021, 03:31 PM	Something does need to be done to make this more pedestrian friendly - but i dont know how much this will help.			Eltham VIC 3095
14624	Jun 18, 2021, 12:06 PM	Love it			Eltham VIC 3095
14571	Jun 18, 2021, 07:50 AM	<p>These are mostly terrible ideas.</p> <p>Stop with the raised intersections. Safety in design reviews have repeatedly raised concerns with this.</p> <p>Removal of the roundabout will impact traffic coming from the east and make it much harder for them. It will be less safe for vehicles turning right into Arthur.</p> <p>If you are going to continue to impact main road with additional ped crossing and treatments on side roads that will impact main road flow, it is not surprising people will rat run. Your own design is adding to this. People have to move through eltham.</p>			Eltham VIC 3095
14542	Jun 17, 2021, 05:18 PM	I believe the rounds about worked well there. Not sure why you're taking that away.. will it be as safe the new way?			Eltham VIC 3095
14463	Jun 16, 2021, 11:25 AM	<p>I like the improvement on parking as long as it works, as currently the parking on both sides of the street can almost create a single car width - especially with large, fast, swerving cars.</p> <p>I like the increased focus on pedestrians. It is my preferred way to walk "into town" currently. This would be a great opportunity to really showcase "walkability" & roadside greening. I would like to see a focus on low level, native plantings at the cross-over points if possible.. to increase interest, aesthetics, awareness of roadside habitat options & as an example to how other roadsides might be modelled.</p> <p>Better connections in how footpaths meet the crossings will also assist wheelchair access</p>			
14443	Jun 15, 2021, 10:03 PM	<p>I agree with all the proposals except for:</p> <p>A and B. Remove the zebras from the raised T-intersections since it is difficult for drivers to negotiate turning and giving way to other drivers at intersections like this. Likely non-compliance from drivers and pedestrian volumes don't meet the warrants.</p> <p>D. The roundabout should be retained with raised zebra crossings installed on all four approaches on it to calm traffic and give pedestrians priority.</p>			Richmond VIC 3121
14431	Jun 15, 2021, 08:58 PM	Easier crossing of bible st for pedestrians especially primary school kids needed as very hard to cross street			
14376	Jun 15, 2021, 03:04 PM	They look great! it will be terrific to know the kids can get across Bible st more safely.			
14367	Jun 15, 2021, 12:50 PM	Keep roundabout			

Attachment 2.3 Comments on Eltham Central car park proposal

Contribution ID	Date Submitted	Your thoughts on the Eltham Central Carpark upgrade	First Name	Last Name	Suburb/Township
17114	Jul 23, 2021, 11:48 PM	<p>Having the parking enhanced around the Oval I would assume it to provide further Commuter parking. It's too far from the shopping precinct to be utilised by shoppers. Good idea however wrong pot of money. There is already promised additional Commuter parking from both State and Federal Governments at the last elections. These enhancements should come from these funds and not the Congestion Busting Grant. This needs to be combined with a better and quicker access to the Station for anyone parking down at the Oval instead of the current long walk. would also need lighting for safety.</p> <p>Having the timed Three hour Bays is not required this will only stop Commuter parking. There is already an allocation of 2 hour bays for the Child Care. Probably some of these should be 30 minute drop off / pick up bays.</p>			Eltham VIC 3095
17098	Jul 23, 2021, 09:55 PM	<p>There is no doubt that some work needs to be done but much more detailed planning needs to occur before implementing any/most of the suggestions, for example, how does the proposed bike path and road fit in the available space without removing significant trees and impacting on the creek. Other concerns: connection between the 'plan' and where it joins Youth Rd, the inadvertent encouragement of rat running on a newly bituminised road around the oval linking to Youth Rd (to miss the maybe 5 crossings plus the level crossing), the problems with the 'gate' between the two areas, the aesthetic effect on the ambience of the area if much formalised asphalt and white lines are used.</p>			
17063	Jul 23, 2021, 04:49 PM	<p>This is not a circular road so is it planned to become a "full circle"? If so we are not in agreement with this. Is there clear walking path maintained with the creek connection maintained? In doing this work it needs to ensure that character and tree coverage of the Eltham township and Oval are maintained. Mention is made of more formal parking . Is this to be commuter parking ?</p>			Eltham VIC 3095
17053	Jul 23, 2021, 04:02 PM	<p>Noted that circular road is not planned to be "full circle"! In doing this work (which needs doing !) , need to ensure that character and tree coverage of the Eltham township and Oval are maintained . Mention is made of more formal parking . Is this to be commuter parking ?</p>			Eltham VIC 3095
17037	Jul 23, 2021, 02:50 PM	<p>No trees and vegetation should be impacted. There should be more landscaping of canopy trees and middle storey vegetation to soften and conceal the asphalted surface. Nothing should be done which will detract from the trestle bridge. Looking towards the bridge from across the oval and library and park there should be no prevalence of asphalt and formalised parking bays.</p>			Eltham North VIC 3095
17013	Jul 23, 2021, 01:35 PM	<p>I fail to understand how this element of the project contributes to the objective to ease congestion and improve safety. It therefore should be a low priority. Funding should be directed towards undergrounding the power along the widened shared path along Main Road near Diamond St. in preference to the proposed works at Eltham Central Car Park.</p>			
17001	Jul 23, 2021, 12:32 PM	<p>What has this to do with congestion busting traffic in Eltham? It just money to the foot club to fix their car park issue, this is a waste of money and should not be part of this program of works.</p>			Eltham VIC 3095
16944	Jul 22, 2021, 12:52 PM	<p>- Under your proposal you are doing sealed car-parking only on the Eastern side of the oval, my point of view is the entire area around the whole oval should be sealed and line marked for car parking. Money saved from not putting the power underground in item 1 "New Shared Path Main Rd", not removing the roundabout in item 10 d) 'Bible Street", not removing the flashing speed limit signs on Main Rd item 12 "Eltham Activity Centre" and not moving the traffic lights south in item 2 "Main Rd/Cecil Street" - can go towards the sealing of the entire parking area around the oval at Eltham Central.</p> <p>- This project will create extra parking, which will help promote the use of public transport. It will also create safer access for the intermodal for pedestrians who will no longer be able to park on Bible Street.</p>			Eltham VIC 3095
16924	Jul 21, 2021, 09:38 PM	<p>Parking for commuters is grossly inadequate in Eltham and has not been updated in the 10 years we've been here - anything that can be done to improve this would be appreciated. We clearly need to seal these areas as they are already heavily used, but we also need all day parking for commuters elsewhere in Eltham. Restricted time limits need to exist near the library and playground.</p>			Eltham VIC 3095
16891	Jul 20, 2021, 09:34 PM	<p>Strongly support this</p>			Eltham VIC 3095
16772	Jul 16, 2021, 05:55 PM	<p>Eltham is semi-rural, and people who live here and visit (e.g. footy matches) love that about the town. Whilst the state of the carpark is now sub-optimal, it used to be okay and fit in with the surrounds when it was just a bitumen road with a grass and dirt car park. My preference thus would be for the road to be repaired and the dirt/grassy knowls be left as they are for cars to park on and people to sit on. There may be need for some erosion mitigation work.</p>			Eltham VIC 3095

Contribution ID	Date Submitted	Your thoughts on the Eltham Central Carpark upgrade	First Name	Last Name	Suburb/Township
16767	Jul 16, 2021, 04:57 PM	While the road is in need of repair, formalised carparking and bitumen roadway could completely change the treed ambience of the oval surrounds. Sensitive treatment is required. I'd hope and expect that the trees near the trestle bridge will be saved, and protected from vehicle parking.			Eltham VIC 3095
16727	Jul 16, 2021, 09:26 AM	no enough info given. where are the photos for this. sounds pretty hideous having piles of concrete next to the creek. please provide more info so people can make informed comments			Eltham VIC 3095
16220	Jul 14, 2021, 10:12 AM	there's a missing section for diamond creek trail between the Eltham Central Oval and Eltham Centre and the north side of the centre. Is there any proposed connection on the west side of the station?			Eltham VIC 3095
16038	Jul 11, 2021, 10:19 PM	All great ideas			Montmorency VIC 3094
16021	Jul 11, 2021, 08:46 PM	When the car parking is upgraded can a barrier be set up so that cars cannot park across the bike/walking trail.			Eltham VIC 3095
16014	Jul 11, 2021, 08:20 PM	The car park upgrade should also look at improving the section of shared road/pedestrian path on the northern side of the oval.			Eltham VIC 3095
15969	Jul 11, 2021, 02:36 PM	When the asphalt around the oval is done could the cycle track be resurfaced at the same time. The tree roots are trying to burst through.			Eltham VIC 3095
15923	Jul 10, 2021, 02:02 PM	This is a great idea.			Eltham VIC 3095
15635	Jul 03, 2021, 10:21 PM	This area absolutely needs to be improved. At the moment, there is a gap in the bike track and cyclists must cycle on a bit of the road so improvements to the road should include a clear delineation for cyclists. Another issue for cyclists, is that we frequently get hit or have to dodge footballs kicked over the fence from the oval so a taller fence on the part of the oval that is close to the bike track would be a good idea. A bike lane along Youth Road would be a good idea too as many cyclists use this as a short cut. And we need need bike racks at the pavilion for those who cycle to U3A classes held there.			Eltham VIC 3095
15624	Jul 03, 2021, 06:06 PM	Any improved and increased parking in that area would be a bonus - however balancing the needs of rail commuters and patrons of the park, library, child care centre and oval users needs to be considered.			Eltham VIC 3095
15534	Jul 02, 2021, 09:31 AM	Cars park here now, so upgrading the area may make it cleaner and more presentable, but with little or no increase in practicality. If council is so willing to undertake sealing, then why not seal a dedicated bike track to linkup with existing sections of the Diamond Creek trail. The extension of the trail to Hurstbridge makes it imperative for a continuous trail, through Eltham, or else the cyclist business using this trail will be lost to Eltham traders - signing for detours to coffee/bakery/restaurants could be incorporated into the planning of this extension. Why not leverage on the current extension to Hurstbridge?			Eltham VIC 3095
15508	Jul 01, 2021, 03:31 PM	This part of the project should be postponed until the community hospital is in place			Eltham VIC 3095
15372	Jun 27, 2021, 03:13 AM	I believe this is OUT OF THE SCOPE of the Urban Congestion Fund mandate and does not qualify for Place Making either. 1. Eltham Central O V A L It is outside the defined area and does not offer a benefit to the defined area. 2. While there is maintenance required here it is a obligation of Council to maintain and manage this, and does not offer any reasonable solutions to Congestion Busting or Place Making, this is a weak attempt to obfuscate councils ongoing maintenance obligations. 3. Parking for Train Commuters already has significant State and Federal Government funding, the South side of the oval is a considerable walk from the station and is not a reasonable spend for this Urban Congestion Fund. 4. The Childcare Cooperative has another designated parking area available to them from Youth Rd, some spaces allocated for short term drop off and collection would be a more collaborative use of this shared Oval precinct carpark area. I also question if these parking changes are more of an obligation for the annual Council Budget or even the Childcare Centres own budget over the Urban Congestion Fund.			Eltham VIC 3095
15339	Jun 26, 2021, 12:32 PM	Great Idea			Diamond Creek VIC 3089

Contribution ID	Date Submitted	Your thoughts on the Eltham Central Carpark upgrade	First Name	Last Name	Suburb/Township
15329	Jun 26, 2021, 11:20 AM	I feel this will be a good idea but that drainage will need to have filters as asphalt will allow for more petrol to get into the creek system			Eltham VIC 3095
15308	Jun 26, 2021, 09:46 AM	Cars speed/hoon around the oval at night, especially on weekends (we live across the creek). An asphalt road would make it more tempting and easy to do this. Plenty of speed humps would have to be included. I don't think sealed parking is necessary on the east side as it would cap the number of parking availability/lose creative parking, take away from the natural slope which makes it great for viewing local footy, and remove drainage of rainwater from going into the natural surface. Unless you could use a natural or recycled porous surfacing product other than asphalt and keep the slope. Some parking spots near cricket nets may be safe and useful. But not money well spent. Especially development so close to the creek.			Eltham VIC 3095
15274	Jun 25, 2021, 10:03 AM	I support this, it makes sense and would look better.			Eltham VIC 3095
15247	Jun 24, 2021, 05:30 PM	Definitely needed these changes. It will probably reduce number of parking spaces but so be it.			Eltham VIC 3095
15227	Jun 24, 2021, 01:59 PM	i think this is a good idea			North Warrandyte VIC 3113
15112	Jun 23, 2021, 01:14 PM	Great idea			Eltham VIC 3095
15020	Jun 22, 2021, 05:51 PM	The Diamond Creek Trail is interrupted at the north end of the oval and users are pushed into the road. While improving the road, it would make sense to also create a formed path connection and mark it as a shared path. Once the road surface is fixed, vehicle speeds are likely to increase and you will have more higher risk of trail users conflicting with road users.			Eltham VIC 3095
15015	Jun 22, 2021, 05:02 PM	Awesome- do it!			Eltham VIC 3095
14983	Jun 22, 2021, 11:18 AM	Council needs to provide clearer information on this. From the wording, it looks like its possible that all the grass will be lost to asphalt car parking and roadway - if so, this is a major loss for environmental benefits and green space and erosion of Eltham's character.			Eltham VIC 3095
14967	Jun 22, 2021, 10:01 AM	I think the reconstruction of the circular asphalt road around Eltham Central Oval is long overdue. It's been dangerous for some time. The eastern side of the car park should also be resurfaced with the designated car park for the Child Care Centre retained in its current format. I also understand there is a plan to establish parking limitations on the eastern side of the ground and I strongly disagree with this as it serves no real purpose, and simply dilutes all day parking that is available for local traders and commuters who use the train to go to work.			
14839	Jun 19, 2021, 06:05 PM	Potential conflict points with the Diamond Creek Trail should be highlighted in the plan and on the ground. The diagram of Proposed Transport Works does not show the Trail. The proposed 40km/h zone does not extend around the oval, so would the legal speed limit default to 50km/h? Many riders have used the circular road around the oval as an easier route to replace the inconvenient, sub-standard Trail in that area (which goes low under the rail viaduct).			Craigieburn VIC 3064
14838	Jun 19, 2021, 05:16 PM	Whilst this circular road is a mess, if sealed you'd need to consider how to keep traffic speed down (speed signs are only so effective). I hope any work down in this sporting / community area is aesthetically pleasing and sympathetic to the ELtham vibe.			Eltham VIC 3095
14825	Jun 19, 2021, 03:50 PM	A good idea but ensure landscaping is in keeping with the surrounds. It's got a great community feel as is and we want to try and keep that as much as possible.			Eltham VIC 3095
14810	Jun 19, 2021, 03:26 PM	This carpark would be really useful. We walk through the oval all the time and that road is in a terrible state and the puddles and mud is awful in winter.			Eltham North VIC 3095
14791	Jun 19, 2021, 02:36 PM	Good ideas. One concern I always have if I am looking at parking at the oval to catch the train (because everywhere closer is full) is security. Is there any way that could be improved? Also, as I have mentioned elsewhere, the block of land where the old shire offices were is unused, and could be opened up for additional parking, to encourage the use of trains.			Eltham VIC 3095
14762	Jun 19, 2021, 11:47 AM	This proposed action is long overdue.			Kangaroo Ground VIC 3097
14718	Jun 18, 2021, 07:23 PM	Sensible. It is a disgrace down there. Not helped by the footy club change room builders			Eltham VIC 3095
14682	Jun 18, 2021, 04:02 PM	Seems like a good idea, if done tastefully. A lot of the Eltham character has been lost in that area: installation of cricket nets block view of trestle bridge, substituting wooden sleeper seating with hard concrete and galvanized iron, upgrade of clubrooms with ugly brickwork. Does that area need more bitumen; who does the carpark service?			
14628	Jun 18, 2021, 12:08 PM	In need of re-surfacing, certainly. Hopefully will extend around to the scout hall?			Eltham VIC 3095

Contribution ID	Date Submitted	Your thoughts on the Eltham Central Carpark upgrade	First Name	Last Name	Suburb/Township
14544	Jun 17, 2021, 05:23 PM	Bravo!! Yes!!			Eltham VIC 3095
14501	Jun 16, 2021, 10:00 PM	Works should not commence until the LXP Hurstbridge occupation has been completed. A standard concrete footpath is inappropriate within a TPZ, a different material should be used which enables water infiltration, see: https://www.sunshinecoast.qld.gov.au/Development/Development-Tools-and-Guidelines/Infrastructure-Guidelines-and-Standards/Open-Space-LIM/Preliminaries/Vegetation-Management			
14479	Jun 16, 2021, 04:27 PM	Yes this is worthwhile but it does nothing to support your objectives			
14429	Jun 15, 2021, 08:53 PM	Needs doing. Drainage doesn't work and needs to be done in conjunction with road			
14408	Jun 15, 2021, 07:51 PM	It's a shame to have to introduce more asphalted surfaces, but given this is used for people catching trains, i think it is needed. It will maximise car parking with designated spaces.			
14373	Jun 15, 2021, 02:24 PM	Fully supportive of this idea. The car park definitely needs sealing.			

Attachment 2.4 Comments on Main Road pedestrian signal proposal

Contribution ID	Date Submitted	What are your thoughts on the new signalised pedestrian crossing, Main Rd?	First Name	Last Name	Suburb/Township
17108	Jul 23, 2021, 11:21 PM	Moving the lights will be an inconvenience for pedestrians coming from Midway arcade however in the overall scheme not a big issue. Concerned over the removal of current parking bays on Main rd and any impacts on the Main rd traders in the vicinity of the new lights.			Eltham VIC 3095
17101	Jul 23, 2021, 10:10 PM	This crossing will make it safer for many of us to cross Main Road and we are less likely to have issues with buses trying to get out into traffic.			Eltham VIC 3095
17083	Jul 23, 2021, 08:32 PM	Concern about removing even one large tree. Sceptical about ability to replace mature vegetation with regards to current VicRoads/government rules eg as MRPV say is apparently an obstacle to decent median planting at FL 'roundabout'. Concerns as to whether one extra crossing is needed, how it will slow traffic, if this spot is needed then whether another crossing can be removed, and how even the thought of another crossing will affect drivers' behaviour so they head to Bible St or even further east or to the Central Oval option. Residents have told me of the extra large truck traffic on Beard and Reynolds Roads and also of Apps/Google maps etc advising drivers to take those routes to avoid Eltham Main Road.			
17075	Jul 23, 2021, 07:26 PM	Only someone working for council could be handed money to reduce congestion and use that to make it worse. Seriously. More lights? More ped crossings? If you actually want to improve traffic flow and improve safety, put the ped cross - just one of them, people can walk - *under* the road. Like they do in London. Then everyone is safer and it's quicker for all parties.			
17047	Jul 23, 2021, 03:40 PM	Good plan			Eltham VIC 3095
17028	Jul 23, 2021, 02:34 PM	It appears to be overkill moving it such a small distance for the cost. I will most likely make the roundabout an even bigger bottle neck.			
17020	Jul 23, 2021, 02:15 PM	Again the number of traffic lights needs to be reduced. This many signalised crossings will result in traffic using other local roads to drive from one end of Eltham to the other. I disagree with the tree removal. I would want a guarantee that only native/indigenous plantings are used.			Eltham North VIC 3095
16969	Jul 22, 2021, 05:57 PM	I support this proposal subject to efficient traffic signal co-ordination along Main Road. Signal co-ordination is currently non-existent or poor. It is not unusual to be stopped at multiple signal sites even when travelling in the direction of peak traffic flow. This is particularly a problem during the morning peak when travelling south.			
16933	Jul 22, 2021, 12:19 PM	- At Cr Paine's meeting, it was inferred that this is an extra set of pedestrian lights, will they be synchronised with the the lights? This will obviously help create a smooth traffic flow.			Eltham VIC 3095
16856	Jul 20, 2021, 07:39 AM	Yes, easier exit for buses, is essential & pedestrians get frustrated as only 1 safe crossing to station.			
16839	Jul 18, 2021, 04:32 PM	This would be handy for both buses and pedestrians			Eltham VIC 3095
16775	Jul 16, 2021, 06:05 PM	Not necessary and will create more traffic jams in Eltham of a longer duration. Instead suggest non-signalised pedestrian crossing, as most people cross at the existing pedestrian lights rather than near Luck street - there is very little pedestrian traffic there as it is not the centre of town. If need to assist buses leave, then put in bus lights rather than pedestrian lights. Buses are also large and I don't think that there have been many accidents due to them pulling out in the last 10 years. Is there a real problem here?			Eltham VIC 3095
16758	Jul 16, 2021, 03:59 PM	Whilst this will help with crossing the road more safely, it's going to impact the flow of traffic out of the roundabout			Eltham VIC 3095
16721	Jul 16, 2021, 09:20 AM	is this additional to the existing crossing outside the bookshop? you have conveniently not been clear about that! it is an awfully long way down the street from the main supermarket end of town. I think an additional crossing up the other end is needed. I actually avoid going to the shops on the station side of main road because it takes too long to cross the road. will the replacement trees be large also? conveniently not specified, which makes me think they will be little one(s)			Eltham VIC 3095
16688	Jul 15, 2021, 03:08 PM	Fantastic idea, it is about time it was acknowledged that people need additional facilities to move between the station/bus stops/post office etc and the main shopping centre/supermarkets/residential area to the east of main road. Now Vicroads needs to ensure the signalling is responsive to pedestrians and not car-centric, and local police need to ensure cars stick to the speed limits (especially in the early morning peak)			Eltham VIC 3095
16035	Jul 11, 2021, 10:17 PM	Good idea			Montmorency VIC 3094
15976	Jul 11, 2021, 05:04 PM	Can you please consider in this proposal that all people cannot walk to Eltham to get supplies. We need access for cars. I live in Christmas hills and I can't bloody walk from there!			
15928	Jul 10, 2021, 02:09 PM	This sounds great. Many people Jay Walk across the Main Road anyway, so it will make it a whole lot safer for all.			Eltham VIC 3095
15908	Jul 10, 2021, 08:36 AM	The main reason I hate driving on main street and around the shopping centre is all the pedestrian crossings already in place and it looks like you want to create more. I realise you want people to walk more, and that's great but it's not convenient a lot of the time where people are time poor. If the plan is to have people park at the oval and walk up to the shops, it's a bad plan. The idea is to be able to duck into shops and offices as required, not everyone is out strolling the day away. This'll just make the car congestion situation worse which is the main issue in Eltham.			

Contribution ID	Date Submitted	What are your thoughts on the new signalised pedestrian crossing, Main Rd?	First Name	Last Name	Suburb/Township
15891	Jul 09, 2021, 05:33 PM	Agree but need to coordinate traffic lights with existing Main Road pedestrian crossing adjacent to Eltham bookshop to optimise traffic flow			Eltham VIC 3095
15814	Jul 07, 2021, 03:42 PM	Instead of another pedestrian crossing what about having signage like school zones were the Main Road traffic give way to entering buses. This could operate during the day and turned off late at night. Most people would still prefer to use the crossing that is there now as it's closer to the Post Office and other shops and better access to the station. Adding another set of lights long Main Road is making it a very slow trip travelling through Eltham to Research. (when Leeane Drive lights are added it makes 8 sets of lights)			Eltham VIC 3095
15629	Jul 03, 2021, 09:46 PM	Excellent idea. It's always been problematic for buses trying to exit the interchange and for pedestrians trying to get around them.			Eltham VIC 3095
15617	Jul 03, 2021, 05:40 PM	Where will pedestrians go when they have crossed Main Road? The entire bus exchange space is too small to cater for buses, cars and pedestrians. The distance between the existing signalised pedestrian crossing between Pryor and Arthur Streets will be very short and create traffic congestion when each is activated. All illustrations used in this project bear no resemblance to the existing traffic situation. Traffic is constant and heavy in Main Road and all side streets - Cecil, Luck, Pryor, Arthur and Dudley			Eltham VIC 3095
15604	Jul 03, 2021, 12:25 PM	Pedestrians need to be given more frequent signal changes. Currently pedestrians often ignore the red light because light changes are infrequent			Eltham VIC 3095
15591	Jul 03, 2021, 10:01 AM	Yes, a good idea. It's currently hard to get across and people are tempted to cross at undesignated spots.			Eltham VIC 3095
15586	Jul 03, 2021, 08:59 AM	Main Road is atrocious. Possibly something similar to the Sydney harbour bridge lane concept? We build a third lane (let's face it, there isn't enough space for 4) and the third lanes direction is dependant on the time of day? So morning, people leaving Eltham, 2 lanes dedicated to getting out, which then switches in the afternoon?			Eltham VIC 3095
15570	Jul 02, 2021, 05:53 PM	Put in an overpass to remove pedestrian traffic from cars.			Smiths Gully VIC 3760
15548	Jul 02, 2021, 11:12 AM	I do agree with the new signalised crossing location. However I believe a stone paver pavement surface would be a better option. There is benefits with having a stone paver surface treatment to differentiate pedestrian priority (stone paver) over road asphalt surface. In addition, stone pavers soften the harshness of road (asphalt) surface and ties walking trail connectivity better. A good example of this is the signalied pedestrian crossing on Maroondah Hwy Ringwood, linking Ringwood Railway Station to East Land Shopping Center			Eltham VIC 3095
15521	Jul 01, 2021, 09:26 PM	How does introducing more pedestrian crossing make congestion less? It just breaks the flow of traffic even more. Why not create a pedestrian bridge that crosses main rd and over to the buss depot ?			
15511	Jul 01, 2021, 04:27 PM	I think that the pedestrian access here must take priority over buses. Eltham's connection across from the shops to the station needs improving, not relegation below vehicle traffic needs. The current situation provides the same benefit for buses, whereby when the northbound traffic is stopped by the pedestrian lights, the buses pull out without obstructing traffic and the southbound traffic lets them in. Alternatively, the buses can turn left out and then use the roundabout to turn southwards. Use the existing perfectly designed infrastructure for this move. The current location of the pedestrian lights should definitely be retained because the access to the train station is wide, safe and smooth along the brick paving down past 3095 cafe. Pushing pedestrians to the north of the bus interchange puts them either directly into the station car park or on a very narrow path at the edge of the bus stops and in conflict with the buses pulling alongside (which hang over onto the path) and waiting passengers. It's seriously dangerous! That north end access to the station entry underpass is also very steep.			
15504	Jul 01, 2021, 03:23 PM	I don't think this is a good idea moving the crossing right next to the round about. Has the potential to cause more issues at an already busy roundabout			
15499	Jul 01, 2021, 03:13 PM	I agree with this			Eltham VIC 3095
15413	Jun 28, 2021, 08:25 PM	This will only increase congestion , busses leave the depot when they have space. Adding signals will only make it so busses pull out and then take space on both sides of the road . Again slowing traffic			
15403	Jun 28, 2021, 10:57 AM	Will the crossing 80m away be removed?			
15384	Jun 27, 2021, 04:27 PM	Excellent idea. Thoroughly support.			Eltham VIC 3095

Contribution ID	Date Submitted	What are your thoughts on the new signalised pedestrian crossing, Main Rd?	First Name	Last Name	Suburb/Township
15363	Jun 26, 2021, 10:39 PM	Could the Bus exit safety be solved by swapping the entry & exit points? That means the exit will be supported by the signals of the existing pedestrian crossing therefor not requiring extra signals to be installed. I do support a pedestrian crossing between Luck & Prior St's. I DON'T support the deletion of another car park, position the crossing starting at the crazy paving shown in the 'Before' image.			Eltham VIC 3095
15352	Jun 26, 2021, 07:30 PM	Why does the tree need to be removed? The crossing doesn't pass through where the tree is?			
15335	Jun 26, 2021, 12:24 PM	Safety is Key, Looks nice great idea			Diamond Creek VIC 3089
15321	Jun 26, 2021, 11:00 AM	This doesn't really make sense most buses are leaving through this way making people running for a bus a hazard as they might run in front of the bus due to the direction			Eltham VIC 3095
15273	Jun 25, 2021, 10:03 AM	This is useful, though it would be good to connect the walkway to the underground pass so that you don't have to walk through the car park to get to the other side of Eltham under the railway. I hope that makes sense, this may already have been considered.			Eltham VIC 3095
15240	Jun 24, 2021, 05:17 PM	Looks good, agree with the proposal, but the road markings seem a bit light on, are they standard, why not the wide horizontal stripes?			Eltham VIC 3095
15209	Jun 24, 2021, 10:56 AM	Any way to get across Main Street safely is a plus. Not sure about the tree going though!			
15187	Jun 23, 2021, 10:44 PM	This is helping congestion? Ive obviously missed the memo about the new meanjng of the word!			Eltham VIC 3095
15119	Jun 23, 2021, 01:44 PM	This will ADD congestion to Main Rd. Through traffic does not need another pedestrian crossing. It will NOT meet the Urban Congestion Fund criteria : "Funding supports upgrades to the urban road network ensure commuters get home sooner and safer by reducing travel times". If these are pedestrian operated lights, how can it control traffic while buses exit the bus terminal?			Eltham VIC 3095
15094	Jun 23, 2021, 11:39 AM	Great idea, just need to make sure it doesn't take forever to allow people to cross like the current signals (at the bus entrance). Need to consider traffic queuing (& blocking the crossing) from the nearby roundabout too.			
15029	Jun 22, 2021, 07:24 PM	While the new proposed location would be preferable for traffic flow, plans should be amended to avoid removal of established trees. The large tree removal would be a notable absence to the local amenity. The movement of the crossing closer to the roundabout will mean backed up traffic through the roundabout and Cecil St intersection during busy periods.			Eltham North VIC 3095
15013	Jun 22, 2021, 04:58 PM	There there are already plenty of options for crossing the road. The lower speed limit has created a culture of pressing the pedestrian lights, but rather than waiting for the green people dart through the slowed down traffic against the lights. Cars are then forced to wait for the lights to change with no pedestrians crossing			
15011	Jun 22, 2021, 04:53 PM	I think something definitely needs to be done here as it is a spot where pedestrians regularly cross. I am concerned as a driver however that there is sufficient signage to warn you that this crossing is there when you come off the roundabout.			Eltham VIC 3095
14991	Jun 22, 2021, 01:29 PM	Good idea!			Eltham VIC 3095
14978	Jun 22, 2021, 10:50 AM	No benefit for this proposal has been provided. There is no explanation of how this will relate to the pedestrian crossing outside the bookshop (are you proposing to remove the old one?), nor transparency about the relative cost-benefit of this proposal (ie high costs for marginal benefit). I strongly oppose the removal of the large tree for this proposal - it is a continual erosion of street tree planting which provides important shade and environmental benefits. Small-species tree replacements do not provide any of the same benefits, they only benefit car traffic and Council maintenance budgets.			Eltham VIC 3095
14975	Jun 22, 2021, 10:39 AM	I think the existing traffic lights on Main Rd near the Post Office do this job already. They are central to the shopping precinct and see only one set of traffic lights which helps traffic flow and minimise congestions. A second crossing will only add to the congestion problem and push traffic onto residential streets in a effort to avoid Main Rd all together.			
14935	Jun 21, 2021, 05:49 PM	Always seeing pedestrians dodging traffic at this intersection so definitely need it. My concern though would be replacing the tree with small plants that will change the streetscape and take years to grow?			

Contribution ID	Date Submitted	What are your thoughts on the new signalised pedestrian crossing, Main Rd?	First Name	Last Name	Suburb/Township
14931	Jun 21, 2021, 05:40 PM	<p>Whilst i fully support and look forward to a better experience as a pedestrian about the Eltham township, it all seems to me pointless if traffic can't get out of the area.</p> <p>Every day i try to exit Coles parking, and no matter which direction you choose, you are stranded trying to negotiate pedestrians. This serves no-one. The easiest exit from the undercover car park is to cross (straight over Arthur street (often having to dart between passing cars and pedestrians), navigate through the Town Square car park, exit about the pedestrians and turning vehicles frequenting the Third Chapter precinct and cut past Volumes to Luck St. This is the very way you DON'T want to go, but its the only way out without being stranded amongst congestion, impossible right turns, trying to find a Main St U-Turn, or stuck in Eltham back streets (Bible St, etc).</p> <p>I'm all for more crossings, slowed traffic etc (we would all benefit), but only if traffic separation can be achieved by pushing exiting traffic further east (up the hill) and then out in a north or south direction to Luck and Dudley streets.</p> <p>The current arrangement is a nightmare and i fear only adding crossings will make it even worse.</p>			
14835	Jun 19, 2021, 05:10 PM	To encourage public transport use improve the appearance of our Eltham Station area so it's appealing to be in, and makes visitors feel safe. Other than Cafe 3095 which is great, this area is a filthy dive. The layout is user friendly, it's just an ugly eyesore.			Eltham VIC 3095
14828	Jun 19, 2021, 04:12 PM	This will create shocking congestion by blocking traffic at the roundabout. Not a good idea folks.			
14826	Jun 19, 2021, 04:01 PM	This is a terrible idea. This will congest the roundabout even more and cause even more back up and congestion through out the main block of shops. Ultimately resulting in a less safe community with less beautiful trees.			
14819	Jun 19, 2021, 03:46 PM	Ridiculous. The current lights near the Post Office are fine.			Eltham VIC 3095
14814	Jun 19, 2021, 03:41 PM	Ridiculous. Too close to the lights beside the Post Office. Will significantly add to traffic congestion.			
14811	Jun 19, 2021, 03:28 PM	<p>Its tricky to put all these pics together. As somebody that drives through Eltham every day (no choice) traffic flow is super important. I'm all for sustainability although with the hills etc around Eltham biking options for the average fitness person is limited. I needed to get get to work or to the station to park to get the train to work. There are so many units on the research side of Eltham and traffic coming off Wattle tree rd that it bottles up. Don't give up lanes to bikes please push them to the bike lanes.</p> <p>People use Bible st because the main rd and wattle tree rd intersection is so congested. if you make it worse & limit flow even more people will find other alternatives.</p> <p>Stopping the approving of unit development will help traffic!</p>			
14797	Jun 19, 2021, 03:01 PM	Don't support. The existing signalised pedestrian crossing is adequate and another one will only serve to delay traffic (unless it synchronises with the existing crossing) which is contrary to your stated aim of making Main Rd traffic flow better. Daft idea!			Eltham VIC 3095
14785	Jun 19, 2021, 02:22 PM	Good idea.			Eltham VIC 3095
14775	Jun 19, 2021, 01:53 PM	no more removal of trees. What is wrong with people walking to the existing set of lights? This is ridiculous, another slowing down for traffic.			Research VIC 3095
14752	Jun 19, 2021, 10:36 AM	I support this			Eltham VIC 3095
14724	Jun 18, 2021, 10:20 PM	This will promote connectivity between the northern end of the station and the shopping precinct. Will assist in buses being able to safely exit			Eltham VIC 3095
14710	Jun 18, 2021, 07:15 PM	Why? There are crossings close to the north and south, and why would you remove a mature tree? Feels like an idea to try and justify the grant money.			Eltham VIC 3095
14698	Jun 18, 2021, 06:49 PM	<p>This is a good idea. It will make crossing much safer.</p> <p>It will potentially make congestion worse on the Luck St roundabout as people will queue across it.</p>			Eltham North VIC 3095
14675	Jun 18, 2021, 03:28 PM	Great safety measure			Eltham VIC 3095
14672	Jun 18, 2021, 03:24 PM	<p>WHY?? There are traffic lights and a crossing no more than 10 metres down the road. Why do you need to make another crossing??</p> <p>I feel like there is more to this and you are not sharing why. improve the existing crossing or use that to assist in the bus interchange but this is a waste</p>			Eltham VIC 3095
14620	Jun 18, 2021, 12:05 PM	Love it.			Eltham VIC 3095
14587	Jun 18, 2021, 10:23 AM	What's happening to the traffic light in front of the post office? Are we going to have two red lights 50 metres apart?			
14568	Jun 18, 2021, 07:35 AM	<p>So long as the two signalised Ped crossings a synced this would be OK. If not, this will increase time for traffic to move through eltham if they potentially then have to stop at 2 independent lights.</p> <p>I do at all like that the tree is being removed and think surely there is an alternative.</p>			Eltham VIC 3095
14428	Jun 15, 2021, 08:51 PM	Good idea to have another ped crossing as long way between existing ped crossings			
14363	Jun 15, 2021, 11:20 AM	Two pedestrian controlled cross walks in 2 blocks? Are you kidding? Unless they are synchronised?			Eltham VIC 3095

Attachment 2.5 Comments on Main Road and Arthur Street proposals

Contribution ID	Date Submitted	Thoughts on Main Rd/Arthur St	First Name	Last Name	Suburb/Township
17112	Jul 23, 2021, 11:39 PM	<p>Same issues as Luck and Pryor st with the new Pedestrian crossing right on the corner. It will just create congestion. Two crossings within 5m of each other is overkill.</p> <p>Definitely improve safety on the existing crossings with the raised paving and lights. The crossing up Arthur St near the Eltham Mall needs the tree on the South side removed to improve visibility for drivers coming up Arthur St, I have personally have had multiple near misses on this crossing where drivers just haven't seen me emerge from behind the tree onto the crossing.</p> <p>Stopping right hand turns out of Arthur st is a good idea.</p>			Eltham VIC 3095
17102	Jul 23, 2021, 10:15 PM	<p>It's great that right hand turns will be banned. This will stop traffic banking up over the lower pedestrian crossing. It would be great if a mini roundabout could be installed for the exit from lower town square carpark and the Coles underground carpark. It can be very difficult turning right out of coles.</p>			Eltham VIC 3095
17087	Jul 23, 2021, 08:50 PM	<p>Back up of traffic turning into Arthur and blocking intersection is a problem. A treatment to prevent this would be beneficial. As for Pryor, three raised crossings may not be appreciated by drivers. It is a shame they can't be rationalised. Again concern about inadvertently encouraging traffic onto back streets of Bible, Reynolds, Beard, by making it more difficult to enter Main Rd (although agree turning right from Arthur can cause congestion). Will causing traffic to U turn at Dudley cause longer right turn lane and arrow or..?</p>			
17066	Jul 23, 2021, 04:58 PM	<p>6. Better that crossing at Woolworth car park exit be re-thought , to allow pedestrians to avoid crossing with traffic exiting car park , to reach Arthur St crossing . While right turn from Arthur St into Main Rd is not great or very safe currently , to close it altogether will result in more not less traffic using Bible St , as there will be no other way out of Coles/Mall area . Could there be a safer right turn arrangement ?</p>			Eltham VIC 3095
17049	Jul 23, 2021, 03:48 PM	<p>Better that crossing at Woolworth car park exit be re-thought , to allow pedestrians to avoid crossing with traffic exiting car park , to reach Arthur St crossing . While right turn from Arthur St into Main Rd is not great or very safe currently , to close it altogether will result in more not less traffic using Bible St , as there will be no other way out of Coles/Mall area . Could there be a safer right turn arrangement ?</p>			Eltham VIC 3095
17029	Jul 23, 2021, 02:35 PM	<p>Difficult situation as nothing will alleviate the danger of the car park entrances and exits as they currently exist. I would think it is possible to make the supermarket car parks one way only.....eg entrance to Coles from Arthur St and exit from Woolworths and town square at Arthur, exit from Coles at Dudley and entrance to Woolworths and town square from Pryor. Banning right turns from Arthur will be problematic. The traffic will drive East up Arthur and turn left at Bible hence complicating the dangerous Arthur Bible intersection. The other option of doing a u turn at Dudley as is the present case will cause a backlog of traffic in that short section of Main rd between Arthur and Dudley. Another route used will be east up Arthur to Circulatory Rd and then down to Pryor and through Commercial place to Luck. None of these are satisfactory .</p>			Eltham North VIC 3095
17007	Jul 23, 2021, 12:59 PM	<p>I support the proposed treatments for Arthur St but suggest that access for pedestrians from Arthur St into the Woolworth's car park (i.e. just east of the upper zebra crossing) should be improved.</p> <p>A pedestrian access point that is separated from the vehicle access should be provided. This entry is very wide (because of the need to provide access for delivery trucks) and is very unfriendly for pedestrians. Providing a separate pedestrian access and a safe pathway to the supermarket entry should be considered.</p>			
16998	Jul 23, 2021, 12:25 PM	<p>Agree with the no right turn from Arthur St, good idea</p>			Eltham VIC 3095
16986	Jul 22, 2021, 10:42 PM	<p>Crossing upgrades are beneficial to all users, especially our aging community. Not sure how this is meets a congestion issue parameter for fixing traffic egress in Eltham though?</p>			Eltham North VIC 3095
16982	Jul 22, 2021, 09:47 PM	<p>Not many peds cross at the main rd intersection. This new ped crossing will cause cars turning right from main rd to Arthur st to block main rd when they don't anticipate someone crossing. The crossing between corner caf and chemist warehouse already causes this issue. We don't need 2 crossings so close together.</p>			
16958	Jul 22, 2021, 03:18 PM	<p>For what it is worth, I suggest banning being able to turn right from Main road into Arthur Street.</p> <p>Even going further, with the amount of traffic turning in and out of all the car parks in main road end of Arthur Street, some turning left and some right, often most not knowing who has the right of way, it is a nightmare and surprising there is not more accidents. I suggest Arthur Street should be one way from Woolworths Car park to Main Road to make traffic flow from these carparks, easier and safer.</p>			Eltham VIC 3095
16921	Jul 21, 2021, 09:09 PM	<p>Good plan. Raised crossings and banning right turns in to main road will improve safety and congestion.</p>			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Main Rd/Arthur St	First Name	Last Name	Suburb/Township
16851	Jul 19, 2021, 10:31 AM	I support this proposal, especially no right turn from Arthur Street.			
16779	Jul 16, 2021, 06:17 PM	This time I do agree with the proposed actions.			Eltham VIC 3095
16762	Jul 16, 2021, 04:02 PM	Good changes			Eltham VIC 3095
16724	Jul 16, 2021, 09:23 AM	great			Eltham VIC 3095
16216	Jul 14, 2021, 10:00 AM	the planting design can be more sophisticated. it would be good to come with a planting palette			Eltham VIC 3095
16080	Jul 12, 2021, 10:40 AM	Not sure how people are meant to get onto Main Road (northbound) from the eastern side if they can't use Arthur or Cecil streets. Sounds like it will just push the congestion to Pryor and Luck streets.			Eltham VIC 3095
16040	Jul 11, 2021, 10:21 PM	Doing a right turn in eltham is already tricky enough			Montmorency VIC 3094
15926	Jul 10, 2021, 02:07 PM	Sounds good and will help to keep traffic moving.			Eltham VIC 3095
15894	Jul 09, 2021, 05:38 PM	Agree with banning of right hand turns Don't agree with additional pedestrian crossings, especially if they are raised - not good for car suspensions in longer term			Eltham VIC 3095
15807	Jul 07, 2021, 02:31 PM	Adding a third zebra crossing at the intersection of Arthur S. and Main Rd will make it extremely slow and difficult for cars to turn right into Arthur St. This may result in cars actually blocking main Rd which already occurs now. 2 Zebra crossings on that street is more than enough. I say this as a resident who frequently uses the area as both as pedestrian and driver.			Eltham VIC 3095
15633	Jul 03, 2021, 10:08 PM	The raised threshold crossings will significantly contribute to pedestrian safety and ease of access for the disabled. Banning right had turned from Arthur St into Main Road is also a great idea. I personally never try to do this as it is much easier and safer to turn left and do a u-turn at the lights			Eltham VIC 3095
15621	Jul 03, 2021, 05:54 PM	Banning right turning traffic from Arthur St to Main Road is safe and sensible. The building of raised crossings may slow down traffic in Arthur Street so that they stop for pedestrians which they do not currently do at the upper crossing. How will the Woolworths semi trailers negotiate the raised crossing in its attempts to enter the delivery area of the supermarket? Pedestrians cannot access the upper crossing from Woolworths without encountering traffic turning in and out of the supermarket carpark. The development that has been allowed in Arthur Street with the many (nearly 20) traffic and / or pedestrian access points makes for a dangerous inaccessible unfriendly commercial area.			Eltham VIC 3095
15607	Jul 03, 2021, 12:32 PM	Great			Eltham VIC 3095
15590	Jul 03, 2021, 09:59 AM	I like the idea of an extra crossing at the Arthur St-Main Rd intersection but Arthur St is going to get more clogged and confused. Entry/exit points for Coles (two points side by side to monitor!), Woolies, Town Square plus two existing busy pedestrian crossings plus trucks trying to deliver to the mall and Woolies make this street crazy as it is. Another pedestrian crossing so close to the others and all these vehicle entry and exit points will mean chaos and impatient drivers. We don't need three crossings so close together. Banning right turns onto Main Rd is a great idea.			Eltham VIC 3095
15552	Jul 02, 2021, 11:31 AM	Has the concept of closing traffic to Arthur St in and out of Main Rd been looked at from a Traffic Model perspective? This intersection is not efficient and dangerous. Arthur St could be closed from Coles carpark entrance to Main Rd creating a mini mall. This could also provide an opportunity to link Town Center via Arthur St (mini mall) to St Laurence Lane with a new Signalised Paved Intersection across Main Rd, linking the 2 sides of the road, similar to Ringwood Station Linking to Eastland shopping centre on Maroondah Hwy.			Eltham VIC 3095
15544	Jul 02, 2021, 10:44 AM	As long as no additional pedestrian right-of-way signs are added, then this would be a good proposal. There is no sense in blocking traffic on Main Road by pedestrians who have a perfectly safe right-of-way crossing just a few meters up the road already.			
15502	Jul 01, 2021, 03:20 PM	The walkway at the entrance of Eltham Village should remain No other crossing is necessary Right turns into Main road should be banned			Eltham VIC 3095
15487	Jul 01, 2021, 01:00 PM	I really do not want a pedestrian crossing at the corner of Arthur and Main Road. I believe it is safer for pedestrians to walk to the crossing outside Chemist Warehouse.			Eltham VIC 3095
15387	Jun 27, 2021, 04:33 PM	Absolutely requires raised thresholds. Improved traffic flow with limiting right turn. Makes good safety sense. I support it.			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Main Rd/Arthur St	First Name	Last Name	Suburb/Township
15371	Jun 27, 2021, 02:19 AM	<p>I DON'T support banning Right turns from Arthur St into Main Rd. With Eltham being situated at the southern end of the Shire, substantial portion of the community who visit the Eltham Village precinct would be from the North and want to head North from Arthur St, as they cannot do this from Prior St. Any other option for these patrons involves U-turns or Rat-Running that creates more Congestion and could also be a deterrent for their patronage. This is counter productive to the Congestion Busting Fund mandate. Lets make it easier to visit the Shires largest Activity Centre instead of harder, Make it a Place that is a destination for the whole Shire to enjoy.</p> <p>Traffic Lights at Arthur St is a justifiable treatment for this busy intersection and would decrease the risk to pedestrians at this intersection. Cars have to cross over the busy 2 lanes of oncoming Main Rd traffic and immediately navigate a raised traffic treatment and give way to pedestrians all within the first 2 meters of Arthur St. There won't be a landing point to allow this to be a 2 step process. Delete the Dudley St Traffic lights if there is a problem with two in close proximity, or turn Dudley St into pedestrian lights, or situate pedestrian lights 20-30 meters south of the Dudley/Main St intersection. Arthur St is significantly more busy than Dudley St is and it would be much easier to enter Main Rd from Dudley St without traffic light signals than it is from Arthur St.</p> <p>I DO support Raised Zebra Crossings, PLEASE improve lighting substantially along this busy strip to further support pedestrian safety. PLEASE also take the opportunity to celebrate our artistic community and paint/design these Raised Zebra Crossings with colour & character.</p>			Eltham VIC 3095
15324	Jun 26, 2021, 11:06 AM	I still feel that 3 crossings along this street is too many traffic already stop frequently at two adding a third would make it near impossible to drive along the street			Eltham VIC 3095
15243	Jun 24, 2021, 05:23 PM	Looks mostly good but not sure why the one in the middle pic isn't raised?			Eltham VIC 3095
15221	Jun 24, 2021, 01:34 PM	I disagree with adding an additional pedestrian crossing right at the intersection as there's already one 20m away near the walkway entrance to Eltham Village which works well. An additional pedestrian crossing right at the intersection with a raise hump will cause accidents as drivers turning left or right onto Main St will need to look out for pedestrians walking in front of them as well as oncoming traffic along Main St and cars turning off main St turning into Arthur St. This is already a dangerous intersection and this proposal makes it worse.			North Warrandyte VIC 3113
15120	Jun 23, 2021, 01:53 PM	The new pedestrian crossing will cause havoc along Main Rd. Currently traffic banks back to Main Rd (and into the intersection) from the existing pedestrian crossing. DO NOT introduce a new pedestrian crossing. Banned right hand turns from Arthur St into Main Rd is an EXCELLENT idea.			Eltham VIC 3095
15037	Jun 22, 2021, 07:37 PM	The crossing aligned to Main Road and the one slightly further up should be merged into one raised crossing. The raised crossing aligned directly against Main Rd will mean waiting cars will block traffic on Main Rd impeding traffic flow. The two crossings would also be so close together as to make separate crossings redundant. The area along the Main Road crossing should be landscaped over blocking people for illegally crossing. More frequent U-turns and a longer U-turn lane at Dudley St intersection to account for increased usage due to the ban on right turns from Arthur St			Eltham North VIC 3095
15016	Jun 22, 2021, 05:07 PM	This proposal looks ideal. I have always worried about the pedestrian crossing closest to Bible street as the visibility is really poor as you drive down towards Main Road as the tree obscures potential pedestrians until you are almost on top of the pedestrian crossing. Having a raised walkway will remind drivers to slow down. The other two crossings will enhance safety also.			Eltham VIC 3095
14993	Jun 22, 2021, 01:32 PM	We like this!			Eltham VIC 3095
14969	Jun 22, 2021, 10:17 AM	<p>I think its a good idea to raise the existing zebra crossings currently in Arthur St to make them safer.</p> <p>I don't think the idea of a third raised zebra crossing at the intersection of Main Rd and Arthur St is such a good ideal. This will be dangerous as cars that want to turn tp turn right into Arthur St will be forced to stop in the middle of the road for pedestrians and thus blocking south bound traffic creating more congestion, and not less. The other reality is that to avoid being stuck in the middle of the road, some drivers turning right into Arthur St will try to beat pedestrians and I see this as an unacceptable risk for those pedestrians.</p> <p>Over time, I also think the crossing at the intersection of Arthur St and Main Rd will push more traffic onto Bible St which is a residential street.</p>			
14948	Jun 21, 2021, 07:47 PM	<p>Hi</p> <p>I'm worried about the proposed new crossing at main and Arthur St...we have two crossings already in Arthur street surely people can use those two ? Having one right at end of street will be difficult to turn right from main rd into Arthur st...if your watching oncoming traffic and then start to turn and then a pedestrian starts walking - you will be stuck in the middle of main rd possibly with more oncoming traffic ??</p>			Eltham VIC 3095
14920	Jun 21, 2021, 01:59 PM	Make Luck, Pryor, Arthur and Dudley street each one way between main Rd and Bible street. this will avoid cars creating gridlocks turning across of each other to get into the various car parks			

Contribution ID	Date Submitted	Thoughts on Main Rd/Arthur St	First Name	Last Name	Suburb/Township
14906	Jun 21, 2021, 09:52 AM	<p>As an ambulance paramedic although I fully support increasing road safety, raised crossings create huge issues for ambulance vehicles and significantly impact patient comfort especially those with traumatic injuries. Given the vehicles used to transport patients are the same or similar to delivery vans and trucks in terms of design and stability, I imagine this presents an issue also for delivery vehicles also. Raised crossings also effect turning circle estimations which can then cause further danger. This road is used very frequently by multiple delivery people as it accesses supermarkets and restaurants, it's also used on occasion by emergency services. Therefore it would be unsuitable to used raised crossings in this area. As an example, Dalton Rd, Mill Park/Epping have used these raised crossings on a frequent route to hospital and it causes daily issues for ambulances and patients and I would hate to see the same mistakes made here. They are fine in personal cars but it needs to be considered what other vehicles are frequenting this road.</p> <p>Secondly, I support the implementation of two zebra crossings, one in the existing location opposite chemist warehouse and the second further East on Arthur St. However I vehemently oppose the crossing immediately adjacent to Main Rd on the west end of Arthur St. Vehicles turning into Arthur street should be able to turn in at least 2 car lengths before reaching a crossing otherwise this will cause safety issues for pedestrians and create further congestion on the main road. It's a safety issue because pedestrians are more complacent when they feel they have right of way and drivers have a lot of stimuli when turning off a main road especially if turning right from the south direction. They therefore may turn into Arthur street thinking it to be clear then immediately have to stop at a crossing which places the car in danger as well as running the risk of hitting a pedestrian. If the car is then stuck in main road waiting for the crossing to clear this creates both a hazard and a congestion issue. It is much safer to allow pedestrians to either cross when clear or use the pedestrian crossing slightly east. Furthermore, having 3 pedestrians crossings in one street all in close proximity will create driver frustration and therefore more likely to cause an impatient driver to run the risk of driving through on a smaller gap between pedestrians because they feel they might otherwise never get through. This would obviously present further risks to pedestrians and therefore have the opposite effect to what is intended.</p>			St Andrews VIC 3761
14893	Jun 20, 2021, 11:21 PM	If you ban right hand turn onto Main Rd you will cause huge congestion in woolworth's undercover carpark. People will be diverting to next streets to get to main Rd roundabout and it will be chaos and dangerous. Bad idea			Eltham VIC 3095
14857	Jun 20, 2021, 10:42 AM	Happy to replace existing crossings with the raised ones. Happy to ban right hand turns from Arthur St onto Main road. Not happy about getting a pedestrian crossing right on the corner of Arthur st. It will cause accidents, pedestrians will get hit by cars and turning from Main Rd into Arthur st will become even more of a nightmare than it already is.. the crossing further up Arthur street already causes traffic to bank up. I really believe pedestrian crossings on the corner of our busiest streets(Main Rd & Luck St) are accidents waiting to happen. Not a wise move at all!			Eltham VIC 3095
14821	Jun 19, 2021, 03:47 PM	Fine.			Eltham VIC 3095
14806	Jun 19, 2021, 03:18 PM	Banning right turns onto Main St is FANTASTIC! It does make the Cecil St no exit to Main Rd make less sense though as to go north, there's now only the lights on Dudley or the roundabout at Luck. Up Arther to Bible and over to Cecil is an easy way to avoid the more congested bits altogether.			Eltham North VIC 3095
14802	Jun 19, 2021, 03:13 PM	Support the raised crossings. However, if turning right is banned, and you close exits from Cecil St, this would affect both my options for exiting the shopping area and force me to travel further along Main Rd adding to congestion rather than improving it. Currently I exit Coles Carpark and turn right up Arthur St, then left onto Bible, then left at Cecil and straight across the intersection onto Diamond St, in preference to my other option of turning right from Arthur St onto Main Rd. If you prevent exit from Cecil across the intersection, our options will be to exit Bible by turning left down Luck St and turning right and adding to congestion at the roundabout, or to exit any of the side streets left onto Main Rd then find somewhere to make a U turn (!) or travel the long way around to get home, adding extra traffic and pollution to our roads. I don't think this one has been well thought out. All traffic flows need to be assessed or you will drive people away from the centre if other equidistant shops are easier to access.			Eltham VIC 3095
14787	Jun 19, 2021, 02:24 PM	I support these ideas.			Eltham VIC 3095
14778	Jun 19, 2021, 01:59 PM	Why? Leave the crossings as they are. Is there any evidence of issues/pedestrians being hit on the current crossings? This is ridiculous waste of money			Research VIC 3095
14720	Jun 18, 2021, 09:31 PM	I would not like to see the raised pedestrian crossing at the main rd Arthur st intersection as it is too dangerous with drivers attention looking for on coming traffic when turning right into Arthur st from main rd. The placement of the existing ones in Arthur st are enough but agree raising them could be beneficial. I agree with the no right turn option.			Eltham VIC 3095
14714	Jun 18, 2021, 07:18 PM	Very sensible. Those right turns are ridiculous.			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Main Rd/Arthur St	First Name	Last Name	Suburb/Township
14674	Jun 18, 2021, 03:28 PM	do you really need 2 crossing in a couple of metres of each other. we walk to the crossing at the shops - dont you think directing pedestrians away from the main rd intersection and less than 5 metres up the path to cross at the existing crossing makes more sense? The volume of traffic that turns into this area will be significantly hindered by the additional crossing and trying to get across main road. I am all for upgrading the crossing - they could use it but this feels like overkill - are you just trying to spend money??			Eltham VIC 3095
14644	Jun 18, 2021, 12:56 PM	Align the crossing at the end of Arthur st with the building line (elle bach), moving the crossing back into the street, giving enough space for one car between the crossing and main road. Might as well include the existing tree in the new gardenbed, at the crossing closest to the town mall.			Diamond Creek VIC 3089
14623	Jun 18, 2021, 12:06 PM	Love it			Eltham VIC 3095
14594	Jun 18, 2021, 10:31 AM	Looks good, as stated in other feedback watch the steepness and height of the raised areas to avoid making it terrible for emergency vehicles (think Ambulance with a patient in the back) and delivery trucks.			
14583	Jun 18, 2021, 09:22 AM	Support			Diamond Creek VIC 3089
14570	Jun 18, 2021, 07:44 AM	This is a very dangerous place for a new zebra crossing. This is a high volume intersection that is not easy to navigate as a vehicle as it is. Pedestrians (I am regularly one if them) happily go up to the existing crossing which functions well. I strongly question the need for a crossing here given the risks it is going to introduce. I do not support removal of right turn, there are already limited options for right turns in to main road this will ferry ALL vehicles to do the rat run through the underground car park to get across to Luck street which is already congested with vehicles turning right at th free roundabout. AND you want to remove right turn from Cecil. Do not raise the crossings, serves little purpose and creates issues.			Eltham VIC 3095
14537	Jun 17, 2021, 05:11 PM	Looks great thanks			Eltham VIC 3095
14440	Jun 15, 2021, 09:53 PM	Proposals on Arthur Street sound great. Install zigzag linemarking on the approaches to all the zebra crossings. Install "bicycles excepted" sign under the No Right Turn as this is one of the few access points for commuter cyclists in Eltham to get to the train station without having to do a long detour to the Dudley Street intersection which is traffic congested and unsafe for cyclist to negotiate since there are no bike lanes or even a bike box.			Richmond VIC 3121
14413	Jun 15, 2021, 08:00 PM	Has cyclist safety been considered at proposed main/Arthur ped crossing, if cars turning left onto arthur are queued on main causing hazard for cyclists? I support raised ped crossings elsewherew if evidence shows this improves ped safety and will slow down cars			

Attachment 2.6 Comments on Main Road and Cecil Street proposals

Contribution ID	Date Submitted	Your thoughts on Main Rd/Cecil St	First Name	Last Name	Suburb/Township
17106	Jul 23, 2021, 11:11 PM	Not convinced of the need to block the left turn onto Main Rd. Signals can run for longer for Main rd traffic without the need to block the turn. Pushing more traffic up onto Bible street seems counterintuitive to getting rid of the Bible St rat run.			Eltham VIC 3095
17080	Jul 23, 2021, 08:15 PM	Agree that the two crossings are one too many. Closing entry to Main Rd or at least right hand turns could be beneficial. Concern that blocking traffic from Main Rd may just exacerbate use of residential streets or cause more congestion in EMAC streets.			
17060	Jul 23, 2021, 04:39 PM	2 To move the pedestrian crossing a few feet seems a nonsensical waste of money - better used elsewhere . Crossing is fine where it is . I can understand some of logic behind preventing exit west from Cecil St , but this will drive traffic (such as ourselves from Grove St) up to Luck St and out of roundabout , thereby increasing back up at roundabout down to lights at Diamond St/Cecil St .			Eltham VIC 3095
17044	Jul 23, 2021, 03:36 PM	To move the pedestrian crossing a few feet seems a nonsensical waste of money - better used elsewhere . Crossing is fine where it is . I can understand some of logic behind preventing egress west from Cecil St , but this will drive traffic (such as ourselves from Grove St) up to Luck St and out of roundabout , thereby increasing back up at roundabout down to lights at Diamond St/Cecil St			Eltham VIC 3095
17039	Jul 23, 2021, 03:12 PM	From the perspective of where i live in Cecil it makes little difference however residents whom live closer to Main Road on Cecil Street would be disadvantaged by longer travel times. Therefore i can understand their feelings towards this. As long as the changes sought to Bible Street occur (parking) than i would agree with the changes.			Eltham VIC 3095
17017	Jul 23, 2021, 02:07 PM	I agree with moving the traffic signals and crossing. However with no facility to turn into Main Rd the traffic will traverse the shopping precinct.			Eltham North VIC 3095
16967	Jul 22, 2021, 05:35 PM	I fully support the proposal to modify the intersection by closing egress to Main Road from Cecil Street. I consider this to be the most important element of the proposed package of works and is one of the few initiatives that will have a significant impact on reducing congestion. The complexity of the traffic signal phasing due to the need to link the signals with the rail crossing and the split phasing of the Diamond Street and Cecil Street legs results in this intersection to be the cause of most of the congestion along Main Road through Eltham town centre. Queuing at this intersection also affects the efficiency of operation of the roundabout at Luck Street. Even though I am an experienced traffic engineer, I don't fully understand the existing traffic signal phasing. There seems to be unnecessary delays to Main Road traffic, which at times are stopped at a red light whilst the level crossing is closed and there is no pedestrian demand to cross Main Road. In addition, there are often very short inexplicable green phases for Main Road traffic. The proposed partial closure of Cecil Street will allow the traffic signal operation to be simplified and ease congestion along Main Road. However, I recommend that a thorough review of the traffic signal phasing be undertaken to further simplify operation so that the signals are more predictable. I also recommend that a bicycle box be added to the left through lane on the Main Road south approach. There is currently a bicycle box in the left turn lane. However, with the proposed narrowing of Main Road to accommodate a wider shared path north of the intersection, road cyclists will encounter a pinch point as they are transitioning from the existing bicycle box as they head north.			
16932	Jul 22, 2021, 12:16 PM	- Is the cost of moving the signalised lights slightly South warranted? - Improve the curb side access and egress by all means. - Repair to the drainage system which always blocks up on the Northern side of Cecil St. near that intersection. - Most importantly, the congestion project is to help reduce "rat running" in the back streets of Eltham. Closing the westbound exit onto Main Rd will only increase people "rat running" through different streets to gain access onto Main Rd. This will then be done in an un-safe manner without the protection of lights, putting peoples lives in danger, especially in peak times. Additionally, during peak time those lights only operate every second sequence in the first place, reducing their hindrance on traffic flow.			Eltham VIC 3095
16858	Jul 20, 2021, 09:15 AM	Great idea.			Diamond Creek VIC 3089
16846	Jul 18, 2021, 06:55 PM	As Richard our local Postman already pointed out to council at the Community Hall held meeting, local residents only have two sets of lights to safely cross or turn right or left at Main Rd with traffic lights or one roundabout at Luck St. If you remove the ability to exit at Cecil St onto Main Rd, this reduces it only to one roundabout and one set of lights at Bridge St. You are setting up a dangerous traffic precedent as it will force locals to use the Luck St roundabout or lights at Bridge St, creating a long queue of cars for both exits during peak times. Again, your good intentions of having more people walk into and around Eltham central is impractical and will create a new set of traffic problems for residents who reside on the Bible St side of Eltham. The current Cecil St traffic light exit is regularly utilised by locals because it works. If it ain't broke, don't fix it! Yours sincerely Christine			Eltham VIC 3095

Contribution ID	Date Submitted	Your thoughts on Main Rd/Cecil St	First Name	Last Name	Suburb/Township
16773	Jul 16, 2021, 06:00 PM	The current situation is not dangerous. I regularly use Cecil street to access the station carpark, and have never, in all those years, encountered a problem with bike safety. So don't think it is necessary, there are more important use of resources.			Eltham VIC 3095
16755	Jul 16, 2021, 03:46 PM	I have no problem with moving the pedestrian crossing. I do NOT agree with closing Cecil Street to Main Road because - Bible Street is already very congested with traffic and parked vehicles; - Bible Street is often difficult to enter from Cecil Street, particularly during school drop off/pick up or peak hour - Cars are currently unable to pass in Cecil Street due to parked vehicles. If cars are lined up at the end of Cecil to enter Bible the cars are likely to be backed up right down Cecil Street not allowing any flow in either direction! Terrible idea sorry.			Eltham VIC 3095
16684	Jul 15, 2021, 02:37 PM	I think this is a good idea, but the main problem here is the very long delay after pushing the button as Vicroads has this signalling prioritising vehicle traffic over pedestrians. This ensures pedestrians make a dangerous dash across the road to get to the station. Another major hazard nearby is the carpark exit at the nearby medical centre on Main Rd. Cars prop on the footpath blocking pedestrians, and they are oblivious to pedestrians attempting to proceed north on the path to the reserve as they are watching north for a gap in the traffic. I have nearly been hit on the footpath there three times due to this situation. Signage at this exit for drivers to 'watch for pedestrians and keep off the path' is required at the very least.			Eltham VIC 3095
16075	Jul 12, 2021, 10:12 AM	This looks to have the potential to shift the traffic congestion to the side streets where the shops are. It's already hard enough to get in and out of the car parks on Pryor and Arthur street. You'll also likely see an increase of cars using Commercial Place to enter Main Road (as they do now). As a pedestrian, crossing Main Rd at Diamond Street is terrifying. Cars coming from Diamond Street heading south on Main Rd do not consistently check for pedestrians and I've nearly been hit multiple times in 18 months. The pedestrian crossing on Luck Street and Commercial Place is also very scary. Cars cannot see (or aren't looking for) pedestrians crossing and I've had a lot of near misses as a pedestrian here. Yes, Eltham has a car congestion problem, but with the terrifying pedestrian crossings and lack of bicycle infrastructure in the area, can you blame people for driving everywhere?			Eltham VIC 3095
15921	Jul 10, 2021, 02:00 PM	We support moving the pedestrian crossing slightly but do not support closing Cecil Street exit westbound to Main Rd. Cecil Street provides convenient access to both Main Rd, and Diamond Street. If congestion along Cecil Street is an issue it would be better to remove some of the parking along Cecil Street, or only allow parking at non-peak periods. I imagine that most cars parking along this road are parking there for the train station anyway, so they should park elsewhere.			Eltham VIC 3095
15889	Jul 09, 2021, 05:16 PM	Agree with proposal			Eltham VIC 3095
15812	Jul 07, 2021, 03:10 PM	Closing Cecil Street to westbound traffic prevents Woodridge residents from having direct access to CLC, Tennis Courts, Scouts Hall etc. It will force us to go down Luck Street and around the roundabout in Main Rd causing more congestion in that area at peak times. The length of time the green light is on at the end of Cecil Street is very short (only about 4 cars can get through at a time)so hardly holds the traffic up in Main Road.			Eltham VIC 3095
15810	Jul 07, 2021, 02:41 PM	This doesn't seem to add much value. Save council money for better impact projects.			Eltham VIC 3095
15659	Jul 04, 2021, 10:28 PM	I think the closure of the westbound exit will only create more traffic along Luck and Arthur streets. I don't support this plan			
15627	Jul 03, 2021, 09:40 PM	I think this is an excellent idea, both for pedestrian and cyclist safety and for traffic flow.			Eltham VIC 3095
15615	Jul 03, 2021, 05:23 PM	Your map lists Cecil Street as a major intersection - but not so Luck Street and Main Road. The proposal to close the westbound exits - north and south? and only allow traffic to enter Cecil Street which is then to be two way but exiting in Bible Street does not address the needs of residents who live in the Woodridge area to access businesses between Cecil Street and Wattle tree Roads - eg Physiotherapists, Medical Centres, Dentists etc other than weaving around Beard St, Renshaw Drive, Batman Road, Park Road to exit at Wattle tree Road. The current right turn arrow into Main Road north is a very safe access to these services. The street is too narrow for vehicles to be parked on both sides of the street.			Eltham VIC 3095
15602	Jul 03, 2021, 12:20 PM	Cecil Street exit should not be closed as it will force traffic to use Luck Street and increase vehicle congestion. Luck Street roundabout is often clogged in all directions and dangerous to pedestrians. Pedestrians cannot be seen on existing Luck Street pedestrian crossing when traffic is banked up. Cecil Street should only have parking on one side			Eltham VIC 3095
15556	Jul 02, 2021, 01:58 PM	Agree			Hurstbridge VIC 3099
15543	Jul 02, 2021, 10:39 AM	This proposal will increase frustration for residents and users of Cecil Street by forcing them to use Luck Street to get onto main road. There is even less space for traffic to bank up waiting for the roundabout on Luck Street. This seems to add a couple of seconds time saved from Main Road traffic by trading off being stuck waiting for a break in traffic by Luck Street traffic.			
15497	Jul 01, 2021, 03:11 PM	I agree with this			Eltham VIC 3095

Contribution ID	Date Submitted	Your thoughts on Main Rd/Cecil St	First Name	Last Name	Suburb/Township
15380	Jun 27, 2021, 11:39 AM	This is exactly what we need to reduce car use and increase sustainable movement around the area.			Eltham VIC 3095
15361	Jun 26, 2021, 09:58 PM	Without data to the contrary I don't feel there is enough traffic coming out of Cecil St onto Main Rd to warrant such a major change to westbound traffic. There are better things to spend this money on. A minor shuffle of the pedestrian lights seems wasteful too.			Eltham VIC 3095
15333	Jun 26, 2021, 12:23 PM	Safety is key, Love this			Diamond Creek VIC 3089
15319	Jun 26, 2021, 10:57 AM	I feel this makes sense as the current set up does make some to keep traffic flowing			Eltham VIC 3095
15238	Jun 24, 2021, 05:15 PM	Looks good, go with the proposal.			Eltham VIC 3095
15220	Jun 24, 2021, 01:26 PM	The right hand turning light at the corner of Main St and Diamond St when driving southbound along main frequently won't turn green for almost 3 mins despite no oncoming traffic travelling Northbound - this happens to cars trying to turn into Diamond St to access the Eltham Station carpark, and these delays in waiting for the turn signal to change to green has led to multiple people missing trains. If the traffic light had no right turn red arrow it would be quite safe for cars to turn right into Diamond St from Main St when driving southbound in the morning, as they can clearly see if any on coming traffic approaches. Alternatively if the right turn arrow is switched off in the morning peak that would be a big help. This particular turn signal is not helping anybody and holds up Northbound Main St traffic which the whole Project is seeking to improve. If the move of the traffic light goes ahead to align with Cecil St please consider disabling/removing the main st southbound turn signal into Diamond St as it is a nuisance and only adds to congestion while contributing nothing to safety as it stays red when there's no oncoming traffic for up to 3 minutes.			North Warrandyte VIC 3113
15184	Jun 23, 2021, 10:38 PM	So eliminate access to Cecil St to help flow of traffic on Main Rd, with 40km speed limit, lights, roundabout, pedestrians, pushbikes etc. NSC youve got to be kidding!			Eltham VIC 3095
15116	Jun 23, 2021, 01:27 PM	If it does in fact add more signal green time to Main Rd, this is a good idea.			Eltham VIC 3095
15098	Jun 23, 2021, 11:45 AM	I hope you also improve the response time to people crossing. I see people giving up on the lights on a near daily basis.			
15053	Jun 23, 2021, 06:26 AM	Living on the west side of main road Cecil is our main exit to main rd. This is the road used to access the train station and cross the tracks to access childcare. Would need to go up Luck St and come back - not sure what that does to traffic flow having more residents use the roundabout at Luck St to access main road.			Eltham VIC 3095
15031	Jun 22, 2021, 07:26 PM	I have concerns with the proposal to not permit entry to Main Rd from Cecil St. I live approx 100m North of the Cecil St Intersection and use this controlled intersection to turn Right onto Main Rd to return home from the shops or visiting friends in town. The only other option to turn right onto Main Rd is at the Luck St Roundabout which is often heavily congested as priority is given to vehicles travelling along Main Rd. Further treatments here, beyond adding wombat crossings would be beneficial. Given the lights at Cecil St are vehicle activated, there is limited benefit to gain additional time for vehicles on Main Rd. I also don't see the full benefits of moving the crossing south. Most peds and cyclists who use this crossing are travelling along Main Rd and head to the Bible St Reserve. Those entering Cecil St cross on the south side of the intersection when approaching from the station. I would be happy to discuss this further. Many thanks, Mel			Eltham VIC 3095
15021	Jun 22, 2021, 06:01 PM	I think the cheaper and more effective way of improving flow through the intersection would be simply extending the green light time for main road through traffic. It has always been too short and causes too much build up of traffic back past Luck St. Certainly I think closing Cecil St would be a poor idea.			Eltham VIC 3095
15009	Jun 22, 2021, 04:48 PM	This looks great. I regularly walk here and this proposal makes sense.			Eltham VIC 3095
14988	Jun 22, 2021, 01:26 PM	We think this is a good upgrade and proposal for Cecil Street.			Eltham VIC 3095
14980	Jun 22, 2021, 11:01 AM	This is a very expensive change to move the crossing all of a few metres. Why not just widen the pedestrian line marking on the shops-side so that edge of the crossing sits closer to the Cecil St junction and leave all the (very expensive to remove) infrastructure as it is?? This would also result in the crossing not being cramped when both cyclists and pedestrians are crossing, as it is now. The image makes the crossing look narrower instead.			Eltham VIC 3095
14932	Jun 21, 2021, 05:40 PM	Bad idea as this will only increase congestion at the other already very busy intersections such as the roundabout. As a bike rider and pedestrian I find the huge wait to cross very frustrating but I don't think this is the answer.			
14918	Jun 21, 2021, 01:51 PM	Remove lights all together or get them synchronised with the railway crossing			
14840	Jun 19, 2021, 06:20 PM	Although there is a parallel path through the nearby reserve, a contraflow bicycle lane and bicycle lanterns could be beneficial for the Cecil St residents at least. Whether or not there is such a facility, improvements to the parallel path to upgrade it to a shared path standard and connect it to the signalised intersection (with bicycle lanterns) would be welcomed.			Craigieburn VIC 3064
14817	Jun 19, 2021, 03:44 PM	Disagree. I need to use Diamond Street and wait long enough as it is.			Eltham VIC 3095
14795	Jun 19, 2021, 02:55 PM	I don't support this. It works fine as it is.			Eltham VIC 3095
14783	Jun 19, 2021, 02:20 PM	It concerns me that it would take longer for pedestrians to cross main road here with increased green lgor time for main road traffic. Surely that diminishes the connection to the Diamond Creek Trail?			Eltham VIC 3095
14750	Jun 19, 2021, 10:35 AM	Sounds like a good idea			Eltham VIC 3095
14722	Jun 18, 2021, 10:17 PM	Makes sense			Eltham VIC 3095
14707	Jun 18, 2021, 07:13 PM	Mistake in earlier comment. I use this route daily from EEPS to my home on the other side of Diamond Creek in Eltham. This significantly disadvantages me on a daily basis			Eltham VIC 3095
14705	Jun 18, 2021, 07:11 PM	Makes complete sense. I have oftener wondered why this isn't in place already.			Eltham VIC 3095

Contribution ID	Date Submitted	Your thoughts on Main Rd/Cecil St	First Name	Last Name	Suburb/Township
14696	Jun 18, 2021, 06:43 PM	We use Cecil St to cross Main Rd into Youth Rd to go up into Eltham North. This avoids the Luck St round about or having to do a right turn from Pryor or Arthur St onto Main Road. No edit from Cecil St will be a major inconvenience.			Eltham North VIC 3095
14693	Jun 18, 2021, 06:38 PM	We use Cecil St to cross into Youth Rd and up into Eltham North. That way we can avoid the round about at Luck St. It would be a major inconvenience to have no exit from Cecil St.			Eltham North VIC 3095
14668	Jun 18, 2021, 03:14 PM	This is ridiculous. You are only going to push more traffic through the main shopping centre as people try and go north east on main rd after leaving Eltham East PS. There are no issues with pedestrian or cyclist safety at this point. My kids and I use that intersection daily and it does not have any problems. Huge cost which will only cause more problems			Eltham VIC 3095
14614	Jun 18, 2021, 11:51 AM	Positive tweaks to this intersection - good to see.			Eltham VIC 3095
14589	Jun 18, 2021, 10:26 AM	This looks good.			
14579	Jun 18, 2021, 09:19 AM	Support			Diamond Creek VIC 3089
14539	Jun 17, 2021, 05:15 PM	Is it also proposed that traffic coming west through the railway crossing and heading to Bible Street will still be able to cross Main Road to enter Cecil Street or will that traffic have to do a right hand turn into Main Road and then a left hand turn at the roundabout into Luck Street?			Eltham VIC 3095
14536	Jun 17, 2021, 05:07 PM	Is it proposed to change the current rule that traffic cannot make a right hand turn into Cecil Street from Main Road?			Eltham VIC 3095
14361	Jun 15, 2021, 11:16 AM	Nothing you can do with that intersection will do much to alleviate the flow on problem Northbound, created at Wattletree where traffic is routinely backed up. Southbound the pedestrian controlled crosswalk seems to make any claims of better traffic flow hit or miss.			Eltham VIC 3095

Attachment 2.7 Comments on Main Road Shared Use Path proposal

Contribution ID	Date Submitted	Thoughts on the Main Road Shared Use Path proposal?	First Name	Last Name	Suburb/Township
17105	Jul 23, 2021, 11:07 PM	Splitting the path around the pole is a poor outcome. I am not in favour the reduction in width of Main rd.			Eltham VIC 3095
17097	Jul 23, 2021, 09:51 PM	My concern is with the continuation of the shared path, along Railway Parade towards Edendale Farm. Half of the latter is unsealed, and in dry weather traffic, especially fast moving vehicles, creates a veritable dust storm that carries onto the track and affects pedestrians and cyclists alike. A relatively small investment to seal a couple of hundred metres would be very welcome by those two groups, as well as residents of Railway Parade from number 77 onwards.			Bend Of Islands VIC 3097
17095	Jul 23, 2021, 09:28 PM	<p>There is an intention to encourage more pedestrians and bike riding into the area by attempting to reduce the increasing volume of traffic. In looking at both options I am concerned for the 'unmentioned' removal of trees along Main Road - paper barks to be specific. These trees are important as they go some way to mitigating pollution and also traffic noise from Main Road. Underground power seems the best option although both options narrow the existing traffic lanes...in a road that is increasingly struggling with congestion, backed up at times from Wattletree Road intersection, a road I might suggest that is actually in desperate need of widening!</p> <p>Bike Riders and pedestrians will follow the track along Railway Parade between the intersection of Railway Road to Wattletree Road - this Parade has a railway track and an unmade dirt road...that dirt road is becoming with each passing year more of a health and safety issue esp during summer when the dust is bad despite the go slow dust hazard signage.</p> <p>There used to be a bike/walking path that ran along beside Judge Book - this was diverted to cross over the railway line. That track is still there and would be a wonderful solution to not culling trees or making traffic lanes smaller - it also removes the bike rider and walker away from traffic pollution and noise.</p> <p>I note too that there is no other part of the Diamond Creek Trail which is running alongside a dusty dirt road - unsealed and with increasing traffic - some of it heavy vehicles used in construction. The health and safety issue simply cannot be ignored as it has implications for causing the council trouble further down the track.</p>			I reside outside of Australia
17076	Jul 23, 2021, 07:52 PM	There is no facility to choose neither option. Reducing the Main Rd traffic lanes will slow the traffic resulting in increased driver anxiety as a result of build up from Wattletree Road traffic lights. This is turn will lead to more drivers taking a 'short cut' at Railway Parade which is an unsealed road. Directing an ever increasing number of pedestrians and bike riders onto the Diamond Creek Trail running alongside Railway Parade (which is a dust bowl in summer) is counter productive as more and more drivers use this dusty shortcut to outrun the traffic lights. In this residential street both Traffic Congestion and Lung Congestion will be increased!			Eltham VIC 3095
17074	Jul 23, 2021, 07:01 PM	Safer, more aesthetically pleasing, a wider path for pedestrian/cyclists is necessary.			
17072	Jul 23, 2021, 06:15 PM	More bike racks needed to encourage people to cycle to the shops, cafes and picnic spots. Need to be highly visible so riders realise where they are located, and also to deter theft. Some racks near to the Diamond Creek Trail in Alistair Knox Park too.			Eltham VIC 3095
17059	Jul 23, 2021, 04:37 PM	1. Preferred Option 2 but point out that there is no trail on Diamond St so to say this completes the DC Trail is incorrect – need to address this too			Eltham VIC 3095
17043	Jul 23, 2021, 03:28 PM	<p>Agree that current path is not safe for both walkers and riders . In fact it's signed as not a shared path at all., and that improvement would be welcome</p> <p>To say that this completes the trail is not correct . There is no shared path along Diamond St on east side of railway . , and I suggest that this be incorporated if funds allow , linking the two parts of the trail .</p>			Eltham VIC 3095
17041	Jul 23, 2021, 03:22 PM				Eltham VIC 3095
17014	Jul 23, 2021, 01:52 PM	Would prefer the entire bike path to be realigned on western side of railway line. It seems more sensible to spend money doing that now rather than providing a temporary fix now.			Eltham North VIC 3095
16985	Jul 22, 2021, 10:38 PM	Less obstruction and safer travel is best with number2, no pole.			Eltham North VIC 3095
16981	Jul 22, 2021, 09:38 PM	Wide path badly needed. Traffic lanes merge into one here so narrowing is of no concern			
16968	Jul 22, 2021, 05:50 PM	<p>If the poles are retained the clearance to the hazard (the poles) for cyclists will be sub-standard and there will be "pinch points" where cyclist and pedestrians will have to share a narrows sections of the path. Furthermore, there will be no separation between the traffic lanes and the shared path at these locations, which compromises safety.</p> <p>Priority for funding should be directed to underground the power at this location rather than removing the roundabout at Bible St / Arthur St intersection (which is unnecessary) or the upgrading the car parking at Central oval. I fail to understand how the latter project helps ease congestion or improves safety and therefore doesn't seem to meet the objectives of the Federal Government's program.</p>			
16930	Jul 22, 2021, 12:03 PM	Leaving the pole there will save \$400k - \$500k (this was the figure given at Geoff Paine's local meeting), which can be used more importantly elsewhere later on			Eltham VIC 3095
16920	Jul 21, 2021, 09:00 PM	We should not be narrowing the road here any more than required.			Eltham VIC 3095
16884	Jul 20, 2021, 08:56 PM				Eltham VIC 3095
16859	Jul 20, 2021, 09:17 AM	There needs to be a formal connection and path from the diamond creek trail into Eltham town and the train station. These are major trip generators and are not connected to this path			Eltham VIC 3095
16857	Jul 20, 2021, 09:13 AM	Used saved money elsewhere rather than on removing pole and putting power underground for such a small distance.			Diamond Creek VIC 3089
16850	Jul 19, 2021, 10:18 AM				

Contribution ID	Date Submitted	Thoughts on the Main Road Shared Use Path proposal?	First Name	Last Name	Suburb/Township
16838	Jul 18, 2021, 04:25 PM	Underground power always a better-looking option.			Eltham VIC 3095
16754	Jul 16, 2021, 03:40 PM				Eltham VIC 3095
16719	Jul 16, 2021, 09:09 AM	I cycle often along here and it would be great to have a slightly wider path.			Eltham VIC 3095
16682	Jul 15, 2021, 01:53 PM	Option with pole is dangerous as it steers riders out towards oncoming traffic, potentially fatal if an inattentive rider veers out beyond kerb!			Eltham VIC 3095
16180	Jul 13, 2021, 04:28 PM	There needs to be safe cycling route to the town center where the trail ends at Diamond St. As it is at the moment there is not much alternative but to cycle along the very dangerous and narrow footpath into town.			Eltham VIC 3095
16088	Jul 12, 2021, 11:25 AM	Long term, look at track re-alignment to separate it from Main Rd. and run along the metro-rail corridor behind the StVs property. Signage should be at the sports ground/ tennis courts to show the cycle/walk track linkage to the north, and similarly about Silver St. etc. to indicate linkage to the south. It should not depend on local knowledge to make the link. This would assist traffication (foot and bike) about the village. More bike parking hardware in the village will help commuter culture to get more cars off roads.			Eltham VIC 3095
16079	Jul 12, 2021, 10:30 AM	The first option is an accident waiting to happen. See https://www.bicyclenetwork.com.au/newsroom/2019/04/26/bruising-bollards-continue-to-cause-bother/ for reference. In addition, the path appears to have no protection from oncoming traffic. It would only be a matter of time before a cyclist is collected by an oncoming car or truck trying to pass a pedestrian. Although option 2 appears to be the safer one, there's no visual separation between the trail and the road. A grass median strip with no shrubs or trees looks less safe than the current state. In addition, there's no visible street lighting with the removal of the power pole which needs to be addressed. In relation to the eastern side of Main Road, why not consider a shared path here as well? Currently cyclists are too scared to ride down the east side of Main Road as there is no dedicated bicycle lane, so they ride down the footpath (which is unnecessarily narrow). This causes a safety issue for pedestrians who can't always see the cyclists coming. As a Main Road resident living on the eastern side, I'd love to be able to ride to the shops to get my groceries. The lack of bicycle infrastructure around Eltham prevents this, so we end up driving our car and adding to the congestion. Main Road has very deep verges - I don't understand why a shared path isn't being considered on both sides to encourage walking and cycling. I used to ride everywhere when I lived in Clifton Hill, but my bike is just sitting in the shed getting rusty since moving to Eltham.			Eltham VIC 3095
16033	Jul 11, 2021, 10:14 PM	I don't understand why anyone would pick option 1?			Montmorency VIC 3094
16010	Jul 11, 2021, 08:15 PM	please could you address the safety and screening of pedestrians next to main road? personally i find it very anxiety provoking and unsettling walking right beside main road with cars zooming by and honestly deters me from walking here. i feel unsafe. i think option one with the pole is better than option two, but please address the safety and comfort of the pedestrians walking/running/riding along a major road.			Eltham North VIC 3095
15922	Jul 10, 2021, 02:02 PM	Please remove the pole. This is already a very dangerous section of footpath along a very busy road, particularly with young children riding their bikes or making their way to/from school. Having a pole in the middle of the footpath just increases the danger, and will encourage kids to move closer to the road in order to walk around the pole. It would be good to also add some type of barrier or fencing to keep kids away from the road along this section of the footpath			Eltham VIC 3095
15912	Jul 10, 2021, 11:32 AM	better visibility of the northern path from south exit of track beside power facility - maybe a mirror			Eltham VIC 3095
15910	Jul 10, 2021, 10:31 AM	Before the new train marshalling siding was installed the footpath was on the other side of the train line adjacent to St Vincents. The majority of cyclists, myself included, go from Railway Pde and around past the tennis courts. If the path was reinstated there would be less traffic on the footpath next to the main road.			Eltham VIC 3095
15888	Jul 09, 2021, 05:14 PM	I can't believe that option 1 would even be considered putting the edge of the footpath right on the curb of the road and risk pedestrian safety! For that reason, option 2 is a much better option but is it worth the cost of underground power just to remove the power pole and narrowing the traffic lanes in Main Road, I don't think so, it's a waste of money			Eltham VIC 3095
15809	Jul 07, 2021, 02:40 PM	Please don't repeat the ridiculous design of the Bolton St footpaths with poles in the middle of the walkway :(Eltham VIC 3095
15658	Jul 04, 2021, 10:19 PM				
15626	Jul 03, 2021, 09:36 PM	As someone who uses this section of the shared path on a daily basis, as both cyclist and pedestrian, I think it's critical that the current situation be improved, as it gets very congested and potentially causes tension between pedestrians and cyclists. It's also quite dangerous coming out on to the main road footpath after crossing the railway line near the substation as it's difficult to see pedestrians or cyclists coming from either way. (Whilst there shouldn't be cyclists coming from the left there often are.) And pedestrians often don't expect cyclists to enter the path there so a warning sign would be good. Whilst this proposal would be a vast improvement on the current situation, ideally the bike path should continue on the other side of the railway line, instead of crossing the rail line and then back again.			Eltham VIC 3095
15614	Jul 03, 2021, 05:03 PM	Neither option is a suitable solution. Deviating around power poles is dangerous for pedestrians, riders and pram pushers. Narrowing the traffic lanes will increase congestion and potential accidents			Eltham VIC 3095
15598	Jul 03, 2021, 10:58 AM	Rather than grass between fence and path, use of a green wall (ivy, native climber etc).			Research VIC 3095
15592	Jul 03, 2021, 10:03 AM	If option 2 comes at a ridiculous cost, then option 1 is fine.			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on the Main Road Shared Use Path proposal?	First Name	Last Name	Suburb/Township
15577	Jul 03, 2021, 12:42 AM	Is it wise to reduce width of an already congested Main road? Particularly at this bottle neck section?			Eltham North VIC 3095
15567	Jul 02, 2021, 05:44 PM				Smiths Gully VIC 3760
15546	Jul 02, 2021, 10:56 AM	The obvious choice is option 2 without pole from an aesthetics point of view. In addition traffic lane will not be as narrow with option 2 with a reduced lane width being 3.5m instead of option 1 3.2m lane width.			Eltham VIC 3095
15539	Jul 02, 2021, 10:30 AM	<p>The main consideration for selecting option 2 is the safety for vulnerable road users along a busy stretch of road. Leaving the pole in place creates a hazard for people, who may be travelling in groups who would need to navigated this shared space with others on bikes, scooters, prams and small children.</p> <p>Vegetation - This area looks tired and unloved. Could there be a consideration for community ownership of this space, potentially in conjunction with the Nillumbik Gardens for Wildlife project. This could be used to promote the group, and the local flora that can be planted to attract wildlife like bees, and other pollinators.</p> <p>Turning lane access - with the narrowing of Main Rd, this area is already a pinch point for those travelling through Eltham, with traffic backed up right into the town center during peak hour. Entering or leaving this road can be difficult. Can I confirm that the existing turning lane into properties will remain for both options?</p> <p>If this project is to consider congestion busting in Eltham, this pinch point definitely needs to be addressed, whether that is widening the road, or creating dedicated center turning lanes to access residents and businesses in the area that would permit through traffic to continue along the road and not be held up by turning vehicles. Similar to the center turning lane on Thompsons Rd, Bullen</p> <p>Also, given the wide nature strips on the east side on Main Rd, developing a dedicated off-road bike lane may encourage more people to cycle into the town center to shop rather than jumping in their car for a short trip. The option to ride on the road in this section is not desirable for non-lycra cyclists, given the high congestion and no possibility of drivers being able to give 1.5 metres when passing. A shared or dedicated off-road path would be able to service the large number of businesses and residences on the east side of Main Rd.</p>			Eltham VIC 3095
15529	Jul 02, 2021, 08:51 AM	Option 2 is a complete waste of money- for minimal benefit. I would rather see the funds spent on linking the existing bike trail, from behind the football ground to the existing path/trail in the option.			Eltham VIC 3095
15379	Jun 27, 2021, 11:36 AM	This area also requires a safety barrier between the path and the road to slow/stop cars from hitting pedestrians on this busy stretch.			Eltham VIC 3095
15360	Jun 26, 2021, 09:44 PM	DO NOT DO EITHER. Widening the footpath this not worth the expense (which is not detailed here for public scrutiny) and do not reduce the road width.			Eltham VIC 3095
15331	Jun 26, 2021, 12:20 PM				Diamond Creek VIC 3089
15318	Jun 26, 2021, 10:55 AM	This will stop the possibility of power being disrupted should an accident happen and take out the pole			Eltham VIC 3095
15269	Jun 25, 2021, 09:58 AM	The traffic may bank up more with this option but it certainly looks better and feels more like an urban space that celebrates Eltham's part of the DCT. Often when riding a bike there is can be difficult and there are many users that walk and ride.			Eltham VIC 3095
15237	Jun 24, 2021, 05:13 PM	I don't like either option if it means the road will be narrowed. Too dangerous. This road really needs to be widened to allow 2 lanes each way where possible, if we narrow it and add a wider footpath all we've done is create a bigger problem down the track. The DC trail needs to go along away from main rd, this just won't work, no one wants to walk along this part of the road.			Eltham VIC 3095
15218	Jun 24, 2021, 12:58 PM	seems over the top to consider moving the pole's wires underground - as I pass that particular part of the pathway it is rarely "congested".			North Warrandyte VIC 3113
15186	Jun 23, 2021, 10:43 PM	How stupid could someone be to support pole option. No doubt thats the one Council will construct on recommendation of council officers. But i say NO POLE = NO BRAINER ,			Eltham VIC 3095
15115	Jun 23, 2021, 01:21 PM	Reducing the sized of Main Rd, excludes this project from the "Urban Congestion Fund". It will do the exact opposite			Eltham VIC 3095
15104	Jun 23, 2021, 11:59 AM	I quite like the without poles treatment as current with Poles but driver behaviour is currently quite aggressive as the road narrows to one lane. I am concerned that if the road becomes narrower even earlier aggressive driver behaviour may well escalate and mean cars moving onto the grassed area. I am sorry but my concern is that drivers are becoming less caring about what they do on the road and that this will only escalate if poles are removed. Having the risk of hitting a pole is more likely to save a pedestrian.			Eltham North VIC 3095
15096	Jun 23, 2021, 11:43 AM	<p>The with pole option has the path very close to the traffic lane and its not hard to consider my children (in particular) panicking and falling into oncoming traffic.</p> <p>The no pole resolves this issue providing a small buffer between the path and the traffic lane.</p> <p>I also note that trucks and buses regularly use main road and having the 3.5m lane would provide space to buffer these vehicles from the path.</p>			
15066	Jun 23, 2021, 08:57 AM	trail is too congested at times, need more trails that interconnect in outer areas not just in kew.			Diamond Creek VIC 3089
15052	Jun 23, 2021, 06:20 AM	Prefer the nature strip between the road and path for safety reasons.			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on the Main Road Shared Use Path proposal?	First Name	Last Name	Suburb/Township
15042	Jun 22, 2021, 09:38 PM	Keep it as far away from road as possible			Lower Plenty VIC 3093
15039	Jun 22, 2021, 08:10 PM	Keeping a pole is dangerous for cyclists. Option to remove would be much preferred.			Diamond Creek VIC 3089
15027	Jun 22, 2021, 07:05 PM	If the plan is to widen the footpath, it makes no sense to retain the pole. It will cause pedestrians and cyclists to pass right along the narrowed road rather than providing more space between path users and motorists. This would also reduce the narrowing of road lanes making for safer and smoother traffic flow. It has to be Option 2 otherwise just leave it as it is.			Eltham North VIC 3095
15023	Jun 22, 2021, 06:04 PM	The presence of the pole means that foot/bike traffic must travel closer to the road on this side.			
15019	Jun 22, 2021, 05:47 PM				
15008	Jun 22, 2021, 04:47 PM	It would be a good investment as it is far safer and aesthetically pleasing.			Eltham VIC 3095
14998	Jun 22, 2021, 03:53 PM	Option 2 still leaves a bit of a grass buffer to the road, making it safer. I would also prefer a fence of some kind to separate the road from the pedestrian and cycling lanes; this section is frequented by kids going to and from EEPS, and the proximity to heavy Main Road traffic is worrisome.			Eltham North VIC 3095
14973	Jun 22, 2021, 10:30 AM	A big gap in the proposal is the lack of continuation of bike trail INTO ELTHAM - the tight footpath allowance at the bottle shop and gym building in the train car park is DANGEROUS for pedestrians and bike riders. Please improve vegetation (eg Lomandra instead of grass nature strip and trees where possible) to prevent cyclists from riding off path by accident into the roadway (especially small kids), and to improve the aesthetics and environment. The existing AND proposed design does not reflect the character of our suburb: all the materials and concrete of the path alongside the railway fencing is an awful concrete jungle, and embarrassing in what is supposed to be a suburb with a natural feel and connection to the bushland around.			Eltham VIC 3095
14930	Jun 21, 2021, 05:36 PM	Concerned about the cost of option 2 but the very close proximity between the path and the narrower road is a potential danger for pedestrians, cyclists, particularly children.			
14916	Jun 21, 2021, 01:43 PM	Both are inadequate, need to remove the double lanes on this section of road and create a linked bike lane or dual path			
14905	Jun 21, 2021, 09:52 AM				Eltham VIC 3095
14904	Jun 21, 2021, 09:25 AM	Please ensure surfaces are adequate for road bikes and are wide enough to safely pass pedestrians so that cyclists will want to use the path and not revert to road use.			St Andrews VIC 3761
14902	Jun 21, 2021, 09:16 AM	Poles in bike lanes are a major hazard. Also option 1 asked bikes to ride right next to cars and narrows the lanes too much			Eltham VIC 3095
14895	Jun 20, 2021, 11:36 PM	Neater and cleaner, pole is an eye sore			Eltham VIC 3095
14883	Jun 20, 2021, 08:36 PM				North Warrandyte VIC 3113
14858	Jun 20, 2021, 10:45 AM	I hate the thought of narrow roads as we have a lot of bike riders to contend with, plus it's a very busy road!			Eltham VIC 3095
14833	Jun 19, 2021, 05:03 PM				Eltham VIC 3095
14815	Jun 19, 2021, 03:43 PM				Eltham VIC 3095
14794	Jun 19, 2021, 02:52 PM	Looks better and functions better. As a general rule we should be planning to move as many services as possible underground in our fire-prone shire.			Eltham VIC 3095
14792	Jun 19, 2021, 02:43 PM	It isn't really an option having narrow "one-way" paths surrounding a pole. I use quotes for "one-way", because I believe walkers are not legally required to keep left and bike riders should keep left only where they can. The description of the options does not mention include the details of underground power. For what distance? How many poles? What category of power? Is relocation of poles possible? I'm sceptical. Talk about being sceptical, the claim "both options will complete the Diamond Creek Trail" is farcical. How does the Diamond Creek Trail cross the railway tracks at Diamond Street (and the newer crossing further out)! It is not lawful, as far as I know, to ride a bike across a railway pedestrian crossing. The Diamond Creek Trail (or any off-road path for bike riding) does not continue across railway tracks where there is a level grade pedestrian crossing. Simple as that. It is wrong to say the Diamond Creek Trail will be complete, and saying it is could limit options for future grants and funding to improve the railway crossings (not to mention the route of the path on the other side around the tennis courts).			Craigieburn VIC 3064
14781	Jun 19, 2021, 02:14 PM	Not a lot of difference practically. If removing poles cost a lot, the money might be better elsewhere.			Eltham VIC 3095
14779	Jun 19, 2021, 02:07 PM	do not support this at all. It is very problematic to share commuters and bikes and then to decrease the driving lanes, how will people walk their pets when bikes will be screeching along, there are going to be accidents			Research VIC 3095
14758	Jun 19, 2021, 11:19 AM	It's probably a good idea. How bike riders move around the tennis courts and cross the road safely is also an issue.			Eltham VIC 3095
14755	Jun 19, 2021, 11:04 AM	This is more visually appealing but less safe as it puts people too close to cars. Why not move the path right up against the fence?			Kangaroo Ground VIC 3097
14754	Jun 19, 2021, 11:00 AM	Option 1 is more attractive but puts people too close to cars.			Kangaroo Ground VIC 3097
14749	Jun 19, 2021, 10:33 AM				Eltham VIC 3095
14721	Jun 18, 2021, 10:15 PM	If the with pole is going to be cheaper then I would select this option			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on the Main Road Shared Use Path proposal?	First Name	Last Name	Suburb/Township
14704	Jun 18, 2021, 07:10 PM	Reducing the width of an already congested Main Rd is madness. A better solution would be to negotiate a passage on the Judge Book village side. The detriment significantly outweighs the advantage.			Eltham VIC 3095
14703	Jun 18, 2021, 07:06 PM				Eltham VIC 3095
14702	Jun 18, 2021, 07:05 PM	I do not support either treatment. Please do not narrow Main Road. I don't understand why a path a path cannot be constructed to Railway Parade. Eltham residents and road users should not be further impacted by this path. I would ask you look at other options, these cannot be the only way to solve it			Eltham VIC 3095
14694	Jun 18, 2021, 06:41 PM	Option 1 pushes pedestrians closer to the road. Option 2 is safer			Eltham North VIC 3095
14692	Jun 18, 2021, 06:35 PM	Option 1 pushes pedestrians and cyclists closer to the road. Option 2 is safer			Eltham North VIC 3095
14673	Jun 18, 2021, 03:25 PM				Eltham VIC 3095
14667	Jun 18, 2021, 03:11 PM	I don't like either of these proposals - Why do you need to do this? Reducing the width of the traffic lanes will only cause more chaos on these roads - and this work will not assist in reducing traffic as people still need to drive to get around the suburb and to get to work.			Eltham VIC 3095
14641	Jun 18, 2021, 12:50 PM	With pole is not as safe a option, especially with the westbound ped/cycle traffic going so close to the road.			Diamond Creek VIC 3089
14613	Jun 18, 2021, 11:51 AM	Looks fantastic. As a cyclist though, please do what you can to remove the pole. Pedestrians and cyclists already have a hard enough time keeping left!			Eltham VIC 3095
14609	Jun 18, 2021, 11:39 AM				Eltham VIC 3095
14588	Jun 18, 2021, 10:25 AM	Please do not reduce the width of the road here, remove the pole.			
14576	Jun 18, 2021, 09:14 AM	Folks are less likely to deviate around a pole and will take the shortest route possible with potential interface conflicts. But if Option 1 is kept, getting rid of the current path and making it less narrow, along the fence, is a strange move.			Diamond Creek VIC 3089
14566	Jun 18, 2021, 07:24 AM	Option 1 puts children and vulnerable users way too close to road. Pole is also a safety obstruction.			Eltham VIC 3095
14563	Jun 17, 2021, 10:35 PM	Screening off the ugly power sub-station would be worth-while aesthetically.			Eltham VIC 3095
14540	Jun 17, 2021, 05:15 PM	That looks beaut and is great!.. just the other day I had to wait for pedestrian to pass because of that pole.. certainly in the way... thank you!			Eltham VIC 3095
14492	Jun 16, 2021, 09:44 PM	The words above don't match the photos - the description of options needs to be switched!! The works fail to consider the impact on on-road cyclists. Given both options include widening of the footpath into the road, an on-road bike lane painted green should also be included. Regular cyclists don't ride on shared use paths and this is a popular weekend route to St Andrews and Kinglake. The works should also include upgrading the DC trail along Diamond Street, including signage, as it is unclear where to go once you get to Diamond Street! The planners should ride from both directions and see for themselves or watch the faces of those when they get lost! RTAC member.			
14477	Jun 16, 2021, 04:19 PM				Eltham VIC 3095
14450	Jun 15, 2021, 11:06 PM	Would be nice to also have a barrier/fence to separate the path from the road along this section of the trail. Riding along here with children is very stressful. One little wobble on their bike and they can end up on the road.			Eltham VIC 3095
14433	Jun 15, 2021, 09:12 PM	Widen shared path to 3 metres with min. 0.5m verges on either side so that there is adequate space for two people to walk side-by-side and a cyclist to ride in either direction or overtake safely			Richmond VIC 3121
14427	Jun 15, 2021, 08:47 PM	This a hazardous section of this shared path for cyclists versas pedestrians and is the worst section in eltham. Road narrows later anyhow			Eltham VIC 3095
14378	Jun 15, 2021, 04:43 PM				Eltham VIC 3095
14360	Jun 15, 2021, 11:04 AM	Using that stretch of 'not the trail' every few weeks on a bicycle I understand why the pole should be removed and some trees pruned, but when budgets are tight I am confused why the fairly dramatic options are on the table rather than removing the pole, pruning trees, and underground utilities.			

Attachment 2.8 Comments on Main Road and Luck Street proposals

Contribution ID	Date Submitted	Thoughts on Main Rd/Luck St	First Name	Last Name	Suburb/Township
17107	Jul 23, 2021, 11:19 PM	all for making all the Pedestrian Crossings safer - raised treatments, lights better lines of sight. Putting the crossing at the corner is only going to result in any cars entering Luck St blocking Main rd whilst the wait for Pedestrians to cross. Creating congestion not busting it. Having two Pedestrian crossings on Luck st mere metres apart is a needless duplication. Putting in a treatment / barrier (garden bed) to stop pedestrians crossing at the corner and forcing them up to the current crossing on Luck St instead of building another crossing would be a better outcome whilst improving pedestrian safety.			Eltham VIC 3095
17100	Jul 23, 2021, 10:08 PM	The clearer zebra crossing and larger traffic island will make it safer to cross Luck St			Eltham VIC 3095
17081	Jul 23, 2021, 08:21 PM	I have not seen pedestrians attempt to cross at the roundabout. Have concerns about introducing another crossing in the few hundred metres Main Road between Dudley and Cecil Streets.			
17061	Jul 23, 2021, 04:40 PM	3This is currently not a good crossing . However moving crossing point closer to roundabout will in my view create more of a traffic back up , as cars waiting for pedestrians to cross will be actually on the roundabout . Less reaction time too , for both cars and pedestrians			Eltham VIC 3095
17046	Jul 23, 2021, 03:40 PM	This is currently not a good crossing . However moving crossing point closer to roundabout will in my view create more of a traffic back up , as cars waiting for pedestrians to cross will be actually on the roundabout . Less reaction time too , for both cars and pedestrians			Eltham VIC 3095
17018	Jul 23, 2021, 02:10 PM	Basically agree but I do not want another set of lights if the current set at Midway arcade are not removed.			Eltham North VIC 3095
16999	Jul 23, 2021, 12:25 PM	I have no objection to this proposal but I question whether Council officers have considered the fact that vehicles turning right into Luck Street from Main Road south will block southbound traffic if they have to stop and give way to pedestrians on the crossing.			
16913	Jul 21, 2021, 02:59 PM	In most cases the level of road crossability (for pedestrians) at roundabouts is low - car drivers generally do not give way to waiting pedestrians and it is they who need to wait (in the heat or other poor weather conditions) for a gap in the traffic. The proposed crossing treatment in the current design form, of line marking on two sides, cannot adequately compensate for the lack of sight distance, speed and increased turning patterns for car movements. The roundabout would be better treated like the roundabout at the South Melbourne Market (Cecil St & Coventry St roundabout) which prioritises pedestrian firsts on all four sides. As it is the gateway and exit entry (along main rd) into the retail strip, dragging down speed by effectively making pedestrian priority will lower incident and provide more reaction times for cars. This enhances drivers behaviours to travel under the 40KM/hr through the retail zone.			Research VIC 3095
16887	Jul 20, 2021, 09:22 PM	agree			Eltham VIC 3095
16777	Jul 16, 2021, 06:13 PM	Like the new centre pedestrian safe-haven in the middle of Luck street. Will it necessitate removing a car space in Luck street? People do not cross through the roundabout.			Eltham VIC 3095
16757	Jul 16, 2021, 03:56 PM	Whilst this may make crossing this busy road safer for pedestrians (MAY!), you don't show in your image the huge impact on roundabout traffic! What happens when someone wants to enter Luck St from the roundabout or left from Main Rd past the service station? The traffic will be backed up whilst vehicles give way to pedestrians totally blocking the roundabout and flow of traffic which is what you are trying to resolve! Rather than do this you MUST fix the current crossing! I would like to see - a crossing with lights (red light so the car has to stop the same as Main Rd near the Post Office) - bumps/strips on both sides alerting vehicles that a crossing is approaching (often people speed out of the roundabout OR turn left from Commercial PI without even looking at the crossing as they are too busy giving way to what is coming along Luck St!). My son and I have had multiple near misses using this crossing and on one occasion I was hit by a car against my leg. I wrote a complaint to the council and never heard anything back.			Eltham VIC 3095
16720	Jul 16, 2021, 09:13 AM	I like the crossing at luck street. i think people who want to cross main road there at the roundabout will continue to do so as there are already crossings at diamond st and a signalised (though excessively slow) pedestrian crossing available.			Eltham VIC 3095
16693	Jul 15, 2021, 03:28 PM	Something also needs to be urgently done to prevent Main Rd vehicle traffic clogging the roundabout when signals hold traffic up. I have contacted Vicroads without success many times on this topic. The current situation makes it almost impossible to exit the station carpark during busy times. Cars refuse to leave the roundabout clear. In other states a simple sign encouraging drivers not to enter roundabout (until they can continue beyond) is used but in Victoria the issue is completely ignored. Can council please see what can be done on this?			Eltham VIC 3095
16687	Jul 15, 2021, 03:02 PM	Very welcome - long overdue!			Eltham VIC 3095
16217	Jul 14, 2021, 10:02 AM	it will be very expensive to relocate the light pole			Eltham VIC 3095
16034	Jul 11, 2021, 10:16 PM	This will congers the roundabout			Montmorency VIC 3094
16012	Jul 11, 2021, 08:18 PM	this is a fantastic idea we really need a pedestrian crossing (zebra) here as proposed. i see many pedestrians almost get wiped out on this corner by cars zooming by. a fantastic idea!			Eltham North VIC 3095
15929	Jul 10, 2021, 02:09 PM	Sounds good.			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Main Rd/Luck St	First Name	Last Name	Suburb/Township
15890	Jul 09, 2021, 05:21 PM	Agree with this but need to remove the pedestrian crossing further east in Luck Street just west of its intersection with Commercial Place. Also I think the exit from the service station right on the corner of Main Rd and Luck St directly into the roundabout should be removed, a traffic hazard.			Eltham VIC 3095
15661	Jul 04, 2021, 10:41 PM	Do not add another pedestrian crossing. Traffic needs to be able to move through the Main Street to reduce congestion, not have it slowed by numerous crossings			
15628	Jul 03, 2021, 09:42 PM	Excellent idea			Eltham VIC 3095
15616	Jul 03, 2021, 05:32 PM	The entry to the commuter car park should not be in the middle of a roundabout - a raised pedestrian zebra crossing will only increase the congestion with cars stopping to enter that carpark. A crossing at the entry to Luck street increased danger to pedestrians who need to be aware of: traffic turning left from Main Road, traffic turning left from the service station, traffic turning right into Luck Street from the service station and traffic travelling left from Commercial Place.			Eltham VIC 3095
15603	Jul 03, 2021, 12:22 PM	Great			Eltham VIC 3095
15599	Jul 03, 2021, 11:00 AM	Raised ped path ok. Maintain green look on corners though.			Research VIC 3095
15584	Jul 03, 2021, 08:59 AM	Main Road is atrocious. Possibly something similar to the Sydney harbour bridge lane concept? We build a third lane (let's face it, there isn't enough space for 4) and the third lanes direction is dependant on the time of day? So morning, people leaving Eltham, 2 lanes dedicated to getting out, which then switches in the afternoon?			Eltham VIC 3095
15568	Jul 02, 2021, 05:49 PM	NO. It will cause more congestion as the left turn lane must stop constantly for pedestrian crossing.			Smiths Gully VIC 3760
15547	Jul 02, 2021, 11:08 AM	I do agree with the concept of raised threshold for pedestrian crossing. However I don't believe the asphalt surface treatment looks good. There is benefits with having a stone paver surface treatment to differentiate pedestrian priority (stone paver) over road asphalt surface. In addition, stone pavers soften the harshness of road (asphalt) surface and ties walking trail connectivity better. A good example of this is the pedestrian crossing on Maroondah Hwy Ringwood, linking Ringwood Railway Station to East Land Shopping Center			Eltham VIC 3095
15537	Jul 02, 2021, 10:21 AM	This proposal seems dangerous. Giving pedestrians the right of way here will block up the roundabout with traffic and risk cars and people being hit. There is already a safe zebra crossing with pedestrian right of way just a few meters up from this. People already cross here when it is safe to do so without stopping cars suddenly in the middle of the roundabout.			
15531	Jul 02, 2021, 08:59 AM	I believe that this intersection needs pedestrian lights, as traffic turning right at the roundabout make it a game of risk for pedestrians crossing here. When you commence to cross at this intersection, it may be clear of on-coming traffic, only for one to accelerate around the roundabout, and they are upon you before the driver realise that there is a pedestrian on the crossing.			Eltham VIC 3095
15498	Jul 01, 2021, 03:12 PM	I agree with this			Eltham VIC 3095
15385	Jun 27, 2021, 04:28 PM	Makes perfect sense. Fully support.			Eltham VIC 3095
15365	Jun 27, 2021, 12:12 AM	I support this raised Zebra Crossing, PLEASE take the opportunity to celebrate our artistic culture & paint the crossing artistically - colour & character instead of the ordinary & traditional crossing shown in the 'After' image. Also the traffic island will be wide enough to offer a landscaping opportunity. I do NOT support paid ticket parking detailed with #29. I do NOT support deleting 2 carparks on Main Rd near the proposed Pedestrian Crossing between Luck & Prior Sts.			Eltham VIC 3095
15334	Jun 26, 2021, 12:24 PM	Safety is key,Great Idea			Diamond Creek VIC 3089
15320	Jun 26, 2021, 10:58 AM	There is already a crossing just up from this people crossing here would stop traffic as it is so close to the corner			Eltham VIC 3095
15268	Jun 25, 2021, 09:55 AM	Cars drive very fast in Luck Street and I think this will definitely assist in making the street safer, and the 'hoons' less problematic, particularly at night. The crossing at Luck Street, near to the corner of Commercial Place and Luck St is used by many and often it is unsafe because cars do not stop or slow down at that pedestrian crossing as it's not raised. My only concern is people are going to walk across this part of the street anyway, we live at a unit right near that crossing and I would hope that people do not J walk near our drive way as it will make it hard to park safely having more walkers around that intersection. All in all I think it's a great development and support this idea.			Eltham VIC 3095
15239	Jun 24, 2021, 05:16 PM	Looks good. Agree with proposal.			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Main Rd/Luck St	First Name	Last Name	Suburb/Township
15117	Jun 23, 2021, 01:33 PM	The entrances and exits of the service station (and Subway) also need to be incorporated into the design. The exit right at the corner (in Main Rd) is a traffic and pedestrian hazard.			Eltham VIC 3095
15067	Jun 23, 2021, 08:59 AM	too narrow, make it one lane and parking or two lanes and no parking.			Diamond Creek VIC 3089
15054	Jun 23, 2021, 06:29 AM	Not sure how it helps congestion but good for safety as a pedestrian.			Eltham VIC 3095
15028	Jun 22, 2021, 07:18 PM	The crossing should be moved slightly further from the roundabout to allow for cars waiting for pedestrians to clear the roundabout and not hold up traffic on Main Rd.			Eltham North VIC 3095
15022	Jun 22, 2021, 06:04 PM	I believe these changes would only add to the congestion of the intersection.			Eltham VIC 3095
15010	Jun 22, 2021, 04:50 PM	This proposal is great. The raised walkway would make it far safer for pedestrians, and as a driver, I would be happy as visibility is not great in this spot.			Eltham VIC 3095
14989	Jun 22, 2021, 01:27 PM	We support this proposal			Eltham VIC 3095
14977	Jun 22, 2021, 10:44 AM	In a project of this size mand budget it is hard to see how vegetation comes last as a priority, as it appears to do so here. Council removed sizeable trees on Luck St alongside Bar Piccolo in recent years. They were not great specimens, but now there is no shade whatsoever at this intersection and it is very exposed and unattractive/feels unfriendly to walk through (please can the designers of this proposal walk this strip every day for a week in mid-summer). Also, there is an obvious opportunity to plant up the proposed central island (instead of having concrete infill) to break up the concrete and asphalt heat-generating expanse; this will also provide a psychological and low physical buffer between pedestrians and cars. And there is room for a street tree on the corner in front of Kebab Nation: traffic engineers may argue that a tree a car hazard, but if there were a traffic accident, it would be less dangerous for a car to hit a tree than a pedestrian or parked car if there was nothing there at all.			Eltham VIC 3095
14970	Jun 22, 2021, 10:22 AM	I think the existing zebra crossing on Luck St should be raised to make crossing safer. I don't think the idea of a zebra crossing at the intersection of Main Rd and Luck St is such a good ideal. This will be dangerous as cars that want to turn tp turn left into Arthur St will be forced to stop in the middle of the intersection for pedestrians and thus blocking south bound traffic creating more congestion, and not less. The other reality is that some drivers turning left into Luck St will try to beat pedestrians and I see this as an unacceptable risk for those pedestrians. Over time, I also think the crossing at the intersection of Arthur St and Main Rd will push more traffic onto Bible St which is a residential street. The existing crossing is not far from the intersection and is a much safer place to cross the road.			
14936	Jun 21, 2021, 05:56 PM	Excellent idea			
14917	Jun 21, 2021, 01:45 PM	Remove roundabout, constantly clogged by drivers who illegally enter the intersection without a clear exit			
14856	Jun 20, 2021, 10:34 AM	I think this type of crossing right on the corner is a danger to pedestrians. Cars are too busy looking at what is in the roundabout then when they go to turn into luck st the pedestrians could get hit or not be seen. It's better to have this crossing further in luck st where it currently is. We have a lot of elderly people who do not walk quickly across roads and who do not look before crossing the road. I can see people getting hit by cars using this type of crossing right on the corner of a busy street.			Eltham VIC 3095
14818	Jun 19, 2021, 03:45 PM	Good idea. Safer for pedestrians and clearer for drivers.			Eltham VIC 3095
14796	Jun 19, 2021, 02:57 PM	Neutral on this. Need data on numbers of accidents involving pedestrians to understand the scale of any issue here, since I haven't experienced any problems.			Eltham VIC 3095
14784	Jun 19, 2021, 02:21 PM	I like the raised crossing.			Eltham VIC 3095
14774	Jun 19, 2021, 01:50 PM	what is the purpose of a raised crossing? What a waste why not just a straight forward lines on the road crossing?			Research VIC 3095
14751	Jun 19, 2021, 10:36 AM	Support this			Eltham VIC 3095
14723	Jun 18, 2021, 10:19 PM	This will encourage pedestrian safety as at present vehicles do not have to give way to pedestrians at the intersection making it quite dangerous			Eltham VIC 3095
14709	Jun 18, 2021, 07:14 PM	Yep, this one makes sense unlike the first two concepts.			Eltham VIC 3095
14697	Jun 18, 2021, 06:47 PM	I don't think this will make any difference to people crossing Main Rd. There are already too many things around the Roundabout with the three different petrol station driveways and the parking driveway on the other side. With this proposal the confession will get worse with people waiting on the roundabout for pedestrians using the crossing.			Eltham North VIC 3095

Contribution ID	Date Submitted	Thoughts on Main Rd/Luck St	First Name	Last Name	Suburb/Township
14670	Jun 18, 2021, 03:22 PM	This intersection is challenging for pedestrians. The current crossing is badly positioned and it is difficult for cars to see people and also turn from the drycleaner into luck st. I dont know that these solutions will make a big difference.			Eltham VIC 3095
14619	Jun 18, 2021, 12:05 PM	Love it			Eltham VIC 3095
14610	Jun 18, 2021, 11:43 AM	Will having a greater visibility here create more of a pedestrian flow and therefore causing further backup of cars travelling through the roundabout? I also feel like there could be a better entrance to the train station car park opposite this roundabout as when you drive in and turn left, only one car can get in or out having to go around the curb and tree			Eltham VIC 3095
14581	Jun 18, 2021, 09:21 AM	The combination of the Luck St roundabout and Cecil St/Diamond St traffic lights causes major congestion - not just on Main Rd but also on Diamond St, Luck St, and getting out of the station/Liquorland carpark. Have you considered this major change? Install a new railway line crossing connecting Luck St direct across to Diamond St. Install traffic lights in place of the roundabout. Close off the current railway crossing at Diamond St and remove the traffic lights at Main Rd/Diamond St/Cecil St. Move the station/Liquorland carpark (which now becomes a road crossing the railway) to the other side of the building, at the blocked off end of Diamond St where the current railway crossing exists. This removes one of these '4-way' intersections, eliminating the bank up of traffic through the Luck St roundabout when the existing lights at Diamond St are red for Main Rd traffic. The railway line crossing and access to Diamond St is maintained, and car park area should be the same after being moved.			Eltham VIC 3095
14567	Jun 18, 2021, 07:32 AM	This will cause a bank up of cars impacting the flow of the roundabout, this is not a good idea. I have used both sides of this as a pedestrian many times and do not see the need, especially on the west side. Further, raised intersections are tedious for vehicle drivers and create additional wear and tear.			Eltham VIC 3095
14541	Jun 17, 2021, 05:16 PM	Looks fab bravo			Eltham VIC 3095
14430	Jun 15, 2021, 08:56 PM	These options don't work well with ex roads and exits from ex service station. Better to do nothing here and spend \$ elsewhere			Eltham VIC 3095

Attachment 2.9 Comments on Main Road and Panther Place proposal

Contribution ID	Date Submitted	Thoughts on Main Rd/Panther Place and York St	First Name	Last Name	Suburb/Township
17092	Jul 23, 2021, 09:10 PM	Much needed at Panther Place. York St not used by pedestrians frequently so don't see the need there.			
17065	Jul 23, 2021, 04:56 PM	This does not sound safe for traffic flow from the Bridge st/ main road lights			Eltham VIC 3095
17034	Jul 23, 2021, 02:42 PM	Agree			Eltham North VIC 3095
17012	Jul 23, 2021, 01:28 PM	I have no objections to the proposal but consider it to be low priority compared to other elements of the project. I would prefer to see a speed limit of 20 km/h implemented in Panther Place rather than 40 km/h.			
16890	Jul 20, 2021, 09:33 PM	Where is the concept art for this change? Cannot make an informed submission compared to the rest of the options.			Eltham VIC 3095
16880	Jul 20, 2021, 02:58 PM	I would like to bring to your attention an issue with the footpath at the southwest corner of Panther Place and Main Road. The current footpath on the west side of Main Road for pedestrians walking north, does not connect directly with the pathway into Alistair Knox Park. To access the path and the park you have to enter Panther Place roadway with your back to the traffic which is turning both left and right from Main Road into Panther Place. This creates safety problems for pedestrians, particularly if you are pushing a pram. Equally for pedestrians walking northwards in Alistair Knox Park towards the intersection of Main Road and Panther Place, they have to enter the Panther Place roadway several metres from the Main Road footpath alignment and cross at an angle to Main Road. Is it possible to create a short path to link these two footpaths or re-align the Alistair Knox park footpath to meet with the Main Road footpath at the intersection of Panther Place.			Eltham VIC 3095
16852	Jul 19, 2021, 10:44 AM	I do not support this proposal. I think pedestrians are clearly visible in these areas. If this proposal was to go ahead it would further encourage traffic onto bible street.			
16783	Jul 16, 2021, 06:38 PM	Dont believe that tis will be the outcome. Cars are slowed. Unless there is research to prove it I don't believe from personal experience that raised thresholds actually make a difference. Rather they distract a diver's attention, which is the opposite of what is required.			Eltham VIC 3095
16725	Jul 16, 2021, 09:24 AM	great			Eltham VIC 3095
15896	Jul 09, 2021, 05:44 PM	Again, way too many raised 'speed bumps', use traffic speed restrictions that can be enforced e.g. 40 km/h			Eltham VIC 3095
15623	Jul 03, 2021, 06:02 PM	These will increase pedestrian visibility and should allow safer crossing of Panther Place.			Eltham VIC 3095
15505	Jul 01, 2021, 03:24 PM	I agree with this			Eltham VIC 3095
15386	Jun 27, 2021, 04:30 PM	Makes perfect sense. Fully support.			Eltham VIC 3095
15370	Jun 27, 2021, 01:02 AM	I DON'T support a raised Zebra Crossing at York St / Main Rd, it is not busy enough to justify the spend or warrant the need. There are many other things to spend the Funding on. I understand the desire to add a Raised Zebra Crossing at Panther Place, my concern is that traffic southbound traffic on Main Rd that turn right into Panther Place will have to slow too much to navigate the raised crossing that they may create a danger to oncoming northbound traffic on Main Rd.			Eltham VIC 3095
15340	Jun 26, 2021, 12:32 PM	Good Idea			Diamond Creek VIC 3089
15246	Jun 24, 2021, 05:28 PM	Proposal sounds good but no pics so can't be sure what the changes actually mean.			Eltham VIC 3095
15226	Jun 24, 2021, 01:57 PM	I am against the use of raised threshold treatments and the assumption they add to safety - they were founyd to be not so after a safety review at Mill Park. IN any case at this intersection cars usually cant go fast as they exit Panther Place as they need time to check for oncoming Main St traffic - a Street light at that corner would be a big help as at night this is a VERY dark and poorly lit intersection. From the driver's point of view if you had a normal pedestrian crossing 20m away from the corner of Panther Place and Main st, on Panther Place itself you'd give cars enough time to turn into Panther Place when there's a break in the oncoming traffic from Main St AND give them time to see pedestrians crossing along a new pedestrian crossing 20m from that intersection, which is a more safer solution.			North Warrandyte VIC 3113
15185	Jun 23, 2021, 10:41 PM	My thoughts - get rid of the stupid spoon drain at entrance to panther place. Traffic will be able to move quicker. Thats how you help congestion - get traffic moving quicker and iut of the way, not blocked up and in everyones way. Easy peasy !			Eltham VIC 3095
15140	Jun 23, 2021, 03:31 PM	Good idea - probably needs a zebra crossing to allowing for children to cross and access the park			
15124	Jun 23, 2021, 02:09 PM	Cars along Main Rd need to be the priority. Cars turning off Main Rd need to be able to do so as quickly and safely as possible. If pedestrian crossings are needed, put them away from the intersection.			Eltham VIC 3095
15038	Jun 22, 2021, 07:58 PM	I live in York street. My son played football for Eltham. Many a time, when leaving Panther Place to York street I would turn left and go up Dudley street as I was to afraid to turn right out of Panther place. Is there any way that it can be made safer. Also a pedestrian crossing from Le Pine would certainly make it safer for pedestrians crossing to attend funerals and festivals.			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Main Rd/Panther Place and York St	First Name	Last Name	Suburb/Township
14982	Jun 22, 2021, 11:15 AM	No picture available. There should be a full zebra crossing for pedestrians at this intersection at library exit (ie between park and library corner). How about pedestrianizing the whole roadway between the library and the park?			Eltham VIC 3095
14976	Jun 22, 2021, 10:41 AM	I don't mind this, as long as they are not zebra crossings on intersections with Main Rd. These are too dangerous.			
14823	Jun 19, 2021, 03:49 PM	Disagree. Not required. A waste of money.			Eltham VIC 3095
14808	Jun 19, 2021, 03:22 PM	I use Panther place all the time and a proper pedestrian crossing would be great			Eltham North VIC 3095
14804	Jun 19, 2021, 03:14 PM	Support			Eltham VIC 3095
14789	Jun 19, 2021, 02:33 PM	Sounds good			Eltham VIC 3095
14716	Jun 18, 2021, 07:21 PM	Thumbs up			Eltham VIC 3095
14701	Jun 18, 2021, 06:59 PM	I also struggle with any need for this. There is no reason to need to cross Main Road at this point. It is a short walk to two seperate light controlled crossing points. Please don't waste money and add to traffic delays			Eltham VIC 3095
14676	Jun 18, 2021, 03:29 PM	No they wont			Eltham VIC 3095
14625	Jun 18, 2021, 12:07 PM	Love it			Eltham VIC 3095
14595	Jun 18, 2021, 10:31 AM	yep dangerous now so much better.			
14584	Jun 18, 2021, 09:22 AM	Support			Diamond Creek VIC 3089
14410	Jun 15, 2021, 07:57 PM	Not familiar with york st entrance but think its a good idea at panther place, especially with link between library/park/trail and town			

Attachment 2.10 Comments on Main Road and Pryor Street proposals

Contribution ID	Date Submitted	Your thoughts on the treatments at Main Rd/Pryor St	First Name	Last Name	Suburb/Township
17109	Jul 23, 2021, 11:26 PM	Approve of all enhancements to the existing Pedestrians crossings. The installation of a new crossing right on the corner is the same as Luck St. Any vehicle turning left will block Main rd causing congestion not busting it. Get the vehicles around the corner and off Main rd. Put in treatments to stop pedestrians crossing at this spot and force them up to the current crossing.			Eltham VIC 3095
17084	Jul 23, 2021, 08:34 PM	Seems ok for pedestrians. Drivers may not be in favour.			
17068	Jul 23, 2021, 05:01 PM	Sounds OK but not clear from picture what is planned at Woolworth car park to make that safe			Eltham VIC 3095
17067	Jul 23, 2021, 05:00 PM	okay			Eltham VIC 3095
17048	Jul 23, 2021, 03:43 PM	Sounds OK but not clear from picture what is planned at Woolworth car park			Eltham VIC 3095
17021	Jul 23, 2021, 02:15 PM	Agree			Eltham North VIC 3095
17004	Jul 23, 2021, 12:49 PM	<p>I support the proposed treatments but have several other suggestions that should be considered.</p> <p>Access for pedestrians into and out of the Dan Murphy's car park area is via the vehicle entry which is very narrow. This is a safety issue for pedestrians that must be addressed. This could be rectified by creating an access to the parking area for pedestrians just west of the pedestrian crossing that connects the Woolworth's and Dan Murphy's car parks. There may be a need to remove one car parking space.</p> <p>Zebra crossings should be installed across the entry to Commercial Place (near Miss Pryor cafe) and across the entry to the underground car park on the opposite side (near Third Chapter cafe). Vehicles turning into these roads often fail to give way to pedestrians even though they are required to by the road rules. Zebra crossings at these locations will reinforce pedestrian priority.</p> <p>I also suggest that an additional zebra crossing be installed across Commercial Place opposite the steps that come from the Aldi car park i.e. approx. 25 metres from the Commercial Place / Pryor St intersection.</p> <p>Finally, I suggest that the speed limit along Commercial Place be reduced to 20 km/h. This should be achievable without making Commercial Place a shared zone.</p>			
16888	Jul 20, 2021, 09:23 PM	agree			Eltham VIC 3095
16840	Jul 18, 2021, 04:35 PM	I think adding pedestrian crossings close to Main road will cause issues with the flow of traffic on main road. Having them further away (as currently in luck, prior and Arthur streets) seems more practical. I'm not sure if there's evidence that raised crossings are any better/safer and, if not, this may not be an efficient use of funding.			Eltham VIC 3095
16776	Jul 16, 2021, 06:10 PM	<p>Why? What's the point of raised as against ground-level crossings? They don't make people any more visible, and the proposed spots are not prone to 'hoon' traffic.</p> <p>Have there been any incidents at these 2 spots?</p> <p>If Council truly wants to beautify Eltham, remove the tarmac footpath on Main road and Pryor street and replace with something that looks nice, doesn't keep on being dug up for service replacement and is in keeping with the town.</p>			Eltham VIC 3095
16759	Jul 16, 2021, 04:00 PM	These are all great but can there be bumps either side as a warning for vehicles?			Eltham VIC 3095
16722	Jul 16, 2021, 09:21 AM	yay. much safer			Eltham VIC 3095
16690	Jul 15, 2021, 03:10 PM	Great idea			Eltham VIC 3095
16036	Jul 11, 2021, 10:18 PM	Great ideas			Montmorency VIC 3094
16013	Jul 11, 2021, 08:19 PM	i think that these adjustments need to take place.			Eltham North VIC 3095
15892	Jul 09, 2021, 05:35 PM	Not sure of benefit of raising the existing pedestrian crossings but agree with the additional one at the intersection of Main Rd			Eltham VIC 3095
15630	Jul 03, 2021, 09:48 PM	Excellent idea. The raised threshold crossings should be far more noticeable to motorists than the current crossings which many motorists seem to ignore. I've often had to jump out of the way.			Eltham VIC 3095
15618	Jul 03, 2021, 05:42 PM	These proposals would improve safety for pedestrians and provide more street crossing options.			Eltham VIC 3095
15605	Jul 03, 2021, 12:28 PM	The existing crossing on Comercial Place needs to be kept, otherwise pedestrians will just ignore the new crossings. Commercial Place is where the foot traffic is. Car frequently ignore people on the current crossings. Near misses are frequent.			Eltham VIC 3095
15600	Jul 03, 2021, 11:02 AM	Improved safety - can't go wrong here			Research VIC 3095
15571	Jul 02, 2021, 05:55 PM	NO, Why spend money raising existing crossings?			Smiths Gully VIC 3760
15549	Jul 02, 2021, 11:13 AM	I do agree with the concept of raised threshold for pedestrian crossing. However I don't believe the asphalt surface treatment looks good. There is benefits with having a stone paver surface treatment to differentiate pedestrian priority (stone paver) over road asphalt surface. In addition, stone pavers soften the harshness of road (asphalt) surface and ties walking trail connectivity better. A good example of this is the pedestrian crossing on Maroondah Hwy Ringwood, linking Ringwood Railway Station to East Land Shopping Center			Eltham VIC 3095
15500	Jul 01, 2021, 03:14 PM	I agree with this			Eltham VIC 3095
15389	Jun 27, 2021, 04:49 PM	<p>Yes 100% supported. These crossings need to be more visible to drivers.</p> <p>Eliminating ALL on-street parking on Pryor St from Main Rd up to Bible St would also improve traffic flow.</p>			Eltham VIC 3095

Contribution ID	Date Submitted	Your thoughts on the treatments at Main Rd/Pryor St	First Name	Last Name	Suburb/Township
15367	Jun 27, 2021, 12:28 AM	I support raised pedestrian crossings, there MUST be improved lighting to support these safety initiatives. PLEASE take the opportunity to celebrate our artistic culture and design/paint these Zebra Crossings with Colour & Character instead of plain & ordinary traditional style ones. I DON'T support 1hour Paid Ticket Parking as indicated with #25 involving Commercial PI.			Eltham VIC 3095
15336	Jun 26, 2021, 12:25 PM	Safety and looks good and visible			Diamond Creek VIC 3089
15322	Jun 26, 2021, 11:02 AM	I do not agree that we need three different crossings along this street one at the upper and one at the lower is enough I have no issue with these being raised to slow traffic flowing through here			Eltham VIC 3095
15270	Jun 25, 2021, 09:59 AM	All of these are needed and I fully support raise crossings.			Eltham VIC 3095
15241	Jun 24, 2021, 05:18 PM	These look great thanks.			Eltham VIC 3095
15224	Jun 24, 2021, 01:48 PM	I am against a raised pedestrian crossing - they have been found to reduce safety when implemented in Mill Park and are a waste of money. I'm against a pedestrian crossing right at the intersection as drivers already have to watch out for oncoming traffic along Main St without also having to check for pedestrians crossing the road in front of them - I can see cars will be parked on the crossing nudging out until they have a clear view of oncoming Main St traffic with pedestrians having to walk around them, If a pedestrian crossing is placed approx 20m from the intersection just as is the case right now at Arthur St that would be a smarter idea as none of the above issues then arise. Do not use raised pedestrian crossings - the project money can be better spent elsewhere.			North Warrandyte VIC 3113
15123	Jun 23, 2021, 02:02 PM	The pedestrian crossing at the corner of Main Rd should NOT be implemented. Cars turning left from Main Rd need to be the priority to help with the flow of through traffic.			Eltham VIC 3095
15102	Jun 23, 2021, 11:47 AM	Yes...finally!!!! This will make it much easier and safer to cross with the kids.			
15032	Jun 22, 2021, 07:27 PM	The crossing closest to Main Rd should be moved further away up Pryor St to avoid waiting cars blocking traffic along Main Road and impeding traffic flow			Eltham North VIC 3095
14990	Jun 22, 2021, 01:28 PM	Much better and safer for pedestrians. We support this proposal			Eltham VIC 3095
14974	Jun 22, 2021, 10:32 AM	I think its a good idea to raise the existing zebra crossings currently in Prior St to make them safer. I don't think the idea of a third raised zebra crossing at the intersection of Main Rd and Prior St. I think this will simply block up the left hand lane of south bound traffic creating more congestion, and over time traffic will migrate to Bible St and other residential streets in an effort to avoid Main Rd. I also think it will be dangerous for pedestrians with drivers wanting to turn left and racing pedestrians to avoid being held up. All these proposed zebra crossings will also push traffic to Bible St to access the shops and supermarkets in the Luck St to Arthur St precinct. Again, this pushes traffic into residential areas.			
14938	Jun 21, 2021, 06:00 PM	Definitely a good idea			
14820	Jun 19, 2021, 03:46 PM	Fine.			Eltham VIC 3095
14800	Jun 19, 2021, 03:07 PM	Raised pedestrian crossings is a good idea. To really make a difference though, Pryor St should be no exit onto Main rd and the driveway at Commercial Place realigned to be equal to or above the driveway for the underground carpark. There's too many driveways offset in a small stretch of road.			Eltham North VIC 3095
14798	Jun 19, 2021, 03:02 PM	Agree			Eltham VIC 3095
14786	Jun 19, 2021, 02:23 PM	All very good ideas. It's a bit fraught crossing Pryor at Main as it currently is.			Eltham VIC 3095
14725	Jun 18, 2021, 10:21 PM	The raised crossings and the additional one at main road will improve pedestrian safety			Eltham VIC 3095
14711	Jun 18, 2021, 07:16 PM	Smart. Good idea			Eltham VIC 3095
14621	Jun 18, 2021, 12:05 PM	Love it			Eltham VIC 3095
14591	Jun 18, 2021, 10:28 AM	Assuming there is evidence people do not slow down, and that raising the road like this works to help pedestrians feel safer and cars stop, then okay. Don't make them unfriendly to delivery trucks and emergency vehicles being too steep or high like many around these days. Travel across them in an Ambulance and you will now why I am saying this.			
14580	Jun 18, 2021, 09:20 AM	Support			Diamond Creek VIC 3089
14569	Jun 18, 2021, 07:37 AM	Do not raise the crossings. Creates wear and tear and potential damage to vehicles for little (if any) pedestrian gain. Three Ped crossings so close is over kill and will impact traffic flows.			Eltham VIC 3095
14436	Jun 15, 2021, 09:35 PM	Yes these new and upgraded zebra crossings are very much needed. Please integrate a minimum 1.8m splitter refuge island for pedestrians by narrowing the traffic lanes to max. 3.2m so that people crossing have more protection and comfort, and drivers slow down. It would also be good to have zigzag linemarking and advanced warning signs on the approaches to these zebra crossings.			Richmond VIC 3121

Attachment 2.11 Comments on Main Road and St Laurence Lane proposals

Contribution ID	Date Submitted	Thoughts on Main Rd/St Laurence Lane	First Name	Last Name	Suburb/Township
17110	Jul 23, 2021, 11:32 PM	Do not remove any parking bays! Realigning to 60 degrees will result in bays being lost impacting the Traders in that section. Taking out the Parking Bays on Main Rd for Garden Beds will impact the Traders in that area. The closure and placemaking of the Lane can be good if done properly and is embraced by the Traders on the lane.			Eltham VIC 3095
17085	Jul 23, 2021, 08:35 PM	Sounds good.			
17050	Jul 23, 2021, 03:49 PM	Fine			Eltham VIC 3095
17023	Jul 23, 2021, 02:17 PM	Agree. Again I would want only native/indigenous plantings.			Eltham North VIC 3095
16889	Jul 20, 2021, 09:31 PM	This results in a net loss of short term parking available for collection of takeaway. Agree with pedestrian crossings and changes to St Laurence Lane. Consider allowing the nearby restaurants to be able to serve food and/or alcohol to the seated area. Change should be considered with a closure to the carpark at La Zanya's restaurant and outdoor seating similar to what has been implemented at St Laurence Lane.			Eltham VIC 3095
16778	Jul 16, 2021, 06:16 PM	It's a bit hard to tell what is planned from the description. However, do agree with closing the Lane and landscaping it and making it suitable for outdoor dining. Not sure what 90 to 60 degrees means in terms of disabled parking as there are two disabled parks there, one parallel and one 'nose to curb' parking.			Eltham VIC 3095
16760	Jul 16, 2021, 04:01 PM	This looks great			Eltham VIC 3095
16723	Jul 16, 2021, 09:23 AM	sorry, pics not clear enough to see what is happening on main road re parking here. please provide more detail great idea blocking off the lane and levelling up the pavement			Eltham VIC 3095
16037	Jul 11, 2021, 10:19 PM	Laurence lane is a great idea. Unsure about the main road idea.			Montmorency VIC 3094
16015	Jul 11, 2021, 08:20 PM	i think this is a fantastic idea for safety and better use of st laurence lane			Eltham North VIC 3095
15927	Jul 10, 2021, 02:08 PM	Sounds great. Further landscaping along this section of Main Rd is desperately needed and help make it a more attractive place to eat out.			Eltham VIC 3095
15893	Jul 09, 2021, 05:36 PM	Agree			Eltham VIC 3095
15631	Jul 03, 2021, 09:57 PM	This will definitely be an improvement aesthetically. The inclusion of a disability parking space is a good idea. There also needs to be bike racks here and throughout the shopping precinct, especially near the cafes (attracting recreational cyclists) and near the supermarkets (I do almost all my shopping via bicycle) and at other places throughout the shire eg the Community Centre and other halls.			Eltham VIC 3095
15625	Jul 03, 2021, 08:37 PM	The St Lawrence Lane seating is not suitable for all abilities. Eg wheelchair cannot move close to the end of the table. You need to be able to climb into the seating. In regards to disability parking taking up one of the 9 car parks out the front of 927-937 will affect trade for the 5 business that rely on the parking spots that are already over used by other people in town eg post office There is already disability parking outside Healthability and the hearing centre.			Eltham VIC 3095
15619	Jul 03, 2021, 05:46 PM	This proposal provides pedestrians with greater safety but another exit for cars from the railway carpark needs to be provided south towards the Senior Citizens Hall, Library etc.			Eltham VIC 3095
15606	Jul 03, 2021, 12:30 PM	Great			Eltham VIC 3095
15574	Jul 02, 2021, 07:18 PM	Great that laneway will be better utilised. I'm Very concerned about the flow of traffic from the car park behind shops. The laneway leads to car park (near station) It is really dangerous due to the narrow entry and exit points both ends but especially near the station end. Pedestrians have nowhere to walk other than on the roadway. People from the bar spread out onto the roadway. It would be so much safer to make it a ONE WAY traffic flow.			Research VIC 3095
15551	Jul 02, 2021, 11:22 AM	I agree in making the area more usable. I believe there could be some opportunity to include outdoor dining in front of the restaurants on Main Rd tying the landscape treatment with St Laurence Lane. Parking may need to be parallel to accommodate more open space			Eltham VIC 3095
15501	Jul 01, 2021, 03:15 PM	I agree with this			Eltham VIC 3095
15388	Jun 27, 2021, 04:44 PM	Does this mean that all of St Laurence Lane will be closed, or just this Arthur St area? If just this one area, the placemaking and disability parking opportunities definitely outweigh the benefits of vehicle access to that street. Might need clarification to avoid public rejection.			Eltham VIC 3095
15369	Jun 27, 2021, 12:51 AM	I support permanent closure of St Laurence Lane to traffic. I DONT support the reduction of parking spaces adjacent to these shops on Main Rd. Please extend the parking spaces across the entrance to the laneway to increase parking opportunities here. There are 7 small businesses directly affected here + Healthability and currently only 8 adjacent 90 degree parking spaces, you have the opportunity to increase it to 10 spaces and still have an attractive laneway precinct.			Eltham VIC 3095
15362	Jun 26, 2021, 10:09 PM	I do not support reducing parking availability adjacent to the shops. I do support the permanent closure of St Laurence Lane. Parking should be extended across the closed entrance to St Laurence Lane & 90 degree parking should remain unless parking availability can be increased or sustained with the 60 degree parking proposed. DO NOT REDUCE PARKING AVAILABILITY			Eltham VIC 3095

Contribution ID	Date Submitted	Thoughts on Main Rd/St Laurence Lane	First Name	Last Name	Suburb/Township
15332	Jun 26, 2021, 12:23 PM	I Love the Proposal			Diamond Creek VIC 3089
15323	Jun 26, 2021, 11:04 AM	I don't see any problem with this but only benefit to those local restaurants that can use it for outdoor dining			Eltham VIC 3095
15309	Jun 26, 2021, 09:53 AM	Don't take any parking from the strip of shops as it will impact the businesses, particularly for take away pickups and quick shop drop ins, and the one one spot in front of nandos is extremely convenient so should not be turned in to kerbside landscaping. This will permanently narrow Main Road and reduce traffic flow.			Eltham VIC 3095
15242	Jun 24, 2021, 05:21 PM	Proposal looks great thanks. Please make sure it's not too industrial and bleak looking down the lane, currently seems like a lot of concrete going in - would like more earthy and organic, art, cobblestones, brick, some small plantings?			Eltham VIC 3095
15137	Jun 23, 2021, 03:22 PM	Great idea to open up the lane to people and better connect it to Main Road			
15122	Jun 23, 2021, 01:57 PM	Changing from 90 to 60 degrees is an excellent idea. It will stop cars reversing into these parks, that currently cause havoc along Main Rd.			Eltham VIC 3095
15033	Jun 22, 2021, 07:32 PM	Great idea and will add great value to the precinct			Eltham North VIC 3095
15014	Jun 22, 2021, 05:02 PM	I am unsure about these proposals as I believe that it is imperative that the local businesses are supported operate effectively, and removal of the car parking space outside the takeaway could have an impact. Also, as a patron of the Little Drop of Poison cafe bar, I am disappointed that the council has not supported this small business by allowing patrons to use the seating outside during the COVID-19 pandemic. These businesses are an asset to the local community, and deserve our support. A compromise could be that during the work to reform this area, the council levels the area directly outside the Little Drop of Poison venue to allow the proprietor to install better seating in this designated area.			Eltham VIC 3095
14999	Jun 22, 2021, 03:56 PM	Love the tree plantings.			Eltham North VIC 3095
14992	Jun 22, 2021, 01:31 PM	We like this proposal - more user friendly for pedestrians.			Eltham VIC 3095
14979	Jun 22, 2021, 10:57 AM	Please use decent-sized Australian eucalyptus species - not small European species as per the images, otherwise Eltham will just end up looking like anywhere in suburban Melbourne instead of having its own character. Please discuss with the community what species you are proposing before just saying, "the community supported our plan". Introducing kerb garden beds into the roadway is a vast improvement... why is vegetation not considered a priority for Luck St proposal?			Eltham VIC 3095
14937	Jun 21, 2021, 05:59 PM	Good idea if traders aren't impacted by potential reduced parking.			
14801	Jun 19, 2021, 03:10 PM	Closing St Laurence lane is a great idea, getting rid of that white fence will make it much easier for pedestrians			Eltham North VIC 3095
14799	Jun 19, 2021, 03:03 PM	Support.			Eltham VIC 3095
14759	Jun 19, 2021, 11:23 AM	Proposal looks great. It would give the main road a more attractive look and village feel.			Kangaroo Ground VIC 3097
14726	Jun 18, 2021, 10:23 PM	Good ideas			Eltham VIC 3095
14713	Jun 18, 2021, 07:17 PM	Is this just removing parking on main Rd? Can't see how the realignment works. Closing the lane - why not. It wasn't particularly useful anyway			Eltham VIC 3095
14681	Jun 18, 2021, 03:50 PM	The lane appears to have been taken over already. Ugly pink rocks have been dumped in place impeding pedestrian and bicycle use. If the space were to become permanently blocked it should be for use by all, not exclusively for the consumption of alcohol.			
14678	Jun 18, 2021, 03:31 PM	Improves flow and amenity			Eltham VIC 3095
14669	Jun 18, 2021, 03:18 PM	How many car parks are you taking away? This might look lovely, and I have no issues with the closure of the lane, however taking away car parking is not going to work - it will just create more chaos. You are not going to stop people driving to the town square because of distance and terrain. Whilst many people do walk currently, they will not walk to do their grocery shopping, or if it is late at night and they are dining out. Making these changes will not increase the number of people walking and decrease the traffic			Eltham VIC 3095
14622	Jun 18, 2021, 12:06 PM	Love it - great to open up the space more by removing the fence.			Eltham VIC 3095
14592	Jun 18, 2021, 10:29 AM	Looks better yes.			
14578	Jun 18, 2021, 09:18 AM	Support			Diamond Creek VIC 3089
14538	Jun 17, 2021, 05:13 PM	I think that the bars and eatery in this vicinity should have the rights to use those spaces as it will be more pleasant for their patrons			Eltham VIC 3095
14438	Jun 15, 2021, 09:43 PM	St Laurence Lane needs to have some kind of shade, vertical garden and/or street art wall murals. Main Road needs some bike hoops/corrals integrated into the new design; outside Coles and the train station.			Richmond VIC 3121
14414	Jun 15, 2021, 08:02 PM	Fully support this. Laneways will create a great vibe and opportunities for local artists and businesses. I also think extra opportunity for trees on main and in township is great.			

Attachment 3: Social media analysis

Nillumbik Shire Council – Communications & Engagement Eltham Urban Congestion Fund - social media analysis

A comprehensive Communications and Engagement Plan for the Eltham Urban Congestion Fund Project included a social media campaign via Council’s Facebook, Twitter and Instagram accounts.

Council’s Facebook Page has the largest following which resulted in the biggest engagement of the three social media channels for the campaign. This resulting in the posts being a major driver to Council’s Participate Nillumbik Website.

Instagram had modest engagement, with very few comments, while Twitter had very little engagement.

A summary of the Facebook interactions is provided below:

	Post 1 17-Jun	Post 2 22-Jun	Post 3 25-Jun	Post 4 25-Jun	Post 5 1-Jul	Post 6 8-Jul	Post 7 15-Jul	Post 8 19-Jul	TOTAL
Likes	45	19	19	14	34	36	0	14	181
Loves	7	1	2	0	4	0	1	2	17
Wow	0	0	1	0	0	0	0	0	1
Laugh	0	0	0	0	1	0	0	0	1
Angry	0	0	2	11	11	0	0	0	24
Sad	0	0	0	2	0	0	0	0	2
Shares	0	0	2	2	6	1	2	3	16
Comments (including those in shares)	82	16	30	37	175	76	2	8	426
Link clicks	177	46	25	31	64	39	8	30	420
Other clicks	1355	572	565	693	408	849	15	172	4629
Impressions/Reach	15003	6466	4912	3740	22031	110637	2100	2599	167488
Engagement	1797	658	651	792	706	1003	28	290	5925
TOTAL INTERACTIONS	18466	7778	6209	5322	23440	112641	2156	3118	179130

Definitions:

Impressions: the number of times post was on screen.

Reach: The number of people who saw post at least once.

Engagement: The number of times people engaged with post through reactions, comments, shares, views and clicks

Link clicks: Number of clicks on links within post that led to other destinations (Eg Participate page)

Other clicks: Number of clicks to profile name (Nillumbik Shire Council) and clicks of “see more” to read more about the post.

Facebook Post 1 – 17 June, 5pm (launch video)



**Eltham Urban
Congestion Fund Project**

 **Nillumbik Shire Council**
17 June · 🌐

Have you seen our ideas for making the Eltham Activity Centre more pedestrian friendly and connected?
Check them out and tell us what you think at <https://participate.nillumbik.vic.gov.au/congestion-busting>

Insights:

Likes: 45

Loves: 7

Comments: 82 (including those in shares)

Link clicks: 177

Other clicks: 1355

Impressions: 7681

Reach: 7322

Engagement: 1797

Facebook Post 2 – 22 June 9am (Main Road Shared Use Path)

 **Nillumbik Shire Council**
22 June · 🌐

We want to improve the Diamond Creek Trail in Eltham between Diamond Street and the railway substation on Main Road.

It is one of a range of ways we hope to encourage sustainable transport including walking and cycling in the Eltham Activity Centre.

We want to hear your thoughts on two options for the trail improvement. Find out more at www.participate.nillumbik.vic.gov.au/congestion-busting

A pop-up information session will be held at Eltham Town Centre this Thursday 24 June, 11am-1pm, when a Council officer will be available to answer your questions.

The Eltham Urban Congestion Fund Project is funded with \$5 million from the Federal Government.



 19  14 comments

Insights:

Likes: 19

Loves: 1

Shares: 0

Comments: 16

Link clicks: 46

Other clicks: 572

Impressions/reach: 6466

Engagement 658

Facebook Post 3 – 25 June 7am (new pedestrian crossings)

 **Nillumbik Shire Council**
25 June · 🌐

How easy do you find it to walk around the Eltham Activity Centre? We want to create a more pedestrian-friendly and connected area as part of the \$5 million Eltham Urban Congestion Fund Project.

A number of changes to improve pedestrian safety are being put forward for community feedback, including new raised pedestrian zebra crossings and raised threshold crossings at intersections to slow cars down and make pedestrians more visible.

A new signalised pedestrian crossing on Main Road is also proposed, providing an easy connection to the bus interchange and train station.

Find out more and have your say on these and other transport initiatives at www.participate.nillumbik.vic.gov.au/congestion-busting.

You can also attend our pop-up information session at Eltham Town Centre on Monday 28 June, 8am-11am.



 19 28 comments 2 shares

Insights:

Likes: 19

Loves: 2

Wow: 1

Angry: 2

Comments: 30

Shares: 2

Link clicks: 25

Other clicks: 565

Impressions/reach: 4912

Engagement: 651

Facebook Post 4 – 25 June 2021, 4pm (40km/h speed limit)

 Nillumbik Shire Council
25 June · 🌐

We want to make the Eltham Activity Centre a safer place for pedestrians.

That's why we are proposing to introduce a permanent 40km/h speed limit for all roads within the precinct as part of the Eltham Urban Congestion Fund Project.

Under the proposal, the 40km/h speed limit would apply to:

- Main Road from 11134 Main Road to York Street
- Bible Street from Cecil Street to Taylor Street.
- Cecil Street, Pryor Street, Arthur Street (up to Bible Street), Commercial Place, Taylor Street and Panther Place.

The 40km/h speed zones already apply to Diamond, Luck, Dudley and Henry streets and Youth Road.

Have your say on the project, funded by the Federal Government. Submissions close this Friday, 23 July.

Go to www.participate.nillumbik.vic.gov.au/congestion-busting for more information.



 26

37 comments 2 shares

Insights:

Likes: 14

Sad: 2

Angry: 11

Comments: 37 (39 including comments from 2 shares)

Link clicks: 31

Other clicks: 693

Impressions/reach: 3740

Engagement: 792

Facebook Post 5 – 1 July 2021 (Bible Street)

 **Nillumbik Shire Council**
1 July · 🌐

To address community concerns about "rat running", vehicle speeds and parked cars, we are proposing a number of traffic treatments along Bible Street in Eltham.

The initiatives are part of the \$5 million Eltham Urban Congestion Fund Project, funded through the Federal Government.

We want to hear what you think about the proposed treatments including:

- the removal of the existing roundabout at Arthur Street (pictured before) to be replaced with a new raised platform intersection (pictured after)
- New raised platform intersections at Cecil, Luck and Pryor streets
- replacement of existing school crossing near Henry Street with a raised pedestrian zebra crossing
- New raised speed hump at 74 Bible Street
- Parking changes including no parking on the east side of Bible Street and the establishment of parking on west side of Bible Street from Cecil Street to 74 Bible Street.

See more before and after illustrations, and have your say at www.participate.nillumbik.vic.gov.au/congestion-busting

Our next pop-up information session will be held at Eltham Town Centre on Wednesday 7 July, 10am-12pm.



Insights:

Total reactions: 49 (including from shares)

Likes: 34

Loves: 4

Laughs: 1

Angry: 11

Shares: 6

Comments: 175 (including in shared posts)

Link clicks: 64

Other clicks: 408

Post impressions: 11,328

Post reach: 10,703

Engagement: 706

New Facebook Post 6 – 8 July 2021, 11pm (Eltham Central Oval)



Nillumbik Shire Council
8 July at 23:00 · 🌐

What do you think about the car parking at the Eltham Central Oval?

We are proposing to upgrade the area as part of a range of initiatives for the \$5 million Eltham Urban Congestion Fund Project.

Have your say on the proposed upgrade, which includes:

- Reconstruction of the circular asphalt road around the oval
- Sealed car parking around the eastern side of the oval and around the Eltham Child Care Cooperative
- A new footpath from the child care centre to the Eltham Library
- New drainage works and landscaping.

Find out more and tell us what you think at
www.participate.nillumbik.vic.gov.au/congestion-busting

Our last pop-up information session about the project will be held on Friday 16 July at Eltham Town Centre from 10am-12pm.



👍 30 56 comments 1 share

Insights

Likes: 30 (36 including from shares)

Comments: 56 (76 including from shares)

Shares: 1

Link clicks: 39

Other clicks: 849

Post impressions: 56,089

Post reach: 54,548

Post engagement: 1003

Facebook Post 7 – 15 July 2021, 7am (pop up session)



Nillumbik Shire Council
15 July at 14:00 · 🌐

Due to the latest COVID-19 restrictions, we've had to cancel this morning's final pop-up information session about the Eltham Urban Congestion Fund at the Eltham Town Rotunda.

But we still want to hear your feedback about the project and are seeking submissions until Friday, 23 July.

Go to www.participate.nillumbik.vic.gov.au/congestion-busting for more information, including contact details for a council officer if you have any questions about the project.



PARTICIPATE.NILLUMBIK.VIC.GOV.AU

Eltham Urban Congestion Fund Project
Have your say on proposed road treatments in Eltham

👍 1 2 comments 2 shares

Insights:

Loves: 1

Comments: 2

Shares: 2

Link clicks: 8

Other clicks: 15

Post impressions: 1059

Post reach: 1041

Post engagement: 28

Facebook Post 8 – 19 July, 1.32pm (submissions closing)



Nillumbik Shire Council
19 July at 13:32 · 🌐

Don't miss out on having your say about the proposed traffic treatments in Eltham as part of the \$5 million Urban Congestion Fund project.

Submissions close this Friday, 23 July at 11.59pm.

Go to www.participate.nillumbik.vic.gov.au/congestion-busting

Eltham Urban Congestion Fund Project

0:03 / 2:28

8

9 comments 3 shares

Insights:

Likes: 14

Loves: 2

Shares: 3

Comments: 8

Link clicks: 30

Other clicks: 172

Post impressions/reach: 2599

Post engagement: 290

Twitter Post – 15 June 2021 (Participate Nillumbik link)



Nillumbik Council @nillumbikshire · Jun 15

We want to make the Eltham Activity Centre more pedestrian friendly and connected, while reducing traffic congestion.

The Eltham Urban Congestion Fund Project is being funded with \$5 million from the Federal Government.

Have your say at



participate.nillumbik.vic.gov.au
Eltham Urban Congestion Fund Project
Thank you for having your say on the proposed road treatments in Eltham

3 comments, 1 like, share, and menu icons.

Insights:

Like: 1

Comments: 3

Impressions: 491

Engagement: 19

Instagram Post 1 – 15 June (general project overview)



Insights:
Likes: 19

Instagram Post 2 – 22 June (Main Road Shared Use Path)



nillumbikcouncilvic

nillumbikcouncilvic We want to improve the Diamond Creek Trail in Eltham between Diamond Street and the railway substation on Main Road.

It is one of a range of ways we hope to encourage sustainable transport including walking and cycling in the Eltham Activity Centre.

We want to hear your thoughts on two options for the trail improvement. Find out more at Participate Nillumbik (link in bio).

A pop-up information session will be held at Eltham Town Centre this Thursday 24 June, 11am-1pm, when a Council officer will be available to

Liked by **fee_dawg** and 38 others

JUNE 22

Add a comment... [Post](#)

Insights:
Likes: 39

Instagram Post 3 – 26 June (new pedestrian crossings)



nillumbikcouncilvic

nillumbikcouncilvic How easy do you find it to walk around the Eltham Activity Centre? We want to create a more pedestrian-friendly and connected area as part of the \$5 million Eltham Urban Congestion Fund Project.

A number of changes to improve pedestrian safety are being put forward for community feedback, including new raised pedestrian zebra crossings and raised threshold crossings at intersections to slow cars down and make pedestrians more visible.

A new signalised pedestrian crossing on Main Road is also proposed.

Liked by matthewgravette_landscape and 6 others

JUNE 26

Add a comment... Post

Insights:
Likes: 7

Instagram Post 4 – 26 June (40km/h speed limit)



nillumbikcouncilvic

nillumbikcouncilvic We want to make the Eltham Activity Centre a safer place for pedestrians.

That's why we are proposing to introduce a permanent 40km/h speed limit for all roads within the precinct as part of the Eltham Urban Congestion Fund Project.

Under the proposal, the 40km/h speed limit would apply to:

- Main Road from 11134 Main Road to York Street
- Bible Street from Cecil Street to Taylor Street.
- Cecil Street, Pryor Street, Arthur Street (up to Bible Street), Commercial

Liked by **stjohnsdc** and 8 others

JUNE 26

Add a comment... Post

Insights:
Likes: 9

Instagram Post 5 – 2 July (Bible Street)



The image shows two side-by-side photographs. The top photograph depicts a roundabout at the intersection of Arthur Street and Bible Street, with a utility pole and trees in the background. The bottom photograph shows a proposed raised platform intersection at the same location, featuring a crosswalk with white stripes and a pinkish-purple paved area. People are walking across the crosswalk, and a car is visible in the distance.

nillumbikcouncilvic ...

nillumbikcouncilvic To address community concerns about "rat running", vehicle speeds and parked cars, we are proposing a number of traffic treatments along Bible Street in Eltham.

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We want to hear what you think about the proposed treatments including:

- the removal of the existing roundabout at Arthur Street (pictured before) to be replaced with a new raised platform intersection (pictured

♥️ 💬 📍 📌

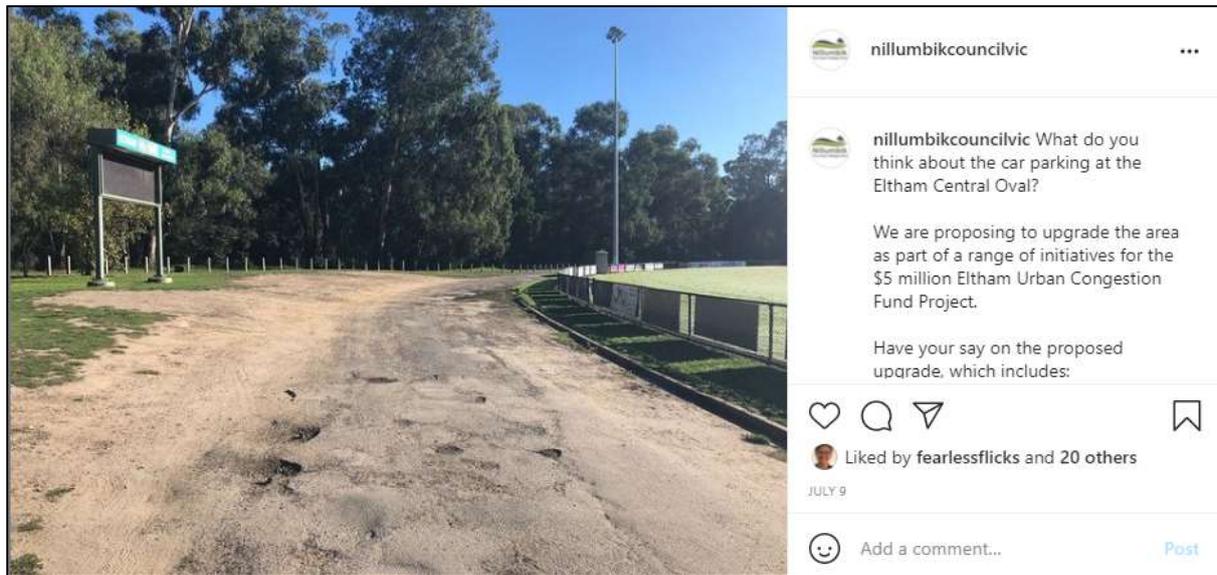
🌐 Liked by [grant.strachan](#) and 17 others

JULY 2

😊 Add a comment... [Post](#)

Insights:
Likes: 18

Instagram Post 6 – 9 July (Eltham Central Oval)



Insights:
Likes: 21

If you would like this report in an alternative format, please contact Council Customer Service on 03 9433 3111.

Acknowledgement of traditional owners

Nillumbik Shire Council acknowledges the Wurundjeri Woi-wurrung people who are the Traditional Custodians of Land known today as Nillumbik. We pay respect to the Elders both past and present and extend that respect to other Indigenous Australians.

Nillumbik Shire Council

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