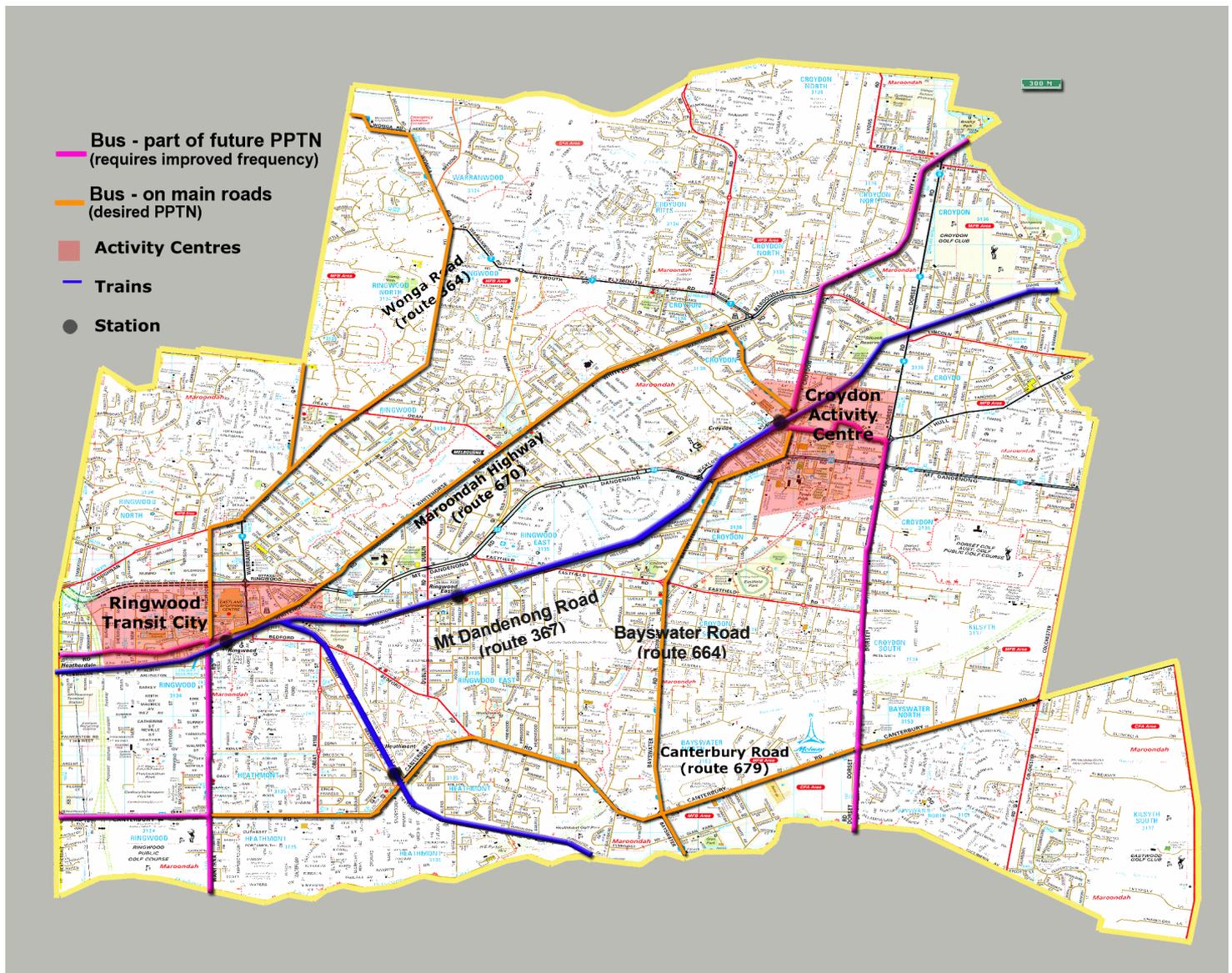


Maroondah City Council – The Tour

As part of the outer Eastern suburbs of Melbourne, Maroondah City Council has a range of transport challenges. The Principal Public Transport Network (PPTN) is inadequate in connectivity, quality of service, accessibility and some major services are reaching full capacity.

Maroondah 2025; A Community Planning Together and the *Maroondah Council Plan 2006 – 2010* outlines Council's commitment to advocating for a sustainable transport network that meets the needs of the municipality. Maroondah City Council seeks the provision of a safe, efficient, reliable, accessible and integrated public transport service as a critical ingredient for continued economic, community development and environmental preservation of the municipality.

Maroondah Integrated Transport Strategy (MITS) is the overarching strategy that outlines how the Maroondah City Council aims to ensure that all modes of transport are developed in an integrated and sustainable manner. The sustainable transport issues highlighted by this fact sheet are arranged in the order you travel through Maroondah.



Bayswater Road - Bus Infrastructure and Services

The Croydon to Knox City (664) bus route is indicative of the service available on bus routes that are major connections between transport/commercial hubs. Maroondah City Council would like to request improvements to these services by:

- Extending daily operation from 5am to midnight, currently service is between 5am and 8:30pm weekdays and 7:30am to 7:30pm Saturday/Sunday.
- Running service frequency at a maximum of 15 minutes, currently the service is running at 20 to 30 minutes seven days a week.
- Upgrading of buses and bus stops so they are clean, comfortable and DDA compliant.
- Providing Information on services at stops.
- Establishing bus priority lanes on major arterial roads to assist buses that struggle to keep to timetables due to heavy traffic.
- Improving the connection between bus routes and trains and other bus services. There are a number of examples on the 366, 670 or 665 of missed train connections.

Maroondah Highway – 670 Bus Route

This bus route is a major link between the Ringwood Transit City and three major activity centres of Croydon, Chirnside Park and Lilydale. This route has a patronage of 565,038 commuters annually with the credentials for growth with increased services. Whilst the route has been recently upgraded to the minimum service standards required by MOTC, Maroondah City Council believes these minimum service standards are not enough for such a prominent connecting route.

Maroondah City Council request the 670, along with **all bus routes** travelling on **main roads** be included on **Premium Bus Network** (670, 664, 665, 364, 737 and 679 bus routes).

Mount Dandenong Road – Bus Service and Bike Priority Lanes

The 367 bus route links Ringwood and Croydon and is an example of the current service available on suburban bus routes operating within Maroondah City Council. Such bus services can be improved by:

- Extending all bus services to run 7 days a week and extend services from 5pm to 9pm. On weekdays 11 of the 18 suburban bus services finish before 8pm, with a further reduction of service on the weekend. Some bus routes do not run on Sundays.
- Ensuring bus frequencies run at no longer than 30 minutes at all times. Currently service frequency is poor with headway being between 30 to 60 minutes at peak periods and up to 60 minutes at other times.

Mount Dandenong Road is also an important component of Maroondah's Principal Bicycle Network. Heatherdale Road is the only section of PBN to be completed. Council request that the on road bicycle lanes on Mount Dandenong Road, Canterbury Road, Dorset Road and Maroondah Highway be made a higher priority.

Where Principal Bicycle Network routes converge with the Premium Bus Routes, Council seeks the opportunity to establish joint bus and bike priority lanes.

Rail Infrastructure

Triplication of rail line from Box Hill to Ringwood Station

- The Belgrave/Lilydale line remains Metropolitan Melbourne's busiest rail service.
- Constraints of existing rail infrastructure limits service levels to outer Eastern suburbs.
- Peak commuter capacity is between Ringwood and Camberwell Stations.
- Triplication of the line will allow an increase in frequency of service, passenger capacity and a reduction in travel times.
- Triplication of the line will ease the congestion on roads and free up road space for non private vehicle transport.

Safety and comfort at Stations (Ringwood, Ringwood East, Croydon and Heathmont)

All require improvements for commuter attractiveness and safety, including.

- Lighting
- Staffing of Stations
- Passenger Facilities
- Surveillance
- Bike storage security
- Improve frequency and the capacity

Ringwood Station also requires renovations to make access DDA compliant.

Rail Service

There is a need for the improvement of the weekly off peak service. The frequency of service of 30 minutes is less frequent than the Saturday service of 20 minutes.

Maroondah Highway – Pedestrian Priority Crossings

A prime candidate for a pedestrian priority treatment is the **Ringwood pedestrian crossing on the Maroondah Highway, near Ringwood Station**. Maroondah City Council would like to work with VicRoads to:

- Adopt a pedestrian crossing speed of 0.7 metres per second to allow adequate time for children and people with limited mobility to cross major roads without rushing.
- Provide automatic call-up at the pedestrian phase as part of the signal cycle operation. Where automatic call-up is not appropriate, the introduction of a two-second 'early-green' advance for pedestrians over vehicles performing turn movements across the cross walk to allow pedestrians to establish crossing priority.
- Continue to eliminate staged pedestrian crossings. Pedestrians don't feel safe waiting in the middle of busy road.

