

Council Meeting

to be held virtually on Tuesday 28 September 2021 commencing at 7:00pm.

Attachments

Carl Cowie
Chief Executive Officer

Thursday 23 September 2021

Distribution: Public

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Nillumbik Shire Council

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Council Meeting

held virtually on Tuesday 24 August 2021 commenced at 7:04pm.

Minutes

Carl Cowie
Chief Executive Officer

Friday 27 August 2021

Distribution: Public

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Nillumbik Shire Council

**Minutes of the Meeting of Nillumbik Shire Council held Tuesday 24 August 2021.
The meeting commenced at 7.04pm.**

Councillors present:

Cr Richard Stockman	Blue Lake Ward
Cr Karen Egan	Bunjil Ward
Cr Natalie Duffy	Edendale Ward
Cr Peter Perkins	Ellis Ward (Mayor)
Cr Ben Ramcharan	Sugarloaf Ward
Cr Frances Eyre	Swipers Gully Ward (Deputy Mayor)
Cr Geoff Paine	Wingrove Ward

Officers in attendance:

Carl Cowie	Chief Executive Officer
Vince Lombardi	Chief Financial Officer
Hjalmar Philipp	Director Operations and Infrastructure
Blaga Naumoski	Executive Manager Governance, Communications and Engagement
Narelle Hart	Acting Executive Manager Communities
Jeremy Livingston	Executive Manager Business Transformation and Performance
Rosa Zouzoulas	Executive Manager Planning and Community Safety
Eddie Cheng	Manager, Information Technology
Katia Croce	Governance Lead

1. Welcome by the Mayor

2. Acknowledgement of Country

Acknowledgement of Country was read by the Mayor, Cr Peter Perkins.

3. Good Governance Pledge

The Good Governance Pledge was ready by Cr Natalie Duffy.

4. Prayer

A prayer was read by Stewart Hunt, Lead Pastor, The Vine Baptist Church.

5. Apologies

Nil

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6. Presentations

Suzanne Vincent and Denis Buckley Condolence

I was saddened to hear of the recent passing of two of our Nillumbik Shire Council staff members, Suzanne Vincent and Denis Buckley.

Suzanne Vincent was our school crossing supervisor at Wattle Glen Primary School from 2017. She was an active member of the school community and provided the team with laughs such as telling stories of the children at her crossing.

A stand out story would be when she had a child pretending to be the Sloth from Zootopia when crossing the road and her trying to encourage the Sloth to be quicker.

Suzanne was kind, witty and showed such dedication to her job and children at Wattle Glen Primary. She will be sorely missed.

Denis Buckley, or Bucky as he was known to everyone, commenced with the Shire of Eltham (now Nillumbik) on 14 October 1975.

He spent many an hour operating a tractor and mower to ensure that the sporting grounds were always ready for a variety of matches and sporting events and more recently, mowing the open spaces for everyone to enjoy.

Before settling on a tractor, he was also known to "run garbage" for a time, just to maintain his fitness while playing football.

He enjoyed the solitude of being in the tractor and being able to control his own workday.

Denis was well known and respected. After almost 46 years with the Shires of Eltham and then Nillumbik, Denis made a long lasting and memorable impact with his workmates, past and present and he will be sadly missed by all.

On behalf of Council, I extend my deepest condolences to Suzanne and Denis' families, friends and their colleagues at Nillumbik Council.

Their work and time at Council is greatly appreciated and will not be forgotten.

Robert Bell Condolence

I was saddened to hear of the recent passing of local community identity Robert Bell.

I didn't know Robert personally, but I am reliably informed that he was an authentic environmentalist and eco warrior. He chose to spend his retirement voluntarily weeding the Kinglake National Park, roadside verges and paddocks of noxious weeds. He often chose to sleep in the bush and preferred to live without phones or modern conveniences.

Robert knew every weed by its botanical name, and its origins. He had a great knowledge of local bushland, native grasses, the wildlife who depended on them, as well as invasive species and how treat them safely without resorting to harmful chemicals and pesticides.

Robert had the ability to encourage others to help him and join in. He taught many and his generosity shone through. Locals tell stories of finding a box of tomatoes on their doorstep which could always be tracked back to Robert.

He had no agenda or political affiliation, acting only on his abiding love of the bush and natural environment.

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Robert will be sadly missed by many in the Nillumbik community and on behalf of Council, I extend our deepest sympathies to his family and friends.

Diamond Creek Regional Playspace - 2021 Parks and Leisure Australia Awards

The Diamond Creek Regional Playspace was developed by Nillumbik Shire Council through collaboration with community groups, local business' and organisations. Many groups and people contributed to the refurbishment and construction of the tram café adjacent to the play space by the Diamond Creek Rotary Club. The play space features experiences for all ages and abilities.

At the recent 2021 Awards of Excellence Function, we were thrilled that the Diamond Creek Regional Playspace was announced the recipient of a prestigious Parks and Leisure Australia award.

The popular park, which was a huge collaboration between Council, residents, community groups and businesses, won the Playspace Award in the over \$500,000 category for the Victoria/Tasmania region.

Diamond Creek Regional Playspace features experiences for all-ages and abilities, and its nature-themed design references Diamond Creek's gold mining history.

Funded with \$2.5 million from the Victorian Government's Growing Suburbs Fund and designed and built by Ace Contractors Group Pty Ltd.

Congratulations to everyone involved who has made the place space such a success.

If you haven't visited yet, we look forward to seeing you as soon as you are able.

7. Confirmation of minutes

Confirmation of minutes of the Council Meeting held on Tuesday 27 July 2021.

Council Resolution

MOVED: **Cr Ben Ramcharan**

SECONDED: **Cr Geoff Paine**

That the minutes of the Council Meeting held on Tuesday 27 July 2021 be confirmed (**Attachment 1**).

CARRIED UNANIMOUSLY

8. Disclosure of conflicts of interest

Cr Egan declared a general conflict of interest in Item Number CM.123/21 – Bouchiers Road Special Charge Scheme Kangaroo Ground - formal questionnaire results because she has a close association with a resident of Bouchiers Rd.

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9. Petitions

PT.003/21 Petition - The Old CFA Building

A petition containing **314** signatures (143 physical and 171 online) from residents calling on Council to approve the demolition of the old Plenty CFA building and return the area to an Open Space targeted to the needs of the Nillumbik and Plenty Community.

The following statement was included in the petition:

Construction has commenced on the new CFA building situated on Heritage Park (the land located directly west of the historic Plenty Hall). During various community consultations over the last 3 years, the weight of community opinion and expectations is that the loss of the Heritage Park and approximately 130 tree would be replaced through demolishing the current old CF building and returning that area to open space.

The old CFA building (which has asbestos, and electrical issues and sewer problems) has ongoing expensive maintenance costs and retaining this old substandard building is a waste of rates. Further consideration of alternative usage of the building without having onsite management for extended daily hours risks damage (rubbish and physical) to the historical centre of Plenty.

Council Resolution

MOVED: Cr Richard Stockman

SECONDED: Cr Natalie Duffy

That Council:

1. Receives the petition calling on Council to approve the demolition of the old Plenty CFA building and return the area to an Open Space targeted to the needs of the Nillumbik and Plenty Community.
2. Refers the petition to the Director Operations and Infrastructure for investigation and response.
3. Notes officers will advise the head petitioner and Councillors of the outcome.

CARRIED UNANIMOUSLY

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10. Questions from the gallery

The Mayor Cr Peter Perkins advised the gallery, that there are a significant number of questions on the Eltham Community Area Community Hospital tonight. To be fully transparent we will read out all questions and our answers. There are a number of questions which are similar and so the responses will seem repetitive but we want to respond to each person fairly.

As you know the Eltham Community Area Community is a project of the State Government, being conducted by the Victorian Health Building Authority (VHBA). A number of questions relate specifically to questions that can only be answered by the VHBA and as such our responses reflect that. We make no apology for that.

Council has tried to be as clear as possible about its involvement in the project up to and including notification from VHBA of their preferred site. This Council (seven Councillors currently with us tonight) were never consulted. The final preferred location for the Eltham Community Area Community was a decision entirely of the VHBA on behalf of the Minister for Health.

Council has been asked to consider the sale of land at Civic Drive to facilitate the development of the Community Hospital. It is important for the community to understand that even if Council refuses to sell the land in question (that's sale by agreement), a sale via a compulsory process (compulsory acquisition) would still be an option available for the State Government in accordance with the *Land Acquisition and Compensation Act 1986*.

1. Katrina Naish asked the following questions:

In regards to the proposed site for VHBA it's been stated that they require 4-5 hectares include room to grow.

Question 1

How many hectares is the Civic drive site?

Response 1

The site identified by VHBA is approximately 10,000 m², or 1 hectare.

Question 2

When VHBA requested Council propose potential sites for its review what criteria apart from land size were you given?

Response 2

The selection criteria was to include; 4-5 hectares in size to future proof the hospital for future expansion if necessary, it's easily accessible and well placed to service long term population growth and to support the network of other health facilities and services.

2. Sahan Fernando asked the following questions:

Question 1

Proposed hospital will increase the traffic in the area.

Would VHBA improve the road to the proposed hospital and would they remove the roundabout to solve this issue?

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Question 2

Artist's impression of the proposed hospital does not include 23 townhouses that will be built at the front of the hospital.

Has VHBA considered town houses that will be built at the front or do they know about it?

Responses 1 & 2

The Eltham Area Community Hospital is a State Government project undertaken by VHBA. It is understood that the VHBA were aware of the townhouses to be constructed at Whittingham Circuit including all other major projects and surrounding uses. Any questions about the project including the impacts would be best put to the VHBA as they are the responsible authority.

3. Ishari Fernando asked the following question:

Victoria government may want to expand the proposed hospital in the future. This may take over the kids play area and the outdoor theatre.

Question 1

Can VHBA guarantee the protection of existing community facilities such as the library, kids play area and the outdoor theatre?

Response 1

Council as a key stakeholder of the project area and its surrounds is seeking further detail on the proposed hospital and advice on its potential economic, social and environmental impacts on the precinct. In short that's another question for VHBA we can't make any guarantees on their behalf.

4. Kwok Yi Hatton asked the following questions:

I would like to know the evacuation plan for the new Eltham Community Hospital please. The traffic can be chaotic at school drop off and pick up times, sport days etc. There's often heavy traffic at the Civic Drive roundabout.

Question 1

In case of an emergency, such as a bush fire, will everyone from the new hospital, 3 schools, council office, library, stadium, shops and residents be able to evacuate this area safely and quickly?

Response 1

Council takes its responsibility for community safety very seriously and as such has and will continue to discuss such matters with the VHBA. Council has and will continue to advocate for an efficient and safe road network in all discussions and communications with government

Question 2

The land fronting the 'St John of God' campus, on the opposite side of the roundabout, has been suggested by many local residents as a more appropriate site for the hospital.

What efforts have been made to explore this option?

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Response 2

As this is a Victorian Government project, any questions about the project and its location would be best put to the VHBA as the responsible authority. St John of God suggestion just for you to note is not in the Shire of Nillumbik it is actually in the Shire of Banyule. We don't believe it was identified by anyone as a site in the year coming up to the State Government announcing their preferred site.

5. Travis Hall asked the following question:

Question 1

Apollo Parkways Primary School does not have a dedicated school parking area and taking away even more car parks will cause traffic chaos twice daily for all commuters in this vicinity (Council staff included).

If the community hospital does go ahead in the Civic Drive location, will Council finally look at parking alternatives for the 500 plus parents who attend the Apollo Parkways Primary School and currently use this area as one of the primary pickup and drop-off points for their children?

Response 1

Council as a key stakeholder has an interest in the impact of parking in the area if the community hospital does go ahead in the Civic Drive location, and will be interested in the parking solution VHBA may propose as part of the potential development.

Council will advocate for an efficient and safe road network to the Government and the VHBA. Just noting Travis that the Apollo Parkways Primary School is a State Government facility and is not in the remit of Council or ratepayers to provide the required car parking that's the situation.

6. Rosemary Burdett asked the following questions

The proposed Eltham Community Hospital to be built on the only existing car parking spaces that service the Diamond Valley Stadium, Diamond Valley Library, Nillumbik Shire Offices, Apollo Parkways Primary School and Civic Playspace will cause congestion in local streets, added traffic flow to and from Apollo Parkways and possibly the reinstating of public transport that has previously been stopped due to the safety concerns to school children.

Question 1

What will the Nillumbik Councillors be basing their decision to sell or not sell the Civic Drive Recreational Open Space to the State Government for the Eltham Community Hospital?

Response 1

Council will need to gain a more comprehensive understanding of the proposal and its impacts before a decision can be made to sell the land to the Government for the Eltham Area Community Hospital. This will be informed by community feedback and there is an agenda item later tonight that provides a bit more info there.

Question 2

Will they be seeking information on traffic/public transport/parking reports prepared by the Nillumbik Shire Council's own infrastructure department or will they rely on information provided by the Victorian Health Building Authority?

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Response 2

Council has at this point, Council has not been requested to provide any parking and traffic information to VHBA.

Council is not aware of the scope of any traffic or parking studies the VHBA may undertake.

Council takes its responsibility for community safety very seriously and has raised these matters and concerns with the VHBA the relevant authority.

7. Jo Conlon asked the following question:

Question 1

The VHBA recently replied to a query concerning traffic & parking at Civic Drive that a "detailed analysis & traffic management plan would be produced".

Will Nillumbik Councillors sell the Civic Drive site in the absence of this "detailed" analysis as VHBA have stated only a preliminary one has been completed at this point?

Response 1

Council will need to gain a more comprehensive understanding of their proposal and its impacts before a decision can be made to sell the land to the Government for the Eltham Area Community Hospital. That decision will be informed by community feedback and all details of the proposal. Noting that even if Council refuses to sell the land to the State Government, it doesn't mean they won't compulsory acquire the land that is an option very live to them.

8. Peter Burdett asked the following questions:

Question 1

Given that most hospital precincts are built around a hospital after it is built.

How does the Nillumbik Shire Council envisage inserting such a large and busy hospital site in the middle of an open space/playground/recreation/library/council office area will work?

Response 1

Council will need to gain a more comprehensive understanding of the proposal and its impacts before a decision can be made to sell the land to the Government for the Eltham Area Community Hospital. That does not mean they won't compulsory acquire the land if Council refuses to sell the land. The decision will be informed by community feedback and all details of the proposal.

Question 2

How will this space accommodate the future expansion of the hospital given that this is one of the requirements stated by the VHBA?

Please do not refer this question back to the VHBA as this directly relates to Council making a decision on whether or not to sell this land to the State Government.

Response 2

Council will need to gain a more comprehensive understanding of the proposal and its impacts before a decision can be made to sell the land to the Government for the Eltham Area Community Hospital. The decision will be informed by community feedback officers reports and all details of the proposal. Noting that if we don't sell the land they can compulsory acquire it.

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9. Carol Doherty asked the following question:

Question 1

I am asking my question of Nillumbik Council not VHBA:

If the "preferred" VHBA site of, current Civic Precinct carpark and southern PPRZ land, was never on the list of proposed sites (as per Council Meeting 27/7/21), is it State Government cherry picking a cheap, serviced site and the Shire allowing established and well utilized council services to be diminished.

Response 1

Council cannot comment on the site selection process that may have been used of the State or its representatives. The other thing is Council provided a list of eight options, six of those options were listed as preferred locations in no priority order, that was reported at the last Council meeting, and there were two others that we have spoken about as other sites. The site that is proposed now is part of a small part of a site that Council officers put to the State Government very early on in this process early last year. I hope that provides some more information because the preface of the question, I don't think is quite right that the proposed site now forms a very small part of a larger 5 hectare site along with seven others.

Question 2

I am asking my question of Nillumbik Council not VHBA: If, as I now understand, Shire Officers compiled the list of 6 proposed sites (as per Council meeting 27/7/21). *(The Mayor noted that it was actually eight sites).*

On what grounds did the Eltham electorate MP request that the Main Road, Eltham site be removed from this list?

Response 2

Council cannot comment on the of the State or its representatives. The decision on where to site the Eltham Area Community Hospital was a decision made solely by the State Government.

10. Kelly Farrow asked the following questions:

Question 1

For context - this question refers to apparent misinformation being given to the Nillumbik community that the land sale will bring an ongoing financial benefit to Nillumbik Shire (such as through establishment of a public-private partnership PPP, or other arrangements). (This question should not be referred to the VHBA as it directly relates to Nillumbik's interests and information).

Can the Councillors please clarify - what are the potential financial benefits to the Nillumbik Shire (one-off AND/OR ongoing benefits) that might come from selling the Civic Drive site to the Vic Gov for the Eltham area community hospital?

Response 1

So through verbal briefings from the VHBA Council has sought to gain a more comprehensive understanding of the proposal and its impacts before a decision can be made to sell the land to the Government for the Eltham Area Community Hospital.

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The decision will be informed by an understanding the detail of the project and how that may benefit the community including any direct financial benefits that may be realised from the sale of the land that will be undertaken in accordance with the Victorian Government Land Transactions Policy and Guidelines, April 2016.

Question 2

Given that Nillumbik Councillors will decide in October whether or not to sell off our PPRZ lands for the purpose of the Vic Gov building a large multi-storey hospital and paid carpark.

Can Councillors please advise the community, by way of specific example, of any equivalently sized, nearby, flat/usable, recreational space in Apollo Parkways area that the residents of this hilly area will be able to access and enjoy in place of the Civic Drive land?

Response 2

So through verbal briefings from the VHBA Council has sought to gain a more comprehensive understanding of the proposal and its impacts before a traffic can be made to sell the land to the Government for the Eltham Area Community Hospital.

The decision will be informed by understanding the detail of the project and how that may impact surrounding land uses including the recreational area immediately north of the proposed project area. It is understood through discussions with the VHBA that their amended project area will no longer utilise the recreational open space area fronting Civic Drive.

12. Richard Williamson asked the following questions

Danielle Green MLA (Yan Yean) published comments on social media that stated the Eltham area community hospital would be an opportunity for Nillumbik Shire to relocate to 895 Main Road Eltham, as the hospital would likely need to expand at some future point and need to acquire additional office buildings or property.

This question also takes as context the Council's answer at the 27 July meeting to Julia Drew that the Civic Drive land was nominated to the VHBA by council executives 'on the condition that should it be chosen, that Council's Shire offices be relocated to the old shire office site in Eltham to provide for a new hospital building'.

Question 1

Can the Nillumbik Shire Council please advise the public of its plans (current or future plans) to relocate Council offices to 895 Main Rd Eltham?

Response 1

Council does not have any plans to relocate the Council offices to 895 Main Rd Eltham or anywhere else.

Question 2

150 Diamond Creek Rd and surrounds is owned in part by the Department of Transport & has a public acquisition overlay attached.

Would Nillumbik Shire Council & the City of Banyule be prepared to collaborate on any future strategic planning work that would enable the Eltham area Hospital be located on this site?

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Response 2

Nillumbik Shire Council has not received any proposal to consider that area, however is open to contributing to appropriate discussions with the State should a proposal be put forward and we can't speak for Banyule.

12. Lyn D'Alton asked the following questions

Question 1

Why did Council not disclose to the purchasers of Whittingham Circuit that the Council Office area was on a list of potential community hospital sites given to the VHBA (known in the 2019 site list, and which has now morphed into the PPRZ land), thereby neglecting to consider Section 32 of the Sale of Land Act, the 'Local Government Best Practice Guidelines for the sale, exchange and transfer of land', the Local Government Acts of 1989 and 2020, and Consumer Affairs Victoria, which all state the 'land must be offered for sale with full disclosure of relevant information', and 'facts about the surrounding neighbourhood that may affect the use and enjoyment of the property to a greater extent than ordinary properties in the area (such as significant development proposals nearby)'?

Response 1

Council is confident the sale of land at Whittingham Circuit was conducted in line with relevant legislation and in accordance with legal advice throughout the entire sale process.

Question 2

What is Council's litigation response strategy if the VHBA acquire any part of the Council Civic Drive precinct for a community hospital, and the purchasers at Whittingham Circuit take legal action?

Response 2

The State has the option to compulsory acquire the land.

13. Laena D'Alton asked the following questions:

Question 1

Why wasn't the Council Carpark, bounded by Flintoff Street and Para Road, not included on the Council's list of sites submitted to the VHBA?

As there is excellent train and bus transport next to this site which would fulfil the Nillumbik Council's climate change goals as outlined in the Climate Change Action Plan 2016-2020, and the Labour State Government's goal of 50% reduction in carbon emissions by 2030 which also underpins the VHBA's climate change documentation.

Response 1

VHBA requested a list of sites that met criteria, largely spatial. The list for VHBA to consider was put forward on the basis of their criteria.

The decision on where to site the Eltham Area Community Hospital was a decision made solely by the State Government. Flintoff Street and Para Road is down near the Greensborough Train Station and that is well and truly in the City of Banyule. We were only asked to select sites in Nillumbik not Banyule.

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Question 2

Can the Council please outline how they implemented their Climate Change Action Plan 2016-2020 when preparing the list of potential community hospitals sites for the VHBA?

Response 2

VHBA requested a list of sites that met criteria, largely spatial. The list for VHBA to consider was put forward on the basis of their criteria. The decision on where to site the Eltham Area Community Hospital was a decision made solely by the State Government.

14. Thomas Doherty asked the following questions:

Question 1

Is the Council aware that due to CoVid restrictions, VHBA have cancelled all of their community information work-shops?

In lieu of these information sessions VHBA have requested that emails be sent (please note the current link on their webpage is broken and no email can be sent or more importantly received).

Question 2

How does Council expect the community to have all the information required to make an informed decision on the proposed hospital location?

Response 1& 2

Thomas, the Eltham Area Community Hospital is a State Government project undertaken by VHBA. Any questions about the project including the impacts would be best put to the VHBA as the responsible authority. The other thing, We did have a short meeting with representatives from the VHBA, their CEO Mr Fiske and a couple of other staff members. We did make the point that the workshops had been cancelled and made the request that the sessions be held virtually - Zoom type meetings to disseminate information, so we have advocated for that.

15. John D'Alton asked the following questions:

Question 1

Will the Nillumbik Council refuse to sell the proposed site PPRZ to VHBA and hold VHBA accountable to both the Council's Planning Scheme rules regarding overdevelopment of an existing location, increasing traffic issues, and the material and actual loss of car parking spaces, and the Council's Climate Change Action Plan, according to which a planning permit would not be granted for the proposed building of a community hospital or ANYTHING else on the PPRZ site?

Question 2

Will Council please detail what further evidence they require, above the already ample evidence presented to Council from multiple sources, in order to reject the sales of both 895 Main Rd Eltham and PPRZ land Civic Drive to the VHBA?

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Responses 1 & 2

Council has not yet resolved a formal position on whether to sell land or not.

Council is seeking further detail of the proposal and its impacts before a decision can be made. This will be informed by a better understanding of the project's detail, and the broader community's feedback and it is also worth noting that the State Government would still have compulsory acquisition available to them if Council did indeed resolve not sell the land.

16. Margaret McKenzie asked the following questions

Question 1

Could you provide me with the dates as to when Council sent any communications to residents and the Community by post or email since 2019 2020 and early 2021 regarding the proposed hospital?

Response 1

The Eltham Area Community Hospital is a State Government project undertaken by VHBA. As such, communications about the project are managed by the State who manage the project.

Question 2

VHBA & Vicki Ward both state that a major benefit for the proposed hospital site is its close proximity to retail.

Would Council call IGA Shopping centre with a few shops as retail.....Hello!

Knowing Councils previous dealings with the private landlord how can Vicki Ward or VHBA guarantee this will reinvigorate the shops when the re-opening of the TAFE did not reinvigorate the shops?

Response 2

As you can imagine the Eltham Area Community Hospital is a State Government project undertaken by VHBA. Any questions about the project including the impacts would be best put to the VHBA as the responsible authority.

17. Stewart McKenzie asked the following questions

Question 1

In Councils opinion why was only Apollo Parkways & Eltham the only areas up for selection when you have Diamond Creek Greensborough Montmorency all with accessible transport and train stations and retail?

Response 1

Good question, but the decision on where to site the Eltham Area Community Hospital was a decision made solely by the State Government.

Council officers did propose a site in Greensborough and Diamond Creek, but not in Montmorency as it is not in Nillumbik Shire. So the site in Greensborough is the site in under contention at the moment, Diamond Creek there was one proposed there, but Montmorency is in Banyule.

Question 2

It has been suggested that Eltham does not want the traffic from the hospital even though it is a major activity centre; does this then defeat the argument of potentially moving Council Offices to Main Road Eltham site?

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Response 2

The decision on where to site the Eltham Area Community Hospital was a decision made solely by the State Government. The siting of a Community Hospital is a different proposition to council offices. As we have said previously, there is no plan to move Council Offices to Main Road Eltham or anywhere else.

18. Dr Svetlana Ryzhikh on behalf of Friends of Apollo Parkways (FoAP) asked the following questions:

Question 1

A reply from VHBA to a FoAP member concerning public transport to the Civic Drive site stated "VHBA will work with the DoT to investigate options to improve public transport access to Civic Drive."

Will Councillors when they vote to sell or save the land be reassured by such vague platitudes when there are NO specifics as to HOW the VHBA will solve the problem of providing public transport to the site?

Response 1

Council has not yet resolved a formal position on whether or not to sell land ~~or not~~. It is important to note that if Council resolves not to sell the land the State Government the option of compulsory acquisition is still very open to it.

Council will consider all available information at the time before making any decision and we have an agenda item later tonight that kicks that off.

Question 2

From the discussion with Nillumbik's CEO Carl Cowie on 19 August the FoAP learned that PPRZ zoned land has one of the lowest costs due to its inability to be developed for commercial or residential use. VHBA is not deterred by the zoning, and could be driven by the desire to get the land on the cheap and "deliver on Labor's election promise".

Will the Nillumbik Councillors stop the VHBA's park grab that is monetarily and politically driven?

Response 2

Council is proposing to seek further information from the community prior to resolving a formal position on whether to sell land or not, acknowledging that that might not be the end of it either way.

Council will consider all available information at the time before making any decision.

19. Greg Ryjikh asked the following questions:

Question 1

No accurate traffic and parking modelling can be done until the Sports Stadium, Library and two schools start operating at full capacity.

Will the Nillumbik Council insist that VHBA postpones its decision to buy or not buy Apollo Parklands until the precinct facilities reopen, and accurate data can be gathered and analysed?

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Response 1

Council recognise the potential impacts on parking and traffic and as an impacted landholder and stakeholder. Council will consider all available information at the time before making any decision whether to sell the land or not.

Council will advocate for an efficient and safe road network to the Government and the VHBA.

20. Dr Svetlana Ryzhikh asked the following questions:

Question 1

Deanne Leaver (VHBA Executive Manager Planning and Development) stated in the meeting with Vicki Ward and FoAP on 27 July that the "Compulsory Acquisition of the site is not on the cards." (Page 3 of meeting's transcript).

In their negotiations with the NSC, did any of the VHBA representatives refer to compulsory acquisition as the means of purchasing the site for Eltham Area Community Hospital from NSC?

Question 2

If not, why and who is using this surmise to corral the Councillors into submission and make them sell the land "because the State Government will take it anyway"?

Responses 1 & 2

Yes. Compulsory Acquisition is an option that is available to the State.

21. Tim Fleet asked the following questions:

Question 1

Regarding the proposed community hospital in Civic Drive, will any internal traffic profiling and car parking modelling been completed by council be available to the public prior to the end of Nillumbik's community consultation period?

Response 1

No. Council does not have the information from the VHBA regarding detailed hospital design to inform traffic and carpark modelling.

Question 2

Additionally has Nillumbik been made aware of any traffic profiling and car park modelling completed by VHBA, and if so will this also be made public?

Response 2

Through verbal briefings from the VHBA Council has sought to gain a more comprehensive understanding of the proposal and its impacts before a decision can be made to sell the land to the Government for the Eltham Area Community Hospital.

Council is not aware of the scope or likely timelines of any traffic or parking studies the VHBA may undertake although we have advocated for such.

22. Kate Fleet asked the following questions:

Question 1

Are Nillumbik Councillors and council officers aware that City of Banyule Council were excluded from the process to identify the best site for the Eltham area Community Hospital?

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Response 1

Council is aware that there was no approach to Banyule City Council from VHBA for the purpose of site selection for the Eltham Area Community Hospital.

Question 2

Given that the VHBA have identified the major benefit for Civic Drive's site selection is proximity to NE Link and Ring Road, is there any reason in council's opinion why Banyule would not have been asked to submit potential sites to the VHBA?

Response 2

This is a question best directed to VHBA as the responsible authority on that one.

23. Dianne Brooker asked the following questions:

Question 1

No previous or current Councillors have resolved to submit any land to the VHBA for consideration. In future communications, can the distinction be made clear - the Civic Dr site was self-selected by VHBA and never offered by the Council?

Response 1

The Civic Drive site was not recommended by Council officers as the preferred site. It's true that it forms the sub-set of a larger site the 4-5 hectare site that encompasses the Sports Complex, the Library, Shire Offices, the ampetheatre and the park and the car park and some public open space that is there and the government have chosen to narrow in and focus on the site that they have. The broader site was put to VHBA by Council staff.

Question 2

What governance process led to a single Councillor having the Council buildings listed as a site for the VHBA to consider?

Response 2

The previous Council operated under the governance process of an individual Councillor being responsible for a specific area of Council business under a Portfolio structure (for example, Planning, Social Infrastructure etc).

24. Kevin Ringer asked the following questions:

Question 1

Banyule City Council was excluded from the site selection process for the Eltham area Community Hospital.

How can Nillumbik Councillors assure themselves that the parkland at Civic Drive was the best & only feasible site for the Eltham Area Community Hospital given this failure to engage with the City of Banyule?

Response 1

It is understood through discussions with the VHBA that their amended project area will no longer utilise the recreational open space area fronting Civic Drive. Council are currently seeking to gain a more comprehensive understanding of the proposal and its impacts before a decision can be made to sell the land to the Government for the Eltham Area Community Hospital.

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Question 2

What view do the Shire of Nillumbik have on this process failure?

Response 2

This is a question best directed to VHBA as the responsible authority.

25. David Boyle asked the following questions:

Question 1

How has the site for the proposed community hospital been selected given that the "preferred site" does not comply with at least four of the five criteria listed in the VHBA "site Selection Criteria" and was this questioned by Council?

Response 1

Council cannot comment on the site selection process that may have been used by the State Government.

The Eltham Area Community Hospital is a State Government project undertaken by VHBA. Any questions about the project including the site selection would be best put to the VHBA as the responsible authority.

Council officers have advocated for options within the Eltham Major Activity Centre as preferred on the following basis:

- placing a major community facility into an activity centre
- providing an anchor employer for the activity centre and one befitting the predominant skills of the local workforce
- supporting synergies with surrounding services, retail etc.
- placing the hospital in close proximity to a public transport hub
- making high-use of a key development site in the activity centre

The above outcomes are highly consistent with State and Council Activity Centre Policy.

Question 2

Will Council make available to the community the Report and/or Business Case that has resulted in the proposed site being the preferred site?

Response 2

Council has not received a Report and/or Business Case that has resulted in the proposed site being the preferred site by this State Government or VHBA.

26. John Molina asked the following question:

Question 1

Has the council proposed to the VHBA an alternative site such as the larger site near St John of God/Vic Roads?

Response 1

Council officers were not asked to propose sites in other municipalities and the community did not get much of a heads up, I think community found out about the decision to site the hospital on the current Civic Drive site a week or so after councillors, we as a Council got no prior notification that that site was likely to be picked.

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27. Trish Turco asked the following questions:

Question 1

In order to come to a decision about whether to sell the Civic Drive allotted land to the state government for VHBA use, what independent research has the council and councillors done to ensure it fits the VHBA criteria and is a good fit for our community.?

Response 1

Council has not yet resolved a formal position on whether or not to sell land.

Council is seeking further detail of the proposal and its impacts before a decision can be made. This will be informed by a better understanding of the project's detail, and the broader community's feedback.

Question 2

The 2015 Master plan for Civic Drive seemed to be very comprehensive it took into consideration the needs & aspirations of the diverse community that makes up Apollo Parkways. The Northern Community space was only opened a year before COVID and has been much used and loved when not in tight lockdowns.

The Southern Community space has not been developed as promised, however, our current times of lockdowns have only stressed how important it is to our mental health, to have accessible walking paths surrounded with calming shady trees. These were proposed for the southern space.

Has your research taken into consideration COVID lockdowns may have skewed any current surveyor reports and please look into how we can make this achievable?

Response 1

Research around the project is a question for VHBA as the responsibility authority. Council is aware of the challenges COVID lockdown presents in making such important decisions. Council has stressed to the VHBA of the precinct's values and utilisation to the local community.

28. Rex Niven asked the following question:

Question 1

Could you please advise when safe glass recycling will commence?

Response 1

Council has submitted a draft transition plan to DELWP nominating 2026-27 as the start date for a separate glass collection service. The start date for the service may be brought forward pending availability of a facility that can accept a separate glass waste stream, development of service options which best fit the Nillumbik community and community consultation.

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11. Reports of Advisory Committees

AC.010/21 Advisory Committee Report - 24 August 2021

Distribution: Public

Manager: Blaga Naumoski, Executive Manager Governance, Communications and Engagement

Author: Janet Taylor, Governance Officer

Summary

Council has a range of Advisory Committees which provide a formal mechanism for Council to consult with key stakeholders, seek specialist advice and enable community participation. Although they do not make any formal decisions, they provide valuable advice to Council.

In accordance with Advisory Committee Terms of Reference, the following minutes of Advisory Committee meetings are attached (**Attachment 1**) and presented to Council for noting:

1. Living and Learning Network Advisory Committee Meeting held 28 July 2021.

Council Resolution

MOVED: Cr Geoff Paine

SECONDED: Cr Frances Eyre

That the minutes of the Advisory Committee meetings reported be noted (**Attachment 1**).

CARRIED UNANIMOUSLY

Council Meeting Minutes

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12. Officers' reports

CM.116/21 Domestic Animal Management Plan

Distribution: Public

Manager: Rosa Zouzoulas, Executive Manager Planning and Community Safety

**Author: Megan Sparks, Team Leader Community Safety and Amenity Support
Jonathan McNally, Manager Community Safety and Amenity
Caroline Correa, Community Safety Coordinator**

Summary

In accordance with the *Domestic Animals Act 1994* all Victorian Councils must develop and adopt a Domestic Animal Management Plan (DAMP) every four years. Council's current DAMP expires on 03 December 2021. The Draft DAMP 2021-2025 (**Attachment 1**) has been developed in line with section 68A of the Act. Council has a legislated responsibility under the Act to ensure compliance and delivery of animal management services in line with community expectations around responsible pet ownership.

The draft DAMP has been developed through extensive community consultation, including 523 surveys completed on Participate Nillumbik. It is proposed to undertake a further round of community consultation to gather feedback on the draft DAMP.

Council Resolution

MOVED: Cr Natalie Duffy

SECONDED: Cr Ben Ramcharan

That Council:

1. Endorses the attached draft Domestic Animal Management Plan 2021-2025 (**Attachment 1**) for the purpose of community consultation.
2. Considers public submissions at the Planning and Consultation Committee Meeting to be held on 12 October 2021
3. Notes that any person who makes a written submission in relation to the Domestic Animal Management Plan 2021-2025 and requests to be heard in support of the written submission, to be heard at the October 2021 Planning and Consultation Committee Meeting.

CARRIED UNANIMOUSLY

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12. Officers' reports

CM.117/21 Intention to Declare a Special Rate Renewal for the Diamond Creek Business Precinct

Distribution: Public

Manager: Rosa Zouzoulas, Executive Manager Planning and Community Safety

Author: Rania Mullins, Economic Development and Tourism Officer

Summary

This report seeks to inform Councillors of the recent request from the Diamond Creek Traders Association to commence the process to declare a Special Rate for Diamond Creek for 2022-2027 for the purposes of marketing, promotion and development of the Diamond Creek business precinct.

A Special Rate for the purposes of marketing, promotion and development of Diamond Creek has been in place since 1 July 2017. The current Special Rate expires on 30 June 2022.

Diamond Creek Traders Association have formally requested that Council commence the statutory process to renew the Special Rate for another 5 year period (**Attachment 1**).

The funds collected from a Special Rate assist precincts/shopping centres to market and promote the individual businesses and the precinct/shopping centre as a whole, to attract new visitors and customers. Over the past five years the Diamond Creek Special Rate has contributed to improving centre branding, social media presence and raised customer awareness.

If Council chooses to commence the statutory process the next step is to publicly advertise Council's Intention to Declare a Special Rate and to invite submissions from owners and businesses liable to pay the proposed Special Rate. Any submissions may be heard at the Planning and Consultation Committee meeting on 16 November 2021, following which, Council would resolve to declare, modify or abandon the Special Rate at a Council meeting to be held in early 2022.

Council Resolution

MOVED: Cr Natalie Duffy

SECONDED: Cr Richard Stockman

That Council:

1. Gives notice of intention to declare a Special Rate for Diamond Creek Business Precinct.
2. Advertises the required Public Notice of Council's intention to declare the Special Rate Scheme for a minimum of 28 days as required by section 163 *Local Government Act 1989*.
3. Sends individual letters with a copy of the public notice to all property owners and property occupiers who will be made liable for the Special Rate.
4. Hears and considers submissions at its Planning and Consultation Committee meeting to be held on 16 November 2021.

CARRIED UNANIMOUSLY

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12. Officers' reports

CM.118/21 Acknowledgement of Country

Distribution: Public

Manager: Corrienne Nichols, Executive Manager Communities

**Author: Nichole Johnson, Manager Community Partnerships
Lauren Treby, Coordinator Social Planning and Equity**

Summary

A new Acknowledgement of Country provides a powerful opportunity for truth-telling, broader education about the First Nations history of Nillumbik and to strengthen our ongoing commitment to Reconciliation.

An updated Acknowledgement of Country (including a short and long version) has been drafted in consultation with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation.

Council Resolution

MOVED: Cr Natalie Duffy

SECONDED: Cr Geoff Paine

That Council:

1. Endorses the updated short and long Acknowledgements of Country prepared in consultation with Wurundjeri Woi-wurrung Elders for use in Council meetings, events, publications and communications.
2. Notes the Acknowledgement of Country Guide in **Attachment 1**.

CARRIED UNANIMOUSLY

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12. Officers' reports

CM.119/21 Response to public exhibition of Planning Scheme Amendment C133

Distribution: Public

Manager: Rosa Zouzoulas, Executive Manager Planning and Community Safety

Author: Julie Paget, Strategic Planner

Summary

The purpose of this report is to update Council in regard to the outcomes of exhibition of Amendment C133 (the Amendment) which seeks to amend a Heritage Overlay (HO147) at 13 Park West Road, Eltham in order to protect a structure known as the Alan Marshall Bungalow and surrounds.

Amendment C133 amends Planning Scheme Map No 13 to show the correct location of heritage overlay (HO147) which will now cover the structure (including internal controls), a 5m curtilage and a pathway to Park West Road, Eltham.

The Amendment was placed on exhibition pursuant to the requirements of *the Planning and Environment Act 1987* (the Act), from 10 June to 12 July 2021.

One supporting submission has been received during the exhibition period (**Attachment 1**).

Where a submission raises an issue with a proposed amendment, the statutory amendment process provides for Council to request that the Minister for Planning appoint an independent planning panel to consider the amendment. In this instance, given the single submission is in support of the Amendment and proposes no changes, it is recommended a planning panel is not required.

Should Council resolve to adopt Amendment C133, the amendment must then be submitted to the Minister for Planning within 10 business days for approval.

Recommendation

That Council:

1. Resolve to adopt the Amendment as exhibited and send the amendment to the Minister for Planning requesting that the Minister approve Amendment C133;
2. Request officers to update the Participate Nillumbik webpage and notify the submitter in regard to Councils decision.

Motion

MOVED: Cr Frances Eyre

SECONDED: Cr Geoff Paine

That Council:

1. Resolves to adopt the Amendment as exhibited and send the amendment to the Minister for Planning requesting that the Minister approve Amendment C133;
2. Requests officers to update the Participate Nillumbik webpage and notify the submitter in regard to Councils decision
3. **Requests officers to notify the family of Alan Marshall resolution 1 above.**

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12. Officers' reports

CM.119/21 Response to public exhibition of Planning Scheme Amendment C133

THE MOTION WAS PUT TO THE VOTE AND CARRIED AND BECAME THE COUNCIL RESOLUTION AS FOLLOWS:

Council Resolution

MOVED: Cr Frances Eyre

SECONDED: Cr Geoff Paine

That Council:

1. Resolves to adopt the Amendment as exhibited and send the amendment to the Minister for Planning requesting that the Minister approve Amendment C133;
2. Requests officers to update the Participate Nillumbik webpage and notify the submitter in regard to Councils decision
3. Requests officers to notify the family of Alan Marshall resolution 1 above.

CARRIED UNANIMOUSLY

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12. Officers' reports

CM.120/21 Kangaroo Ground War Memorial Park Draft Management Plan for Council endorsement for public exhibition

Distribution: Public

Manager: Rosa Zouzoulas, Executive Manager Planning and Community Safety

Author: Andrew Feeney, Senior Urban Designer

Summary

Council endorsement is sought to exhibit a Draft Management Plan that has been prepared for the Kangaroo Ground War Memorial Park.

The Draft Management Plan identifies a range of capital expenditure park improvement works that would rectify, restore and enhance the existing conditions that are essential to the existing character and function of the park.

The Draft Management Plan also identifies an appropriate operational expenditure standard of annual park landscape maintenance.

Cost estimates for the capital expenditure works and an estimate for the operational expenditure are provided in the Draft Management Plan, and would need to be allocated in Council budgets for delivery according to the order of their identified priority.

The Draft Management Plan outlines the separate Governance Project that is being led by Community Partnerships department.

In addition, the Draft Management Plan outlines how the governance plan will also address governance matters directly relating to park improvement works that are outlined in the Management Plan, as well as park matters that fall outside the Management Plan's scope.

The intent and scope of both the Draft Management Plan and the separate governance project are broadly supported by key park stakeholders who were briefed on the management and government plan approach since the last Councillor Briefing. The exhibition of the Draft Management Plan will provide opportunity for stakeholders and the community to provide feedback that will be considered in finalising it.

Recommendation

That Council:

1. Endorses the Kangaroo Ground War Memorial Park Draft Management Plan, 24 August 2021 (**Attachment 1**) for public exhibition to seek feedback, via Participate Nillumbik, for a period of twenty-eight days, from Monday 30 August to Sunday 26 September 2021, inclusive; and
2. Council hears submissions received to exhibition of the Draft Management Plan at the November Planning and Consultation Committee Meeting.

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12. Officers' reports

CM.120/21 Kangaroo Ground War Memorial Park Draft Management Plan for
Council endorsement for public exhibition

Motion

MOVED: Cr Ben Ramcharan

SECONDED: Cr Natalie Duffy

That Council:

1. Endorses the Kangaroo Ground War Memorial Park Draft Management Plan, 24 August 2021 (Attachment 1), **subject to the amendment outlined in part two of this motion**, for public exhibition to seek feedback, via Participate Nillumbik, for a period of twenty-eight days, from Monday 30 August to Sunday 26 September 2021, inclusive; **and**
2. **Amends the list of stakeholders on page 31 of the Draft Management Plan to include the Kangaroo Ground Cemetery Trust and Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and puts the list in alphabetical order;**
3. **Requests that officers after the consultation period, run a workshop with the stakeholder group and council to discuss how all feedback received will be incorporated into the plan; and**
4. Hears submissions received to exhibition of the Draft Management Plan at the November Planning and Consultation Committee Meeting.

THE MOTION WAS PUT TO THE VOTE AND CARRIED AND BECAME THE COUNCIL RESOLUTION AS FOLLOWS:

Council Resolution

MOVED: Cr Ben Ramcharan

SECONDED: Cr Natalie Duffy

That Council:

1. Endorses the Kangaroo Ground War Memorial Park Draft Management Plan, 24 August 2021 (Attachment 1), subject to the amendment outlined in part two of this motion, for public exhibition to seek feedback, via Participate Nillumbik, for a period of twenty-eight days, from Monday 30 August to Sunday 26 September 2021, inclusive;
2. Amends the list of stakeholders on page 31 of the Draft Management Plan to include the Kangaroo Ground Cemetery Trust and Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and puts the list in alphabetical order;
3. Requests that officers after the consultation period, run a workshop with the stakeholder group and council to discuss how all feedback received will be incorporated into the plan; and
4. Hears submissions received to exhibition of the Draft Management Plan at the November Planning and Consultation Committee Meeting.

CARRIED UNANIMOUSLY

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12. Officers' reports

CM.121/21 Planning Scheme Amendment C140 to apply the Heritage Overlay to 1080 Heidelberg-Kinglake Road, Hurstbridge

Distribution: Public

Manager: Rosa Zouzoulas, Executive Manager Planning and Community Safety

Author: Leigh Northwood, Strategic Planning Lead

Summary

1080 Heidelberg-Kinglake Road, Hurstbridge also known as 'Fermanagh' is a property subject to a current planning permit application which proposes additions to the dwelling that make substantial changes to the façade of the building.

The property was included in Council's Stage A Heritage Review adopted at Council's Meeting 29 June 2021 for application of the Heritage Overlay (HO), noting a future amendment to apply the HO would not take place until Stage B Heritage Review is completed in late 2021.

Given the planning permit application, officers have sought approval (under delegation) from the Minister for Planning for Amendment C139 to introduce the HO to 1080 Heidelberg-Kinglake Road on an interim basis pursuant to Section 20(4) of the *Planning & Environment Act 1987* providing protection for the property and allowing Council time to seek approval and progress a further planning scheme amendment (C140) to introduce the HO permanently.

Approval is required from Council to allow officers to seek authorisation from the Minister for Planning under Section 8A of the *Planning & Environment Act 1987* for preparation of Amendment C140 to the Nillumbik Planning Scheme to apply the Heritage Overlay to 1080 Heidelberg-Kinglake Road on a permanent basis.

Public exhibition of the Amendment C140 would be undertaken pursuant to the *Planning & Environment Act* should authorisation to apply the permanent control be granted.

Council Resolution

MOVED: Cr Karen Egan

SECONDED: Cr Frances Eyre

That Council:

1. Note Amendment C139 requested under delegation pursuant to Section 20(4) of the *Planning & Environment Act 1987* to seek application of the Heritage Overlay on an interim basis to 1080 Heidelberg-Kinglake Road, Hurstbridge;
2. Request the Minister for Planning, under Section 8A of the *Planning and Environment Act 1987*, to authorise the preparation of Amendment C140 to the Nillumbik Shire Planning Scheme; and
3. Undertake public exhibition of Amendment C140 which will apply permanent planning controls through the use of the heritage overlay should authorisation be granted.

CARRIED UNANIMOUSLY

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12. Officers' reports

CM.122/21 Nillumbik Planning Scheme Amendment C126Nill Submission to the Minister for Approval

Distribution: Public

Manager: Rosa Zouzoulas, Executive Manager Planning and Community Safety

**Author: Bea Guevara, Senior Strategic Planner
Leigh Northwood, Strategic Planning Lead**

Summary

The purpose of this report is to consider the key matters of consideration and recommendations raised at the C126nill Planning Panel Hearing and to seek Councils adoption and to request the Minister for Planning approve the amendment subject to mapping changes.

This Planning Scheme Amendment C126nill is running parallel with the road discontinuance process to facilitate rezoning of the land from the Neighbourhood Residential Zone to the Public Park and Recreation Zone in acknowledgement of the future open space function of the area.

The road discontinuance is being undertaken pursuant to a formal statutory process as required under the *Local Government Act 1989*.

Formal exhibition of Amendment C126nill took place for 1 calendar month through January and February 2021 as required under Section 19 of the *Planning and Environment Act 1987*.

Council received three submissions during the public exhibition of the Amendment. One supporting submission and two objecting submissions.

Submissions to Amendment C126nill were considered on 9 March 2021 by Council's Planning and Consultation Committee.

Council resolved to request the Minister for Planning to appoint an independent Planning Panel to consider the Amendment, and refer all submissions to the panel appointed, in accordance with Section 23(1)(b) of the *Planning and Environment Act 1987*.

The Panel Hearing took place virtually on 25 May 2021 where four parties made submissions. Council has since received the Panel Report containing recommendations from the Panel. The Panel report was made public on 28 June 2021.

Council's legal representatives on 5 July 2021 confirmed that the owners of 86 John Street have formally lodged a claim of 'adverse possession' pursuant to Section 60 of the *Transfer of Land Act 1958*.

Legal advice to Council (as of 5 July 2021) is that the mapping for the road discontinuance be amended to remove the area that is the subject of the formal adverse possession claim, before titles are lodged to complete the road discontinuance process. This is currently underway.

This report will include officer recommendations for Council's consideration.

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12. Officers' reports

CM.122/21 Nillumbik Planning Scheme Amendment C126Nill Submission to the Minister for Approval

Council Resolution

MOVED: Cr Geoff Paine

SECONDED: Cr Frances Eyre

That Council:

1. Amend the mapping for Amendment C126nill to reflect the road discontinuance mapping, thereby removing that area of land subject to recent adverse possession from the amendment area.
2. Adopts Amendment C126nill to the Nillumbik Planning Scheme subject to mapping change identified at (1) above and then submits it to the Minister for Planning for approval and gazettal.
3. Notifies the owners of land affected by the Amendment and advise them of Council's resolution on 24 August 2021 regarding Amendment C126nill.

CARRIED UNANIMOUSLY

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24 August 2021

Cr Karen Egan declared a general conflict of interest in Item CM.123/21 Bouchiers Road Special Charge Scheme, Kangaroo Ground - formal questionnaire results because of a close association with a resident of Bouchiers Rd.

Cr Karen Egan left the meeting at 8:43pm prior to this item being considered.

12. Officers' reports

CM.123/21 Bouchiers Road Special Charge Scheme, Kangaroo Ground - formal questionnaire results

Distribution: Public

Manager: Hjalmar Philipp, Director Operations and Infrastructure

Author: Vladimir Misic, Project Engineer

Summary

On 25 October 2019, Council received a petition signed by property owners in Bouchiers Road requesting that Council investigate road sealing.

Initial questionnaires were sent to all property owners in Bouchiers Road, Kangaroo Ground in early January 2020 to establish the level of support to construct the road via a Special Charge Scheme. The initial questionnaire demonstrated that 70 per cent or '7' of the '10' property owners were in favour to further investigate the scheme.

An information session was held online via the Microsoft Teams application on 3 September 2020 to explain the Special Charge Scheme process and answer any questions from property owners.

Formal questionnaires with an estimated cost liabilities for each property were sent to all property owners in Bouchiers Road, Kangaroo Ground on 15 March 2021, to allow them to formally vote on whether to proceed with the Special Charge Scheme. The formal questionnaire demonstrated that 50 per cent or '5' of the '10' property owners supported further development of the scheme.

As the level of support is below 60 per cent, and in line with Council's endorsed Special Charge Scheme Policy, it is recommended that Council abandon the Scheme and place further investigations for road construction in Bouchiers Road, Kangaroo Ground on a three year moratorium.

Recommendation

That Council:

1. Abandons further investigation into a Special Charge Scheme for Bouchiers Road, Kangaroo Ground.
2. Places any further investigation into a Special Charge Scheme for Bouchiers Road, Kangaroo Ground on a three year moratorium.
3. Notifies affected property owners accordingly.

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12. Officers' reports

CM.123/21 Bouchiers Road Special Charge Scheme, Kangaroo Ground - formal questionnaire results

Motion

MOVED: Cr Ben Ramcharan

SECONDED: Cr Richard Stockman

That Council defer this item to a future meeting.

THE MOTION WAS PUT TO THE VOTE AND CARRIED AND BECAME THE COUNCIL RESOLUTION AS FOLLOWS:

Council Resolution

MOVED: Cr Ben Ramcharan

SECONDED: Cr Richard Stockman

That Council defer this item to a future meeting.

CARRIED UNANIMOUSLY

Cr Karen Egan returned to the meeting at 8:46pm at the conclusion of the above item.

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24 August 2021

12. Officers' reports

CM.124/21 Appointment of Councillor Representative to the Banyule/Nillumbik Local Learning Employment Network Inc. Board

Distribution: Public

Manager: Blaga Naumoski, Executive Manager Governance, Communications and Engagement

Author: Janet Taylor, Governance Officer

Summary

Council is a member or participant in a range of external organisations at a local, regional or sector level.

Councillors are appointed to represent Council as delegates to those organisations. In some cases, an alternate is also appointed who can attend if the primary Councillor is not available.

Banyule Nillumbik Local Learning and Employment Network Inc. Board (BNLLEN) is made up of representatives from various organisations and institutions that support its vision '*to create seamless education, training, and employment outcomes for young people that are inclusive, responsive and innovative.*'

Council's organisational representative to BNLLEN is the Coordinator Economic Development and Tourism from Councils Economic Development Team under Category 7 - Local Government, and is a sitting member on the Board.

BNLLEN Board approached Council and asked if Council would consider nominating a Councillor Representative to the Board.

The Board indicated that it is encouraging Councillor involvement on the BNLLEN as well as maintaining Council's current representative on the BNLLEN - Coordinator Economic Development and Tourism from Councils Economic Development Team.

The Board is interested in strengthening and widening its membership and is actively recruiting members with a range of skills and abilities.

This report seeks to move the membership of the current Council representative (Coordinator Economic Development and Tourism) to Category 11 – Co Opted member on a permanent basis and nominate a Councillor Representative under Category 7 – Local Government to represent Council at BNLLEN Board meetings.

Recommendation

That Council:

1. Nominates Cr _____ as Councillor Representative (Category 7 – Local Government) to the Banyule Nillumbik Living Learning and Employment Network (BNLLEN) Inc. Board for a two year period until 24 August 2023.
2. Advises BNLLEN Inc, of Council's decision, and submits the required Organisational Membership form (**Attachment 1**) and Change of Organisation Representative form (**Attachment 2**) for Councillor Representatives of BNLLEN Inc. Board for action and resolution at its September BNLLEN Meeting.

Council Meeting Minutes

24 August 2021

12. Officers' reports

CM.124/21 Appointment of Councillor Representative to the Banyule/Nillumbik Local Learning Employment Network Inc. Board

3. Notes that the Coordinator Economic Development and Tourism from Council's Economic Development team will continue to represent Council on the BNLEN Inc. Board as a Category 11 – Co-Opted member on a permanent basis.
4. Officers bring a report back to Council in August 2023 to appoint a Councillor Representative to Banyule Nillumbik Living Learning and Employment Network Inc Board for a two year term.

Motion

MOVED: Cr Ben Ramcharan

SECONDED: Cr Natalie Duffy

That Council:

1. Nominates **Cr Frances Eyre** as Councillor Representative (Category 7 – Local Government) to the Banyule Nillumbik Local Learning Living **Local** and Employment Network (BNLEN) Inc. Board for a two year period until 24 August 2023.
2. Advises BNLEN Inc, of Council's decision, and submits the required Organisational Membership form (**Attachment 1**) and Change of Organisation Representative form (**Attachment 2**) for Councillor Representatives of BNLEN Inc. Board for action and resolution at its September BNLEN Meeting.
3. Notes that the Coordinator Economic Development and Tourism from Council's Economic Development team will continue to represent Council on the BNLEN Inc. Board as a Category 11 – Co-Opted member on a permanent basis.
4. Officers bring a report back to Council in August 2023 to appoint a Councillor Representative to Banyule Nillumbik Living **Local** Learning and Employment Network Inc Board for a two year term.

THE MOTION WAS PUT TO THE VOTE AND CARRIED AND BECAME THE COUNCIL RESOLUTION AS FOLLOWS:

Council Resolution

MOVED: Cr Ben Ramcharan

SECONDED: Cr Natalie Duffy

That Council:

1. Nominates Cr Frances Eyre as Councillor Representative (Category 7 – Local Government) to the Banyule Nillumbik Local Learning and Employment Network (BNLEN) Inc. Board for a two year period until 24 August 2023.
2. Advises BNLEN Inc, of Council's decision, and submits the required Organisational Membership form (**Attachment 1**) and Change of Organisation Representative form (**Attachment 2**) for Councillor Representatives of BNLEN Inc. Board for action and resolution at its September BNLEN Meeting.

Council Meeting Minutes

24 August 2021

12. Officers' reports

CM.124/21 Appointment of Councillor Representative to the Banyule/Nillumbik Local Learning Employment Network Inc. Board

3. Notes that the Coordinator Economic Development and Tourism from Council's Economic Development team will continue to represent Council on the BNLEN Inc. Board as a Category 11 – Co-Opted member on a permanent basis.
4. Officers bring a report back to Council in August 2023 to appoint a Councillor Representative to Banyule Nillumbik Local Learning and Employment Network Inc Board for a two year term.

CARRIED UNANIMOUSLY

Council Meeting Minutes

24 August 2021

12. Officers' reports

CM.125/21 Quarterly Risk and Safety Report - June 2021

Distribution: Public

Manager: Jeremy Livingston, Executive Manager Business Transformation and Performance

Author: Craig Commene, Risk and Safety Lead

Summary

This report provides a summary of Council's Risk and Safety Report for the financial year ending June 2021.

The report is presented in accordance with the Local Government Performance Reporting Framework (LGPRF). This reporting framework requires the presentation of a report to Council at least every six months, detailing the strategic risks, operational risks, the consequences and likelihood of occurrence, and risk mitigation strategies.

Risk and Safety reporting to Council is tabled each quarter following consideration by Council's Audit and Risk Committee.

The full confidential Risk and Safety Report for June 2021 is attached to this report (**Attachment 1**) and provides detailed information for Council's consideration.

Council Resolution

MOVED: Cr Frances Eyre

SECONDED: Cr Geoff Paine

That Council:

1. Notes the summary of the confidential Risk and Safety Report for the financial year ending June 2021.
2. Resolves that the attached report (**Attachment 1**) remains confidential in accordance with section 3(1)(a) and (f) of the *Local Government Act 2020*.

CARRIED UNANIMOUSLY

Council Meeting Minutes

24 August 2021

12. Officers' reports

CM.126/21 Tender Report - Contract 2021-060 Provision of Underground Stormwater Drainage Cleaning and Condition Audits

Distribution: Public

Manager: Hjalmar Philipp, Director Operations and Infrastructure

Author: Jeff Saker, Roads and Drains Maintenance Coordinator
Joseph Emmanuel, Manager Infrastructure
Lance Clark, Senior Procurement Specialist

Summary

This report recommends the awarding of contract 2021-060 for Provision of Underground Stormwater Drainage Cleaning and Condition Audits.

The contract term is for an initial period of three years, with two x one year options to extend the contract. The total duration of the contract, including the exercise of any options, shall not exceed five years.

This contract is for standard Council operational requirements and replaces a previous contract for the same service requirements.

The Tender Evaluation Panel (TEP) has assessed all submissions and this report provides a summary of their evaluation in recommending the awarding of the contract for 2021-060 for Provision of Underground Stormwater Drainage Cleaning and Condition Audits.

Pursuant to the Instrument of Delegation to the Chief Executive Officer, the value of this contract exceeds the specified financial limits and a Council resolution is therefore required to award the contract.

Recommendation

That Council:

1. Accept the tender submitted by the **preferred tenderer** for the schedule of rates disclosed in (**Attachment 1**) and enter into the following contract:
Number: 2021-060
Title: Provision of Underground Stormwater Drainage Cleaning and Condition Audits
Term: 1 September 2021 to 31 August 2024
Options: Term extensions up to 31 August 2026
2. Authorises the Director Operations and Infrastructure to finalise and execute the contract documentation.
3. Delegates the powers and authorisation to the Director Operations and Infrastructure to review and approve the options to extend the contract term for a maximum of up to two further years.
4. Authorises the Director Operations and Infrastructure to approve additional cost variations that are a result of changes to operational requirements throughout the term of the contract.
5. Advises all tenderers accordingly.

Council Meeting Minutes

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12. Officers' reports

CM.126/21 Tender Report - Contract 2021-060 Provision of Underground Stormwater Drainage Cleaning and Condition Audits

-
6. Makes public the decision regarding this contract but the Tender Evaluation Report (**Attachment 1**) remain confidential on the grounds specified in the definition of confidential information in section 3(1)(g) of the Local Government Act 2020.
 7. Resolves that the preferred tenderer be named.

Council Resolution

MOVED: Cr Geoff Paine

SECONDED: Cr Ben Ramcharan

That Council:

1. Accept the tender submitted by the **preferred tenderer Environmental Services Group Pty Ltd** for the schedule of rates disclosed in (**Attachment 1**) and enter into the following contract:

Number: 2021-060

Title: Provision of Underground Stormwater Drainage Cleaning and Condition Audits

Term: 1 September 2021 to 31 August 2024

Options: Term extensions up to 31 August 2026
2. Authorises the Director Operations and Infrastructure to finalise and execute the contract documentation.
3. Delegates the powers and authorisation to the Director Operations and Infrastructure to review and approve the options to extend the contract term for a maximum of up to two further years.
4. Authorises the Director Operations and Infrastructure to approve additional cost variations that are a result of changes to operational requirements throughout the term of the contract.
5. Advises all tenderers accordingly.
6. Makes public the decision regarding this contract but the Tender Evaluation Report (**Attachment 1**) remain confidential on the grounds specified in the definition of confidential information in section 3(1)(g) of the Local Government Act 2020.
7. Resolves that the preferred tenderer be named.

CARRIED UNANIMOUSLY

Council Meeting Minutes

24 August 2021

12. Officers' reports

CM.127/21 Tender Report - Contract 2021-079 Eltham Skate Park Project – Design & Construction

Distribution: Public

Manager: Hjalmar Philipp, Director Operations and Infrastructure

Author: Enrique Gutierrez, Manager Capital Works

Steven Blight, Construction Coordinator

Tara Jolfaei, Recreation and Open Space Planner

Lance Clark, Senior Procurement Specialist

Summary

This report recommends the awarding of contract 2021-079 for Eltham Skate Park Project – Design & Construction.

The works will improve the safety, condition, function of the facility, and provide Nillumbik Shire community with a modern facility that will cater for current demand and will extend the life span of the facility for a further 15 - 20 years.

The Tender Evaluation Panel (TEP) has assessed all submissions and this report provides a summary of their evaluation in recommending the awarding of the contract for 2021-079 for Eltham Skate Park Project – Design & Construction.

Pursuant to the Instrument of Delegation to the Chief Executive Officer, the value of this contract exceeds the specified financial limits and a Council resolution is therefore required to award the contract.

Recommendation

That Council:

1. Accept the tender submitted by the **preferred tenderer** for the sum of \$[Redacted] plus \$[Redacted] for contingency (exclusive of GST) and enter into the following contract:

Number: 2021-079
Title: Eltham Skate Park Project – Design & Construction
Term: 30 August 2021 to 31 May 2022
2. Authorises the Director Operations and Infrastructure to finalise and execute the contract documentation.
3. Authorises the Director Operations and Infrastructure to approve additional cost variations up to and within the value of approved project budget.
4. Any variations that exceed the project budget will require a further Council resolution.
5. Advises all tenderers accordingly.
6. Makes public the decision regarding this contract but the Tender Evaluation Report (**Attachment 1**) remain confidential on the grounds specified in the definition of confidential information in section 3(1)(g) of the *Local Government Act 2020*.
7. Resolves that the preferred tenderer be named.

Council Meeting Minutes

24 August 2021

12. Officers' reports

CM.127/21 Tender Report - Contract 2021-079 Eltham Skate Park Project – Design & Construction

Council Resolution

MOVED: Cr Geoff Paine
SECONDED: Cr Natalie Duffy

That Council:

1. Accept the tender submitted by the **preferred tenderer** Hayley Constructions for the sum of \$468,045.00 plus \$93,609.00 for contingency (exclusive of GST) and enter into the following contract:
Number: 2021-079
Title: Eltham Skate Park Project – Design & Construction
Term: 30 August 2021 to 31 May 2022
2. Authorises the Director Operations and Infrastructure to finalise and execute the contract documentation.
3. Authorises the Director Operations and Infrastructure to approve additional cost variations up to and within the value of approved project budget.
4. Any variations that exceed the project budget will require a further Council resolution.
5. Advises all tenderers accordingly.
6. Makes public the decision regarding this contract but the Tender Evaluation Report (**Attachment 1**) remain confidential on the grounds specified in the definition of confidential information in section 3(1)(g) of the *Local Government Act 2020*.
7. Resolves that the preferred tenderer be named.

CARRIED UNANIMOUSLY

Council Meeting Minutes

24 August 2021

12. Officers' reports

CM.128/21 Informal Meetings of Councillors Records - 24 August 2021

Distribution: Public

Manager: Blaga Naumoski, Executive Manager Governance, Communications and Engagement

Author: Janet Taylor, Governance Officer

Summary

In accordance with *Item 19 of Council's Governance Rule – Meeting Procedure*, adopted on 25 August 2020, Council is required to report as soon as practicable to a Council Meeting a record of each Informal Meetings of Councillors held.

This report lists Informal Meetings of Councillors records submitted since the matter was last reported to Council on 27 July 2021.

An Informal Meetings of Councillors Record was kept for the following meetings (**Attachment 1**):

1. Informal Meeting of Councillors Record Councillor Briefing - 15 June 2021.
2. Informal Meeting of Councillors Record Pre-meet to Planning and Consultation Committee Meeting and Councillor Briefing – 13 July 2021.
3. Informal Meeting of Councillors Record Councillor Briefing (2) – 13 July 2021.
4. Informal Meeting of Councillors Record Councillor Briefing – 20 July 2021.
5. Informal Meeting of Councillors Record Pre-meet to Council Meeting – 27 July 2021
6. Informal Meeting of Councillors Record L&LN Advisory Committee – 28 July 2021
7. Informal Meeting of Councillors Record - Positive Ageing Advisory Committee – 6 August 2021.
8. Informal Meeting of Councillors Record – Local Laws Workshop - 9 August 2021
9. Pre-meet to Planning and Consultation Committee Meeting held 10 August 2021.

Council Resolution

MOVED: Cr Ben Ramcharan

SECONDED: Cr Frances Eyre

That Council, in accordance with *Item 19 of Council's Governance Rule – Meeting Procedure*, receives the Informal Meetings of Councillors Records (**Attachment 1**) for the meetings held.

CARRIED UNANIMOUSLY

Council Meeting Minutes

24 August 2021

12. Officers' reports

CM.129/21 Eltham Area Community Hospital

Distribution: Public

Manager: Carl Cowie, Chief Executive Officer

Author: Hjalmar Philipp, Director Operations and Infrastructure

Summary

The Victorian Building Health Authority (VHBA) has identified Council land at Civic Drive, Greensborough as its preferred location for the development of the Eltham Area Community Hospital.

The VHBA has publicly indicated it is seeking community feedback before it makes a decision to purchase the Council land.

Following a decision by VHBA whether or not to purchase the land, the VHBA may acquire it either through agreement with Council or compulsory acquisition.

Separate to any engagement undertaken by the VHBA, Council can also seek community feedback to inform the potential sale of Council land. This report contains a proposed approach to do so.

Council Resolution

MOVED: Cr Richard Stockman

SECONDED: Cr Frances Eyre

That Council commences a consultation process as outlined in Proposed Community Engagement Next Steps **Attachment A** to seek the views of the Nillumbik community to inform the potential sale of Council land for the purpose of a community hospital at Civic Drive at the location outlined in **Attachment B**.

CARRIED UNANIMOUSLY

Council Meeting Minutes

24 August 2021

Carl Cowie, Chief Executive Officer declared a direct conflict of interest in Item CM131/21 - CEO Employment Matters Committee as it relates to his contract. The CEO, did not leave the room as the item was for noting only, but stated he would not be present for the confidential item.

12. Officers' reports

CM.131/21 CEO Employment Matters Committee

Distribution: Public

Manager: Blaga Naumoski, Executive Manager Governance, Communications and Engagement

Author: Blaga Naumoski, Executive Manager Governance, Communications and Engagement

Summary

This report is an overview of a separate confidential report to consider the Chief Executive Officer's (CEO's) performance plan 2020/2021.

Council Resolution

MOVED: Cr Geoff Paine

SECONDED: Cr Karen Egan

That Council notes this report.

CARRIED UNANIMOUSLY

Council Meeting Minutes

24 August 2021

13. Notices of Motion

NOM.004/21 Civic Drive Roundabout Greensborough - Road Safety

Cr Richard Stockman advised of his intention to move the following:

Council Resolution

MOVED: Cr Richard Stockman

SECONDED: Cr Geoff Paine

That Council writes to the Minister for Roads and Road Safety, the Hon. Ben Carroll MP and Minister for Transport Infrastructure, the Hon. Jacinta Allan MP requesting:

- a) A detailed investigation be undertaken into traffic congestion and road safety at the Civic Drive / Diamond Creek Road Roundabout, Greensborough, including road safety audit, particularly given projected increased traffic volumes as a result of North East Link and Yan Yean Road projects.
- b) Engagement be undertaken with affected Nillumbik Shire residents to explain investigations undertaken and plans to address congestion and safety issues.
- c) Consideration be given to funding intersection improvements at the Civic Drive/Diamond Creek Rd, Greensborough intersection to reduce congestion and improve road and pedestrian safety.

CARRIED UNANIMOUSLY

14. Delegates' Reports

Nil

15. Supplementary and urgent business

Nil

Council Meeting Minutes

24 August 2021

16. Confidential reports

Pursuant to section 66(2) of the *Local Government Act 2020* (the Act), the meeting of the Council be closed to members of the public for the consideration of the following confidential items:

CM.130/21 CEO Employment Matters Committee

This item is confidential because it is personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs pursuant to paragraph (f) of the definition of confidential information under section 3(1) of the *Local Government Act 2020*. This ground is applied because it is information that, if publicly released at the time, is likely to be inappropriately detrimental to the Council or any person (natural or corporate).

Council Resolution

MOVED: Cr Ben Ramcharan
SECONDED: Cr Geoff Paine

That in accordance with section 66(2) of the *Local Government Act 2020*, Council resolves to close the meeting to members of the public to consider confidential items.

CARRIED UNANIMOUSLY

The meeting closed to members of the public at 9:17pm.

The meeting re-opened to members of the public at 9:25pm.

17. Close of Meeting

The meeting closed at 9:25pm.

Confirmed:

Cr Peter Perkins, Mayor

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Arts & Cultural Advisory Committee Minutes

Date	Monday 17 May 2021
Time	7pm to 9pm
Venue	Via Zoom. https://zoom.us/j/99206647659
Chair	Councilor Geoff Paine
Minute taker	Julie Alexander, Business and Program Support Officer – Community Services (Minutes were taken from the recorded meeting)

Agenda item	Action	Officer/Committee Member
<p>1. Welcome and Introductions</p> <p>Councillors: Cr Geoff Paine (Chair), Mayor Cr Peter Perkins (Deputy Chair), Cr Natalie Duffy</p> <p>Committee Members: Brian Gilkes, Pat Reynolds, Emma Roussel, Thomas McEvoy, Ona Henderson, Syd Tunn, Alli Spoor, Hannah Zreikat, Jonathan Crowther, Liezl Shnookal, Cassie May, Sandra Miller</p> <p>Officers: Nichole Johnson (Manager Community Partnerships), Simon Doyle (Coordinator Arts & Cultural Development), Richard Holt (Arts Development Officer), Ange Stock (Arts Recovery Officer), Melissa Ensink (Social Planning and Policy Officer).</p> <p>Apologies: Corrienne Nichols (Executive Manager Community Services), Dennis Coard, Rebecca Davies, Leanne Ipsen, Tessa Christie.</p>		
<p>2. Welcome</p> <p>Nichole Johnson provided a warm welcome to the Committee and Councillors and acknowledged the traditional owners. Nichole also Introduced herself, her role and welcomed the new Advisory Committee members.</p>		Nichole Johnson
<p>3. Conflict of interest and Informal Meeting of Councillors Record</p> <p><i>Conflict of interest provisions are contained in section 80C of the Local Government Act 1989, the Councilor's Governance Code, the Employee Code of Conduct and the Volunteer Handbook (form attached). An Informal Meeting of Councillors Record must be completed at the meeting in accordance with section 80A of the Local Government Act 1989.</i></p>	No conflicts identified	Simon Doyle

Agenda item	Action	Officer/Committee Member
<p>4. Minutes from previous meeting (copy attached)</p> <p>The minutes of the meeting held on 15 February 2021 were confirmed as a true and accurate record of the meeting.</p>	<p>Moved: Ona Henderson</p> <p>Seconded: Alli Spoor</p>	
<p>5. Matters Arising:</p> <p>Eltham Library Community Gallery Program Simon Doyle reported on the previous and upcoming exhibitions at the ELCG.</p> <p>Nillumbik Prize for Contemporary Art 20 Simon reported James Nguyen as the winner for Open prize with his work <i>The Camellia Economy</i>. There was great press coverage through the Warrandyte Diary and The Age.</p> <p>The \$10,000 local prize was won by Eltham artist Nusra Latif Qureshi for <i>Remnant Blessings-1</i>, an acrylic, graphite, gouache and gold on illustration board.</p> <p>Sculptor Clive Murray-White, of Dunmoochin in Cottles Bridge, took out the \$500 Mayor's Award for his work, <i>Assisted Suiseki No: 9</i>.</p> <p>Simon thanked Cr Perkins for his help on the night and for interviewing the winner.</p> <p>Nominations for Arts & Cultural Advisory Committee 2021-23 Cr Geoff Paine introduced the new committee members: Sandra Miller, Cassandra May, Liezl Shnookal, Jonathan Crowther and Hannah Zreikat.</p> <p>The current members, Councillors and Nillumbik Staff introduced themselves to the new members.</p> <p>Arts & Culture Strategy 2022-26 Simon spoke about the 2022-26 Arts and Culture Strategy. Consultation has commenced.</p> <p>Survey is out and available on Participate Nillumbik webpage. Simon requested that members undertake the survey and share the opportunity across their networks.</p> <p>Pop-up consultations have occurred across the municipality. Focus groups to commence mid-June.</p> <p>Arts and Cultural Advisory Committee members to have a dedicated focus group.</p> <p>Members asked to promote the focus group opportunity across their networks.</p> <p>Already heard from almost 1000 voices.</p>	<p>Send e-mail out to new members inviting comment and input to the Arts & Culture Strategy. Participate link will be provided.</p> <p>Invitations to be sent to members (including new members) with information about focus group.</p>	<p>Simon Doyle</p> <p>Simon Doyle</p>
<p>5. Lloyd Godman – Resigned from committee. Simon thanked Lloyd for his contribution during his time on the committee.</p>		

Agenda item	Action	Officer/Committee Member
<p>7. Art Collection</p> <p>Acquisition Recommendation Reports for the following two artworks as winners of the Nillumbik Prize for Contemporary Art 2021 were considered by the Committee:</p> <p><i>The Camelia Economy</i> by James Nguyen – Winner of the Open Nillumbik Prize for Contemporary Art 2021</p> <p><i>REMNANT BLESSINGS-I</i> by Nusra Latif Qureshi – Winner of the Local Nillumbik Prize for Contemporary Art 2021</p> <p>This process is in accordance with the acquisition selection criteria of Council's Arts Collection Policy of 2019-22 and Nillumbik Shire Art Collection and Curatorial Guidelines 2019-22.</p> <p>The Committee accepted both artworks into the Nillumbik Shire Art Collection, formal signing of the recommendation reports by 8 Committee members to follow.</p> <p>The Committee wish to explore the opportunity to suggest new local artwork acquisitions to the Nillumbik Art Collection into the future and to list this as a discussion topic for a future meeting.</p>	<p>List as agenda item for next ACAC meeting</p>	<p>Sarah Hammond / Simon Doyle</p>
<p>8. Municipal Public Health and Wellbeing Plan (MPHWP)</p> <p>Melisa gave a presentation on what the Health and Wellbeing Plan is, what it involves, and the processes used to develop it. Committee members provided feedback into this presentation with a strong focus of the importance of the natural environment.</p>	<p>Simon to e-mail members with Feedback Form</p>	<p>Melisa Ensink</p>
<p>9. St Andrews Wayfinding Project</p> <p>Richard Holt explained the project and history</p> <p>Local creative organisation Rare Metal has been successful in winning the commission.</p> <p>Three locations were identified in the artist brief for the Wayfinding Markers:</p> <ul style="list-style-type: none"> - The market place - The St Andrews Community Centre (old school house) - The church. <p>Future projects, funding pending, will focus on a series of a further 7 Wayfinding Markers along the walking trail that runs from the market to the St Andrews Community Centre.</p>		<p>Richard Holt</p>
<p>10. Diamond Valley Sports & Fitness Centre Public Art Project</p> <p>Richard Holt noted Good engagement from identified stakeholders to this point.</p> <p>A draft brief has been developed.</p> <p>The potential artwork site has been identified as the concrete wall adjacent to entry which then wraps around the building to face the Greensborough Bypass.</p>		<p>Richard Holt</p>

Agenda item	Action	Officer/Committee Member
<p>Identified themes are: Health, Inclusion, Heritage and Culture and active communities together.</p> <p>Cr. Duffy requested that user groups of the facility also be included in the draft brief discussions for the project.</p> <p>Cr Duffy communicated a desire for the project to be a targeted First Nations outcome.</p> <p>Richard Holt discussed current ongoing First Nation targeted public art programs across the region and confirmed First Nations artists would be notified and welcome to join the open call out for this public art opportunity.</p>	<p>DVBA to be included in review of Project Brief along with Aligned Leisure.</p>	
<p>11. Arts Recovery Industry Focus Group</p> <p>Ange Stock reported on the Arts Recover event that was held in March this year at Montsalvat.</p> <p>The event was free and booked out quickly and a wide range of artists attended.</p> <p>Art in the Time of COVID-19 exhibiting Artist Paul Kalembo spoke at the event.</p> <p>Priorities for Council support as seen by artists in order were:</p> <ul style="list-style-type: none"> - Employment/grants/commissions - Recognition of the value of arts & culture - Networking and arts infrastructure 		<p>Ange Stock</p>
<p>12. Future Diary Dates</p> <p>ACAC Focus Group – 2022-26 Arts and Culture Strategy - Friday, 11 June 2021. 6.30 – 8.30pm. Great Hall, Slovenian Association. 82 Ingrams Rd, Research</p> <p>Committee Meeting - Monday, 16 August 2021. 7 – 9pm</p> <p>Committee Meeting - Monday, 15 November 2021. 7 – 9pm</p>		
<p>9. Close – 9.04pm</p>		

Next Meeting: ZOOM MEETING

Environment & Sustainability Advisory Committee (ESAC) Minutes



Date: Wednesday 16 June 2021
Time: 7.00pm – 9.00pm
Venue: Zoom
Chair: Lisa Pittle (from 7pm) then Cr Egan (from 7.25pm)
Minute taker: Kirsten Reedy

1	Welcome and Acknowledgement of Country (10 min) Present: Carol Jadraque, Elley Thomas, Narelle Campbell, Alan Thatcher, John Huff, John Brenan, Liz Parsons; Lisa Pittle, Kirsten Reedy, Julia Franco, Shannon Maynard, Georgie Nathan, Bea Guevara, Leigh Northwood, Cr Geoff Paine, Cr Ben Ramcharan, Cr Karen Egan; Ellie Diaz (Marsh) Apologies: Zac Lombardo, Andrew Robinson Absent:	Chair
2	Conflict of interest Conflict of interest provisions are contained in section 80C of the <i>Local Government Act 1989</i> , the Councillor's Governance Code, the Employee Code of Conduct and the Volunteer Handbook Narelle Campbell declared a general conflict of interest as an employee of the Victorian Government's Department of Health and Human Services. Carol Jadraque declared that she is working with the State Government Department of Environment in the Threatened Species Team.	Chair
3	Confirmation of minutes Confirmation of the minutes of the April 2021 meeting of the committee Moved: John Brenan Seconded: Alan Thatcher	Chair
4	Zoom Chat Questions In general, zoom chat will not be included in future minutes; except in limited instances, for example to provide an IT workaround when computer sound not working for a participant	Lisa Pittle
5	Open Actions Accepted	Chair
6	Local Law Review and Domestic Animal Management Plan Review (consultation) & Cats and Foxes (discussion)	Shannon Maynard Julia Franco

	<p>A review of Council's Amenity and Infrastructure local laws is currently being undertaken. ESAC members invited to make submissions on matters of interest by 2 July 2021. The submissions will be considered and draft local laws prepared which will then be available for a second round of community consultation – which will include consultation at a future ESAC.</p> <p>Review of Domestic Animal Management Plan also underway. Round 1 submissions sought by 25 June, draft will then go on public exhibition. The Plan doesn't currently cover feral cats. Would welcome feedback about whether it should.</p> <p>Discussions on: wandering dogs; foxes; fox baiting options; landowner responsibility to control feral pests; 24-hour cat curfew; behaviour in public places; how would resource and enforce any additional local laws.</p> <p>Action 1 – Members of ESAC invited to contribute individually to the review of the Local Laws and Domestic Animal Management Plan</p> <p>Action 2 – ESAC to be consulted on draft updated local laws at a future meeting</p> <p>https://participate.nillumbik.vic.gov.au/local-laws</p> <p>https://www.participate.nillumbik.vic.gov.au/damp</p> <p>Attachment 1: Cats and Foxes briefing paper which was provided to committee members with the agenda</p>	
7	<p>Future of Agriculture Project (for input)</p> <p>Discussions: Important to be clear about and define what is meant by the term 'agricultural' and also the term 'land'; will examine agricultural land capability across the Shire; could be useful to undertake an historical analysis of Nillumbik agricultural land use; ABS data is available; the project will identify the agricultural opportunities of the shire; it won't specify what can and can't do on parcels of land; suggestion that as an outcome of this project Council will need to determine what it wants the future of agriculture in the Shire to be; need to be clear about the ultimate purpose of what the project is seeking to achieve and why it is being undertaken.</p> <p>Project survey will be launched shortly and will be open for four weeks.</p> <p>Attachment 2: Information on the Future of Agriculture Project which was provided to committee members with the agenda</p>	Georgie Nathan
8	<p>Climate Change Risk Assessment (for information)</p> <p>Presentation on the key findings of the climate change risk assessment which Council's insurer, Marsh was engaged to prepare in consultation with Council officers from across the organisation, which will help to inform the development of the new Climate Action Plan.</p> <p>The presentation covered how climate change is expected to impact local government; local government roles and responsibility; what local government can do; the risk assessment; the outcomes (impact rankings by scenario: 31 risks – 3 low, 14 medium, 14 high and 0 extreme - scenarios related to predicted temperature, hot days, rainfall, bushfire days); 2021 global risks report; adaptation planning for the 24 risks currently identified as potentially requiring adaptation initiatives – need to</p>	Marsh

	<p>consider whether to accept the risk, mitigate, transfer, adapt or undertake further research/study. Needs to be the best possible option – no-regret and win-win decision.</p> <p>Discussions on: adaptation practicalities; business as usual adaptation vs additional/future adaptation; operational context; financial risks of climate change impacts; roadside management plan; liability.</p> <p>Action 3: Consult with ESAC on preliminary draft Climate Action Plan at upcoming meeting</p> <p>Attachment 3: Risk assessment table which was provided to committee members with the agenda</p>	
9	<p>Green Wedge Management Plan (for information)</p> <p>Update on implementation of the Plan provided</p> <p>Discussion on what an online green wedge information hub / web page may cover, relationship between the GWMP and any future planning scheme reviews re land fragmentation - due to be reviewed in 2022 (and will involve community consultation); additionally, results of state government review of green wedge zones expected to be released in the coming months which may result in required planning changes</p> <p>Action 4: Keep ESAC up to date on 2022 Nillumbik planning scheme review</p> <p>Attachment 4: Green Wedge Management Plan update notes</p>	Leigh Northwood & Bea Guevara
10	<p>Urban Tree Canopy – next steps (for input)</p> <p>ESAC agreement to recommend to Council that an urban tree canopy project be undertaken, and a proposed scope provided.</p> <p>Moved John Huf, Seconded John Brenan – all in favour</p> <p>Discussion on which areas of Council would be involved in the project group</p>	Lisa and Alan
11	<p>Other business:</p> <ul style="list-style-type: none"> • Table Summary of Council environment and sustainability activity - <i>Copy sent out with agenda for viewing ahead of meeting</i> • Debrief on Intrepid Landcare weekend provided by Elley Thomas – positive feedback • Positive feedback provided on Collaborative Deer Control program – need ongoing work in that space • NCESAC Ageing grant paper – Copy provided with agenda, prepared by Narelle and Liz <p>Action 5 – Provide a copy of the NCESAC Ageing grant paper to the Positive Ageing Advisory Committee for their information</p> <ul style="list-style-type: none"> • Discussion about future agenda's – request briefing notes on all items ahead of meeting and no presentations at the meeting – instead a focus on discussion and input. Consensus not sought. • Future agenda item suggestions/requests invited (standing item) 	Chair
12	<p>Next meeting date: Wednesday 18 August at 7pm</p> <p>Venue: tbd – in person, Covid permitting</p>	Chair

Meeting date	Action	Owner/s	Status	Comment
16 June 2021	Members of ESAC invited to contribute individually to the review of the Local Laws and Domestic Animal Management Plan	ESAC members	At individual's discretion Complete	Phase 1 submissions due: DAMP: 25 June Local Laws: 2 July 2021
16 June 2021	ESAC to be consulted on draft updated local laws at a future meeting	Local Laws	Timing to be confirmed	Will be an agenda item at future meeting(s)
16 June 2021	Consult with ESAC on preliminary draft Climate Action Plan at upcoming meeting	Enviro	August agenda item	August agenda item
16 June 2021	Keep ESAC up to date on 2022 Nillumbik planning scheme review	Strategic Planning	Timing to be confirmed	Will be an agenda item at future meeting(s)
16 June 2021	Provide a copy of the NCESAC Ageing grant paper to the Positive Ageing Advisory Committee for their information	Officers	Complete	Provided to Positive Ageing Officer on 17 June
28 April 2021	ESAC members to email in any further feedback on the LMIP guidelines to inform the review by Friday 14 th May	ESAC	Complete	July Councillor briefing scheduled
28 April 2021	February Zoom chat to be reviewed for any follow up questions.	Laura Nix	Complete	Questions were covered in out of session meeting and April meeting.
28 April 2021	ESAC single use policy feedback to be reported back to councillors	Lisa Pittle	Complete	Councillor briefing scheduled
28 April 2021	The draft urban canopy project scope to be further refined to include reference to alignment with Victorian Government policies that already exist, and to ensure that the scope is clearly defined.	Alan Thatcher supported by Lisa Pittle	Complete	Draft project scope provided with June ESAC agenda
28 April 2021	Once proposed urban canopy project scope and recommendation to Council are finalised by ESAC, present to councillors for their consideration.	Lisa Pittle	Complete	June agenda item
28 April 2021	Social planning officers to advise on alternative	Mel Ensink	Complete	Opportunity to provide feedback emailed to ESAC on 13 May,

Meeting date	Action	Owner/s	Status	Comment
	opportunity for ESAC to be consulted regarding the development of the new MPHWP.			comments requested by 21 May.
28 April 2021	Officers to provide a report back to ESAC on the progress of the Smart Farms project at a future meeting	Steph Orive	Timing to be confirmed	Procurement process to be finalised and project plan to be developed
28 April 2021	Email the Nillumbik Bushfire Mitigation Works Plan to ESAC members.	Lisa Pittle	Complete	Information emailed on 29 April
28 April 2021	Investigate whether an update to ESAC on the Communities First program would be worthwhile i.e. is there anything current to share.	Kirsten	Timing to be confirmed	Potential August agenda item
28 April 2021	Survey ESAC to see what the preference is for future meetings – i.e. in person or via Zoom	Laura Nix	Complete	General feedback is for a mix of both online and in person at a variety of locations
28 April 2021	Schedule foxes and cats as a future agenda item.	Julia	Complete	June agenda item
17 February 2021	Method by which Advisory Committees are provided with GWMP implementation updates and the oversight role of the committee to be clarified.	Leigh Northwood	Complete	June agenda item
6 May 2020	Circulate the Yarra Catchment Integrated Water Management Plan when available.	Lisa P	On hold	Draft for stakeholder review 31 May Scheduled to be released in mid-late 2021

Youth Council Formal Advisory Meeting Agenda

Date	Monday 2 August 2021
Time	4-6pm
Venue	Zoom
Attendees	Youth Council Bailey Cumming, Brianne Keogh, Cavan Cartwright, Youth Mayor Fieke van der Kamp, Imogen Jaques, Joseph Bowman, Katie O'Brien, Maali Kerta-Rice, Maverick Knight, Orianna Edmonds, Taj Andreetta Councillor Representative Cr Ben Ramcharan Staff Nichole Johnson, Nicola Clutton, Corrienne Nichols
Guests	Yasmin Green, Albert Giglia (YACVic), Mark Yin (YACVic) Councillors Cr Frances Eyre, Cr Richard Stockman
Apologies	Katie Camilleri, Molly Jessop, Indiana Sandwell, Kirra Imbriano, Lachlan Wadsworth, Jack Linehan

Agenda Item	Minutes	Action
Welcome Acknowledgement of Country 4.00 - 4.05	<p>Youth Mayor Fieke Van der Kamp welcomed everyone to the session and provided an Acknowledgement of Country.</p> <p>Youth Mayor asked Youth Councillors to disclose any conflicts of interest. There are no disclosures of interest for the agenda items listed. Youth Mayor advised that any conflicts of interest should be disclosed prior to discussion of each agenda item.</p>	
Actions from previous minutes 4.05 - 4.10	<p>Nicola took the room through the minutes and actions from the previous Youth Council Formal Advisory meeting held on 7 June 2021. All actions were completed with no roll over actions.</p> <p><i>Moved by: Imogen Jaques Seconded by: Katie O'Brien</i></p>	
Survey Findings Report Overview 4.10 – 4.30	<p>Albert presented the Young Minds: Your Voice, Our Future key findings summary report to the committee.</p> <p>Over 897 people engaged with the project information and resources provided on the Participate Nillumbik website, with a total of 677 full surveys completed.</p> <p>Five key priority areas have been identified as a result of the survey findings they are:</p>	

Agenda Item	Minutes	Action
	<ul style="list-style-type: none"> • Mental Health and Wellbeing • Climate Change and The Environment • Education and Employment • Discrimination and Inclusion • Crime and Safety <p>The report was missing information around what respondents love about living in Nillumbik and what they would like to see more of in regards to facilities. This will be added and sent back to Youth Council for review.</p>	
<p>Breakout discussion (x 2 groups)</p> <p><i>Deeper dive into results and note down any thoughts you have as a group</i></p> <p>4.30 – 4.55</p>	<p>Participants split off into two break out rooms to discuss and provide feedback on the Key Findings Report.</p> <p>Break out room one facilitated by Albert, discussed key insights and visions for each priority area.</p> <ol style="list-style-type: none"> 1. Improve mental health services, education and work to de-stigmatize mental health 2. Climate change is a serious threat and its impact is far and wide (from mental health to natural environments) 3. Improved employment support for young people and improved education 4. Better support for marginalised groups and improved education on discrimination and inclusion 5. Safer environment and improved urban design <p>Break out room two facilitated by Mark also discussed key insights and visions for each priority area:</p> <ol style="list-style-type: none"> 1. COVID-19 has catalysed discussions into mental health and have raised more awareness around key factors regarding young people are more aware of their own personal issues. Virtual learning + workload have increased stress. School stress is a key issue 2. Climate change can be a source of anxiety and even hopelessness to young people 3. Insecure employment and education prospects can lead to feelings of unfulfillment and can stunt future opportunities for young people <p>Sexual health education is a real issue with young people. Young people having power over their education</p> <ol style="list-style-type: none"> 4. Attempt to cut out discrimination by setting an example ourselves, startup inclusive and diverse groups, events and opportunities to include “everyone”. Provide education for inclusion and how it needs to be done. 5. Most reported safety hazards had something to do with the time of day or a lack of something which resulted in something else being unsafe <p>Young people should be taught more about their rights surrounding the law as it may hinder their choice of reporting danger or times of urgency.</p>	

Agenda Item	Minutes	Action
Feedback on Findings Report 4.55 – 5.05	<p>The Youth Council gave feedback that they would like to see the age breakdown for school stress.</p> <p>Additionally the Youth Council also requested to see the data split for male/female respondents in regards to mental health, body image and crime and safety related questions.</p>	YACVic to finalise draft report and Nicola will send back through to Youth Council for final feedback before it goes to EMT and Council.
BREAK 5.05 – 5.10		
Draft Council Plan Presentation and Feedback 5.10 – 5.40	<p>Yasmin Green, Strategy & Policy Advisor, presented the Draft Council Plan and talked through the process of how Youth Council can make a submission.</p> <p>Background information was provided on the Plan and reminded the Youth Council of the last workshop. At this workshop the Youth Council provided feedback on the Council Plan, the main conversation points covered:</p> <ul style="list-style-type: none"> • Protection of our environment and climate change. • Movement around the shire, specifically public transport as a main challenge for young people. • Safety also came up as an important factor. <p>Yasmin then took the Youth Council through the documents currently out for consultation and their main priority areas.</p> <p>Draft Community Vision</p> <p>Four themes: Our People, Our Place, Our Future and Our Council.</p> <p>Council Plan themes/areas</p> <p>Community and connection Place and Space Sustainable and resilience Responsible and accountable</p>	<p>Yasmin has requested a vertical photo of all Youth Council members together to include in final Council Plan.</p> <p>Youth Councillors are invited to make a submission on draft Council Plan</p>
Plan/Schedule for phase 3 5.40 – 5.55	<p>Mark provided a recap to the Youth Council on what has been covered so far in previous meetings, in regards to the Youth Strategy planning:</p> <p>General outline of what the Youth Council want in our strategy, contents overview, design elements covered.</p> <p>Mark opened the floor for any remaining thoughts on what could also be included:</p> <p>Bailey suggested goals for the Youth Council to work towards. Nicola suggested that this would be better suited to the Action Plan, as the strategy should be overarching and be relevant for the 4 years, in comparison to the 2 year Youth Council term.</p> <p>Mark then asked the Youth Council how they would like to move into the next phase. Focusing on the 5 priority areas, the group is able to work on a focus area each or all members work across all focus areas.</p>	Youth Council members not in attendance will need to let Nicola know which priority area they are interested in working on.

Agenda Item	Minutes	Action
	<p>The Youth Council members in attendance agreed that they would like to focus on one priority area each as small groups and then come together and discuss and get feedback from the whole Youth Council.</p> <p>Focus areas of interest for the group:</p> <p>Mental Health: Brianne, Bailey, Orianna,</p> <p>Climate Change: Imogen, Fieke,</p> <p>Education: Mav, Katie, Brianne, Imogen</p> <p>Discrimination: Maali, Katie, Imogen, Brianne</p> <p>Crime: Cavan, Taj, Joey, Katie</p>	
<p>Wrap Up 5.55 - 6.00</p>	<p>Youth Council were invited to support Officers with a presentation to EMT and Council on the Youth engagement findings. Youth Council members who are interested in participating in presenting were:</p> <p>Katie, Brianne, Cavan, Fieke and Orianna</p> <p>Nicola will also share further information on time and zoom details for the upcoming Council meeting Tuesday 17 August presentation by the Pat Cronin Foundation that all members are invited to attend.</p> <p>Discussion was also held over the celebration event for reaching target engagement number to thank Youth Council for their time and commitment to this project. Nicola will put up poll on the Facebook group for members to vote on what day works best for laser tag session.</p>	<p>Youth Council members not present today to let Nicola know if they are interested in participating in the small working group on the presentation.</p> <p>Nicola to share further information on time and zoom details for the upcoming Council meeting presentation by the Pat Cronin Foundation</p> <p>Nicola to put up poll on Facebook group for members to vote on what day works best for laser tag session.</p>

Next Meeting:

Youth Council General Meeting
Monday 16 August – 4.00-6.00pm
Council Chambers

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Nillumbik Shire Council Annual Financial Report For The Year Ended 30 June 2021

Nillumbik Shire Council
Financial Report
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Financial Report
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Nillumbik Shire Council
Certification of the Financial Report
For The Year Ended 30 June 2021

In my opinion, the accompanying financial statements have been prepared in accordance with the *Local Government Act 1989*, the *Local Government (Planning and Reporting) Regulations 2014*, the Australian Accounting Standards and other mandatory professional reporting requirements.

Melika Sukunda, CA
Principal Accounting Officer

Date :
Greensborough

In our opinion, the accompanying financial statements present fairly the financial transactions of Nillumbik Shire Council (Council) for the year ended 30 June 2021 and the financial position of the Council as at that date.

As at the date of signing, we are not aware of any circumstances which would render any particulars in the financial statements to be misleading or inaccurate.

We have been authorised by Council and by the *Local Government (Planning and Reporting) Regulations 2014* to certify the financial statements in their final form.

Peter Perkins (Mayor)
Councillor

Date :
Greensborough

Frances Eyre (Deputy Mayor)
Councillor

Date :
Greensborough

Carl Cowie
Chief Executive Officer

Date :
Greensborough

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**Nillumbik Shire Council
Comprehensive Income Statement
For The Year Ended 30 June 2021**

	Note	2021 \$'000	2020 \$'000
Income			
Rates and charges	3.1	67,366	66,540
Statutory fees and fines	3.2	1,843	1,514
User fees	3.3	10,808	11,582
Grants - operating	3.4(a)	7,106	7,740
Grants - capital	3.4(b)	19,326	2,898
Contributions - monetary	3.5	2,006	3,234
Contributions - non-monetary	3.5	35	2,791
Net gain/(loss) on disposal of property, infrastructure, plant and equipment	3.6	(3,717)	(599)
Share of net profits/(losses) of associate	6.3	199	139
Other income	3.7	1,556	2,277
Total income		106,528	98,116
Expenses			
Employee costs	4.1	35,661	36,373
Materials and services	4.2	37,780	55,966
Depreciation	4.3	11,912	12,164
Amortisation - right of use assets	4.4	420	513
Bad and doubtful debts	4.5	47	184
Borrowing costs	4.6	601	709
Finance costs - leases	4.7	21	37
Contributions to associates	6.3	2,888	2,742
Other expenses	4.8	3,457	4,340
Total expenses		92,787	113,028
Surplus/(deficit) for the year		13,741	(14,912)
Other comprehensive income			
Items that will not be reclassified to surplus or deficit in future periods			
Net asset revaluation increment/(decrement)	6.2	2,558	(5,009)
Total comprehensive result		16,299	(19,921)

The above comprehensive income statement should be read in conjunction with the accompanying notes.

Nillumbik Shire Council
Balance Sheet
As at 30 June 2021

	Note	2021 \$'000	2020 \$'000
Assets			
Current assets			
Cash and cash equivalents	5.1(a)	22,153	43,345
Trade and other receivables	5.1(c)	11,166	11,416
Other financial assets	5.1(b)	26,325	9,000
Inventories	5.2(a)	18	18
Non-current assets classified as held for sale	6.1	3,080	3,080
Other assets	5.2(b)	1,868	1,938
Total current assets		64,610	68,797
Non-current assets			
Trade and other receivables	5.1(c)	538	580
Other financial assets	5.1(b)	5	5
Investments in associates	6.3	1,671	1,471
Property, infrastructure, plant and equipment	6.2	964,206	942,431
Right-of-use assets	5.8	881	1,301
Total non-current assets		967,301	945,788
Total assets		1,031,911	1,014,585
Liabilities			
Current liabilities			
Trade and other payables	5.3(a)	8,909	8,316
Trust funds and deposits	5.3(b)	1,994	1,925
Unearned grants and contract liabilities	5.3(c)	14,775	12,456
Provisions	5.5(c)	13,493	13,483
Interest-bearing liabilities	5.4	4,942	2,171
Lease liabilities	5.8	417	507
Total current liabilities		44,530	38,858
Non-current liabilities			
Provisions	5.5(c)	18,305	22,388
Interest-bearing liabilities	5.4	8,445	8,605
Lease liabilities	5.8	424	826
Total non-current liabilities		27,174	31,819
Total liabilities		71,704	70,677
Net assets		960,207	943,908
Equity			
Accumulated surplus		404,443	385,673
Reserves	9.1	555,764	558,235
Total equity		960,207	943,908

The above balance sheet should be read in conjunction with the accompanying notes.

Nillumbik Shire Council
Statement Of Changes In Equity
For The Year Ended 30 June 2021

	Note	Total	Accumulated Surplus	Asset Revaluation Reserve	Other Reserves
2021		\$'000	\$'000	\$'000	\$'000
Balance at beginning of the financial year		943,908	385,673	523,226	35,009
Surplus/(deficit) for the year		13,741	13,741	-	-
Net asset revaluation increment/(decrement)	6.2	2,558	-	2,558	-
Transfers to other reserves	9.1(b)	-	(12,893)	-	12,893
Transfers from other reserves	9.1(b)	-	17,922	-	(17,922)
Balance at end of the financial year		960,207	404,443	525,784	29,980

		Total	Accumulated Surplus	Asset Revaluation Reserve	Other Reserves
2020		\$'000	\$'000	\$'000	\$'000
Balance at beginning of the financial year		965,401	397,099	528,235	40,067
Impact of change in accounting policy - AASB 1058		(1,572)	(1,572)	-	-
Income of Not-for-Profit Entities					
Adjusted opening balance		963,829	395,527	528,235	40,067
Surplus/(deficit) for the year		(14,912)	(14,912)	-	-
Net asset revaluation increment/(decrement)	6.2	(5,009)	-	(5,009)	-
Transfers to other reserves	9.1(b)	-	(18,102)	-	18,102
Transfers from other reserves	9.1(b)	-	23,160	-	(23,160)
Balance at end of the financial year		943,908	385,673	523,226	35,009

The above statement of changes in equity should be read with the accompanying notes.

**Nillumbik Shire Council
Statement Of Cash Flows
For The Year Ended 30 June 2021**

		2021 Inflows/ (Outflows) \$'000	2020 Inflows/ (Outflows) \$'000
	Note		
Cash flows from operating activities			
Rates and charges		68,473	69,540
Statutory fees and fines		1,843	1,514
User fees		10,942	11,488
Grants - operating		7,861	9,358
Grants - capital		21,252	14,290
Contributions - monetary		2,187	3,511
Interest received		256	602
Trust funds and deposits taken		557	330
Other receipts		811	1,343
Net GST refund/(payment)		6,000	3,820
Employee costs		(36,290)	(34,286)
Materials and services		(46,415)	(43,101)
Short-term, low value and variable lease payments		(190)	(571)
Trust funds and deposits repaid		(78)	(171)
Other payments		(7,711)	(7,952)
Net cash provided by/(used in) operating activities	9.2	<u>29,499</u>	<u>29,714</u>
Cash flows from investing activities			
Payments for property, infrastructure, plant and equipment	6.2	(34,984)	(21,211)
Proceeds from sale of property, infrastructure, plant and equipment		121	1,131
Payments for investments		(17,325)	(8,000)
Net cash provided by/(used in) investing activities		<u>(52,188)</u>	<u>(28,080)</u>
Cash flows from financing activities			
Finance costs		(601)	(709)
Proceeds from borrowings		3,303	-
Repayment of borrowings		(692)	(1,316)
Interest paid - lease liability		(21)	(37)
Repayment of lease liabilities		(492)	(481)
Net cash provided by/(used in) financing activities		<u>1,497</u>	<u>(2,543)</u>
Net increase/(decrease) in cash and cash equivalents		(21,192)	(909)
Cash and cash equivalents at the beginning of the financial year		43,345	44,254
Cash and cash equivalents at the end of the financial year	5.1(a)	<u>22,153</u>	<u>43,345</u>
Financing arrangements	5.6		
Restrictions on cash assets	5.1		

The above statement of cash flows should be read with the accompanying notes.

Nillumbik Shire Council
Statement Of Capital Works
For The Year Ended 30 June 2021

	Note	2021 \$'000	2020 \$'000
Property			
Land		1,057	-
Land improvements		218	-
Total land		1,275	-
Buildings		2,327	1,669
Total buildings		2,327	1,669
Total property		3,602	1,669
 Plant and equipment			
Plant, machinery and equipment		605	922
Furniture, equipment and computers		180	-
Artwork		39	30
Total plant and equipment		824	952
 Infrastructure			
Roads		3,611	1,635
Bridges		48	53
Footpaths and cycleways		6,196	670
Drainage		471	538
Recreational, leisure and community facilities		27,421	11,645
Kerb and channel		329	-
Waste management		-	168
Parks, open space and streetscapes		3,632	2,480
Other infrastructure		628	419
Total infrastructure		42,336	17,608
 Total capital works expenditure		46,762	20,229
 Represented by:			
New asset expenditure		13,862	7,372
Asset renewal expenditure		4,199	4,798
Asset expansion expenditure		1,735	653
Asset upgrade expenditure		26,966	7,406
Total capital works expenditure		46,762	20,229

The above statement of capital works should be read with the accompanying notes.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Overview

Introduction

Nillumbik Shire Council (Council) was established by an Order of the Governor in Council on 15 December 1994 and is a body corporate. Council's main office is located at Civic Drive, Greensborough, Victoria.

Statement of compliance

These financial statements are a general purpose financial report that consists of a Comprehensive Income Statement, Balance Sheet, Statement of Changes in Equity, Statement of Cash Flows, Statement of Capital Works and notes accompanying these financial statements. The general purpose financial report complies with Australian Accounting Standards (AAS), other authoritative pronouncements of the Australian Accounting Standards Board, the *Local Government Act 1989*, and the *Local Government (Planning and Reporting) Regulations 2014*.

Significant accounting policies

(a) Basis of accounting

The accrual basis of accounting has been used in the preparation of these financial statements, whereby assets, liabilities, equity, income and expenses are recognised in the reporting period to which they relate, regardless of when cash is received or paid.

Judgements, estimates and assumptions are required to be made about the carrying values of assets and liabilities that are not readily apparent from other sources. The estimates and associated judgements are based on professional judgement derived from historical experience and various other factors that are believed to be reasonable under the circumstances. Actual results may differ from these estimates.

Revisions to accounting estimates are recognised in the period in which the estimate is revised and also in future periods that are affected by the revision. Judgements and assumptions made by management in the application of AAS's that have significant effects on the financial statements and estimates relate to:

- the fair value of land, buildings, infrastructure, plant and equipment (refer to note 6.2)
- the determination of depreciation for buildings, infrastructure, plant and equipment (refer to note 6.2)
- the determination of employee provisions (refer to note 5.5(a))
- the determination of landfill provisions (refer to note 5.5(b))
- the determination of whether performance obligations are sufficiently specific so as to determine whether an arrangement is within the scope of *AASB 15 Revenue from Contracts with Customers* or *AASB 1058 Income of Not-for-Profit Entities* (refer to Note 3)
- the determination, in accordance with *AASB 16 Leases*, of the lease term, the estimation of the discount rate when not implicit in the lease and whether an arrangement is in substance short-term or low value (refer to Note 5.8)
- whether or not *AASB 1059 Service Concession Arrangements: Grantors* is applicable (refer to Note 8.2)
- other areas requiring judgements

Unless otherwise stated, all accounting policies are consistent with those applied in the prior year. Where appropriate, comparative figures have been amended to accord with current presentation, and disclosure has been made of any material changes to comparatives.

(b) Impact of the coronavirus pandemic event

On 16 March 2020 a state of emergency was declared in Victoria due to the global pandemic COVID-19 virus, known as coronavirus. A state of disaster was subsequently declared on 2 August 2020. While the impacts of the pandemic have abated somewhat throughout the 2020-2021 financial year, Council has noted the following significant impacts on its financial operations:

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Significant accounting policies (continued)

(b) Impact of the coronavirus pandemic event (continued)

Council is charged with the ongoing delivery of community services and upkeep of public infrastructure. The ongoing pandemic event and staged restrictions have presented unprecedented challenges which Council is navigating and maintaining service levels. Council is not eligible for any labour-force related assistance (JobKeeper) but was successful in recruiting seventeen positions under the Working for Victoria program.

During periods of lock-down Council maintained the existing workforce, redeploying staff where remote working was not possible, or standing down staff with pay. All employees have access to the Employee Assistance Program, whereby counselling services and independent support can be obtained at no charge. Council continues to support employees through staged restrictions and the current declaration of a state of emergency and state of disaster.

In immediate response to the pandemic event council implemented a Covid-19 Financial Hardship Policy, suspending penalty interest and enabling the option of payment deferment. Council suspended all debt management activities on 19 March 2020 (Note 5.1(c)) for a period of twelve months. The substantive Financial Hardship Policy has been reinstated, effective 29 June 2021. This policy continues to ensure that all ratepayers, regardless of their circumstances, will face no judgement, and will be treated with understanding, dignity and respect.

Council has provided rent relief to tenants of Council-owned properties experiencing financial difficulty, which is reflective of the guidance through State Government.

Assistance grants were developed by Council for local businesses impacted by ongoing restrictions and pandemic related closures. Council has prepared a Pandemic Recovery Plan to be implemented in 2021, which includes a variety of grants available to facilitate recovery operations and programs.

Council has maintained cash balances during this time. Collections of quarterly rates instalments have remained in line with prior years. Cash balances are maintained within financial sustainability principals. Council has reviewed the provision for doubtful debts, recognising that some impairment exists across the sundry debtor portfolio as a result of the pandemic (Note 5.1(c) and (e)).

Suppliers continue to be paid within Council terms, with weekly accounts payable payment runs undertaken to ensure terms are met. There has been no alteration to the frequency of the payment runs or payment terms during this period (Note 5.3(a)).

The value of Council's land and building assets have been assessed by an independent valuer. At the time of review, available market data, including any impact of the pandemic event, were considered (Note 6.2). No significant, material movement has been identified.

Infrastructure assets continue to be valued at replacement cost based fair value, as this best reflects the nature of these community-use assets (Note 6.2).

Management has reviewed budgets, cash-flows and forecasts in-line with expectations about the future and believes the going concern assumption remains appropriate.

Council has not identified any subsequent events that may impact the organisations ability to continue as a going concern and has determined that the going concern assumption remains the appropriate basis to prepare Council's financial report.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 1 Performance against budget

The performance against budget notes compare Council's financial plan, expressed through its annual budget, with actual performance. The *Local Government (Planning and Reporting) Regulations 2014* requires explanation of any material variances. Council has adopted a materiality threshold of 5 percent where further explanation is warranted. Explanations have not been provided for variations below the materiality threshold unless the variance is considered to be material because of its nature.

The budget figures detailed below are those adopted by Council on 30 June 2020. The Budget was based on assumptions that were relevant at the time of adoption of the Budget. Council sets guidelines and parameters for revenue and expense targets in this budget in order to meet Council's planning and financial performance targets for both the short and long-term. The budget did not reflect any changes to equity resulting from asset revaluations, as their impacts were not considered predictable.

These notes are prepared to meet the requirements of the *Local Government Act 1989* and the *Local Government (Planning and Reporting) Regulations 2014*.

1.1 Income and expenditure

	Budget 2021 \$'000	Actual 2021 \$'000	Variance 2021 \$'000	Variance %	Ref
Income					
Rates and charges	67,537	67,366	(171)	-0.3%	1
Statutory fees and fines	1,723	1,843	120	7.0%	2
User fees	15,531	10,808	(4,723)	-30.4%	3
Grants - operating	5,031	7,106	2,075	41.2%	4
Grants - capital	16,508	19,326	2,818	17.1%	5
Contributions - monetary	811	2,006	1,195	147.3%	6
Contributions - non monetary	-	35	35	100.0%	7
Net gain/(loss) on disposal of property, infrastructure, plant and equipment	-	(3,717)	(3,717)	100.0%	8
Share of net profits/(losses) of associates	-	199	199	100.0%	9
Other income	1,360	1,556	196	14.4%	10
Total income	108,501	106,528	(1,973)	-1.8%	
Expenses					
Employee costs	36,890	35,661	(1,229)	-3.3%	
Materials and services	36,091	37,780	1,689	4.7%	11
Bad and doubtful debts	-	47	47	100.0%	12
Depreciation	11,739	11,912	173	1.5%	
Amortisation - right of use assets	496	420	(76)	-15.3%	13
Borrowing costs	587	601	14	2.4%	
Finance costs - leases	43	21	(22)	-51.2%	14
Contributions to associates	2,882	2,888	6	0.2%	
Other expenses	2,610	3,457	847	32.5%	15
Total expenses	91,338	92,787	1,449	1.6%	
Surplus/(deficit) for the year	17,163	13,741	(3,422)	-19.9%	

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 1 Performance against budget (continued)

1.1 Income and expenditure (continued)

(i) Explanation of material variances

Ref	Explanation
1	Rates and charges , reduction reflective of penalty interest not charged for the 2020/2021 financial year (\$343,000), offset by supplementary rates raised.
2	Statutory fees and fines , new income resulting from swimming pool registrations (\$246,000), increase in planning application fees (\$145,000), offset by decrease in fines and penalties served due to the pandemic and staged restrictions (\$316,000).
3	User fees , reductions across leisure centre and facility income attributable to the pandemic and staged restrictions (\$3.96 million, offset by corresponding expenditure), hall and non-residential rental income (\$324,000), sports ground rentals (\$130,000) and Living and Learning Nillumbik fees (\$168,000), Edendale income (\$89,000) and pound fees (\$66,000).
4	Grants - operating , additional non-recurrent grants not budgeted for were received during the financial year (\$2.1 million).
5	Grants - capital , additional grants received during the financial year, not budgeted for included Diamond Creek Netball Court surface upgrade (\$589,000), sports lighting upgrade (\$541,000), Hurstbridge multi-use facility (\$532,000), Shaws Road sealing (\$497,000), Getting to School Safety (\$297,000) and Eltham North Synthetic Soccer Pitch (\$295,000).
6	Contributions - monetary , variance due to developer and capital works contributions received during the year.
7	Contributions - non-monetary , comprises of infrastructure assets, in particular footpath and kerb and channel assets, that were transferred to Council during the period. Council does not budget for the receipt of non-monetary contributions.
8	Net gain on disposal of property , losses on disposal of plant, infrastructure and equipment, which are not budgeted for.
9	Share of net profits/(losses) of associates , Council does not budget for share of net profit/(losses) of associates.
10	Other income , Council received Insurance refunds for Civic Drive flooding (\$97,000), WorkCover refunds of (\$46,000) and VicRoads income (\$45,000) which were not budgeted for.
11	Materials and services , a reduction in leisure facility contract expenditure (\$3.59 million, counteracted by corresponding reduction in income), was offset by increases in anticipated rehabilitation and aftercare costs of the Plenty and Kangaroo Gound Landfill sites (\$4.73 million) and in waste services costs (\$1.41 million).
12	Bad and doubtful debts , Council does not budget for bad and doubtful debts.
13	Amortisation of right-of-use assets , variance is due to the implementation of AASB 16 Leases.
14	Finance costs - leases , variance is due to the implementation of AASB 16 Leases.
15	Other expenses , variation largely driven by to AASB 16 Leases (\$571,000), recognised through amortisation of right-of-use assets but budgeted for as other expenses. Additional costs included waste vehicle lease payout (\$189,000), planning scheme amendments (\$39,000) and bank fees (\$29,000).

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 1 Performance against budget (continued)

1.2 Capital Works	Budget 2021 \$'000	Actual 2021 \$'000	Variance 2021 \$'000	Variance %	Ref
Property					
Land	900	1,057	157	17.4%	1
Land improvements	165	218	53	32.1%	2
Total land	1,065	1,275	210	19.7%	
Buildings	3,242	2,327	(915)	-28.2%	3
Total buildings	3,242	2,327	(915)	-28.2%	
Total property	4,307	3,602	(705)	-16.4%	
Plant and equipment					
Plant, machinery and equipment	2,272	605	(1,667)	-73.4%	4
Fixtures, fittings and furniture	-	180	180	100.0%	5
Artwork	-	39	39	100.0%	6
Total plant and equipment	2,272	824	(1,448)	-63.7%	
Infrastructure					
Roads	2,799	3,611	812	29.0%	7
Bridges	166	48	(118)	-71.1%	8
Footpaths, trails and cycleways	7,918	6,196	(1,722)	-21.7%	9
Drainage	593	471	(122)	-20.6%	10
Recreational, leisure and community facilities	13,119	27,421	14,302	109.0%	11
Kerb and channel	-	329	329	100.0%	12
Waste management	3,600	-	(3,600)	-100.0%	13
Parks, open space and streetscapes	465	3,632	3,167	681.1%	14
Other infrastructure	524	628	104	19.8%	15
Total infrastructure	29,184	42,336	13,152	45.1%	
Total capital works expenditure	35,763	46,762	10,999	30.8%	
Represented by:					
New asset expenditure	505	13,862	13,357	2645.0%	
Asset renewal expenditure	6,553	4,199	(2,354)	-35.9%	
Asset expansion expenditure	9,411	1,735	(7,676)	-81.6%	
Asset upgrade expenditure	19,294	26,966	7,672	39.8%	
Total capital works expenditure	35,763	46,762	10,999	30.8%	

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 1 Performance against budget (continued)

1.2 Capital works (continued)

(i) Explanation of material variances

Ref	Explanation
1	Land , land acquisitions for Diamond Creek Trail, which is a multi-year project.
2	Land improvements , a proportion of renewal works were unable to be capitalised under AASB 116 due to being operational in nature.
3	Buildings , building renewal (\$700,000) and buildings upgrade (\$112,000) delays resulting from pandemic restrictions.
4	Plant, machinery and equipment , Transformation at Nillumbik Works budgeted as capital works, which are classified as operational expenditure for accounting purposes (\$1.00 million), and underspends on Plant and Equipment (\$547,000).
5	Fixtures, fittings and furniture , purchases of equipment across the organisation (\$180,000).
6	Artwork , purchases of artwork are funded through an arts reserve.
7	Roads , new grant funded project Shaws Road Sealing (\$497,000), works in relation to the 2019/2020 Urban Congestion Funds (\$207,000), Research Park Car Park Works (\$107,000).
8	Bridges , renewal works (\$117,000), including Laurel Hill Pedestrian Bridge have been carried forward into 2021/2022.
9	Footpaths, trails and cycleways , works to be carried-out in 2021/2022 include DCP2 - shared pathways Area B (\$893,000), footpath renewal (\$223,000), missing trail links (\$90,000) trails renewal (\$67,000), Maroondah aqueduct trail (\$50,000). The Diamond Creek Trail construction is a multi-year project, with works carried forward into next year.
10	Drainage , Kerb and channel works are budgeted for under Drainage, Proactive drainage works carried forward into the 2021/2022 financial year.
11	Recreational, leisure and community facilities , works budgeted for in 2019/20, including Eltham North Pavilion (\$4.34 million), Central Oval Pavilion Upgrade (3.4million), Diamond Creek Netball Pavilion (\$2.08 million), Greensborough Hockey Pavilion (\$1.34). Grants were received to commence projects at Diamond Creek Netball Surface Upgrade (\$589,000), SRV Sports lighting upgrades (\$541,000), Eltham North Soccer Synthetic Soccer Pitch Renewal (\$502,000). Additional grant funding was also received to extend project scope on the Hurstbridge Multi-use Facility (\$382,000). Additional works were also completed on Diamond Valley Sports and Fitness Centre (\$1.32 million), being a multi year project and Eltham Central Oval (\$311,000).
12	Kerb and channel , kerb and channel is budget for under drainage.
9	Waste management , Landfill rehabilitation costs have been recognised via the Provision for Landfill Rehabilitation and have been expensed accordingly.
10	Parks, open space and streetscapes , Works capitalised in 2020/2021 budgeted for in prior years including Diamond Creek Regional play space (\$2.7 million), Eltham South Preschool Playground (\$154,000) and Diamond Creek Memorial Kind Playground (\$151,000).
11	Other infrastructure , higher than expected spend on other infrastructure projects.

Nillumbik Shire Council
Notes To The Financial Report
For The Year Ended 30 June 2021

Note 2 Analysis of Council results by program

Council delivers its functions and activities through the following programs.

2.1(a) Communities

Communities provides high quality community focused programs and service delivery to residents. Service areas include community support and partnerships, early years and education programs, volunteering, maternal child health services and arts and cultural development.

Corporate Services

Corporate Services provides efficient, effective and proactive support services across Council to enable the delivery of policy commitments, Council's vision and mission. The provision of these services includes human resources, information and technology, procurement, business transformation and performance and finance services.

Governance and Legal

Governance and Legal services provides effective governance oversight of the organisation and provides support to the organisation and ensures Council's customer focus includes communication and community engagement processes. Service areas include governance, information services, communications and engagement, emergency management and legal services. Executive Services, the provision of support services to the CEO and Councillors, has been included in Governance and Legal.

Planning and Community Safety

Planning and Community Safety delivers regulatory and amenity services to residents and visitors across the Shire and partners with the business community to developed economic and tourism opportunities. Planning and Community Safety is comprised of planning services, community safety and amenity, strategic planning and economic development and tourism.

Operations and Infrastructure

Operations and Infrastructure is responsible for constructing new infrastructure and maintaining existing infrastructure across a very diverse range of assets that underpin the wellbeing of the community. Infrastructure and Operations is comprised of infrastructure, capital works, environment and waste, recreation and leisure and assets and property.

**Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021**

Note 2 Analysis of Council results by program (continued)

2.1(b) Summary of revenues, expenses, assets and capital expenses by program

	Income	Expenses	Surplus/ (Deficit)	Grants included in income	Total capital expenditure	Total Assets
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
2021						
Communities	2,485	11,100	(8,615)	2,037	-	1,671
Corporate Services	68,323	12,539	55,784	2,538	180	62,832
Governance and Legal	222	4,052	(3,830)	191	-	-
Planning and Community Safety	3,806	9,829	(6,023)	692	-	82
Operations and Infrastructure	31,660	55,267	(23,607)	20,974	46,582	967,326
	106,496	92,787	13,709	26,432	46,762	1,031,911
	Income	Expenses	Surplus/ (Deficit)	Grants included in income	Total capital expenditure	Total Assets
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
2020						
Communities	3,408	12,166	(8,758)	2,686	-	1,471
Corporate Services	76,089	14,790	69,221	3,610	47	66,993
Governance and Legal	91	3,645	(3,554)	80	-	-
Planning and Community Safety	3,023	8,647	(5,624)	295	-	124
Operations and Infrastructure	15,505	73,780	(66,197)	3,967	20,112	945,997
	98,116	113,028	(14,912)	10,638	20,159	1,014,585

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 3 Funding for the delivery of our services	2021 \$'000	2020 \$'000
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3.1 Rates and charges

Council uses Capital Improved Value (CIV) as the basis of valuation of all properties within the municipal district. The Capital Improved Value of a property is the market value of land and all improvements at a given point in time.

The valuation base used to calculate general rates for 2020-21 was \$21.21 billion (2019-20 \$20.62 billion).

General rates	57,563	57,152
Waste management charge	9,393	8,621
Special rates and charges	278	278
Supplementary rates and rate adjustments	114	150
Interest on rates and charges	18	339
Total rates and charges	67,366	66,540

The date of the latest general revaluation of land for rating purposes within the municipal district was 1 January 2020, and the valuation will be first applied in the rating year commencing 1 July 2020.

Annual rates and charges are recognised as revenues when Council issues annual rates notices. Supplementary rates are recognised when a valuation and reassessment is completed and a supplementary rates notice issued.

3.2 Statutory fees and fines

Infringements and costs	211	333
Court recoveries	20	-
Town planning fees	995	762
Land information certificates	48	47
Animal infringements	28	38
Permits	268	191
Pool registration and compliance	273	143
Total statutory fees and fines	1,843	1,514

Statutory fees and fines (including parking fees and fines) are recognised as revenue when the service has been provided, the payment is received, or when the penalty has been applied, whichever first occurs.

3.3 User fees

Aged and health services	21	201
Leisure centre and recreation	7,833	8,162
Child care/children's programs	284	251
Registration and other permits	853	781
Building services	175	101
Waste management services	509	502
Subdivision supervision	229	241
Pound release	12	29
Adult education	147	235
Edendale farm	237	252
Environmental health	239	236
Hall and sport ground hire	94	398
Other fees and charges	175	193
Total user fees	10,808	11,582

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 3 Funding for the delivery of our services (continued)	2021	2020
	\$'000	\$'000
3.3 User fees (continued)		
User fees by timing of revenue recognition		
User fees recognised at a point in time	10,808	11,582
Total user fees	10,808	11,582

User fees are recognised as revenue at a point in time, or over time, when (or as) the performance obligation is satisfied.
Recognition is based on the underlying contractual terms.

3.4 Funding from other levels of government

Grants were received in respect of the following:

Summary of grants

Commonwealth funded grants	5,295	5,739
State funded grants	21,137	4,899
Total grants received	26,432	10,638

(a) Operating Grants

Recurrent - Commonwealth Government

Aged and health services	223	1,240
Family and children	311	234
Commonwealth Financial Assistance Grants	2,877	3,420
Other	21	-

Recurrent - State Government

Adult education	347	413
Arts	2	-
Community health	50	60
Disability support	121	368
Environment	17	113
Family and children	750	765
Metro access	-	73
School crossing supervisors	272	278
Other	7	-
Total recurrent operating grants	4,998	6,964

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 3 Funding for the delivery of our services (continued)	2021	2020
	\$'000	\$'000
3.4 Funding from other levels of government (continued)		
(a) Operating Grants (continued)		
<i>Non-recurrent - Commonwealth Government</i>		
Environment	87	23
Adult education	10	-
<i>Non-recurrent - State Government</i>		
Adult education	-	9
Emergency management	191	107
Environment	473	508
Family and children	152	109
Pandemic response	1,125	-
Recreation	2	-
Transport	47	20
Other	21	-
Total non-recurrent operating grants	2,108	776
Total operating grants	7,106	7,740

Funding received for the L2P Program of \$120,526 has been received from the Victorian State Government and is included in the non-recurrent grants received, Family and children. Expenditure relating to this grant of \$104,291 has been recognised across wages and salaries, materials and services and other expenditure.

(b) Capital Grants		
<i>Non-recurrent - Commonwealth Government</i>		
Family and children	-	79
Playgrounds	-	15
Recreation	295	-
Roads	777	91
Roads to recovery	694	637
<i>Non-recurrent - State Government</i>		
Community facilities	-	2
Environment	270	-
Family and children	302	108
Libraries	498	-
Playgrounds	65	93
Recreation	15,612	1,488
Roads	813	385
Total non-recurrent capital grants	19,326	2,898
Total capital grants	19,326	2,898

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 3 Funding for the delivery of our services (continued)	2021	2020
	\$'000	\$'000

3.4 Funding from other levels of government (continued)

(c) Unspent grants received on condition that they be spent in a specific manner

Operating

Balance at start of year	1,341	874
Received during the financial year and remained unspent at balance date	1,353	1,297
Received in prior years and spent during the financial year	(779)	(830)
Balance at year end	1,915	1,341

Capital

Balance at start of year	11,115	698
Received during the financial year and remained unspent at balance date	9,069	11,001
Received in prior years and spent during the financial year	(7,324)	(584)
Balance at year end	12,860	11,115

Grant income is recognised at the point in time when Council satisfies its performance obligations as specified in the underlying agreement.

3.5 Contributions

Monetary	2,006	3,234
Non-monetary	35	2,791
Total contributions	2,041	6,025

Contributions of non-monetary assets were received in relation to the following asset classes:

Infrastructure	35	2,791
Total non-monetary contributions	35	2,791

Monetary and non-monetary contributions are recognised as revenue when Council obtains control over the contributed asset.

3.6 Net gain/(loss) on disposal of property, infrastructure, plant and equipment

Proceeds of sale	122	1,132
Written down value of assets disposed	(3,839)	(1,731)
Total net gain/(loss) on disposal of property, infrastructure, plant and equipment	(3,717)	(599)

The profit or loss on sale of an asset is determined when control of the asset has passed to the buyer.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 3 Funding for the delivery of our services (continued)	2021	2020
	\$'000	\$'000
3.7 Other income		
Interest	256	602
Other rent	238	320
Reimbursements	367	729
Sale of valuations	21	31
WorkCover insurance recoveries	196	254
Planning	2	16
Other	476	325
Total other income	1,556	2,277

Interest is recognised as it is earned.

Other income is measured at the fair value of the consideration received or receivable and is recognised when Council gains control over the right to receive the income.

Note 4 The cost of delivering services

4.1 Employee costs		
Wages and salaries	32,008	31,695
WorkCover	675	518
Superannuation	2,968	2,797
Fringe benefits tax	(7)	37
Other	17	1,326
Total employee costs	35,661	36,373

4.1(a) Superannuation

Council made contributions to the following funds:

Defined benefit fund

Employer contributions to Local Authorities Superannuation Fund (Vision Super)	82	97
Employer contributions - other funds	-	-
	82	97
Employer contributions payable at reporting date.	-	-

Accumulation funds

Employer contributions to Local Authorities Superannuation Fund (Vision Super)	1,538	1,512
Employer contributions - other funds	1,348	1,188
	2,886	2,700
Employer contributions payable at reporting date.	182	170

Refer to note 9.3 for further information relating to Council's superannuation obligations.

Employee benefits disclosed in the comprehensive income statement are marginally lower than those disclosed within the cash flow statement, reflecting the movement in the employee benefits provision during the financial year.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 4 The cost of delivering services (continued)	2021	2020
	\$'000	\$'000
4.2 Materials and services		
Contract payments - leisure and recreation	7,917	9,609
Contract payments - agency and temporary staffing	536	1,547
Contract payments - home and community care services	211	1,160
Contract payments - waste	8,205	22,418
Contract payments - other	32	80
Building maintenance	350	413
Materials, maintenance and equipment	10,738	9,658
Utilities	1,004	1,139
Office administration	898	809
Information technology and telephone	1,988	1,920
Insurance premiums	1,215	1,115
Consultants	1,692	2,134
Emergency management	243	287
Waste management	1,361	1,496
Other	1,390	2,181
Total materials and services	37,780	55,966
4.3 Depreciation		
Property	126	123
Buildings	1,368	1,394
Plant and equipment	871	832
Infrastructure	9,547	9,815
Total depreciation	11,912	12,164
<i>Refer to note 6.2 for a detailed breakdown of depreciation charges and accounting policy</i>		
4.4 Amortisation - right-of-use assets		
Plant and equipment	420	513
Total amortisation - right-of-use assets	420	513
4.5 Bad and doubtful debts		
Parking fine debtors*	62	67
Bad debts	(15)	117
Total bad and doubtful debts	47	184
* Bad and doubtful debts for parking debtors relate to provisions raised regarding amounts in excess of 12 months old which have been referred to Infringements Court for collection plus associated costs.		
Movement in provisions for doubtful debts		
Balance at the beginning of the year	558	441
New provisions recognised during the year	59	117
Amounts provided for but recovered during the year	(11)	-
Balance at end of year	606	558

Provision for doubtful debt is recognised based on an expected credit loss model. This model considers both historic and forward looking information in determining the level of impairment.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 4 The cost of delivering services (continued)	2021	2020
	\$'000	\$'000
4.6 Borrowing costs		
Interest on borrowings	601	709
Total borrowing costs	601	709

Borrowing costs are recognised as an expense in the period in which they are incurred, except where they are capitalised as part of a qualifying asset constructed by Council.

4.7 Finance costs - leases		
Interest - lease liabilities	21	37
Total finance costs	21	37

4.8 Other expenses		
Auditors' remuneration - VAGO - audit of the financial statements, performance statement	65	69
Auditors' remuneration - internal and grant acquittals	124	134
Councillors' allowances	239	260
Operating lease rentals	258	1,033
Other	2,771	2,844
Total other expenses	3,457	4,340

Note 5 Our financial position

5.1 Financial assets		
(a) Cash and cash equivalents		
Cash on hand	4	5
Cash at bank	9,483	7,239
Term deposits	12,666	36,101
Total cash and cash equivalents	22,153	43,345
(b) Other financial assets		
Current		
Term deposits	26,325	9,000
Non-current		
Investment - MAPS	5	5
Total other financial assets	26,330	9,005
Total financial assets	48,483	52,350

Councils cash and cash equivalents are subject to external restrictions that limit amounts available for discretionary use, these include:

Trust funds and deposits (note 5.3(b))	1,994	1,925
Net increase in restricted assets resulting from grant revenues	1,915	1,341
Statutory cash backed and capital works reserves	11,471	12,195
Total restricted funds	15,380	15,461
Total unrestricted cash and cash equivalents	6,773	27,884

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 5 Our financial position (continued)	2021	2020
	\$'000	\$'000

5.1 Financial assets (continued)

(b) Other financial assets (continued)

Intended allocations

Although not externally restricted the following amounts have been allocated for specific future purposes by Council:

Cash held to fund long service leave (cash at bank)	5,000	5,000
Total funds subject to intended allocations	<u>5,000</u>	<u>5,000</u>

Cash and cash equivalents include cash on hand, deposits at call, and other highly liquid investments with original maturities of ninety days/three months or less, net of outstanding bank overdrafts.

Other financial assets are valued at fair value, at balance date. Term deposits are measured at original cost. Any unrealised gains and losses on holdings at balance date are recognised as either a revenue or expense.

Investments in MAPS and the Local Government Health Plan are valued at cost. Any dividends paid are taken up as revenue.

(c) Trade and other receivables

Current

Statutory receivables

Rates debtors	8,438	8,462
Special charge scheme debtors	819	680
Parking infringement debtors	585	565
Provision for doubtful debts - parking fines	(503)	(441)
Net GST receivable	885	339

Non-statutory receivables

Other debtors	1,045	1,928
Provision for doubtful debts - other debtors	(103)	(117)

Total current trade and other receivables

<u>11,166</u>	<u>11,416</u>
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Non-current

Statutory receivables

Special rate scheme	538	580
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Total non-current trade and other receivables

<u>538</u>	<u>580</u>
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Total trade and other receivables

<u>11,704</u>	<u>11,996</u>
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Short term receivables are carried at invoice amount. A provision for doubtful debts is recognised when there is objective evidence that an impairment has occurred. Long term receivables are carried at amortised cost using the effective interest rate method.

(d) Ageing of Receivables

The ageing of the Council's trade and other receivables (excluding statutory receivables) that are not impaired was:

Current (not yet due)	443	1,823
Past due by up to 30 days	5	-
Past due between 31 and 180 days	400	8
Past due between 181 and 365 days	-	63
Past due by more than 1 year	197	34
Total trade and other receivables	<u>1,045</u>	<u>1,928</u>

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 5 Our financial position (continued)	2021	2020
	\$'000	\$'000
5.1 Financial assets (continued)		
(e) Ageing of individually impaired Receivables		
At balance date, other debtors representing financial assets with a nominal value of \$103,725 (2020: \$117,303) were impaired. The amount of the provision raised against these debtors was \$103,725 (2020: \$117,303). They individually have been impaired as a result of their doubtful collection.		
The ageing of receivables that have been individually determined as impaired at reporting date was:		
Current (not yet due)	-	55
Past due by up to 30 days	-	-
Past due between 31 and 180 days	24	6
Past due between 181 and 365 days	4	5
Past due by more than 1 year	75	51
Total trade & other receivables	103	117
5.2 Non-financial assets		
(a) Inventories		
Fuel	18	18
Total inventories	18	18
Inventories held for distribution are measured at cost adjusted, when applicable for any loss of service potential. All other inventories, including land held for sale, are measured at the lower of cost and net realisable value. Where inventories are acquired for no cost or nominal consideration, they are measured at current replacement cost at the date of acquisition.		
(b) Other assets		
Prepaid expenses	1,338	1,139
Accrued income	530	799
Total current other assets	1,868	1,938
5.3 Payables		
(a) Trade and other payables		
Trade payables	4,644	3,317
Accrued expenses	4,220	4,939
Prepaid income	45	60
Total trade and other payables	8,909	8,316
(b) Trust funds and deposits		
Refundable deposits	389	297
Retention amounts	842	861
Other refundable deposits	763	767
Total trust funds and deposits	1,994	1,925

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 5 Our financial position (continued)	2021	2020
	\$'000	\$'000
5.3 Payables (continued)		
(c) Unearned grants and contract liabilities		
Deferred operating grants	680	713
Deferred capital grants	12,860	11,115
Other	1,235	628
Total unearned grants and contract liabilities	14,775	12,456

Amounts received as deposits and retention amounts controlled by Council are recognised as trust funds until they are returned, transferred in accordance with the purpose of the receipt, or forfeited. Trust funds that are forfeited, resulting in council gaining control of the funds, are to be recognised as revenue at the time of forfeit.

Purpose and nature of items

Refundable deposits - Deposits are taken by Council as a form of surety in a number of circumstances, including in relation to building works, tender deposits, contract deposits and the use of civic facilities.

Fire Service Levy - Council is the collection agent for fire services levy on behalf of the State Government. Council remits amounts received on a quarterly basis, after each instalment date. Amounts disclosed here will be remitted to the state government in line with that process.

Retention Amounts - Council has a contractual right to retain certain amounts until a contractor has met certain requirements or a related warrant or defect period has elapsed. Subject to the satisfactory completion of the contractual obligations, or the elapsing of time, these amounts will be paid to the relevant contractor in line with Council's contractual obligations.

5.4 Interest-bearing liabilities

Current

Borrowings - secured	4,942	2,171
	4,942	2,171

Non-current

Borrowings - secured	8,445	8,605
	8,445	8,605
Total	13,387	10,776

a) The maturity profile for Council's borrowings is:

Not later than one year	4,942	2,171
Later than one year and not later than five years	4,081	5,139
Later than five years	4,364	3,466
Total	13,387	10,776

Borrowings are initially measured at fair value, being the cost of the interest bearing liabilities, net of transaction costs. The measurement basis subsequent to initial recognition depends on whether the Council has categorised its interest-bearing liabilities as either financial liabilities designated at fair value through the profit and loss, or financial liabilities at amortised cost. Any difference between the initial recognised amount and the redemption value is recognised in net result over the period of the borrowing using the effective interest method.

The classification depends on the nature and purpose of the interest bearing liabilities. The Council determines the classification of its interest bearing liabilities at initial recognition.

All borrowings taken out by Council can be secured through two avenues, against Council's fixed asset portfolio or the rates levied by Council. The overall balance of secured borrowings accounts for 1.39 percent of the total fixed asset portfolio, or 23 percent of general rates and municipal charge levied in the 2020-21 financial year.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 5 Our financial position (continued)

5.5 Provisions	Employee	Landfill restoration	Total
	\$ '000	\$ '000	\$ '000
2021			
Balance at beginning of the financial year	8,835	27,036	35,871
Additional provisions	3,643	1,283	4,926
Amounts used	(4,272)	(4,591)	(8,863)
Change in the discounted amount arising because of time and the effect of any change in the discount rate	-	(136)	(136)
Balance at the end of the financial year	8,206	23,592	31,798
2020			
Balance at beginning of the financial year	6,748	7,947	14,695
Additional provisions	4,619	18,018	22,637
Amounts used	(2,532)	(958)	(3,490)
Change in the discounted amount arising because of time and the effect of any change in the discount rate	-	2,029	2,029
Balance at the end of the financial year	8,835	27,036	35,871
		2021	2020
		\$'000	\$'000
(a) Employee provisions			
Current provisions expected to be wholly settled within 12 months			
Redundancies	-	1,131	
Annual leave	1,119	921	
Long service leave	866	868	
	1,985	2,920	
Current provisions expected to be wholly settled after 12 months			
Annual leave	2,270	1,869	
Long service leave	3,466	3,474	
	5,736	5,343	
Total current employee provisions	7,721	8,263	
Non-current employee provisions			
Long service leave	485	572	
Total non-current employee provisions	485	572	
Aggregate carrying amount of employee provisions			
Current	7,721	8,263	
Non-current	485	572	
Total aggregate carrying amount of employee provisions	8,206	8,835	

The calculation of employee costs and benefits includes all relevant on-costs and are calculated as follows at reporting date.

Wages and salaries and annual leave

Liabilities for wages and salaries, including non-monetary benefits, annual leave and accumulated sick leave expected to be wholly settled within 12 months of the reporting date are recognised in the provision for employee benefits in respect of employee services up to the reporting date, classified as current liabilities and measured at their nominal values.

Liabilities that are not expected to be wholly settled within 12 months of the reporting date are recognised in the provision for employee benefits as current liabilities, measured at present value of the amounts expected to be paid when the liabilities are settled using the remuneration rate expected to apply at the time of settlement.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 5 Our financial position (continued)

	2021 \$'000	2020 \$'000
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5.5 Provisions (continued)

(a) Employee provisions (continued)

Long service leave

Liability for long service leave (LSL) is recognised in the provision for employee benefits. LSL is measured at present value. Unconditional LSL is disclosed as a current liability. Conditional LSL that has been accrued, where an employee is yet to reach a qualifying term of employment, is disclosed as a non-current liability.

Key assumptions:

- Discount rates	0.46%	0.39%
- Index rate	1.80%	1.80%

(b) Land fill restoration

Current	5,772	5,220
Non-current	17,820	21,816
Total land fill restoration	23,592	27,036

Council is obligated to restore the former landfill sites at Plenty and Kangaroo Ground to a particular standard. The provision for landfill restoration has been calculated based on the present value of expected cost of works to be undertaken. The expected cost of works has been estimated based on current understanding of work required to reinstate the site to a suitable standard as reviewed by the Environmental Protection Agency (EPA). Accordingly, the estimation of the provision required is dependent on the accuracy of the forecast timing of the work, work required and related costs.

Key assumptions:

- Discount rate	0.01%	0.26%
- Index rate	2.00%	2.00%
- Estimated remaining costs to rehabilitate, including aftercare costs	22,012	20,520

The estimated cost to rehabilitate both landfill sites reflects the contracted rehabilitation cost of the Plenty Landfill site plus additional compliance expenditure, with the same costing assumed for Kangaroo Ground based on all known rehabilitation requirements. Rehabilitation of both landfill sites is underpinned by EPA requirements which are reflected in rehabilitation contract.

(c) Aggregate carrying amount of provisions

Current	13,493	13,483
Non-current	18,305	22,388
Total	31,798	35,871

5.6 Financing arrangements

Council has the following funding arrangements in place as at 30 June 2021.

Credit card facilities	153	153
Total facilities	153	153
Used facilities	44	38
Unused facilities	109	115
Total	153	153

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 5 Our financial position (continued)

5.7 Commitments

The Council has entered into the following commitments. Commitments are not recognised in the balance sheet. Commitments are disclosed at their nominal value and presented exclusive of the GST payable.

	Not later than 1 year	Later than 1 year and not later than 2 years	Later than 2 years and not later than 5 years	Later than 5 years	Total
2021	\$'000	\$'000	\$'000	\$'000	\$'000
Operating					
Arts and culture	30	-	-	-	30
Community	222	222	693	-	1,137
Fleet	349	83	-	-	432
Infrastructure	29	-	-	-	29
Infrastructure maintenance	835	545	39	-	1,419
Open space	1,430	434	1,090	-	2,954
Organisational support	1,610	1,091	750	-	3,451
Strategic planning	200	190	93	-	483
Waste	6,278	4,366	12,892	4,562	28,098
Total	10,983	6,931	15,557	4,562	38,033
Capital					
Land	71	-	-	-	71
Buildings	5,073	-	-	-	5,073
Infrastructure	7,368	524	47	-	8,002
Total	12,512	524	47	-	13,146
	Not later than 1 year	Later than 1 year and not later than 2 years	Later than 2 years and not later than 5 years	Later than 5 years	Total
2020	\$'000	\$'000	\$'000	\$'000	\$'000
Operating					
Arts and culture	9	11	-	-	20
Community	638	5	-	-	643
Community safety	10	-	-	-	10
Fleet	575	106	105	-	786
Infrastructure	29	-	-	-	29
Infrastructure maintenance	462	337	337	-	1,136
Integrated strategy	42	-	-	-	42
Open space	1,032	-	-	-	1,032
Organisational support	2,558	645	855	-	4,058
Transport and traffic	208	-	-	-	208
Waste	4,730	7,076	4,000	-	18,309
Total	10,293	8,180	5,297	-	26,273
Capital					
Land	312	43	-	-	355
Buildings	237	9	17	-	263
Infrastructure	32,199	-	-	-	32,199
Total	32,748	52	17	-	32,817

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 5 Our financial position (continued)

5.8 Leases

At inception of a contract, all entities would assess whether a contract is, or contains, a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. To identify whether a contract conveys the right to control the use of an identified asset, it is necessary to assess whether:

- The contract involves the use of an identified asset;
- The customer has the right to obtain substantially all of the economic benefits from use of the asset throughout the
- The customer has the right to direct the use of the asset.

This policy is applied to contracts entered into, or changed, on or after 1 July 2019.

As a lessee, Council recognises a right-of-use asset and a lease liability at the lease commencement date. The right-of-use asset is initially measured at cost which comprises the initial amount of the lease liability adjusted for:

- any lease payments made at or before the commencement date less any lease incentives received; plus
- any initial direct costs incurred; and
- an estimate of costs to dismantle and remove the underlying asset or to restore the underlying asset or the site on which it is located.

The right-of-use asset is subsequently depreciated using the straight-line method from the commencement date to the earlier of the end of the useful life of the right-of-use asset or the end of the lease term. The estimated useful lives of right-of-use assets are determined on the same basis as those of property, plant and equipment. In addition, the right-of-use asset is periodically reduced by impairment losses, if any, and adjusted for certain measurements of the lease liability.

The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted using the interest rate implicit in the lease or, if that rate cannot be readily determined, an appropriate incremental borrowing rate. Generally, Council uses an appropriate incremental borrowing rate as the discount rate.

Lease payments included in the measurement of the lease liability comprise the following:

- Fixed payments
- Variable lease payments that depend on an index or a rate, initially measured using the index or rate as at the commencement date;
- Amounts expected to be payable under a residual value guarantee; and
- The exercise price under a purchase option that Council is reasonably certain to exercise, lease payments in an optional renewal period if Council is reasonably certain to exercise an extension option, and penalties for early termination of a lease unless Council is reasonably certain not to terminate early.

When the lease liability is remeasured in this way, a corresponding adjustment is made to the carrying amount of the right-of-use asset, or is recorded in profit or loss if the carrying amount of the right-of-use asset has been reduced to zero.

Council has elected to apply the temporary option available under AASB 16 *Leases* which allows not-for-profit entities to not measure right-of-use assets at initial recognition at fair value in respect of leases that have significantly below-market terms.

Right-of-Use Assets	Plant and equipment \$'000	Total \$'000
Balance at 1 July 2020	1,301	1,301
Additions	-	-
Amortisation charge	420	420
Balance at 30 June 2021	881	881

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 5 Our financial position (continued)

5.8 Leases (continued)

Lease Liabilities

	2021	2020
	\$'000	\$'000
Maturity analysis - contractual discounted cash flows		
Less than one year	417	521
One to five years	333	665
More than five years	91	200
Total discounted lease liabilities as at 30 June	841	1,386

Lease liabilities included in the Balance Sheet at 30 June:

Current	417	507
Non-current	424	826
Total lease liabilities	841	1,333

Short-term and low value leases

Council has elected not to recognise right-of-use assets and lease liabilities for short-term leases of machinery that have a lease term of 12 months or less and leases of low-value assets (individual assets worth less than existing capitalisation thresholds for a like asset up to a maximum of AUD\$10,000), including IT equipment. Council recognises the lease payments associated with these leases as an expense on a straight-line basis over the lease term.

	2021	2020
	\$'000	\$'000
Expenses relating to:		
Short-term leases	188	570
Leases of low value assets	2	1
Total	190	571
Variable lease payments (not included in measurement of lease liabilities)	68	462

Non-cancellable lease commitments - short-term and low-value leases

Commitments for minimum lease payments for short-term and low-value leases are payable as follows:

Payable:		
Within one year	2	198
Later than one year but not later than five years	1	3
Total lease commitments	3	201

Note 6 Assets we manage

6.1 Non-current assets classified as held for sale

Cost of acquisition	3,080	3,080
Capitalised development costs	-	-
Borrowing costs capitalised during development	-	-
Total non-current assets classified as held for resale	3,080	3,080

Capitalisation rate used in the allocation of borrowing costs	0%	0%
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Non-current assets classified as held for sale (including disposal groups) are measured at the lower of its carrying amount and fair value less costs of disposal, and are not subject to depreciation. Non-current assets, disposal groups and related liabilities and assets are treated as current and classified as held for sale if their carrying amount will be recovered through a sale transaction rather than through continuing use. This condition is regarded as met only when the sale is highly probable and the asset's sale (or disposal group sale) is expected to be completed within 12 months from the date of classification.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 6 Assets we manage (continued)

6.2 Property, infrastructure, plant and equipment
Summary of property, infrastructure, plant and equipment

	At fair value 30 June 2020	Acquisitions	Contributions	Revaluation	Depreciation	Disposal	Transfers	At fair value 30 June 2021
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Land	416,712	188	-	2,558	(126)	-	-	419,332
Buildings	42,622	2,327	-	-	(1,368)	(173)	357	43,765
Plant and equipment	5,390	824	-	-	(871)	(82)	-	5,261
Infrastructure	458,130	26,637	35	-	(9,547)	(3,475)	(364)	471,416
Work in progress	19,577	16,786	-	-	-	(38)	(11,893)	24,432
Total	942,431	46,762	35	2,558	(11,912)	(3,768)	(11,900)	964,206

Summary of work in progress

	Opening WIP	Additions	Write Offs	Transfers	Closing WIP
	\$'000	\$'000	\$'000	\$'000	\$'000
Land	4,467	1,087	(24)	-	5,530
Buildings	10,474	11,669	(11)	(9,068)	13,064
Infrastructure	4,636	4,030	(3)	(2,825)	5,838
Total	19,577	16,786	(38)	(11,893)	24,432

In 2020-2021 new data became available allowing the calculation of Council's Land Under Roads assets to include the full road and footpath reserve. As these measurements better reflect the definitions established in AASB 1051 Land Under Roads, the asset class was revalued and includes the additional land resulting from the updated measurements. The revaluation of Land Under Roads is not deemed material and has been recognised directly through the asset revaluation reserve.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 6 Assets we manage (continued)

6.2 Property, infrastructure, plant and equipment (continued)

(a) Property

	Land - specialised \$'000	Land - non- improvements \$'000	Land improvements \$'000	Total land \$'000	Buildings - heritage \$'000	Buildings - specialised \$'000	Buildings - non- improvements \$'000	Building improvements \$'000	Total buildings \$'000	Work in progress \$'000	Total property \$'000
At fair value 1 July 2020	1,796	409,622	6,306	417,724	11,039	69,264	1,693	-	81,996	14,941	514,661
At anticipated restoration cost 1 July 2020	11,401	-	-	11,401	-	-	-	-	-	-	11,401
Accumulated depreciation at 1 July 2020	(11,401)	-	(1,012)	(12,413)	(4,391)	(34,653)	(330)	-	(39,374)	-	(51,787)
	1,796	409,622	5,294	416,712	6,648	34,611	1,363	-	42,622	14,941	474,275
Movements in fair value											
Acquisition of assets at fair value	-	-	188	188	-	1,096	1,231	-	2,327	12,756	15,271
Contributed assets	-	-	-	-	-	-	-	-	-	-	-
Revaluation increments/(decrements)*	2,558	-	-	2,558	-	-	-	-	-	-	2,558
Fair value of assets disposed	-	-	-	-	-	(494)	(312)	-	(806)	(35)	(841)
Impairment losses recognised in operating	-	-	-	-	-	-	-	-	-	-	-
Transfers	-	-	-	-	(69)	2,874	(2,441)	-	364	(9,068)	(8,704)
	2,558	-	188	2,746	(69)	3,476	(1,522)	-	1,885	3,653	8,284
Movements in accumulated depreciation											
Depreciation and amortisation	-	-	(126)	(126)	(102)	(1,251)	(15)	-	(1,368)	-	(1,494)
Revaluation increments/(decrements)	-	-	-	-	-	-	-	-	-	-	-
Accumulated depreciation of disposals	-	-	-	-	-	360	273	-	633	-	633
Impairment losses recognised in operating	-	-	-	-	-	-	-	-	-	-	-
Transfers	-	-	-	-	22	(53)	24	-	(7)	-	(7)
	-	-	(126)	(126)	(80)	(944)	282	-	(742)	-	(868)
At fair value 30 June 2021	4,354	409,622	6,494	420,470	10,970	72,740	171	-	83,881	18,594	522,945
At anticipated restoration cost 30 June 2021	11,401	-	-	11,401	-	-	-	-	-	-	11,401
Accumulated depreciation at 30 June 2021	(11,401)	-	(1,138)	(12,539)	(4,471)	(35,597)	(48)	-	(40,116)	-	(52,655)
	4,354	409,622	5,356	419,332	6,499	37,143	123	-	43,765	18,594	481,691

*Please refer to note 6.2 for further detail regarding the revaluation of Land Under Roads.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 6 Assets we manage (continued)

6.2 Property, infrastructure, plant and equipment (continued)

(b) Plant and equipment

	Plant machinery, equipment and motor vehicles	Fixtures, fittings and furniture	Computers and telecomms	Artwork	Total plant and equipment
	\$'000	\$'000	\$'000	\$'000	\$'000
At fair value 1 July 2020	9,032	2,276	1,076	2,505	14,889
Accumulated depreciation at 1 July 2020	(6,679)	(2,188)	(632)	-	(9,499)
	2,353	88	444	2,505	5,390
Movements in fair value					
Acquisition of assets at fair value	605	-	180	39	824
Contributed assets	-	-	-	-	-
Revaluation increments/(decrements)	-	-	-	-	-
Fair value of assets disposed	(284)	-	-	-	(284)
Impairment losses recognised in operating result	-	-	-	-	-
Transfers	-	-	-	-	-
	321	-	180	39	540
Movements in accumulated depreciation					
Depreciation and amortisation	(755)	(30)	(86)	-	(871)
Revaluation increments/(decrements)	-	-	-	-	-
Accumulated depreciation of disposals	202	-	-	-	202
Impairment losses recognised in operating result	-	-	-	-	-
Transfers	-	-	-	-	-
	(553)	(30)	(86)	-	(669)
At fair value 30 June 2021	9,353	2,276	1,256	2,544	15,429
Accumulated depreciation at 30 June 2021	(7,232)	(2,218)	(718)	-	(10,168)
	2,121	58	538	2,544	5,261

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 6 Assets we manage (continued)

6.2 Property, infrastructure, plant and equipment (continued)

(c) Infrastructure

	Roads	Bridges	Footpaths, trails and cycleways	Drainage	Recreational, leisure and community	Kerb and channel	Waste management	Parks, open spaces and streetscapes	Other infrastructure	Work in progress	Total infrastructure
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
At fair value 1 July 2020	284,735	16,194	39,890	141,847	101,931	27,351	1,287	14,731	12,075	4,636	644,677
Accumulated depreciation at 1 July 2020	(50,789)	(5,817)	(17,895)	(50,139)	(32,862)	(10,793)	(1,287)	(4,299)	(8,030)	-	(181,911)
	233,946	10,377	21,995	91,708	69,069	16,558	-	10,432	4,045	4,636	462,766
Movements in fair value											
Acquisition of assets at fair value	2,592	18	4,137	471	15,752	329	-	3,259	79	4,030	30,667
Contributed assets	-	-	18	-	-	17	-	-	-	-	35
Revaluation increments/(decrements)	-	-	-	-	-	-	-	-	-	-	-
Fair value of assets disposed	(882)	(42)	(7)	-	(12,879)	-	-	-	-	(3)	(13,813)
Impairment losses recognised in operating result	-	-	-	-	-	-	-	-	-	-	-
Transfers	-	-	-	-	(364)	-	-	-	-	(2,825)	(3,189)
	1,710	(24)	4,148	471	2,509	346	-	3,259	79	1,202	13,700
Movements in accumulated depreciation											
Depreciation and amortisation	(3,236)	(163)	(1,260)	(1,652)	(1,709)	(564)	-	(496)	(467)	-	(9,547)
Revaluation increments/(decrements)	-	-	-	-	-	-	-	-	-	-	-
Accumulated depreciation of disposals	102	42	179	-	10,012	-	-	-	-	-	10,335
Impairment losses recognised in operating result	-	-	-	-	-	-	-	-	-	-	-
Transfers	-	-	-	-	7	-	-	-	-	-	7
	(3,134)	(121)	(1,081)	(1,652)	8,310	(564)	-	(496)	(467)	-	795
At fair value 30 June 2021	286,445	16,170	44,038	142,318	104,440	27,697	1,287	17,990	12,154	5,838	658,377
Accumulated depreciation at 30 June 2021	(53,923)	(5,938)	(18,976)	(51,791)	(24,552)	(11,357)	(1,287)	(4,795)	(8,497)	-	(181,116)
	232,522	10,232	25,062	90,527	79,888	16,340	-	13,195	3,657	5,838	477,261

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 6 Assets we manage (continued)

6.2 Property, infrastructure, plant and equipment (continued)

Acquisition

The purchase method of accounting is used for all acquisitions of assets, being the fair value of assets provided as consideration at the date of acquisition plus any incidental costs attributable to the acquisition. Fair value is the price that would be received to sell an asset (or paid to transfer a liability) in an orderly transaction between market participants at the measurement date.

Where assets are constructed by Council, cost includes all materials used in construction, direct labour, borrowing costs incurred during construction, and an appropriate share of directly attributable variable and fixed overheads.

In accordance with Council's policy, the threshold limits have been applied when recognising assets within an applicable asset class and unless otherwise stated are consistent with the prior year.

<i>Asset recognition thresholds and depreciation periods</i>	Useful life Years	Threshold \$
Property		
Land	Indefinite	Nil
Playgrounds	10-15	1,000
Land improvements	50	5,000
Buildings	50-100	5,000
Plant and Equipment		
Plant and machinery	6-7	1,000
Motor vehicles	6-7	Nil
Furniture, fittings and computers	6-7	1,000
Artwork	Indefinite	500
Infrastructure		
Road surface	12-30	5,000
Road pavement	50-80	5,000
Road formation and earthworks	-	5,000
Road kerb, channel and minor culverts	50	5,000
Traffic treatments/ calming	5-50	5,000
Major bridge culverts	50-100	5,000
Bridges - concrete/steel	100	5,000
Bridges - timber	50	5,000
Footpaths, trails and cycleways	10-50	5,000
Drainage	50-100	5,000
Waste management	5-15	1,000
Guard fence	10	1,000
Fire hydrants	50	1,000
Bus shelters	20	1,000
Reserves furniture	17	1,000
Water treatment devices	15-20	5,000

Land under roads

Council recognises land under roads it controls at fair value.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 6 Assets we manage (continued)

6.2 Property, infrastructure, plant and equipment (continued)

Depreciation and amortisation

Buildings, land improvements, plant and equipment, infrastructure, and other assets having limited useful lives are systematically depreciated over their useful lives to the Council in a manner which reflects consumption of the service potential embodied in those assets. Estimates of remaining useful lives and residual values are made on a regular basis with major asset classes reassessed annually. Depreciation rates and methods are reviewed annually.

Where assets have separate identifiable components that are subject to regular replacement, these components are assigned distinct useful lives and residual values and a separate depreciation rate is determined for each component.

Road earthworks are not depreciated on the basis that they are assessed as not having a limited useful life.

Artworks are not depreciated.

Straight line depreciation is charged based on the residual useful life as determined each year.

Depreciation periods used are listed above and are consistent with the prior year unless otherwise stated.

Repairs and maintenance

Routine maintenance, repair costs, and minor renewal costs are expensed as incurred. Where the repair relates to the replacement of a component of an asset and the cost exceeds the capitalisation threshold the cost is capitalised and depreciated. The carrying value of the replaced asset is expensed.

Valuation of land and buildings

Valuation of land and buildings were undertaken by a qualified independent valuer, Ms B Stephen of Matheson Stephen Valuations, valuer registration no. 63034. The valuation of land and buildings is at fair value, being market value based on highest and best use permitted by relevant land planning provisions. At the time of valuation, available market data, including any impact of the pandemic event, were considered. Where land use is restricted through existing planning provisions the valuation is reduced to reflect this limitation. This adjustment is an unobservable input in the valuation. The adjustment has no impact on the comprehensive income statement.

Specialised land is valued at fair value using site values adjusted for englobo (undeveloped and/or unserviced) characteristics, access rights and private interests of other parties and entitlements of infrastructure assets and services. This adjustment is an unobservable input in the valuation. The adjustment has no impact on the comprehensive income statement.

Any significant movements in the unobservable inputs for land and land under roads will have a significant impact on the fair value of these assets. These unobservable inputs are not significant to the entire measurement.

The date of the current valuation is detailed in the following table.

Details of Council's land and buildings and information about the fair value hierarchy as at 30 June 2021 are as follows:

	Level 1	Level 2	Level 3	Date of last full
	\$'000	\$'000	\$'000	valuation
Land - specialised	-	-	4,354	Jun-20
Land - non-specialised	-	-	409,622	Jun-20
Land improvements	-	-	5,356	Jun-20
Buildings - heritage	-	-	6,499	Jun-20
Buildings - specialised	-	-	37,143	Jun-20
Buildings - non-specialised	-	-	123	Jun-20
Total	-	-	463,097	

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 6 Assets we manage (continued)

6.2 Property, infrastructure, plant and equipment (continued)

Valuation of infrastructure

Valuation of infrastructure assets has been determined in accordance with a valuation undertaken by Council's Director Sustainability and Place Mr Hjalmar Philipp, Bachelor of Engineering (Civil), Graduate Diploma in Municipal Engineering, and MBA (Technology Management).

The valuation is at fair value based on replacement cost less accumulated depreciation as at the date of valuation.

Infrastructure assets continue to be valued at replacement cost based fair value in the current pandemic environment, as this best reflects the nature of these community-use assets. The date of the current valuation is detailed in the following table.

Details of Council's infrastructure and information about the fair value hierarchy as at 30 June 2021 are as follows:

	Level 1	Level 2	Level 3	Date of last full
	\$'000	\$'000	\$'000	valuation
Roads	-	-	232,522	Jun-20
Bridges	-	-	10,232	Jun-20
Footpaths and cycleways	-	-	25,062	Jun-20
Drainage	-	-	90,527	Jun-20
Recreational, leisure and community	-	-	79,888	Jun-20
Kerb and channel	-	-	16,340	Jun-20
Waste management	-	-	-	Jun-20
Parks, open spaces and streetscapes	-	-	13,195	Jun-20
Other infrastructure	-	-	3,657	Jun-20
Total	-	-	471,423	

Description of significant unobservable inputs into level 3 valuations

Land under roads acquired after 30 June 2008 is brought to account using the deemed cost basis. Council does not recognise land under roads that it controlled prior to 30 June 2008 in its financial report.

Land held at anticipated restoration cost, being the Plenty and Kangaroo Ground landfill sites, is recognised at cost to restore the site to the standard set out by the EPA and all applicable regulations.

Specialised buildings are valued using a depreciated replacement cost technique. Significant unobservable inputs include the current replacement cost and remaining useful lives of buildings. Current replacement costs are calculated on a square metre basis and ranges from \$230 to \$3,500 per square metre. The remaining useful lives of buildings are determined on the basis of the current condition of buildings and vary from 50 years to 100 years. Replacement cost is sensitive to changes in market conditions, with any increase or decrease in cost flowing through to the valuation. Useful lives of buildings are sensitive to changes in expectations or requirements that could either shorten or extend the useful lives of buildings.

Infrastructure assets are valued based on the depreciated replacement cost. Significant unobservable inputs include the current replacement cost and remaining useful lives of infrastructure. The remaining useful lives of infrastructure assets are determined on the basis of the current condition of the asset and vary from 1 year to 100 years. Replacement cost is sensitive to changes in market conditions, with any increase or decrease in cost flowing through to the valuation. Useful lives of infrastructure assets are sensitive to changes in use, expectations or requirements that could either shorten or extend the useful lives of infrastructure assets.

	2021	2020
	\$'000	\$'000
Reconciliation of specialised land		
Land under roads	4,354	1,888
Land held at anticipated restoration cost (Plenty / Kangaroo Ground Landfill Closure)	11,401	11,401
Less: accumulated depreciation	(11,401)	(11,401)
Total specialised land	4,354	1,888

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 6 Assets we manage (continued)	2021	2020
	\$'000	\$'000
6.3 Investment in associates		
Investments in associate accounted for by the equity method is:		
- Yarra Plenty Regional Library Service	1,671	1,471
Yarra Plenty Regional Library Service		
<i>Background</i>		
The Yarra Plenty Regional Library Service consists of nine locations and a mobile library service. Responsibility for the provision and management of the Library Service rests with the Regional Library Board, which comprises of two representatives from each of the three member councils. The Regional Library service operates as an independent legal entity and is audited annually by the Auditor General.		
Council's investment in the Yarra Plenty Regional Library Service was increased by \$167,784 (increase of \$139,815 in 2019/2020) due to an increase in the net assets position of the Corporation (audited at 30 June 2021). Council's equity interest based on contributions is 21.29 percent.		
Fair value of Council's investment in Yarra Plenty Regional Library Service	1,671	1,471
Council's share of accumulated surplus/(deficit)		
Council's share of accumulated surplus/(deficit) at start of year	671	532
Share of net profits/(losses) of associate	197	139
Council's share of accumulated surplus/(deficit) at end of year	868	671
Movement in carrying value of specific investment		
Carrying value of investment at start of year	1,471	1,331
Share of surplus/(deficit) for year	199	139
Carrying value of investment at end of year	1,671	1,471
Council's share of expenditure commitments		
Operating commitments	-	1,356
Capital commitments	-	242
Council's share of expenditure commitments	-	1,598
Yarra Plenty Regional Library Service Contributions		
Contributions to associate	2,888	2,742

Associates are all entities over which Council has significant influence but not control or joint control. Investments in associates are accounted for using the equity method of accounting, after initially being recognised at cost.

Council is not involved in any joint arrangements at balance date.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 7 People and relationships

2021

2020

No.

No.

7.1 Council and key management remuneration

(a) Related parties

Parent entity

Nillumbik Shire Council is the parent entity

Subsidiaries and associates

Interests in subsidiaries and associates are detailed in note 6.3.

(b) Key management personnel

Details of persons holding the position of Councillor or other members of key management personnel at any time during the year are:

Councillors

Cr Jane Ashton (01/07/2019 - 24/10/2020)
Cr Grant Brooker (01/07/2019 - 24/10/2020)
Cr Peter Clarke (01/07/2019 - 24/10/2020)
Cr John Dumaresq (01/07/2019 - 24/10/2020)
Cr Karen Egan (01/07/2020 - 30/06/2021), (Mayor 01/07/2020 - 24/10/2020)
Cr Peter Perkins (01/07/2020 - 30/06/2021), (Mayor 24/11/2020 - 30 June 2021)
Cr Bruce Ranken (01/07/2019 - 24/10/2020)
Cr France Eyre (17/11/2020 - 30/06/2021)
Cr Natalie Duffy (17/11/2020 - 30/06/2021)
Cr Geoff Paine (17/11/2020 - 30/06/2021)
Cr Ben Ramcharan (17/11/2020 - 30/06/2021)
Cr Richard Stockman (17/11/2020 - 30/06/2021)

Chief Executive Officer Mr Carl Cowie (01/07/2020 - 30/06/2021)

Key Management Personnel reporting directly to the CEO Mr Hjalmar Philipp, Director Sustainability and Place (01/07/2020 - 30/06/2021)
Mr Vincenzo Lombardi, Chief Financial Officer (01/07/2020 - 30/06/2021)
Ms Blaga Naumoski, Executive Manager Governance and Legal (01/07/2020 - 30/06/2021)
Mr Jeremy Livingston, Executive Manager Transformation and Performance (01/07/2020 - 30/06/2021)
Ms Corienne Nichols, Executive Manager Communities (01/07/2020 - 30/06/2021)
Ms Rosalia Zouzoulas, Executive Manager Planning and Community Safety (01/07/2020 - 30/06/2021)

2021

2020

No.

No.

Total number of Councillors

12

7

Chief Executive Officer and other key management personnel

7

9

Total number of key management personnel

19

16

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 7 People and relationships (continued)	2021 \$'000	2020 \$'000
7.1 Council and key management remuneration (continued)		
(c) Remuneration of key management personnel		
Total remuneration of key management personnel was as follows:		
Short-term benefits	2,128	2,154
Long-term benefits	-	22
Termination benefits	-	61
Total	2,128	2,237

The numbers of key management personnel whose total remuneration from Council and any related entities, fall within the following bands:

	2021 No.	2020 No.
\$20,000 - \$29,999	5	5
\$60,000 - \$69,000	1	1
\$80,000 - \$89,999	1	1
\$190,000 - \$199,999	1	1
\$210,000 - \$219,999	2	2
\$220,000 - \$229,999	1	1
\$260,000 - \$269,999	1	1
\$290,000 - \$299,999	1	1
\$390,000 - \$399,999	1	1
	14	14

**Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021**

Note 7 People and relationships (continued)

7.1 Council and key management remuneration (continued)

(d) Senior officer remuneration

A senior officer is an officer of Council, other than Key Management Personnel, who:
a) has management responsibilities and reports directly to the Chief Executive; or
b) whose total annual remuneration exceeds \$151,000.

The number of senior officers are shown below in their relevant income bands:

	2021	2020
	<i>No.</i>	<i>No.</i>
\$100,000 - \$109,999	1	-
\$130,000 - \$139,999	1	1
\$140,000 - \$149,999	2	1
\$150,000 - \$159,000	1	4
\$160,000 - \$169,999	4	2
\$170,000 - \$179,999	2	3
\$180,000 - \$189,999	4	2
	<u>15</u>	<u>13</u>

Total Remuneration for the reporting year for senior officers included above,
amounted to:

2021	2020
\$'000	\$'000
<u>2,458</u>	<u>2,134</u>

7.2 Related party disclosure

(a) Transactions with related parties

There were no transactions with related parties during the reporting period.

(b) Outstanding balances with related parties

There were no outstanding balances at the end of the reporting period in relation to transactions with related parties.

(c) Loans to/from related parties

There were no loans made, guaranteed or secured by Council to a related party during the reporting period and no loans to or from related parties outstanding as at the end of the reporting period.

(d) Commitments to/from related parties

There were no commitments in existence at balance date that were made, guaranteed or secured by Council.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 8 Managing uncertainties

8.1 Contingent assets and liabilities

(a) Contingent assets

Contributions

From time to time Council receives gifted infrastructure assets from property developers. The nature and timing of these assets is conditional upon subdivisional requirements being completed. Once received by Council ongoing maintenance costs become the responsibility of the Council.

(b) Contingent liabilities

Contingent liabilities are not recognised in the Balance Sheet, but are disclosed and if quantifiable, are measured at nominal value. Contingent assets and liabilities are presented inclusive of GST receivable or payable, respectively.

The following are potential contingencies are to be considered by Council.

Superannuation

Council has obligations under a defined benefit superannuation scheme that may result in the need to make additional contributions to the scheme, matters relating to this potential obligation are outlined below. As a result of the volatility in financial markets the likelihood of making such contributions in future periods exists.

Future superannuation contributions

Council has paid no unfunded liability payments to Vision Super. There were contributions outstanding totalling \$181,533 (\$169,740 as at 30 June 2020) and no loans issued from or to the above schemes as at 30 June 2021. The expected contributions to be paid to the Defined Benefit category of Vision Super for the year ending 30 June 2021 is \$0.08 million (\$0.09 million as at 30 June 2020).

Legal Matters

Council is currently reviewing two public liabilities claims, one professional indemnity claim and one work cover claim. Council's exposure is limited to insurance excess for the public liability and professional indemnity claims only, totalling \$20,000.

No allowance has been made in the financial report for contingencies of a legal nature.

Building cladding

Council has not identified any potential contingent liability that exists in relation to rectification works or other matters associated with building cladding that may have the potential to adversely impact on Council.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 8 Managing uncertainties (continued)	2021	2020
	\$'000	\$'000

8.1 Contingent assets and liabilities (continued)

(b) Contingent liabilities (continued)

Liability Mutual Insurance

Council is a participant of the MAV Liability Mutual Insurance (LMI) Scheme. The LMI scheme provides public liability and professional indemnity insurance cover. The LMI scheme states that each participant will remain liable to make further contributions to the scheme in respect of any insurance year in which it was a participant to the extent of its participant's share of any shortfall in the provision set aside in respect of that insurance year, and such liability will continue whether or not the participant remains a participant in future insurance years.

(c) Guarantees for loans to other entities

Total guarantees for loans to other entities	1,459	1,459
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The amount disclosed for financial guarantee in this note is the nominal amount of the underlying loan that is guaranteed by the Council, not the fair value of the financial guarantee.

Financial guarantee contracts are not recognised as a liability in the balance sheet unless the lender has exercised their right to call on the guarantee or Council has other reasons to believe that it is probable that that right will be exercised.

8.2 Change in accounting standards

Certain new Australian Accounting Standards and interpretations have been published that are not mandatory for the 30 June 2021 reporting period. Council assesses the impact of these new standards. As at 30 June 2021 there were no new accounting standards or interpretations issued by the AASB which are applicable for the year ending 30 June 2022 that are expected to impact Council.

**Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021**

Note 8 Managing uncertainties (continued)

8.3 Financial Instruments

(a) Objectives and policies

The Council's principal financial instruments comprise cash assets, term deposits, receivables (excluding statutory receivables), payables (excluding statutory payables) and bank borrowings. Details of the significant accounting policies and methods adopted, including the criteria for recognition, the basis of measurement and the basis on which income and expenses are recognised, in respect of each class of financial asset, financial liability and equity instrument is disclosed in the notes of the financial statements. Risk management is carried out by senior management under policies approved by the Council. These policies include identification and analysis of the risk exposure to Council and appropriate procedures, controls and risk minimisation.

(b) Market risk

Market risk is the risk that the fair value or future cash flows of our financial instruments will fluctuate because of changes in market prices. The Council's exposures to market risk is primarily through interest rate risk with only insignificant exposure to other price risks and no exposure to foreign currency risk.

Interest rate risk

Interest rate risk refers to the risk that the value of a financial instrument or cash flows associated with the instrument will fluctuate due to changes in market interest rates. Council's interest rate liability risk arises primarily from long term loans and borrowings at fixed rates which exposes us to fair value interest rate risk / Council does not hold any interest bearing financial instruments that are measured at fair value, and therefore has no exposure to fair value interest rate risk. Cash flow interest rate risk is the risk that the future cash flows of a financial instrument will fluctuate because of changes in market interest rates. Council has minimal exposure to cash flow interest rate risk through its cash and deposits that are at floating rate.

Investment of surplus funds is made with approved financial institutions under the *Local Government Act 1989*. We manage interest rate risk by adopting an investment policy that ensures:

- diversification of investment product;
- monitoring of return on investment; and
- benchmarking of returns and comparison with budget.

There has been no significant change in the Council's exposure, or its objectives, policies and processes for managing interest rate risk or the methods used to measure this risk from the previous reporting period.

Interest rate movements have been sufficiently significant during the year to have a marginal impact on the Council's year end result and Council will continue to monitor market activity to maximise Council's return.

(c) Credit risk

Credit risk is the risk that a contracting entity will not complete its obligations under a financial instrument and cause us to make a financial loss. Council have exposure to credit risk on some financial assets included in our balance sheet. Particularly significant areas of credit risk exist in relation to outstanding fees and fines as well as loans and receivables from sporting clubs and associations. To help manage this risk:

- Council have a policy for establishing credit limits for the entities we deal with;
- Council may require collateral where appropriate; and
- Council only invest surplus funds with financial institutions which have a recognised credit rating specified in our investment policy.

Receivables consist of a large number of customers, spread across the ratepayer, business and government sectors. Credit risk associated with the Council's financial assets is minimal because the main debtor is secured by a charge over the rateable property.

There are no material financial assets which are individually determined to be impaired.

Council may also be subject to credit risk for transactions which are not included in the balance sheet, such as when we provide a guarantee for another party. Details of our contingent liabilities are disclosed in note 8.1(b).

**Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021**

Note 8 Managing uncertainties (continued)

8.3 Financial Instruments (continued)

(c) Credit risk (continued)

The maximum exposure to credit risk at the reporting date to recognised financial assets is the carrying amount, net of any provisions for impairment of those assets, as disclosed in the balance sheet and notes to the financial statements. Council does not hold any collateral.

(d) Liquidity risk

Liquidity risk includes the risk that, as a result of our operational liquidity requirements or we will not have sufficient funds to settle a transaction when required, we will be forced to sell a financial asset at below value or may be unable to settle or recover a financial asset.

To help reduce these risks Council:

- have a liquidity policy which targets a minimum and average level of cash and cash equivalents to be maintained;
- have readily accessible standby facilities and other funding arrangements in place;
- have a liquidity portfolio structure that requires surplus funds to be invested within various bands of liquid instruments;
- monitor budget to actual performance on a regular basis; and
- set limits on borrowings relating to the percentage of loans to rate revenue and percentage of loan principal repayments to rate revenue.

The Council's maximum exposure to liquidity risk is the carrying amounts of financial liabilities as disclosed in the face of the balance sheet and the amounts related to financial guarantees disclosed in Note 8.1(c), and is deemed insignificant based on prior periods' data and current assessment of risk.

There has been no significant change in Council's exposure, or its objectives, policies and processes for managing liquidity risk or the methods used to measure this risk from the previous reporting period.

With the exception of borrowings, all financial liabilities are expected to be settled within normal terms of trade. Details of the maturity profile for borrowings are disclosed at note 5.4.

Unless otherwise stated, the carrying amounts of financial instruments reflect their fair value.

(e) Sensitivity disclosure analysis

Taking into account past performance, future expectations, economic forecasts, and management's knowledge and experience of the financial markets, Council believes the following movements are 'reasonably possible' over the next 12 months:

- A parallel shift of + 1 percent and -1 percent in market interest rates (AUD) from year-end rates of 0.65 percent.

These movements will not have a material impact on the valuation of Council's financial assets and liabilities, nor will they have a material impact on the results of Council's operations.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 8 Managing uncertainties (continued)

8.4 Fair value measurement

Fair value hierarchy

Council's financial assets and liabilities are not valued in accordance with the fair value hierarchy, Council's financial assets and liabilities are measured at amortised cost.

Council measures certain assets and liabilities at fair value where required or permitted by Australian Accounting Standards. AASB 13 *Fair value measurement*, aims to improve consistency and reduce complexity by providing a definition of fair value and a single source of fair value measurement and disclosure requirements for use across Australian Accounting Standards.

All assets and liabilities for which fair value is measured or disclosed in the financial statements are categorised within a fair value hierarchy, described as follows, based on the lowest level input that is significant to the fair value measurement as a whole:

Level 1 — Quoted (unadjusted) market prices in active markets for identical assets or liabilities;

Level 2 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable; and

Level 3 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable.

For the purpose of fair value disclosures, Council has determined classes of assets and liabilities on the basis of the nature, characteristics and risks of the asset or liability and the level of the fair value hierarchy as explained above.

In addition, Council determines whether transfers have occurred between levels in the hierarchy by re-assessing categorisation (based on the lowest level input that is significant to the fair value measurement as a whole) at the end of each reporting period.

Revaluation

Subsequent to the initial recognition of assets, non-current physical assets, other than plant and equipment, are measured at their fair value, being the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. At balance date, Council reviewed the carrying value of the individual classes of assets measured at fair value to ensure that each asset materially approximated its fair value. Where the carrying value materially differed from the fair value at balance date, the class of asset was revalued.

Fair value valuations are determined in accordance with a valuation hierarchy. Changes to the valuation hierarchy will only occur if an external change in the restrictions or limitations of use on an asset result in changes to the permissible or practical highest and best use of the asset.

In addition, Council undertakes a formal revaluation of land, buildings, and infrastructure assets on a regular basis, currently every second year. The valuation is performed either by experienced council officers or independent experts. A formal revaluation of land, buildings and infrastructure assets was undertaken in 2021.

Where the assets are revalued, the revaluation increments are credited directly to the asset revaluation reserve except to the extent that an increment reverses a prior year decrement for that class of asset that had been recognised as an expense in which case the increment is recognised as revenue up to the amount of the expense. Revaluation decrements are recognised as an expense except where prior increments are included in the asset revaluation reserve for that class of asset in which case the decrement is taken to the reserve to the extent of the remaining increments. Within the same class of assets, revaluation increments and decrements within the year are offset.

**Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021**

Note 8 Managing uncertainties (continued)

8.4 Fair value measurement (continued)

Impairment of assets

At each reporting date, Council reviews the carrying value of its assets to determine whether there is any indication that these assets have been impaired. If such an indication exists, the recoverable amount of the asset, being the higher of the asset's fair value less costs to sell and value in use, is compared to the assets carrying value. Any excess of the assets carrying value over its recoverable amount is expensed to the comprehensive income statement, unless the asset is carried at the revalued amount in which case, the impairment loss is recognised directly against the revaluation surplus in respect of the same class of asset to the extent that the impairment loss does not exceed the amount in the revaluation surplus for that same class of asset.

8.5 Events occurring after balance date

No matters have occurred after balance date that require disclosure in the financial report.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 9 Other matters

9.1 Reserves

(a) Asset revaluation reserve

	Balance at beginning of reporting period \$'000	Increment/ (decrement) \$'000	Balance at end of reporting period \$'000
2021			
Property			
Land, land improvements and playgrounds	316,521	2,558	319,079
Buildings	22,251	-	22,251
Total property	338,772	2,558	341,330
Plant and Equipment			
Plant, machinery and vehicles	535	-	535
Furniture, equipment and computers	689	-	689
Artwork	1,368	-	1,368
Total plant and equipment	2,592	-	2,592
Infrastructure			
Roads	106,027	-	106,027
Bridges	4,176	-	4,176
Footpaths and cycleways	7,916	-	7,916
Drainage	47,306	-	47,306
Kerb and channel	9,192	-	9,192
Traffic treatments	6,843	-	6,843
Other infrastructure	402	-	402
Total infrastructure	181,862	-	181,862
Total asset revaluation reserves	523,227	2,558	525,785
2020			
Property			
Land, land improvements and playgrounds	322,651	(6,130)	316,521
Buildings	50,347	(28,096)	22,251
Total property	372,998	(34,226)	338,772
Plant and Equipment			
Plant, machinery and vehicles	535	-	535
Furniture, equipment and computers	689	-	689
Artwork	1,368	-	1,368
Total plant and equipment	2,592	-	2,592
Infrastructure			
Roads, earthworks	92,082	13,945	106,027
Bridges	3,315	861	4,176
Footpaths and cycleways	(452)	8,368	7,916
Drainage	42,014	5,292	47,306
Kerb and channel	8,309	883	9,192
Traffic treatments	6,975	(132)	6,843
Other infrastructure	402	-	402
Total infrastructure	152,645	29,217	181,863
Total asset revaluation reserves	528,235	(5,009)	523,227

The asset revaluation reserve is used to record the increased (net) value of Council's assets over time.

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 9 Other matters (continued)

9.1 Reserves (continued)

(b) Other reserves

Statutory reserves are those for which Council is required to separately account for by statute. Funds are held for specific purposes as described in the reserve account name.

Discretionary Reserves are those for which Council does have discretion over the manner in which funds are expended. Funds held in these reserve accounts are held for the purposes describe in the reserve account name.

	Balance at beginning of reporting period \$'000	Net of transfer to / (from) accum. surplus \$'000	Balance at end of reporting period \$'000
2021			
Statutory cash backed reserves			
Car parks	97	-	97
Development planning overlays: infrastructure	2,934	(120)	2,814
Development contribution plans: open space	3,408	492	3,900
Development contribution construction	198	(18)	180
Native vegetation	234	185	419
Open space	2,454	836	3,290
Street light contributions	28	-	28
Street trees	79	-	79
Yarrambat drainage scheme	455	2	457
Yarrambat drainage extension area	163	-	163
Total cash backed statutory reserves	10,050	1,377	11,427
Discretionary reserves			
Bridgeford Estate	47	(3)	44
Carried forward projects	13,245	(2,229)	11,016
Cricket pitch renewal	15	-	15
Defined benefit superannuation potential future calls	-	-	-
Information technology	3,165	(994)	2,171
Leisure facility improvements	375	(158)	217
MAV bond repayment	3,855	-	3,855
Plant replacement	1,945	(886)	1,059
Plenty and Kangaroo Ground landfill restoration	2,099	(2,099)	-
Public art program	213	(37)	176
Total discretionary reserves	24,959	(6,406)	18,553
Total other reserves	35,009	(5,029)	29,980

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

Note 9 Other matters (continued)

9.1 Reserves (continued)

(b) Other reserves (continued)

	Balance at beginning of reporting period \$'000	Net of transfer to / (from) accum. surplus \$'000	Balance at end of reporting period \$'000
2020			
Statutory cash backed reserves			
Car parks	97	-	97
Development planning overlays: infrastructure	2,690	244	2,934
Development contribution plans: open space	2,356	1,052	3,408
Development contribution construction	196	2	198
Native vegetation	247	(13)	234
Open space	1,981	473	2,454
Street light contributions	28	-	28
Street trees	76	3	79
Yarrambat drainage scheme	457	(2)	455
Yarrambat drainage extension area	161	2	163
Total cash backed statutory reserves	8,289	1,761	10,050
Discretionary reserves			
Bridgeford Estate	48	(1)	47
Carried forward projects	18,399	(5,154)	13,245
Cricket pitch renewal	8	7	15
Defined benefit superannuation potential future calls	1,455	(1,455)	-
Information technology	987	2,178	3,165
Leisure facility improvements	355	20	375
MAV bond repayment	5,383	(1,528)	3,855
Major projects	124	(124)	-
Plant replacement	2,812	(867)	1,945
Plenty and Kangaroo Ground landfill restoration	2,007	92	2,099
Public art program	200	13	213
Total discretionary reserves	31,778	(6,821)	24,959
Total other reserves	40,067	(5,060)	35,009
		2021	2020
		\$'000	\$'000
(c) Statutory cash backed and capital works reserves			
Statutory cash backed reserves		11,427	10,050
Discretionary reserves:			
Bridgeford Estate		44	46
Plenty and Kangaroo Ground landfill restoration		-	2,099
Total externally restricted reserves		11,471	12,195

Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021

	2021	2020
	\$'000	\$'000
Note 9 Other matters (continued)		
9.2 Reconciliation of cash flows from operating activities to surplus/(deficit)		
Surplus/(deficit) for the year	13,741	(14,912)
Depreciation	11,912	12,164
(Profit)/loss on disposal of property, infrastructure, plant and equipment	3,717	599
Share of net (profits)/losses of associate	(199)	(139)
Contributions - non-monetary assets	(35)	(2,791)
Borrowing cost	601	709
Change in assets and liabilities:		
(Increase)/decrease in trade and other receivables	292	(1,193)
(Increase)/decrease in prepayments	(199)	(121)
(Increase)/decrease in accrued income	269	4,273
Increase/(decrease) in trade and other payables	3,404	10,065
(Increase)/decrease in inventories	-	9
Increase/(decrease) in provisions	(4,073)	21,176
Increase/(decrease) in trust funds	69	(125)
Net cash provided by/(used in) operating activities	29,499	29,714

**Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021**

Note 9 Other matters (continued)

9.3 Superannuation

Council makes the majority of its employer superannuation contributions in respect of its employees to the Local Authorities Superannuation Fund (the Fund). This Fund has two categories of membership, accumulation and defined benefit, each of which is funded differently. Obligations for contributions to the Fund are recognised as an expense in Comprehensive Operating Statement when they are made or due.

Accumulation

The Fund's accumulation categories, Vision MySuper/Vision Super Saver, receives both employer and employee contributions on a progressive basis. Employer contributions are normally based on a fixed percentage of employee earnings (for the year ended 30 June 2021, this was 9.5 percent required under Superannuation Guarantee legislation).

Defined Benefit

Council does not use defined benefit accounting for its defined benefit obligations under the Fund's Defined Benefit category. This is because the Fund's Defined Benefit category is a pooled multi-employer sponsored plan. There is no proportional split of the defined benefit liabilities, assets or costs between the participating employers as the defined benefit obligation is a floating obligation between the participating employers and the only time that the aggregate obligation is allocated to specific employers is when a call is made. As a result, the level of participation of Council in the Fund cannot be measured as a percentage compared with other participating employers. Therefore, the Fund Actuary is unable to allocate benefit liabilities, assets and costs between employers for the purposes of AASB 119.

Funding Arrangements

Council makes employer contributions to the Defined Benefit category of the Fund at rates determined by the Trustee on the advice of the Fund Actuary.

A triennial actuarial review for the Defined Benefit category as at 30 June 2020 was conducted and completed by the due date of 31 December 2020. The vested benefit index (VBI) of the Defined Benefit category of which Council is a contributing employer was 104.6%. The financial assumptions used to calculate the VBI were:

Net investment return	5.6 percent p.a
Salary inflation	2.5 percent p.a
Price inflation (CPI)	2.0 percent p.a

As at 30 June 2021, an interim actuarial investigation is underway as the Fund provides lifetime pensions in the Defined Benefit category.

Vision Super has advised that the estimated VBI at 30 June 2021 was 109.7 percent.

The VBI is to be used as the primary funding indicator. Because the VBI was above 100 percent, the 30 June 2020 actuarial investigation determined the defined benefit category was in a satisfactory financial position and that no change was necessary to the defined benefit category's funding arrangements from prior years.

Employer contributions

Regular contributions

On the basis of the results of the 2020 triennial actuarial investigation conducted by the Fund Actuary, Council makes employer contributions to the Fund's Defined Benefit category at rates determined by the Fund's Trustee. For the year ended 30 June 2021, this rate was 9.5% of members' salaries (9.5% in 2019/2020). This rate is expected to increase in line with any increases in the SG contribution rate and was reviewed as part of the 30 June 2020 triennial valuation.

In addition, Council reimburses the Fund to cover the excess of the benefits paid as a consequence of retrenchment above the funded resignation or retirement benefit.

**Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021**

Note 9 Other matters (continued)

9.3 Superannuation (continued)

Funding calls

In the event that the Fund Actuary determines that there is a shortfall based on the above requirement, the Fund's participating employers (including Council) are required to make an employer contribution to cover the shortfall.

Using the agreed methodology, the shortfall amount is apportioned between the participating employers based on the pre-1 July 1993 and post-30 June 1993 service liabilities of the Fund's Defined Benefit category, together with the employer's payroll at 30 June 1993 and at the date the shortfall has been calculated.

Due to the nature of the contractual obligations between the participating employers and the Fund, and that the Fund includes lifetime pensioners and their reversionary beneficiaries, it is unlikely that the Fund will be wound up.

If there is a surplus in the Fund, the surplus cannot be returned to the participating employers.

In the event that a participating employer is wound-up, the defined benefit obligations of that employer will be transferred to that employer's successor.

The 2020 interim actuarial investigation surplus amounts

An actuarial investigation is conducted annually for the Defined Benefit category of which Council is a contributing employer. Generally, a full actuarial investigation conducted every three years and interim actuarial investigations are conducted for each intervening year. A full investigation was conducted as at 30 June 2020.

The Fund's actuarial investigations identified the following for the Defined Benefit category of which Council is a contributing employer:

	2020 (Triennial) \$'000	2019 (Interim) \$'000
- A VBI surplus	100,000	151,300
- A total service liability surplus	200,000	233,400
- A discounted accrued benefits surplus	217,800	256,700

The VBI surplus means that the market value of the fund's assets supporting the defined benefit obligations exceed the vested benefits that the defined benefit members would have been entitled to if they had all exited on 30 June 2020.

The total service liability surplus means that the current value of the assets in the Fund's Defined Benefit category plus expected future contributions exceeds the value of expected future benefits and expenses as at 30 June 2020.

The discounted accrued benefit surplus means that the current value of the assets in the Fund's Defined Benefit category exceeds the value of benefits payable in the future but accrued in respect of service to 30 June 2020.

Council was notified of the 30 June 2020 VBI during August 2020 (2019: August 2019).

**Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021**

Note 9 Other matters (continued)

9.3 Superannuation (continued)

The 2021 interim actuarial investigation

An interim actuarial investigation is being conducted for the Fund's position as at 30 June 2021 as the Fund provides lifetime pensions in the Defined Benefit category. It is anticipated that this actuarial investigation will be completed by October 2021.

Superannuation contributions

Contributions by Council (excluding any unfunded liability payments) to the above superannuation plans for the financial year ended 30 June 2021 are detailed below:

Scheme	Type of Scheme	Rate	2021 \$'000	2020 \$'000
Vision super	Defined benefit	9.50%	-	-
Vision super	Accumulation fund	9.50%	-	-
Other	Accumulation fund	9.50%	-	-

In addition to the above contributions, Council has paid no unfunded liability payments to Vision Super (2019/20 Nil).

There were no contributions outstanding and no loans issued from or to the above schemes as at 30 June 2021.

The expected contributions to be paid to the Defined Benefit category of Vision Super for the year ending 30 June 2022 is \$82,000.

**Nillumbik Shire Council
Notes To The Financial Statements
For The Year Ended 30 June 2021**

10 Change in accounting policy

a) AASB 1059 Service Concession Arrangements: Grantors (AASB 1059) (applies 2020/21 for LG Sector)

Council has adopted AASB 1059 Service Concession Arrangements: Grantors , from 1 July 2020. This has not resulted in any changes in accounting policies. No adjustments to the amounts were recognised in the financial statements.

b) AASB 2018-7 Amendments to Australian Accounting Standards - Definition of Material (applies 2020/21 for LG Sector)

Council has adopted AASB 2018-7 Amendments to Australian Accounting Standards - Definition of Material, from 1 July 2020. This has not impacted on the financial statements.

c) AASB 2019-1 Amendments to Australian Accounting Standards - References to the Conceptual Framework (applies 2020/21 for LG Sector)

Council has adopted AASB 2019-1 Amendments to Australian Accounting Standards - References to the Conceptual Framework from 1 July 2020. This has not impacted on the financial statements.

It is not expected that these standards will have any significant impact on council.

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Nillumbik Shire Council Performance Statement For The Year Ended 30 June 2021

**Nillumbik Shire Council
Performance Statement
For The Year Ended 30 June 2021**

Description of municipality

The Shire of Nillumbik is located in Melbourne's north-eastern suburbs, approximately 25km from the Melbourne Central Business District.

Known as "the Green Wedge Shire", the area offers residents and visitors a unique rural environment of bushland, small farms, rivers and forest. The balance of the shire is a collection of suburbs, townships and villages, each with its own unique identity and heritage.

The Nillumbik Green Wedge covers over 90% of the total area of the shire and is host to a number of state and national parks. Nillumbik's Green Wedge is highly valued locally and regionally because of its biodiversity, natural beauty, visitor experiences, agriculture, grazing land, rural living and open space.

Nillumbik has a population of approximately 65,094 people who are at the higher end of the socio-economic gradient in Greater Melbourne, meaning that in many aspects, Nillumbik residents enjoy better than average health and wellbeing.

Coronavirus pandemic event

The impact of the ongoing pandemic event and staged restrictions have been disclosed within the material variation comments where relevant.

**Nillumbik Shire Council
Performance Statement
For The Year Ended 30 June 2021**

Sustainable Capacity Indicators

Indicator/measure

Population

Expenses per head of municipal population
[Total expenses / Municipal population]

2017 2018 2019 2020

2021 Material Variations

\$1,231.36 \$1,240.88 \$1,418.26 \$1,813.33

\$1,422.70 The prior year outcome was driven by non-recurrent expenditure items, most significantly an increase to the provision for landfill rehabilitation. The forecast result shows the positive relationship between the minimal growth in population and corresponding growth in expenditure.

Infrastructure per head of municipal population
[Value of infrastructure / Municipal population]

\$7,215.87 \$7,704.20 \$7,928.29 \$8,076.31

\$8,354.53 The continuing increase is reflective of the ongoing investment in renewal and upgrades to Council's infrastructure portfolio, ensuring that the renewal gap continues to be actively managed across asset classes.

Population density per length of road
[Municipal population / Kilometres of local roads]

81.81 81.92 84.01 84.54

84.15 The decrease is driven by a minimal increase in the municipal population relative to stable road lengths.

Own-source revenue

Own-source revenue per head of municipal population
[Own-source revenue / Municipal population]

\$1,208.79 \$1,203.11 \$1,183.46 \$1,251.31

\$1,196.32 The overall small decrease is reflective of a minimal increase in the municipal population and minimal growth in rateable properties in the Shire.

Recurrent grants

Recurrent grants per head of municipal population
[Recurrent grants / Municipal population]

\$126.67 \$99.06 \$98.77 \$106.98

\$76.63 The variance is driven by a decrease in the recurrent grants received in the current financial year, reflective of programs and services delivered. Recurrent grants are often driven by service delivery and fluctuate in line with programs scheduled and /or delivered in the financial year.

Disadvantage

Relative Socio-Economic Disadvantage
[Index of Relative Socio-Economic Disadvantage by decile]

10.00 10.00 10.00 10.00

10.00 Council's relative socio-economic disadvantage remains stable and the current result is comparable to the previous year.

**Nillumbik Shire Council
Performance Statement
For The Year Ended 30 June 2021**

Service Performance Indicators

Service/indicator/measure

Aquatic Facilities

Utilisation

Utilisation of aquatic facilities

[Number of visits to aquatic facilities / Municipal population]

2018	2019	2019	2020
0.80	0.94	2.21	8.90

2021 Material Variations

4.11 The decrease in visitation was due to ongoing COVID-19 related closures and restrictions.

Animal Management

Health and safety

Animal management prosecutions

[Number of successful animal management prosecutions /
Number of animal management prosecutions] x 100

-	-	-	100%
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100% All 5 prosecutions related to dog attacks, and all prosecutions were successful resulting in a total of \$17,256 in combined penalties (Council costs and victim restitution being paid to Council).

One matter proceeded to a contested hearing where 8 of 11 charges were upheld, and two matters were struck out as withdrawn by prosecution following an agreement to pay all costs (including victim restitution). Both other matters were settled prior to Court, with one through the Magistrates Court diversion program.

Food Safety

Health and safety

Critical and major non-compliance outcome notifications

[Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises] x100

100.00%	95.24%	94.40%	98.68%
---------	--------	--------	--------

90.63% All except three major non-compliant results were followed up in 2020. The measure can vary depending on timing of the report and follow up at the beginning and end of the calendar year. COVID-19 has also contributed due to reduced operating hours of premises.

**Nilumbik Shire Council
Performance Statement
For The Year Ended 30 June 2021**

Service Performance Indicators (continued)

Service/indicator/measure

Governance

Satisfaction

Satisfaction with council decisions

[Community satisfaction rating out of 100 with how council has performed in making decisions in the interest of the community]

2018	2019	2019	2020
57.40	63.00	64.50	66.70

2021 Material Variations

63.00 Satisfaction with Council decisions decreased by 3.7 percent in 2020-2021 compared to the previous year.

Libraries

Participation

Active library members

[Number of active library borrowers in the last three years / The sum of the population for the last three years] x100

25.94%	27.38%	30.17%	28.19%
--------	--------	--------	--------

27.03% This figure is in decline largely due to the closure of branches and restrictions in place as a result of COVID-19 over the past 18 months. A "Return Yourself to the Library" campaign is planned for 2021-2022.

Participation

Participation in the MCH service

[Number of children who attend the MCH service at least once (in the year) / Number of children enrolled in the MCH service] x 100

77.76%	78.76%	79.82%	81.95%
--------	--------	--------	--------

81.65% The MCH service continues to provide a connected and responsive program to families with young children in Nilumbik. Despite COVID-19 restrictions affecting service delivery, this demonstrates strong participation in the service.

Maternal and Child Health (MCH) (continued)

Participation in the MCH service by Aboriginal children

[Number of Aboriginal children who attend the MCH service at least once (in the year) / Number of Aboriginal children enrolled in the MCH service] x 100

68.29%	78.95%	69.44%	76.32%
--------	--------	--------	--------

85.11% The overall MCH enrolment of Aboriginal families and young children demonstrates a connection to and linkages with the MCH service in Nilumbik. An increase in the raw numbers of this client group accounts for what otherwise appears to be a significant percentage increase from the previous year. Aboriginal engagement has been a focus throughout COVID-19 due to the increased health risks for this group. MCH has held this focus in mind and actively encouraged participation.

**Nillumbik Shire Council
Performance Statement
For The Year Ended 30 June 2021**

Service Performance Indicators (continued)

Service/indicator/measure	2018	2019	2019	2020	2021 Material Variations
Roads					
Satisfaction					
<i>Satisfaction with sealed local roads</i> [Community satisfaction rating out of 100 with how council has performed on the condition of sealed local roads]	65.30	64.40	65.00	69.90	63.00 Satisfaction with the majority of council services and programs decreased in 2021 based on Annual Community Survey results. This was due to changes in the survey sample and also COVID-19 impacts on services and programs.
Statutory Planning					
Decision making					
<i>Council planning decisions upheld at VCAT</i> [Number of VCAT decisions that did not set aside council's decision in relation to a planning application / Number of VCAT decisions in relation to planning applications] x 100	63.16%	80.00%	61.54%	65.00%	75.00% A total of 16 decisions were issued by VCAT and 12 of these were Council decisions upheld by VCAT.
Waste Collection					
Waste diversion					
<i>Kerbside collection waste diverted from landfill</i> [Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100	66.17%	63.66%	59.06%	59.60%	72.80% Nillumbik residents diverted 18,083 tonnes of kerbside waste from landfill during 2020-2021. The increase in diversion is due to an increase of 2,766 tonnes of green waste and the normalisation of recycling processing. The significant increase in green waste is due to a combination of factors including wetter weather caused by the La Nina weather system, COVID-19 lockdown increasing gardening behaviour and the provision of 240 litre green bins to residents. Nillumbik continues to be well above the State diversion targets.

**Nillumbik Shire Council
Performance Statement
For The Year Ended 30 June 2021**

Financial Performance Indicators

Dimension/indicator/measure						Forecasts				Material Variations
	2017	2018	2019	2020	2021	2022	2023	2024	2025	
Efficiency										
<i>Revenue level</i>										
<i>Average rate per property assessment</i> [General rates / Number of property assessments]	-	-	-	\$2,381.17	\$2,403.04	\$2,445.79	\$2,509.71	\$2,581.50	\$2,549.08	The increase reflects budgeted increase in rates and charges and the anticipated additional rateable properties created each year throughout the Shire. (Calculation revised 2019-2020)
<i>Expenditure level</i>										
<i>Expenses per property assessment</i> [Total expenses / Number of property assessments]	\$3,240.42	\$3,346.25	\$3,837.63	\$4,918.21	\$3,866.13	\$3,989.13	\$4,054.92	\$4,097.63	\$3,999.76	The prior year outcome was driven by non-recurrent expenditure items, most significantly an increase to the provision for landfill rehabilitation. The current year and forecast results show the positive relationship between the growth in rateable properties across the shire and corresponding growth in expenditure.
<i>Workforce turnover</i>										
<i>Resignations and terminations compared to average staff</i> [Number of permanent staff resignations and terminations / Average number of permanent staff for the financial year] x100	10.31%	17.57%	26.01%	12.70%	11.19%	-	-	-	-	Reflective of stability in current organisational structure.
Liquidity										
<i>Working capital</i>										
<i>Current assets compared to current liabilities</i> [Current assets / Current liabilities] x100	353.27%	337.37%	274.40%	177.05%	145.09%	76.51%	47.83%	44.04%	44.21%	The trend is reflective of a greater proportion of Council's provision for landfill rehabilitation and borrowings becoming current over the forecast years.

**Nillumbik Shire Council
Performance Statement
For The Year Ended 30 June 2021**

Dimension/indicator/measure						Forecasts				Material Variations
	2017	2018	2019	2020	2021	2022	2023	2024	2025	
Liquidity (continued)										
<i>Unrestricted cash</i>										
<i>Unrestricted cash compared to current liabilities</i>	53.74%	84.76%	67.97%	38.60%	-10.01%	2.32%	-40.72%	-45.25%	-50.89%	The trend is driven by the increase in current liabilities as a greater proportion of Council's provision for landfill rehabilitation and borrowings becoming current and a reduction in cash held as capital works projects are completed.
<i>[Unrestricted cash / Current liabilities] x 100</i>										
Obligations										
<i>Asset renewal</i>										
<i>Asset renewal and upgrade compared to depreciation</i>	-	-	-	102.11%	261.63%	168.44%	114.49%	105.14%	102.96%	Council continues to invest in community infrastructure with an underlying criteria being the reduction in renewal gap, to ensure Council's responsibility remains at a manageable level. The forecast results mirror the capital works program currently scheduled in future years. (Calculation revised 2019-2020)
<i>[Asset renewal and upgrade expense / Asset depreciation] x 100</i>										
<i>Loans and borrowings</i>										
<i>Loans and borrowings compared to rates</i>	21.53%	20.23%	18.75%	16.26%	19.95%	24.36%	19.29%	16.61%	13.96%	Council is projecting to take out a further loan in 2021-2022 to fund the rehabilitation of the closed Kangaroo Ground landfill site and to allow a response to any capital works grants that may become available, requiring co-contributions. This is offset by the borrowing maturities scheduled to occur each year, resulting in a fluctuating trend.
<i>[Interest bearing loans and borrowings / Rate revenue] x100</i>										
<i>Loans and borrowings repayments compared to rates</i>	2.76%	2.44%	2.19%	3.06%	1.93%	5.76%	5.11%	2.90%	2.82%	The current year and first forecast result are reflective of new borrowings in 2020-2021 and projected borrowings in 2021-2022. Future forecast figures are reflective of loan payouts scheduled.
<i>[Interest and principal repayments on interest bearing loans and borrowings / Rate revenue] x100</i>										

**Nillumbik Shire Council
Performance Statement
For The Year Ended 30 June 2021**

Financial Performance Indicators

Dimension/indicator/measure						Forecasts				Material Variations
	2017	2018	2019	2020	2021	2022	2023	2024	2025	
Obligations (continued)										
<i>Indebtedness</i>										
<i>Non-current liabilities compared to own source revenue</i> [Non-current liabilities / Own source revenue] x100	26.81%	23.53%	20.69%	39.06%	34.81%	29.78%	24.75%	20.15%	16.58%	The current year and projections show a declining result which is reflective of the reduction in the non-current portion of the provision for landfill rehabilitation and an increase in own source revenue.
Operating position										
<i>Adjusted underlying result</i>										
<i>Adjusted underlying surplus (or deficit)</i> [Adjusted underlying surplus (deficit) / Adjusted underlying revenue] x100	8.46%	5.56%	-9.52%	-32.34%	-8.95%	-1.16%	5.00%	1.45%	2.40%	The underlying driver of the current year deficit is attributable to the recognition of grant income as unearned income in the balance sheet rather than as income in the income statement under AASB 1058. The increase in the provision for landfill rehabilitation and the loss on disposal of fixed assets are also impacting the final result. Forecasts show a stabilising trend, reflecting limited growth in own-source revenue and maintenance of operational expenditure in line with service levels.
Stability										
<i>Rates concentration</i>										
<i>Rates compared to adjusted underlying</i> [Rate revenue / Adjusted underlying revenue] x100	73.59%	74.02%	76.70%	74.29%	78.78%	73.60%	74.03%	74.22%	74.30%	This result is reflective of the current and projected stability in underlying revenue and the projected increase in rates and charges.
Rates effort										
<i>Rates compared to property values</i> [Rate revenue / Capital improved value of rateable properties in the municipality] x100	39.00%	39.00%	32.00%	32.00%	32.00%	33.00%	34.00%	35.00%	36.00%	The consistent trend is reflective of projected annual property revaluations. In outer years, property valuations are forecast to remain stable.

Nillumbik Shire Council
Notes To The Performance Statement
For The Year Ended 30 June 2021

Note 1 Basis of preparation

Council is required to prepare and include a performance statement within its annual report. The performance statement includes the results of the prescribed sustainable capacity, service performance and financial performance indicators and measures together with a description of the municipal district and an explanation of material variations in the results. This statement has been prepared to meet the requirements of the *Local Government Act 1989* and *Local Government (Planning and Reporting) Regulations 2014*.

Where applicable the results in the performance statement have been prepared on accounting bases consistent with those reported in the Financial Statements. The other results are based on information drawn from council information systems or from third parties (e.g. *Australian Bureau of Statistics*).

The performance statement presents the actual results for the current and three preceding years and for the prescribed financial performance indicators and measures, the results forecast by the council's strategic resource plan. The *Local Government (Planning and Reporting) Regulations 2014* requires explanation of any material variations in the results contained in the performance statement. Council has adopted materiality thresholds relevant to each indicator and measure and explanations have not been provided for variations below the materiality thresholds unless the variance is considered to be material because of its nature.

The forecast figures included in the performance statement are those adopted by Council in its strategic resource plan on 23 June 2020 and which forms part of the council plan. The strategic resource plan includes estimates based on key assumptions about the future that were relevant at the time of adoption and aimed at achieving sustainability over the long term. Detailed information on the actual financial results is contained in the General Purpose Financial Statements. The strategic resource plan can be obtained by contacting Council.

Nillumbik Shire Council
Certification of the Performance Statement
For The Year Ended 30 June 2021

In my opinion the accompanying performance statements have been prepared in accordance with the *Local Government Act 1989* and the *Local Government (Planning and Reporting) Regulations 2014*.

Melika Sukunda CA
Principal Accounting Officer

Date :
Greensborough

In our opinion, the accompanying performance statement of Nillumbik Shire Council for the year ended 30 June 2021 presents fairly the results of council's performance in accordance with the *Local Government Act 1989* and the *Local Government (Planning and Reporting) Regulations 2014*.

The performance statement contains the relevant performance indicators, measures and results in relation to service performance, financial performance and sustainable capacity.

At the date of signing, we are not aware of any circumstances that would render any particulars in the performance statement to be misleading or inaccurate.

We have been authorised by the Council and by the *Local Government (Planning and Reporting) Regulations 2014* to certify this performance statement in its final form.

Peter Perkins (Mayor)
Councillor

Date :
Greensborough

Frances Eyre (Deputy Mayor)
Councillor

Date :
Greensborough

Carl Cowie
Chief Executive Officer

Date :
Greensborough

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Nillumbik Audit and Risk Committee minutes

Monday 23 August at 5pm
Via Zoom

Held Monday 23 August 2021 at 5pm, Via Zoom

1 Pre-meeting In Camera

Nil

2 Present

Independent members: John Watson (Chair), Greg Rimmer-Hollyman, Chris Eddy

Councillors:

Mayor Cr Peter Perkins (Arrived 5.07PM), Deputy Mayor Cr France Eyre

Council officers:

Carl Cowie (Chief Executive Officer), Vince Lombardi (Chief Financial Officer), Blaga Naumoski (Executive Manager Governance, Communications and Engagement), Hjalmar Philipp (Executive Manager Business Transformation & Performance), Jeremy Livingston (Executive Manager Business Transformation and Performance), Melika Sukunda (Finance Manager), Craig Commene (Risk and Safety Lead), Eddie Cheng (IT Manager), Sally Pickett (HR Manager), Lisa Pittle (Manager Environment)

Other invitees:

Nick Walker (HLB Mann Judd), Donna Attard (HLB Mann Judd) Graham Noriskin (Pitcher Partners), Richard Wilson (Pitcher Partners)

3 The Chair welcomed attendees and acknowledged the traditional owners and custodians of the lands on which attendees were meeting.

4 Apologies

Joseph Emmanuel (Manager Infrastructure)

5 Disclosure of any conflicts of interests

Nil

6 Declarations

i. CEO – Any impending legal action, legislation breaches or instances of fraud.

Nil

ii. Internal Auditors – Any obstructions to the work of the internal audit.

Nil

7 Adoption of the minutes of the meeting held 12 May 2021

Decision

The minutes of the Audit and Risk Committee meeting held on 12 May 2021 were accepted as a true record with a minor correction to the minutes (The Strategic Internal Audit Plan was received, noted and approved).

8 CEO Update

The CEO update was presented to the Committee.

Decision

The CEO update was received and noted.

9 Table of actions arising

The table of actions arising was presented to the Committee.

Decision

The table of actions arising was received and noted.

10 Climate Change Risk Assessment

The Climate Change Risk Assessment was presented to the Committee.

Decision

The Climate Change Risk Assessment was received and noted.

The Committee recorded acknowledgement of the quality of the paper that was presented.

11 VAGO Maintaining Local Roads report

The VAGO Maintaining Local Roads report was presented to the Committee.

Decision

The VAGO Maintaining Local Roads report was received and noted.

12 Standards Australia adoption of AS4685, Playground equipment and surfacing

The Standards Australia adoption of AS4685, Playground equipment and surfacing was presented to the Committee.

Decision

The Standards Australia adoption of AS4685, Playground equipment and surfacing was received and noted.

13 The VAGO Sexual Harassment in Local Government Council Summaries and the Officer response to the VAGO Report – Sexual Harassment in Local Government

The VAGO Sexual Harassment in Local Government Council Summaries and the Officer response to the VAGO Report – Sexual Harassment in Local Government were presented to the Committee.

Decision

The VAGO Sexual Harassment in Local Government Council Summaries and the Officer response to the VAGO Report – Sexual Harassment in Local Government were received and noted.

14 Officer response to the Investigation into Melton City Council fraud event

The officer response to Investigation into Melton City Council engagement of IT company, MK Datanet Pty Ltd was presented to the Committee.

Decision

The officer response to Investigation into Melton City Council engagement of IT company, MK Datanet Pty Ltd was received and noted.

15 Draft Closing Report 2021, VAGO Interim Audit Management Letter 2021, VAGO Final Audit Management Letter 2021

The Draft Closing Report, the VAGO Interim Audit Management Letter 2021 and the draft VAGO Final Audit Management Letter 2021 were presented to the Committee.

Decision

The Draft Closing Report, the VAGO Interim Audit Management Letter 2021 and the draft VAGO Final Audit Management Letter 2021 were received and noted.

16 Annual Financial Statement variance analysis

The Annual Financial Statement variance analysis was presented to the Committee

Decision

The Annual Financial Statement variance analysis was received and noted.

17 Annual Financial Statement

17.1 Annual Financial Report and Performance Statement

The Annual Financial Report and Performance Statement for 2020-2021 were presented to the Committee.

Decision

- 1) The Annual Finance Report and Performance Statement including the closing report were received and noted.
- 2) The Audit and Risk Committee recommended that Council:
 - Record its approval 'in principle' to the annual financial report and performance statement (the statements) for the year ended 30 June 2021; and

That subject to the review of the final version of the financial report and the performance statement, Council:

- Authorise the Chief Executive Officer to send the statements to the Auditor-General.
 - Authorise the Chief Executive Officer, the Mayor and Deputy Mayor to certify the final version of the statements.
 - Authorise the Finance Manager to implement any non-material changes to the statements as recommended by the Auditor-General, and provide a summary of such changes to the Audit and Risk Committee at its next meeting. Any material changes will be discussed with the Chair of the Audit and Risk Committee prior to being presented to Council.
- 3) The Committee record appreciation and congratulations for the work completed by the officers, for the standard of financial report and performance statements and the clear presentation and the clarity of the notes. Further, the Committee record their appreciation to the auditors for the work undertaken on the end of financial year accounts.

Moved: Chris Eddy

Seconded: Greg Rimmer-Hollyman

Carried unanimously

18 Fraud Management and Prevention Internal Audit Report

The Fraud Management and Prevention Internal Audit Report was presented to the Committee.

Decision

The Fraud Management and Prevention Internal Audit Report was received and noted.

19 Internal Audit Status Report

The internal audit status report will be presented was Committee.

Decision

The internal audit status report was received and noted.

20 Recent Risk and Issues Brief

The Recent Risk and Issues Brief was presented to the Committee.

Decision

The Recent Risk and Issues Brief was received and noted.

21 Pending audit decisions report

The status report of Pending audit decisions report was presented to the Committee.

Decision

The Pending audit decisions report was received and noted.

Recognising the current environment, the Committee expressed some increasing concern that there may be a trend towards a growth in outstanding recommendations.

22 Risk and Safety report

The Risk and Safety report was presented to the Committee.

Decision

The Risk and Safety report was received and noted.

23 The CEO Employment and Remuneration Policy Update and the CEO Employment and Remuneration Policy

The CEO Employment and Remuneration Policy Update and the CEO Employment and Remuneration Policy were presented to the Committee.

Decision

The CEO Employment and Remuneration Policy Update and the CEO Employment and Remuneration Policy were received and noted.

The Committee suggested the reference to section 45 of the LGA be removed and replaced with a reference to best practice.

24 Cyber Health Check Report

The Cyber Health Check Report was presented to the Committee.

Decision

The Cyber Health Check Report was received and noted.

The Committee suggested that management investigate the drafting of a procedure document outlining processes to be followed in the event of a ransom attack.

25 Transformation at Nillumbik (T@N) Update

The T@N update was presented to the Committee.

Decision

The T@N update was received and noted.

26 Summary – ESC Local Government Outcomes, ESC Local Government Outcomes - Nillumbik Shire Council 2021, ESC Local Government Outcomes – Interface Council Group 2021, ESC Local Government Outcomes 2021 Fact Sheet

The ESC Local Government Outcomes summary and reports were presented to the Committee.

Decision

The ESC Local Government Outcomes summary and reports were received and noted.

27 Draft Financial Plan 2021-2031

The Draft Financial Plan 2021-2031 was presented to the Committee.

Decision

The Draft Financial Plan 2021-2031 was received and noted.

28 Officer Response to the Ombudsman's Investigation into how local councils respond to ratepayers in financial hardship

The Officer Response to the Ombudsman's Investigation into how local councils respond to ratepayers in financial hardship was presented to the Committee.

Decision

The Offers response to the Ombudsman's Investigation into how local councils respond to ratepayers in financial hardship was received and noted.

29 Rates in Arrears report and DHHS Concessions Assurance Program Report

The rates in arrears report and DHHS Concessions Assurance Program Report were presented to the Committee.

Decision

The Rates in arrears report and DHHS Concessions Assurance Program Report were received and noted.

30 Councillor Expenses report

The Councillor Expenses report was presented to the Committee.

Decision

The Councillor Expenses report was received and noted.

31 Audit Committee work plan

The Audit Committee work plan was presented to the Committee

Decision

The Audit Committee work plan was received and noted.

32 Other Business

- 1) Local Government sector issues – The Committee was assured that good progress is being made on the implementation of the LGA 2020

33 Meeting schedule 2022

The proposed meeting schedule for 2022 is:

14 February 2022, 4pm

16 May 2022, 4pm

22 August 2022, 4pm

14 November 2022, 4pm

The Audit and Risk Committee meetings are scheduled to be held at Council Offices, Civic Drive Greensborough, restrictions permitting.

Decision

The Committee confirmed the proposed dates and that future meetings will commence at 4pm.

34 Next meeting

The Committee noted that the next Audit and Risk Committee meeting is scheduled to be held on Wednesday 10 November 2021, at 4pm (to be confirmed if via zoom or at Council Offices, Civic Drive Greensborough).

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Eltham Urban Congestion Fund Project

Consultation Summary
September 2021



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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).

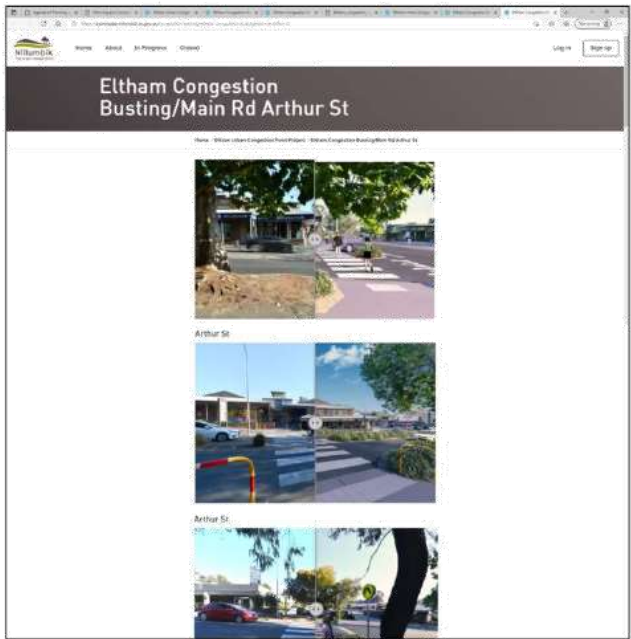


Figure 1: Participate Nillumbik website

- 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**).

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.

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

- Moving the Main Road signposted pedestrian crossing slightly south to align with Cecil Street (pictured).
- A new 2.5m wide shared path is proposed on the western side of Main Road, improving the Diamond Creek Trail between Main Road and the railway station 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, including 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 correct 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 submissions 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 printed fact sheets, technical drawings and before and after illustrations available for inspection and discussion.

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 Sejora, 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 seeking 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 expressly requested, and confidentiality granted in a submission.

You have the right to access and/or correct your personal information. Enquiries for access should be made to the Privacy Officer 9423 3271, privacy@nillumbik.vic.gov.au or PO Box 478, Greensborough VIC 3088.

Figure 3: Cecil Street targeted survey

Bible Street, Eltham
Resident Survey

Name: _____

Property Address: Bible Street, Eltham 3095

Contact Phone: _____

Several changes are proposed along Bible Street:

1. 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 : _____

2. Do you support the proposed pedestrian zebra crossings along Bible Street at intersections with Cecil Street, Luck Street and Arthur Street?

Yes / No : _____

3. Do you support the proposed parking only on the west side of Bible Street from Cecil Street to 74 Bible Street, including new kerb extensions?

Yes / No : _____

4. Do you support the proposed 40km/h speed limit for Bible Street?

Yes / No : _____

Comments: _____

Please return survey to Leanne Steyns, 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 collecting 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 is a public record and may be made available for public inspection and included in Council business plans. Council information will be released. Names will not be released unless anonymity is explicitly 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 2271, privacy@nillumbik.vic.gov.au or PO Box 475, Shearwater 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**).



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.

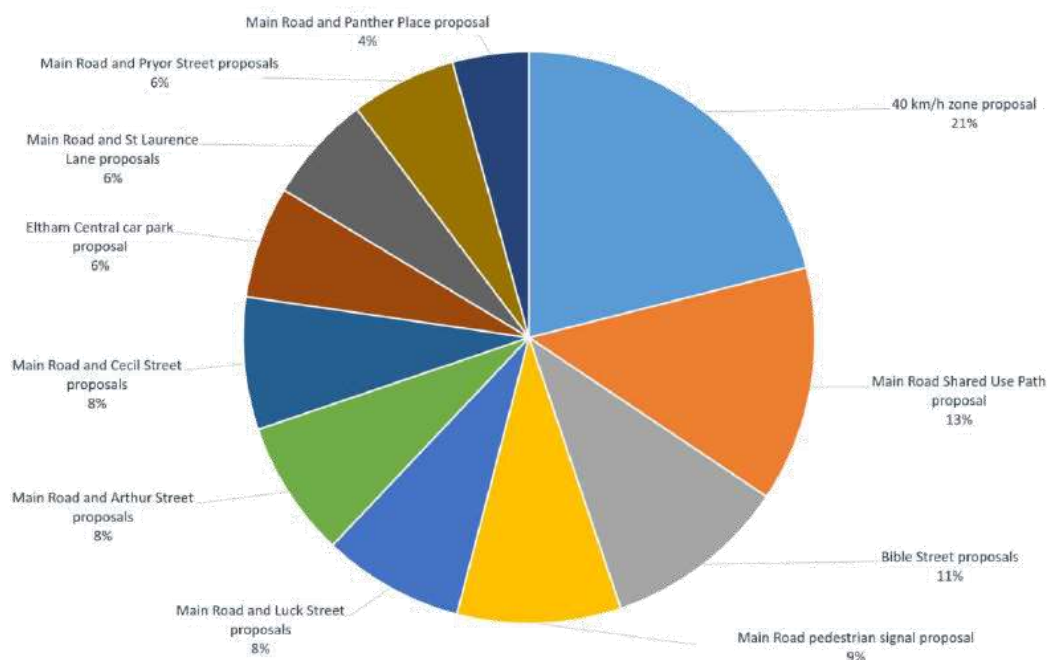


Figure 6: Contributions received via the Participate Nillumbik webpage

- 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**).

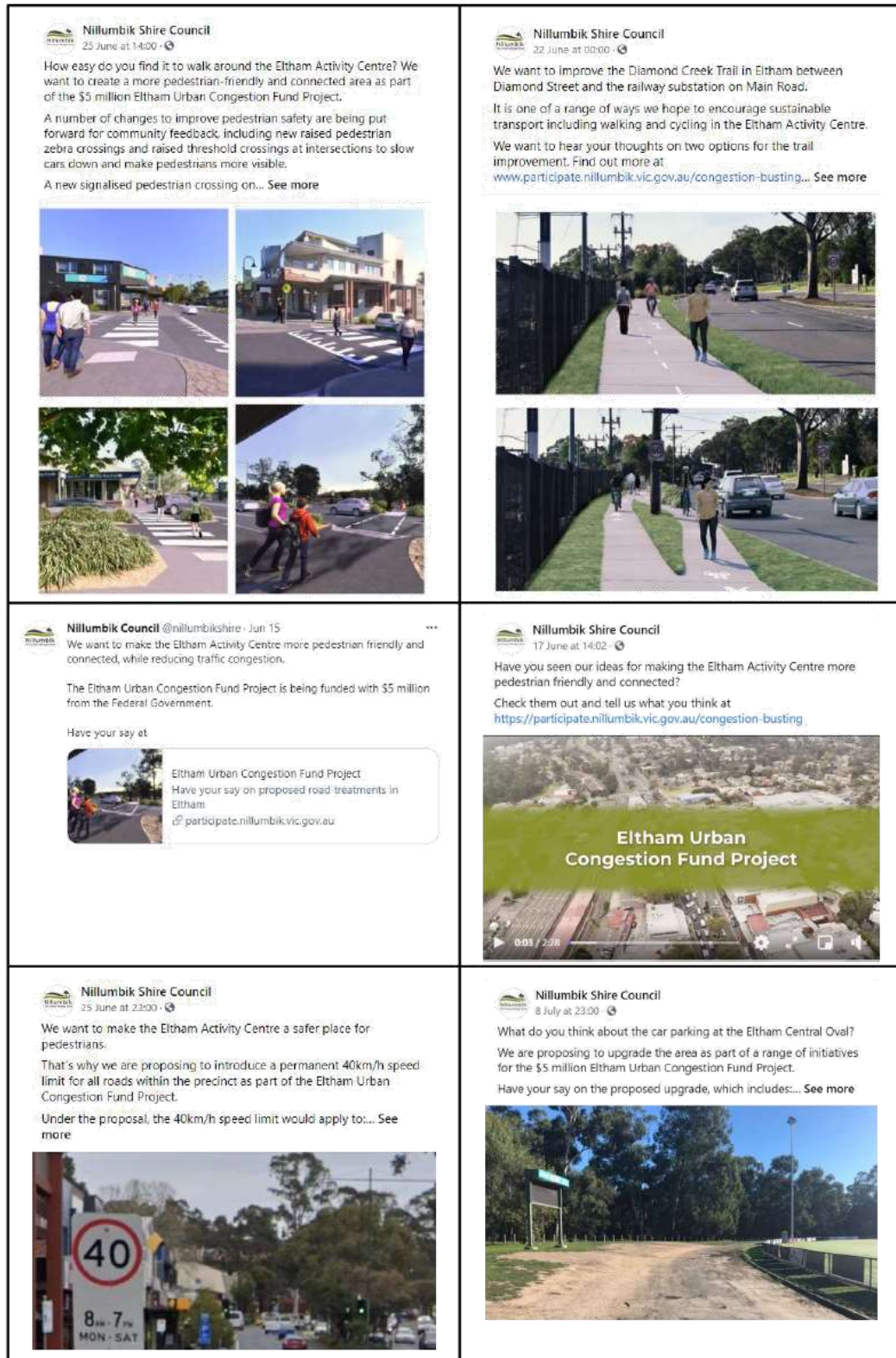


Figure 7: Social media examples, June-July 2021 (also see Attachment 3)

- 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**).

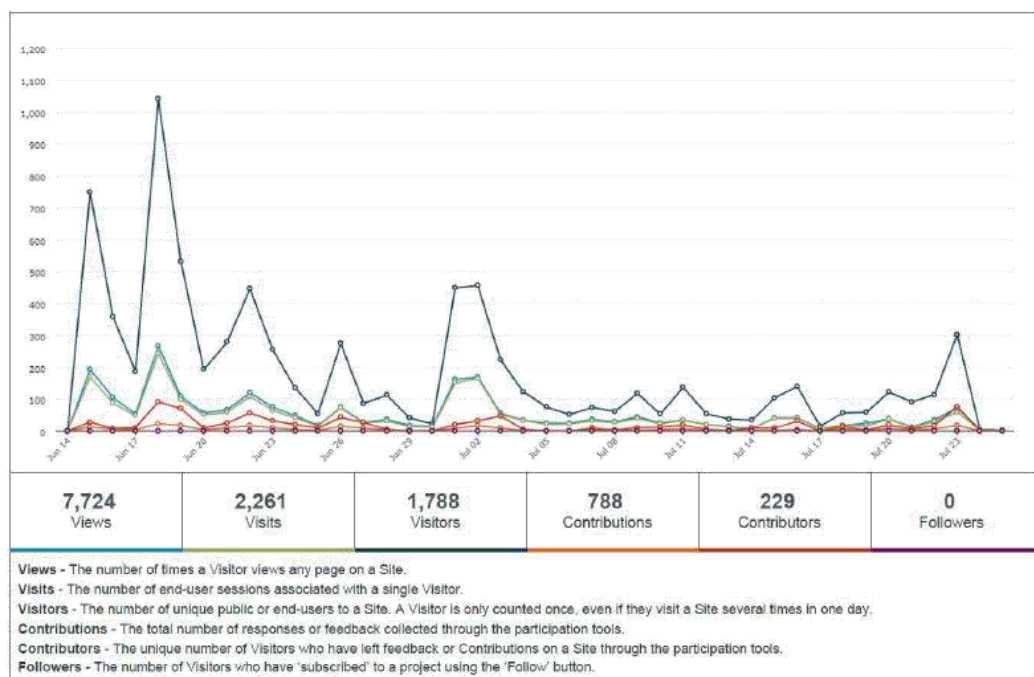


Figure 12: Community engagement with the Participate Nillumbik webpage

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**).

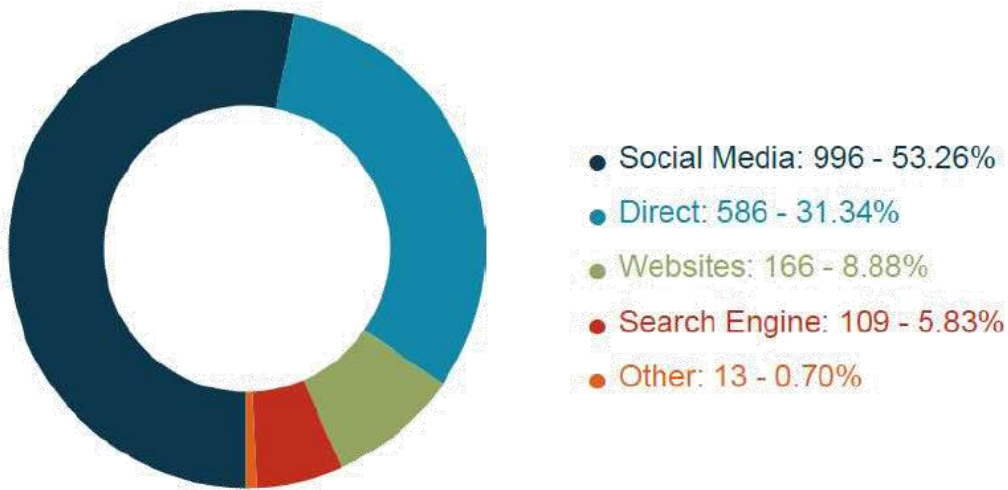


Figure 15: Visitor referrals to the Eltham Urban Congestion Fund Participate Nillumbik webpage

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	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	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).	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	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.	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	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.	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.	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.	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	8. Retain the existing 90-degree parking arrangement at Main Road/St Laurence Lane.	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 'I' 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**).

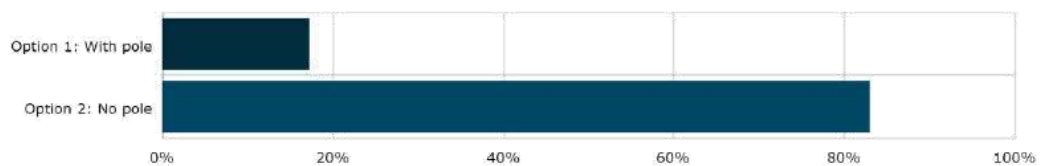



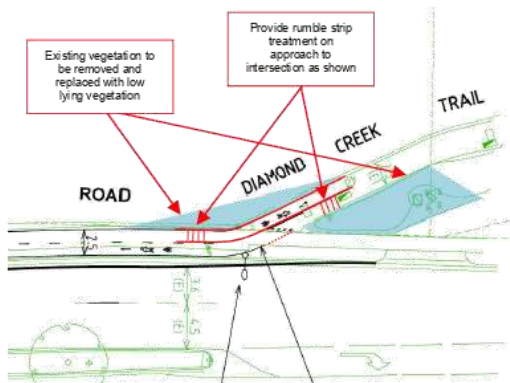
Figure 16: Participate Nillumbik survey response to 'Which treatment do you prefer?'


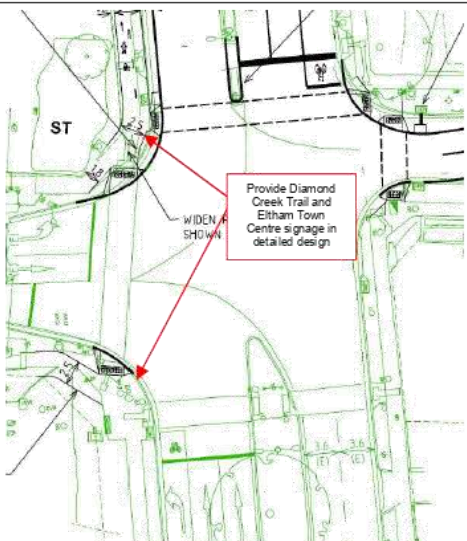
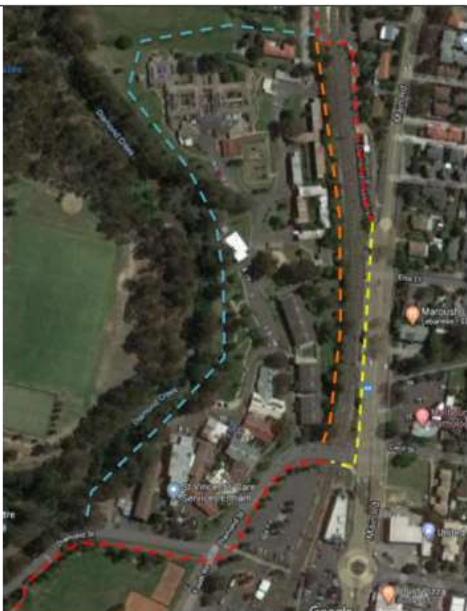
Officers have reviewed the contributions received via Participate Nillumbik and this is what we heard:

- 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**).

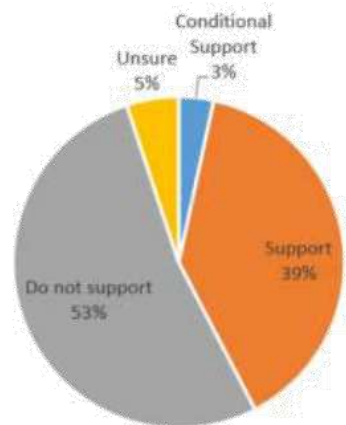


Figure 17: Participate Nillumbik contributions to the Cecil Street and Main Road proposal

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**).

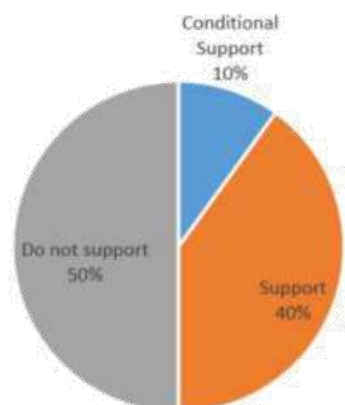


Figure 18: Targeted Cecil Street resident survey responses to question 'Do you support the proposed change to make Cecil Street an 'entry only' at Main Road?'

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.

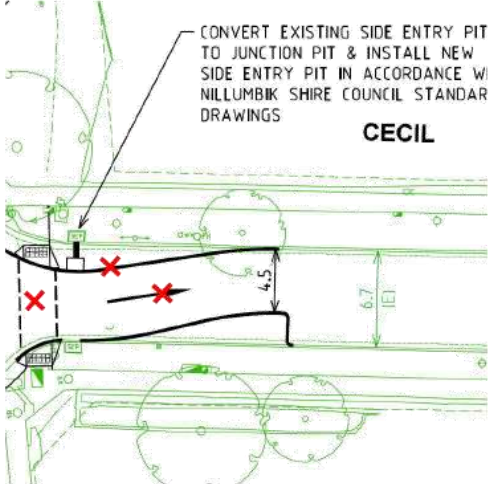
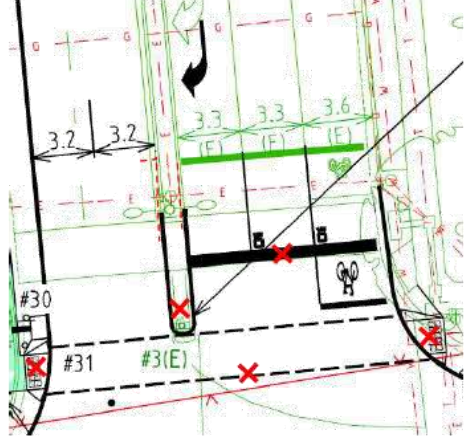
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Response number	Received	Name	Street number in Cecil Street	Q1. Do you support the proposed change to make Cecil Street an 'entry only' at Main Road?	General comments made by resident
1	5/06/2021			Yes	none
2	5/06/2021			Yes	Good idea, street is too 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'

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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 W/ NILLUMBIK SHIRE COUNCIL STANDAR DRAWINGS</p> <p>CECIL</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>	

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**).

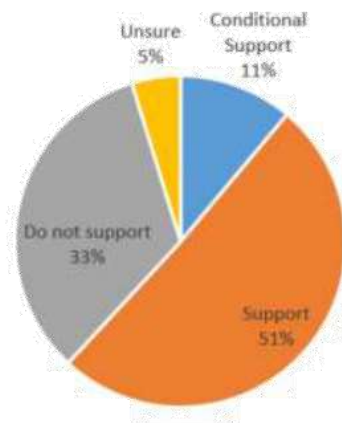


Figure 19: Participate Nillumbik contributions to the Main Road and Luck Street proposal

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
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'.	<div>#29</div> <div></div>

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.

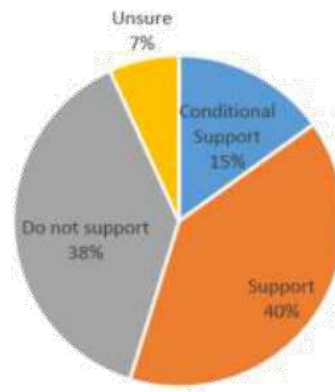

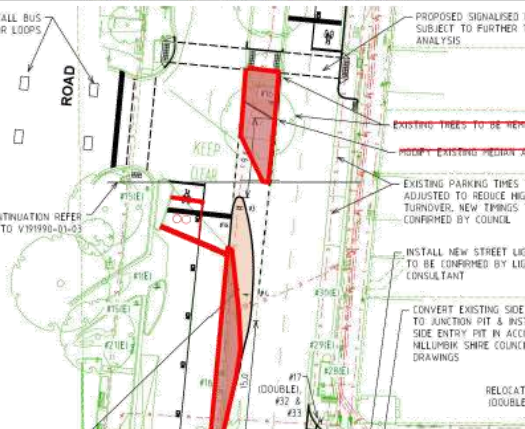


Figure 20: Participate Nillumbik contributions to the proposed pedestrian-operated signals on Main Road

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**).

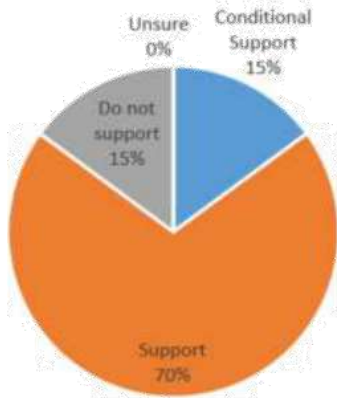


Figure 21: Participate Nillumbik contributions to the Pryor Street raised pedestrian zebra crossings proposals

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>#25</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.

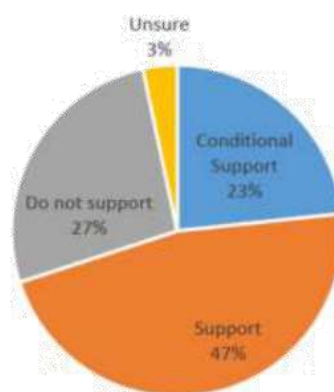
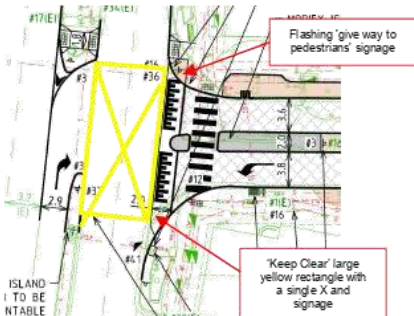
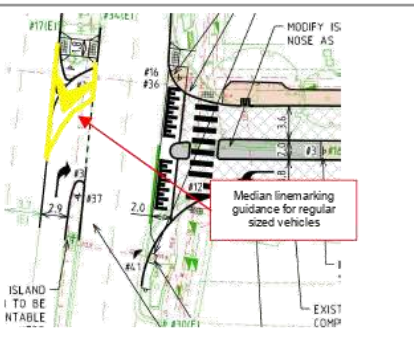


Figure 22: Participate Nillumbik contributions to the Arthur Street raised pedestrian zebra crossings proposals

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
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>Flashing 'give way to pedestrian' signage</p> <p>'Keep Clear' large yellow rectangle with a single X and signage</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>Median linemarking guidance for regular sized vehicles</p> <p>MODIFY IS NOSE AS</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**).

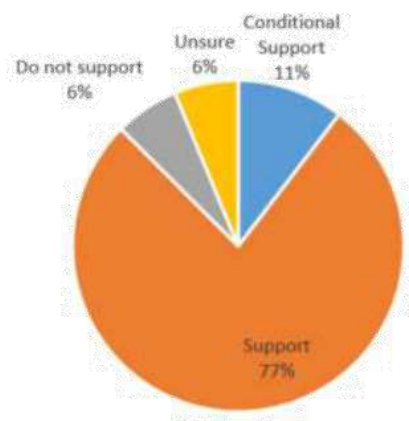
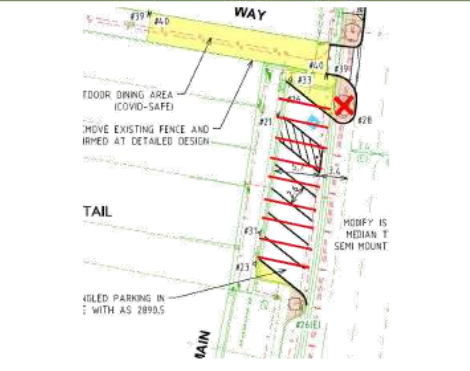
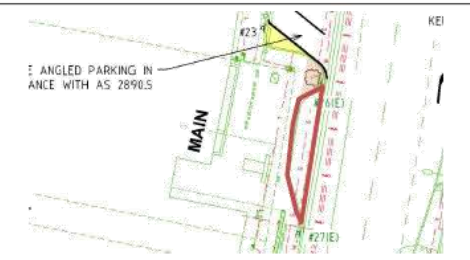
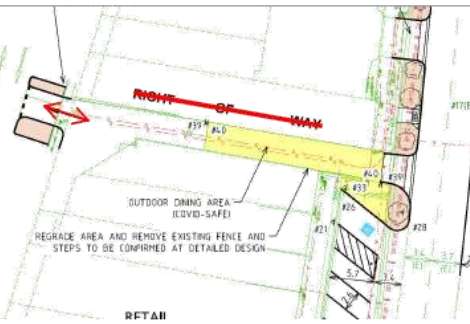


Figure 23: Participate Nillumbik contributions to the St Laurence Lane and Main Road proposal

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
Modify Drawing No. V191990-01-05 Sheet 5 of 13 issue F1 to retain the existing arrangement for 90-degree parking.	
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.	
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'.	

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**).

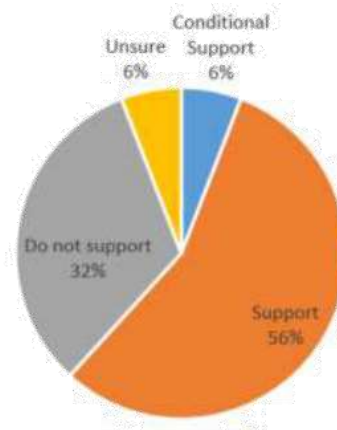


Figure 24: Participate Nillumbik contributions to the Main Road / Panther Place and York Street proposals

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**).

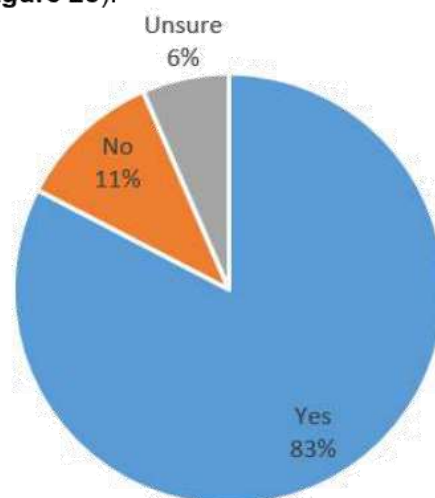


Figure 25: Targeted Bible Street resident survey responses to question 'Do you support the proposed new raised platform intersections along Bible Street at intersections with Cecil Street, Luck Street, Pryor Street and Arthur Street?'

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**).

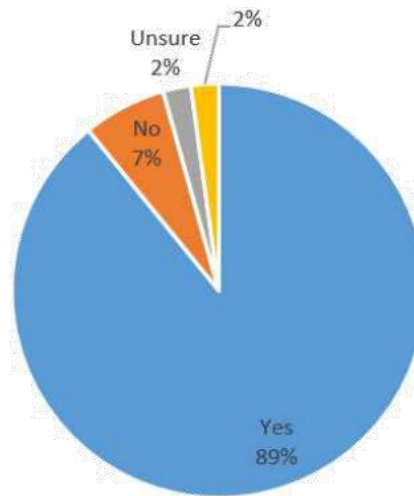


Figure 26: Targeted Bible Street resident survey responses to question 'Do you support the proposed pedestrian zebra crossings along Bible Street at intersections with Cecil Street, Luck Street and Arthur Street?'

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**).

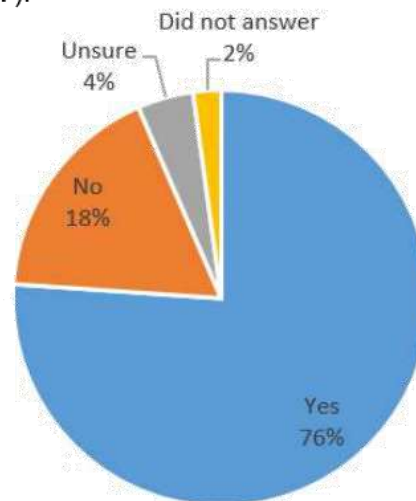


Figure 27: Targeted Bible Street resident survey responses to question 'Do you support the proposed parking only on the west side of Bible Street from Cecil Street to 74 Bible Street, including new kerb outstands?'

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**).

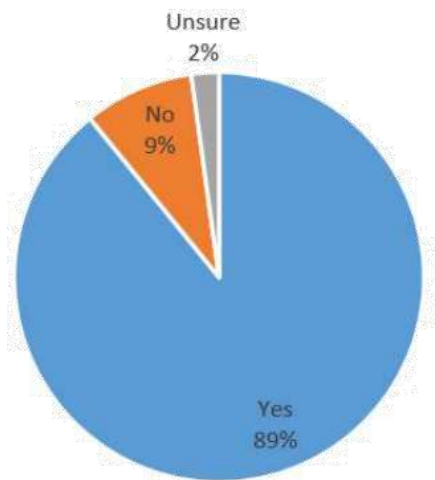


Figure 28: Targeted Bible Street resident survey responses to question ‘Do you support the proposed 40km/h speed limit for Bible Street?’

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

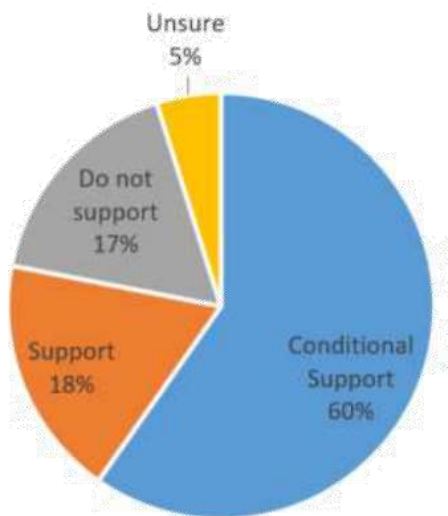


Figure 29: Participate Nillumbik contributions to the Bible Street proposals

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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	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"
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	Also happy to support the new speed hump along Bible Street
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

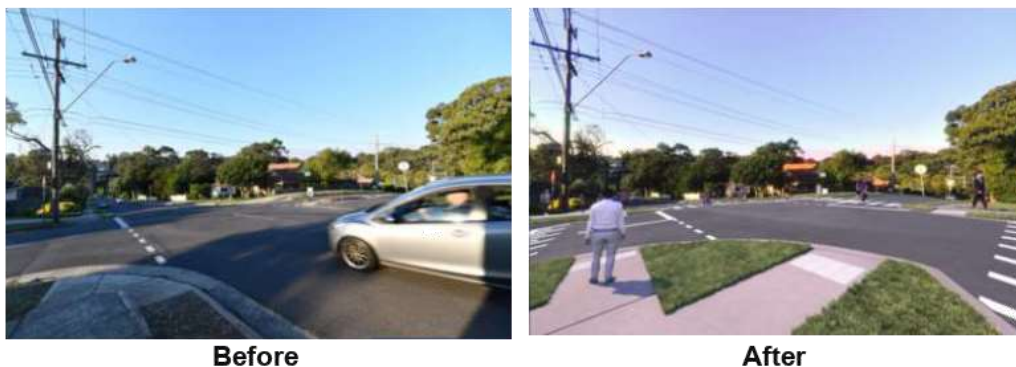
- The “blister” island near Cecil Street was installed to provide a safe mid-point for residents from the Retirement Village to be able to cross safely;
- Concern for the safety of Retirement Village residents who have to try and dash across Bible Street without a refuge in the middle;
- Support for 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
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.	<div></div> <div></div>

3.13 Bible Street/Luck Street

What we proposed



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



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

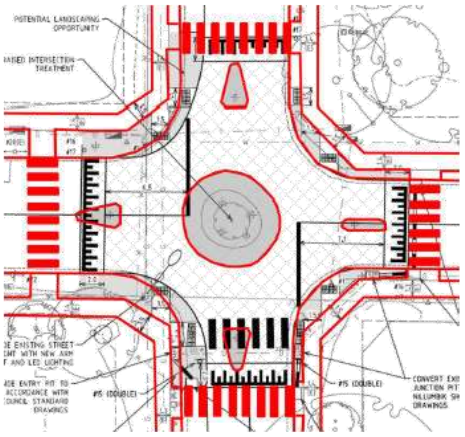
A number of changes along Bible Street are proposed to address community concern about “rat running”, vehicle speeds, and issues with parked cars. At Arthur Street we proposed:

- 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 is a detailed traffic management plan for the Bible Street/Arthur Street intersection. It shows a central roundabout with four approaches. Red lines indicate proposed changes, including zebra pedestrian crossings on each of the four legs of the roundabout. Labels include 'POTENTIAL LANDSCAPING OPPORTUNITY' at the top, 'HARD INTERSECTION TREATMENT' on the left, 'EXISTING STREET LANE WITH NEW ASPHALT AND LED LIGHTING' on the bottom left, 'USE ENTRY PIS TO ACCORDANCE WITH TOWN'S STANDARD DRAWINGS' on the bottom left, 'PIS (DOUBLE)' on the bottom left, 'PIS (DOUBLE)' on the bottom right, and 'CONVERT EXISTING JUNCTION INTO T-INTERSECTION WITH T-ROADWAY SH' on the bottom right. The plan also shows various road markings, including zebra crossings and roundabout markings.</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
Modify V191990-01-12 Sheet 12 of 13 issue F1 to convert the proposed Bible Street raised school crossing to a raised zebra crossing.	

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
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.	

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**).

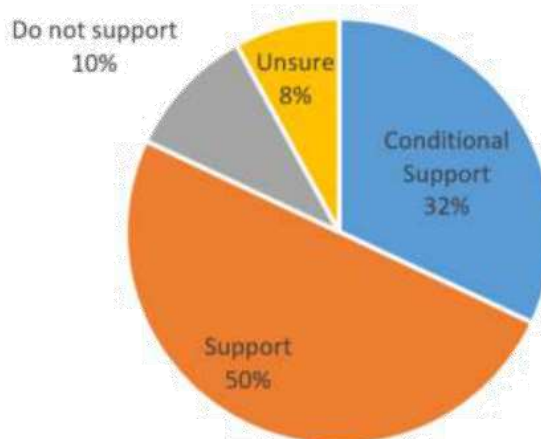
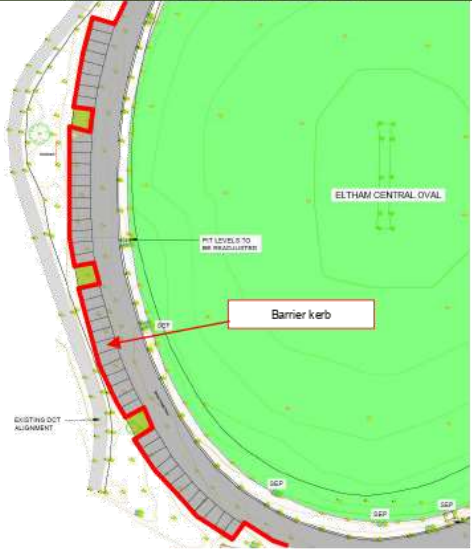




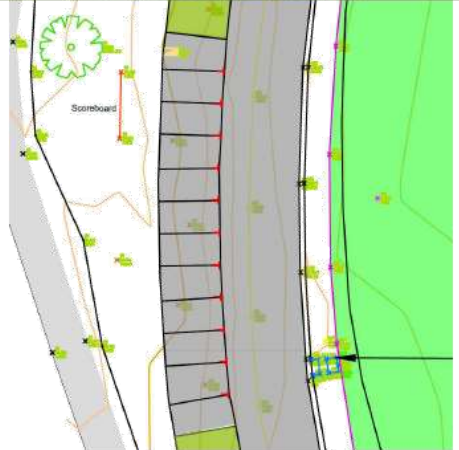

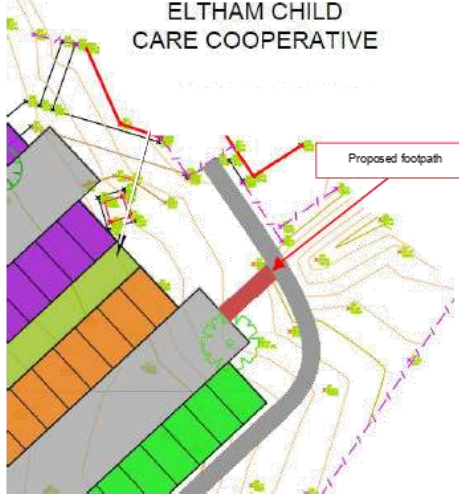
Figure 30: Participate Nillumbik contributions to the Eltham Central Oval proposal

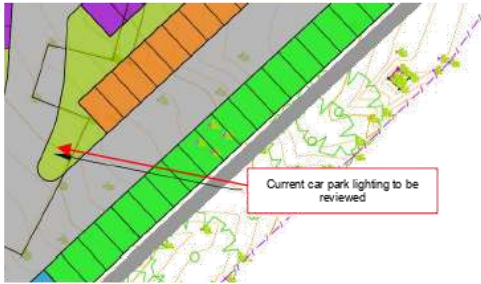
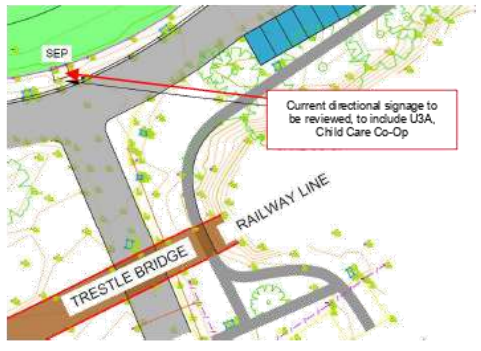

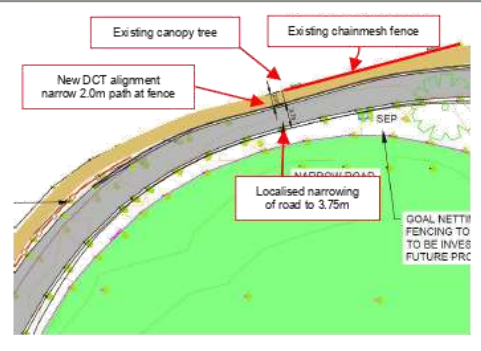
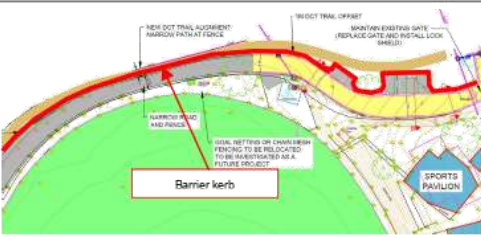
Officers have reviewed the contributions received via Participate Nillumbik and this is what we heard:

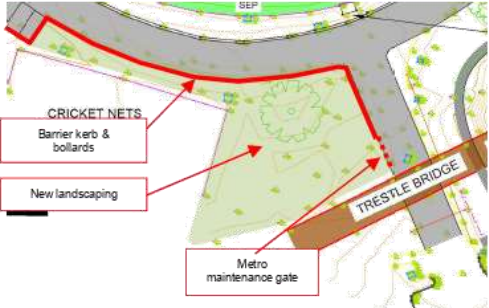
- Generally supportive of the drainage and car parking improvements;
- Concern that Eltham Central Oval works will create extensive areas of hard surfaces and seek to minimise the impacts;
- Minimise linemarking around Eltham Central Oval to reduce the extent of linemarking and visual impact of the parking 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
Modify Eltham Central Oval Functional Layout Plan to include barrier kerb along the rear of the proposed Eltham Central Oval car parking.	
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.	
Modify Eltham Central Oval Functional Layout Plan to include a landscaping plan for the Eltham Central Oval, including new large canopy trees where possible.	

Description of change	Illustration of change
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.	
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).	
Council is currently reviewing parking restrictions at Eltham Central Oval.	
Council is currently installing bike racks at the Eltham Central Oval Pavilion.	
Modify Eltham Central Oval Functional Layout Plan to include a footpath from the car park to the Child Care Co-Op.	

Description of change	Illustration of change
Modify Eltham Central Oval Functional Layout Plan to include consideration of lighting.	 <p>Current car park lighting to be reviewed</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>Current directional signage to be reviewed, to include U3A, Child Care Co-Op</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>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>
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>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>GOAL NETTING TO BE INVESTIGATED AS A FUTURE PROJECT</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>NEW DCT TRAIL ALIGNMENT</p> <p>NARROW ROAD AND FENCE</p> <p>Barrier kerb</p> <p>SPORTS PAVILION</p>

Description of change	Illustration of change
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.	

3.19 40km/h speed limit zone

What we proposed

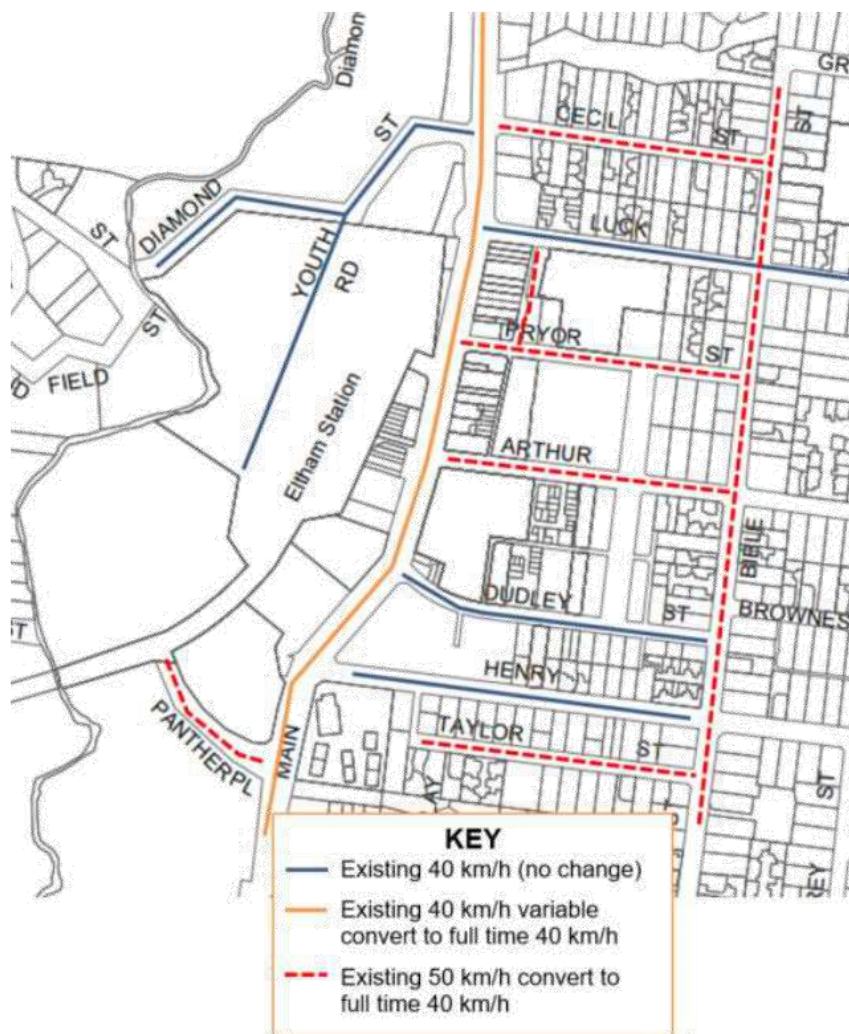


Figure 31: Proposed Eltham Activity Centre 40km/h speed zone

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**).

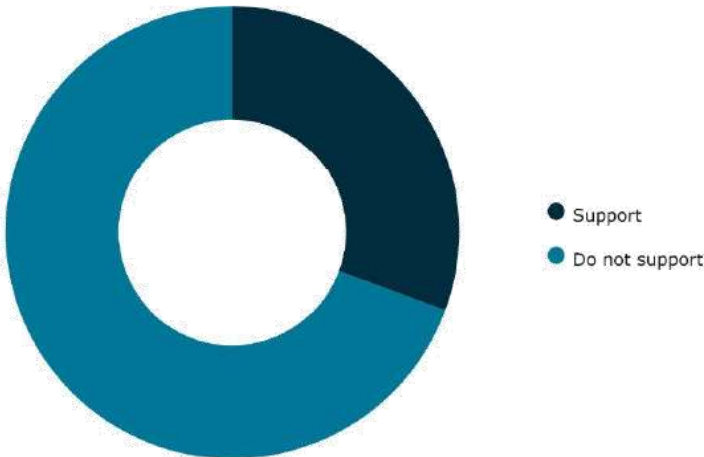


Figure 32: Participate Nillumbik survey response to the question ‘Do you support the introduction of a 40km/h zone in the Eltham Activity Centre?’

- 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.</p> <p>Just a couple of points for discussion that have occurred to me in a "first" look.</p> <p>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).</p> <p>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.</p> <p>3. Will the bus signal inadvertently create a 'Barnes Walk' in the area between the ped signals and where the buses depart?</p> <p>4. Ped crossing at Dan Murphys on Pryor Street in the wrong place, too far west.</p> <p>5. Right turn from Main Road into Arthur Street is too wide and does not line up. Bad guidance for drivers</p> <p>6. Why do we need 3.5m lanes on Arthur Street? Bolton St is 3.5m, Main Road is 3.2m in one place.</p> <p>7. Are overlapping right turns possible at Arthur Street/Bible Street?</p> <p>8. Can we keep the Bible/Arthur roundabout to slow traffic and keep Arthur Street from having priority?</p> <p>9. Is it safe to have a part time school crossing on Bible Street? A zebra may be safer.</p> <p>10. Stop sign placement on Arthur Street/Bible Street is it too far around the corner on the east approach?</p> <p>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?</p> <p>12. What is the need for the raised threshold at York St? There is limited pedestrian traffic there.</p> <p>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.</p> <p>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;</p> <p>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?</p> <p>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?</p> <p>17. The parking at the top (east end) of Prior St should be removed to allow for 2 way flow of traffic.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>4. Noted, the ped crossing at Dan Murphys on Pryor Street is in the location of the existing zebra crossing.</p> <p>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.</p> <p>6. 3.5m lanes on Arthur Street are an existing condition and are not proposed for change.</p> <p>7. The Arthur Street/Bible Street intersection roundabout will be retained following community consultation.</p> <p>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.</p> <p>9. Agree to change the Bible Street school crossing to a zebra.</p> <p>10. Stop sign placement on Arthur Street/Bible Street is it too far around the corner on the east approach?</p> <p>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.</p> <p>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</p> <p>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.</p> <p>14. Refer request for pedestrian fencing at the northeast corner of the Bridge St/Main Rd intersection to Department of Transport/VicRoads.</p> <p>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</p> <p>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.</p> <p>17. Will be considered in any review of parking restrictions in the town centre.</p> <p>18. Will be considered in any review of parking restrictions in the town centre.</p>

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
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 does 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.

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
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

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
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>

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
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 Nilumbik 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 Nilumbik 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>

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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</p> <p>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.</p> <p>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.</p> <p>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</p> <p>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</p> <p>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</p> <p>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.</p> <p>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 on 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.

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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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 underground 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</p> <p>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</p> <p>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</p> <p>22. Aspects of the Oval project need more consideration and funding.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>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).</p> <p>22. Noted.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>26. Agreed. See response to submission 2 (Item response No. 9).</p> <p>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.</p> <p>28. Agreed. See response to submission 5 (Item response No. 10).</p> <p>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.</p> <p>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.</p> <p>31. Noted.</p>

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
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.

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
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 Activity 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>

Submitter number	Date of contact	Name	Comments made by submitter	Officer response
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.</p> <p>Just to confirm the points I have raised I provide the following brief summary:</p> <p>Eltham Town Centre</p> <p>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</p> <p>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.</p> <p>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 kmh 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 20kmh. Permanent 40 kmh 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 band-aids.			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			

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Attachment 2.2 Comments on Bible Street proposals

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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 be 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	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. Yours sincerely Christine PS, asking for DOB details is BS and irrelevant.			Eltham VIC 3095
16836	Jul 18, 2021, 04:21 PM	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. Similar parking restrictions should be considered elsewhere. Grove St is also exceptionally bad at school drop-off and pick-up times.			Eltham VIC 3095
16782	Jul 16, 2021, 06:35 PM	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. 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. c) New raised platform intersection at Pryor Street. Likewise do not see the point of the raised platform intersection here. 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. 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. 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!			Eltham VIC 3095
16780	Jul 16, 2021, 06:22 PM	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?			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 car parks, 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 to 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 the 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	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.			
17063	Jul 23, 2021, 04:49 PM	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?			Eltham VIC 3095
17053	Jul 23, 2021, 04:02 PM	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?			Eltham VIC 3095
17037	Jul 23, 2021, 02:50 PM	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.			Eltham North VIC 3095
17013	Jul 23, 2021, 01:35 PM	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.			
17001	Jul 23, 2021, 12:32 PM	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.			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	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.			Eltham VIC 3095
16891	Jul 20, 2021, 09:34 PM	Strongly support this			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.</p> <p>My preference thus would be for the road to be repaired and the dirt/grassy knolls 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

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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 signalised 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 meaning 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

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Contribution ID	Date Submitted	Thoughts on Main Rd/Arthur St	First Name	Last Name	Suburb/Township
17112	Jul 23, 2021, 11:39 PM	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. 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. Stopping right hand turns out of Arthur st is a good idea.			Eltham VIC 3095
17102	Jul 23, 2021, 10:15 PM	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.			Eltham VIC 3095
17087	Jul 23, 2021, 08:50 PM	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..?			
17066	Jul 23, 2021, 04:58 PM	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 ?			Eltham VIC 3095
17049	Jul 23, 2021, 03:48 PM	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 ?			Eltham VIC 3095
17029	Jul 23, 2021, 02:35 PM	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 .			Eltham North VIC 3095
17007	Jul 23, 2021, 12:59 PM	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. 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.			
16998	Jul 23, 2021, 12:25 PM	Agree with the no right turn from Arthur St, good idea			Eltham VIC 3095
16986	Jul 22, 2021, 10:42 PM	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?			Eltham North VIC 3095
16982	Jul 22, 2021, 09:47 PM	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.			
16958	Jul 22, 2021, 03:18 PM	For what it is worth, I suggest banning being able to turn right from Main road into Arthur Street. 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.			Eltham VIC 3095
16921	Jul 21, 2021, 09:09 PM	Good plan. Raised crossings and banning right turns in to main road will improve safety and congestion.			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	<p>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.</p> <p>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.</p> <p>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.</p>			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			

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Attachment 2.6 Comments on Main Road and Cecil Street proposals

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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	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>			
16932	Jul 22, 2021, 12:16 PM	<ul style="list-style-type: none">- 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	<p>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!</p> <p>Yours sincerely Christine</p>			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 Wattleree 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

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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 predestrians 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, particulalry with young children riding thier bikes or making there 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 keeps 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 reinstalled 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

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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 comers 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 and 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 is 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 idea. This will be dangerous as cars that want to 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 line 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 congestion 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

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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 driver'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 found 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

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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 / Prior 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 Pl.			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

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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 DON'T 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)



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)



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)



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)



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)



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)



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)



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)



Insights:

Like: 1

Comments: 3

Impressions: 491

Engagement: 19

Instagram Post 1 – 15 June (general project overview)



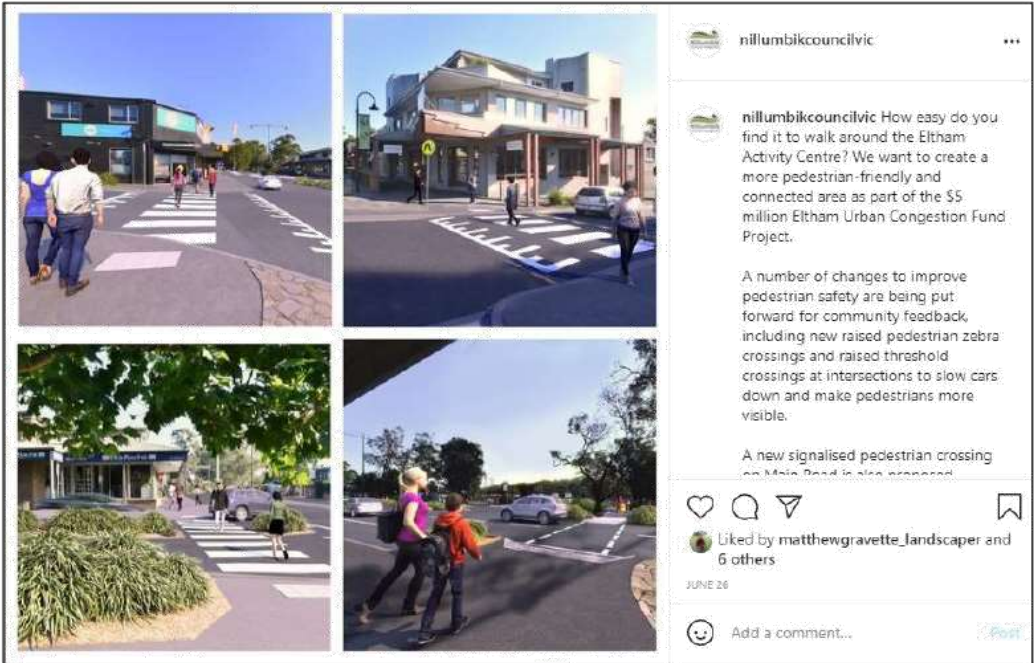
Insights:
Likes: 19

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



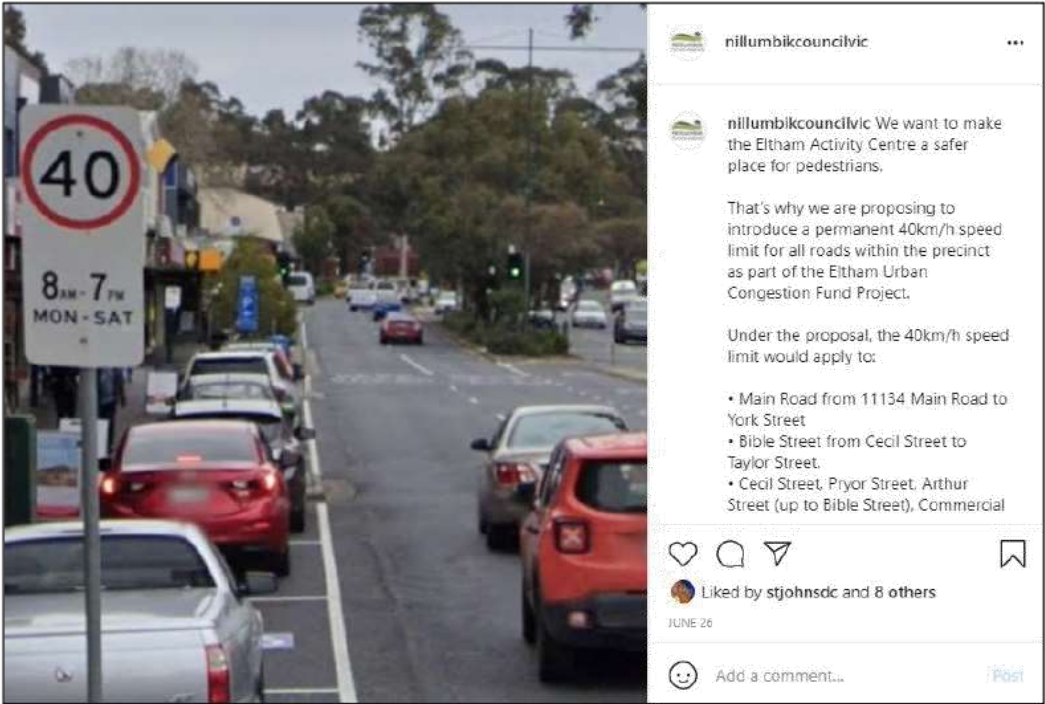
Insights:
Likes: 39

Instagram Post 3 – 26 June (new pedestrian crossings)



Insights:
Likes: 7

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



Insights:
Likes: 9

Instagram Post 5 – 2 July (Bible Street)



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.

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PO Box 476 Greensborough VIC 3088

Front Page

Draft Climate Action Plan 2022 - 2032

Acknowledgement of Country

Nillumbik Shire Council respectfully acknowledges the Wurundjeri Woi-Wurrung people as the Traditional Owners and Custodians of the Country on which Nillumbik is located. We pay respect to Elders past, present and emerging; and extend that respect to all First Nations People. We respect the enduring strength of the Wurundjeri Woi-Wurrung and acknowledge that sovereignty was never ceded.

Wurundjeri Woi-Wurrung people hold a deep and ongoing connection to this place. We value the contribution their Care for Country makes to the lands, waterways, plants, wildlife and people of the Shire of Nillumbik; acknowledge their beliefs, customs and values; and are committed to collaborating around how we think, work and act in relation to climate change and caring for our environment.

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Acknowledgement of Climate Emergency

As a Green Wedge Shire, Nillumbik Council is acutely aware of the multiple threats facing all communities and ecosystems as a result of climate change. This requires urgent action by all levels of government, including local government.

Council therefore **Acknowledges a Climate Emergency**, commits to a climate emergency response, and will proactively integrate climate change mitigation and adaptation into all Council actions.

Message from the Mayor and CEO

Late last year we invited community input to help inform the development of this draft Climate Action Plan.

Since then a lot of thought has gone into the development of the Plan and we are committed to embedding climate action within our business as usual.

Council has proposed to Acknowledge a Climate Emergency and has identified seven key areas of proactive climate action to focus on over the next decade.

We look forward to considering the community feedback provided on this draft. Details on how to let us know what you think are provided on our Participate Nillumbik website.



Image: Youth volunteers learning about climate change impacts on Nillumbik's natural environment

1. Introduction

Why Council has a Climate Action Plan

The science is clear. Climate change is occurring and greenhouse gas emissions from human activities are the dominant cause.

The Victorian government has identified climate change as one of the biggest threats to the future of the state; with warmer and drier conditions projected to have negative consequences for health, infrastructure, agriculture, water and biodiversity. The projected impacts of climate change cut across almost all areas of local government responsibility.

In response, legislation is strengthening. This has included the introduction of the *Climate Change Act 2017* and the *Local Government Act 2020* which require decision makers to have regard to climate change.

Through the Climate Change Act, Victoria also recognises and supports the 2015 Paris Agreement on climate change in which the international community committed to “holding the increase in average temperature to well below 2°C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5°C”; and responds to Goal 13 of the United Nations Sustainable Development Goals: “Take urgent action to combat climate change and its impacts”.

Local government has a pivotal role to play in helping to curb emissions to achieve this international commitment; and in preparing for climate impacts. We need to think global and act local.

As further mandates, Nillumbik’s community has overwhelmingly told us that local climate ‘mitigation’ and ‘adaptation’ action is needed; and Council’s insurer has provided advice that the risk of matters such as fire and flood need to be addressed.

Nillumbik Shire Council is committed to working actively and collaboratively to help address the climate change emergency.



Image: Emergency services and Council 'Working together' exercise, testing equipment and training

What this Climate Action Plan will focus on achieving

This Plan provides the pathway for Council climate action over the next decade.

Our climate action will be twofold:

- **Mitigation** - We will proactively reduce Council's direct contribution to climate change; and we will support our community to do likewise
- **Adaptation** - We will proactively prepare for, respond and adapt to the risks and impacts of a changing climate on our community, environment, infrastructure and services; and we will support our community to do likewise.

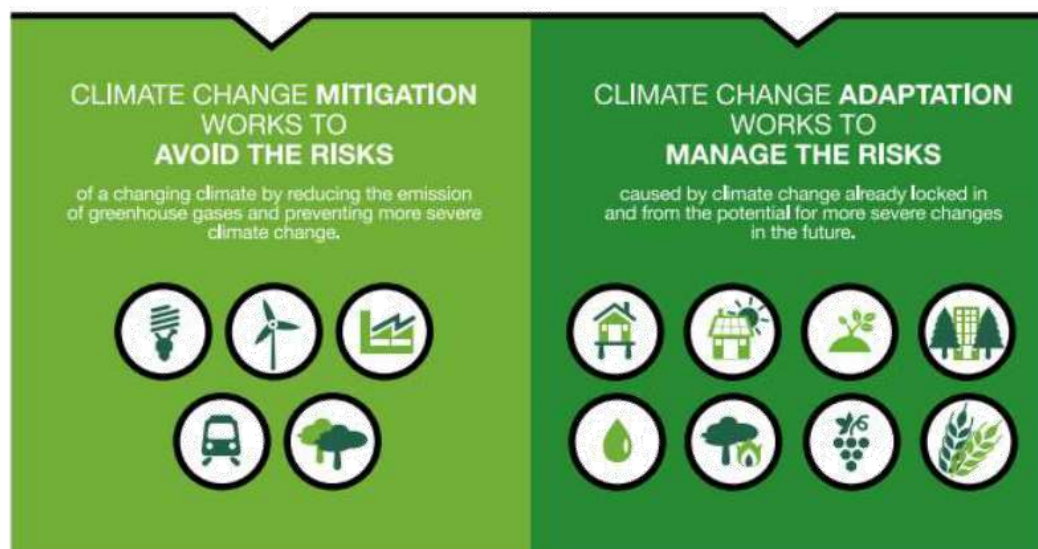
We'll do this through a culture of action, innovation, collaboration and support

We'll focus on achieving:

1. Strong climate action leadership and culture
2. A climate resilient, adaptive and safe community
3. A climate resilient natural environment
4. Climate responsive Council services, facilities/buildings and infrastructure
5. Council and community zero emissions energy use
6. Sustainable transport
7. A zero waste and circular economy

This Plan specifies the strategic objectives and associated actions that will help get us there. An accompanying, regularly updated, Implementation Plan will drill down further.

Managing a changing climate requires a dual approach¹



¹ National Climate Resilience and Adaptation Strategy



Background to the Shire of Nillumbik

The area that now comprises the Shire of Nillumbik was inhabited for thousands of years by the Wurundjeri-willam clan of the Woiwurrung speaking people.

Known as 'the Green Wedge Shire', Nillumbik has a population of around 65,000 people and is 432km² in size; 91% of which is outside the urban growth boundary. As such, this Plan considers climate action in urban and rural contexts.

The Shire is located in Melbourne's outer north-eastern suburbs, approximately 25km from the city, extending out as far as Kinglake National Park. It comprises a collection of suburbs, townships and villages - each with its own unique identity and heritage; limited industry; and a unique rural environment that is highly valued for its biodiversity, bushland, natural beauty, visitor experiences, agriculture, grazing land, rural living and open space.



2. Climate Action in Nillumbik, the story so far

Climate Action by the State Government

The Victorian government is taking the lead role in securing Victoria's (and Nillumbik's) net-zero emissions future and building resilient communities prepared to deal with the impacts of climate change.

The *Victorian Climate Change Strategy 2021* was released on the basis that our climate is changing and we must act now. The State's overarching target of net-zero emissions by 2050 is law. The Strategy sets out the steps to achieve that target, and includes interim-targets to cut Victoria's emissions by 28-33 per cent by 2025 and 45-50 per cent by 2030.

Achieving these interim targets, and – ultimately net-zero emissions – will require action across all sectors of the economy by governments, businesses and the community. To help meet these targets, the Victorian Government has prepared corporate (i.e. state government operations), energy, land use, agricultural, waste, industry, and transport emissions reduction pledges and associated supports.

Adaptation Action Plans are also being prepared to build Victoria's climate resilience in primary production, the built environment, education and training, health and human services, the natural environment and the water cycle. They seek to improve our understanding of risks and vulnerabilities, support climate-adapted decision making, lay the foundation for transformational change, and reduce barriers to action.

Climate Action by Council

This Plan builds upon a platform of action that Council has already undertaken. Our first Climate Plan was endorsed in 2010, and our second in 2015. It also builds upon the action that the Nillumbik community is taking.

We have invested in supporting Council operations and our community to plan for, respond and adapt to climate impacts. Planning to reduce the risks of bushfire is a priority, along with responding to localised flooding and the impacts of drought and heat.

We have also increased our renewable energy capacity and eco-friendly purchasing focus, and we have implemented a wide variety of actions to help reduce Council's energy and water use and reduce greenhouse gas emissions. A summary is provided in Appendix A. For example:

- We reduced our total corporate emissions by 12.9% (from 2012 levels) between 2016 and 2020 - even while extending Council buildings which, of course, create extra energy use; and
- We won a national innovation award for our solar and off-grid battery at Diamond Creek Community Stadium which enables the venue to be self-sufficiently powered if grid-power goes down whilst in use as an emergency relief centre.

Our 2019 corporate emissions profile is also provided in Appendix A. The emissions from Council operations represent around **one per cent** of Nillumbik greenhouse gas emissions. The remaining 99 per cent of emissions are produced within our community.

To help support our community with their climate mitigation, resilience and adaptation, Council has been an active member of organisations such as the Northern Alliance for Greenhouse Action and the Cities Power Partnership; and we have supported community action, including through the work of Clean Energy Nillumbik.

We have increasingly focused on leading by example; advocacy around climate action; and providing our community with access to energy-efficiency advice, education and programs.

Details of our full range of climate action partnerships, actions and outcomes are provided on Council's [website](#), and are regularly updated.

Whilst much has been done, there is more to focus on over the coming years.

Climate Action in the community

The Nillumbik community, young and old, is skilled and well placed to lead localised action on climate change.

Various climate action and emergency community groups have formed. Through advocacy, lobbying and communication they encourage the community and all levels of government to take urgent climate action and are forums for like-minded individuals to collaborate. For example:

- The Nillumbik Climate Emergency Action Team submitted a petition to the June 2021 Nillumbik Council Meeting, containing 1,846 signatures, requesting that Council declare a state of Climate Emergency, supported by a climate emergency response.
- Clean Energy Nillumbik has a renewable electricity vision and has delivered a bulk purchase program, participatory education campaigns, neighbourhood-scale battery research and more to help achieve that vision.
- Community led initiatives such as Sustainable House Day, opportunities to 'speed-date' sustainability experts, community food gardens, food swaps, carbon-offset Eltham Farmers Market, climate crisis public forums and electric vehicle displays are amplifying climate action reach.

Over recent years, the Nillumbik community has increased its uptake of rooftop solar panels, is consistently minimising waste to landfill by actively separating waste, and is walking, riding or using public transport where possible.

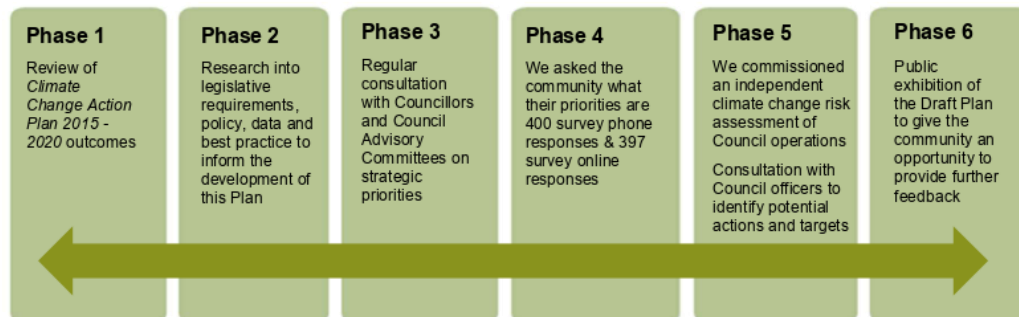
Information is provided in **Appendix A** which depicts a 2020/21 baseline overview of climate actions that the Nillumbik community are undertaking at the household level; and what, as at the launch of this Plan, our Community emissions profile is.

Council is doing what it can to support community action, alongside the work of interest groups, community groups, educators, businesses and individuals who are the community champions for climate action.

Again, whilst much has already been done, there is more that the community can lead or get involved in, often with government support, to help meet a Nillumbik community net zero emissions target by 2035; and to continuously enhance resilience to climate change impacts.

3. The steps taken to develop this Climate Action Plan

There were six phases to the development of this draft Climate Action Plan.



Considering community views - Hundreds of voices

Obtaining community input was important. Council sought to understand the opinions and priorities of the general community and also of thought-leaders, i.e., those passionate about climate change, as advocates and as sceptics.

This information helped to inform the goals, targets and focus areas of this Plan.

We thank the 797 people who completed a climate action telephone or online survey. A copy of the survey methodology and results is available on Council's website.

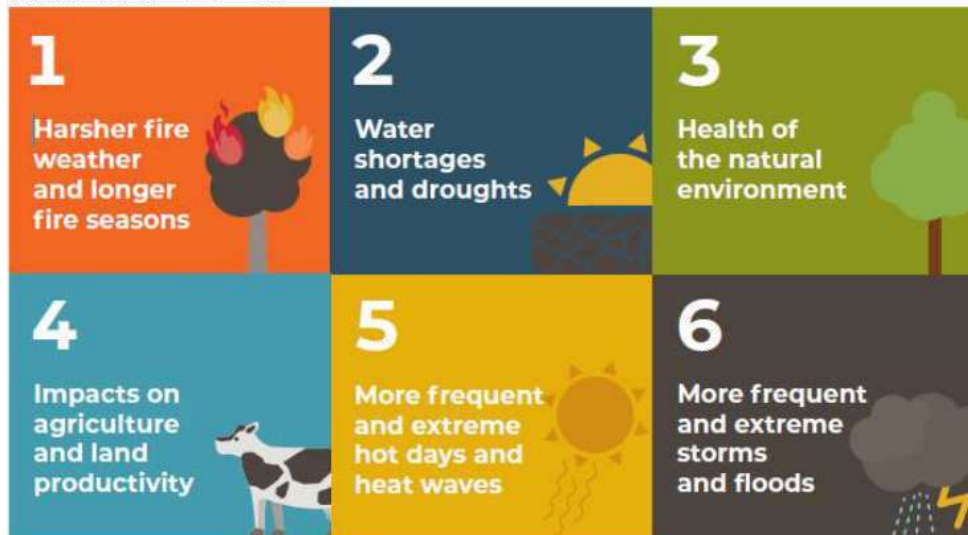
We also thank the people who specified their climate concerns and aspirations during the development of this Plan through the broader 'Our People, Our Place, Our Future' consultation to inform the development of the *Nillumbik 2040 Community Vision* and the *2021-25 Council Plan* and *Health and Wellbeing Plan*; and the 'Young Minds: Your Voice, Our Future' consultation.

Traditional owners Wurundjeri Woi-Wurrung; and Council's formal Environment and Sustainability Advisory Committee, Public Health and Wellbeing Advisory Committee, Healthy Aging Advisory Committee and Youth Council were consulted, and conversations held with local climate groups.

The key messages arising from the climate action survey included:

- There is overwhelming support for Council to have mitigation targets, and to align them with Victorian government targets, i.e. net zero emissions for Council operations by (or before) 2030 and net zero community emissions by (or before) 2050.
- 90% expressed some level of concern about climate change
- 82% think Council should consider climate change in their decisions.
- Council should focus on, and resource, both mitigating the causes of climate change and adapting to the consequences of climate change.
- Fire is the biggest effect of climate change that the community is concerned about
- The top ten priorities of the community for Council's climate action to focus on are listed overleaf
- A sample of quotes obtained via the consultation is provided on the back page.

The six effects of climate change that the community are most concerned about are:



Top ten climate change priorities for Council to focus on



Source: Nillumbik Climate Action Plan consultation survey results, sample of 400 statistically representative households, 2020

Considering climate change risks

Understanding the key physical, transition and liability climate risks to Council's operations and services is important.

A physical climate change risk assessment was undertaken for Council by our insurance broker, in consultation with Council officers, to help inform the development of this Plan.

The risk assessment considered climate change scenarios, existing controls, their suitability, gaps, likelihood of impact, consequence and what additional adaptation needs to be prioritised. The 2050 scenarios considered²:

- Increasing number of hot days (above 35°C) – additional 14 to 16 days per year
- Increasing annual maximum average temperature – by 1.6°C to 1.9°C
- Decreasing rainfall – by 6% to 8%
- Increasing frequency and intensity of rainfall events
- Increasing number of fire weather days – additional 7.7 days per year

Ongoing assessments will need to be undertaken of physical risks, and assessments of transition and liability risks will also be required.

Risk assessment findings will be used to help identify and inform Climate Action Plan initiatives and implementation.



Image: Council officers at work

² Victoria's Climate Science Report 2019, Greater Melbourne Projections

4. We're taking the Climate Emergency seriously – What we will do

Nillumbik Shire Council takes its climate emergency acknowledgement seriously, and is committed to working actively and collaboratively to address climate change.

A challenge is to identify priority areas for action that will deliver community benefits that Council is able to resource.

This Plan has been developed under the guidance of the following principles:

- Council accepts climate science and recognises climate change as a foreseeable risk.
- Council has diverse roles in responding to the challenge of climate change so we've created a whole-of-Council proactive climate response.
- Climate action decision-making needs to be dynamic and responsive to innovation opportunities.
- Key implementation actions will be reviewed biennially, will help inform Council planning and resourcing considerations, and will inform and be subject to annual Council Plan and Budget processes.

Our goals and targets

We have three overarching goals that will guide Council's investment and focus:

	Goal 1 - Council Mitigation: Reduce Council's direct contribution to climate change <i>Target of net zero emissions by 2030</i>
	Goal 2- Council Adaptation: <i>Prepare for, respond and adapt to the risks and impacts of a changing climate on our community, environment, infrastructure and services.</i>
	Goal 3 - Community Mitigation & Adaptation: Support our community to reduce their contributions to climate change and to adapt and be resilient to climate change risks and impacts <i>Target of net zero emissions by 2035</i>

We've set an ambitious community climate mitigation target because we believe our community will be leaders in climate-action, just as they've been leaders in environment-action for a long time.

Each of these goals is considered within our seven focus areas in Table 1, and will be supported by objectives and strategies that will be:










- achieved via the delivery of specific implementation actions
- tracked against targets and indicators
- assessed in terms of outcomes achieved

Our indicators

We've included indicators that we are confident that we can currently collect data on and measure. Some of them have associated targets. They'll help track our progress in achieving the goals and objectives of the Climate Action Plan.

Over the life of the Plan, as improved and more cost effective data collection options become available, we'll be able to review and update them.

Table 1: Focus Areas for Climate Action

Focus Area 1: Strong climate action leadership and culture				
Council has Acknowledged a Climate Emergency and commits to lead by example by carrying out our work in the deliberate context of implementing regular and ongoing climate action; and to support our community to prioritise climate action.				
Objective	Goal 1	Goal 2	Goal 3	Strategies
1.1 To lead by example				Publicly Acknowledge a Climate Emergency Demonstrate climate action leadership through proactive Council action to achieve net zero emissions and to build climate resilience (i.e. implementation of this Plan)
1.2 To consider climate impact in day-to-day operations and when making Council decisions				Embed delivery of the Climate Action Plan within the CEO's contract / performance plan Support and encourage all Council staff to be engaged in undertaking or supporting climate action within their roles Leverage relationships with organisations and groups to keep abreast of best practice climate action and opportunities for continuous improvement Embed consideration of climate risks, impacts, mitigation and adaptation opportunities into Council's key governance documents and decision-making processes; and into new Council policies, strategies and plans Prioritise and plan for climate action that will achieve the greatest emissions reductions.
1.3 To collaborate and advocate for climate action by state and federal government that will support the Nillumbik and broader community and environment				Collaborate and advocate for broad and urgent climate action by all levels of government to reduce and respond to climate change Collaborate and advocate for climate action opportunities that will support the Nillumbik community to participate in, and contribute to, climate action; and respond to climate change
Indicator: <ul style="list-style-type: none"> Annual percentage of department business plans that include climate actions. (Target – increasing) 				

Focus Area 2. Having a climate resilient, adaptive and safe community






The direct and indirect physical and mental impacts of climate change on health and wellbeing can be considerable. Actions delivered through this Plan and through Council's Health and Wellbeing Plan seek to deliver health co-benefits for our community - including building community resilience, planning for and reducing the impact of extreme weather events, supporting vulnerable community members, strengthening food systems, and reducing carbon emissions and waste.

Climate change impacts can also affect community economic wellbeing and resilience, including for example the costs of mitigation, adaptation and recovery, including insurability.

"Victoria is already seeing direct and indirect health and wellbeing impacts associate with events such as floods, fires and heatwaves, which are occurring with greater frequency and intensity due to climate change. Without urgent action from all levels of society to mitigate and adapt to climate change it is evident that the health, safety and wellbeing of Victorians, particularly those most vulnerable, is at risk now and into the future"³.

Council will continuously explore opportunities, including working in partnership with others, to encourage and support the Nillumbik community to be engaged and climate-action active, adaptive and resilient – to help keep our community safe and healthy.





Our partners and community stakeholders will regularly evolve and are likely to include cohorts such as residents/land owners, youth, community groups, businesses, health and wellbeing organisations and emergency services.




Objective	Goal 1	Goal 2	Goal 3	Strategies
2.1 To have an engaged community that is climate-action active				<p>Support community awareness of the importance of taking climate action and of opportunities for action</p> <p>Build the capacity of community stakeholders to lead and deliver climate action initiatives</p> <p>Support and participate in collaborative mitigation and adaptation opportunities across the Shire</p> <p>Support the community to be prepared for and resilient to climate change impacts - including an increase in the number of extreme heat, fire weather and high rainfall days; and a decrease in overall rainfall</p> <p>Celebrate, promote and share community climate-action achievements</p>
2.2 To support the community to be bushfire-prepared				<p>Work in partnership with the CFA and other stakeholders to support the Nillumbik community to prepare their property for a potential bushfire and to have a fire safety survival plan in place</p>
2.3 To plan for the health impacts of extreme weather events				<p>Implement the Municipal Health and Wellbeing Plan</p> <p>Engage with the community to raise awareness of the impacts of climate change on health, and actions that can be taken to help stay healthy and well in a changing climate.</p>

Indicator:

- Health and Wellbeing indicators related to climate-action will be developed as part of the Health and Wellbeing Plan

³ Victorian Department of Health and Human Services, 2020, Tackling climate change impacts on health, Municipal Public Health and Wellbeing Plan guidance

Focus Area 3: Having a climate-resilient natural environment				
<p>Nillumbik is home to a rich and varied natural environment, however the current and projected rate and magnitude of climate change is challenging its natural adaptive capacity. Ongoing work is required to understand thresholds before tipping points are reached, beyond which irreversible changes to ecosystems occur, and what can be done to help prevent or adapt to such changes in Nillumbik.</p> <p>Climate change also exacerbates other 'threatening processes' such as invasive species numbers and distribution, disease and pathogens, and other agents of change – which can interact with direct climate impacts to undermine the resilience of our natural environment. As such approaches to resilience that incorporate broad thinking about environmental change are most likely to contribute to positive outcomes; and require urgent focused attention.</p> <p>Nillumbik's green wedge and its vegetated urban environment both present opportunities for deliberate action to act as a carbon-sink to help sequester emissions (i.e. absorb and store carbon dioxide from the atmosphere) and thus help to limit climate change – whilst at the same time helping to reduce urban heat-island impacts, provide habitat, and provide climate resilient food systems.</p>				
Objective	Goal 1	Goal 2	Goal 3	Strategies
3.1 To protect and enhance our natural environment				<p>Investigate and support collaborative mitigation and adaptation opportunities that help to:</p> <ul style="list-style-type: none"> • Protect and enhance biodiversity (e.g. protect wildlife corridors, enhance the diversity of native vegetation cover, protect threatened species) • Respond to invasive species • Reduce the likelihood and impacts of bushfire • Sequester carbon • Conserve soil moisture and optimise soil functionality • Conserve and maximise beneficial use of water <p>Plan for the increasing risk of bushfire by managing Council's roadside and bush reserves; and engaging with the community to reduce the risk of bushfire</p>
3.2 To have climate resilient food systems				<p>Encourage Sustainable Agriculture</p> <p>Identify opportunities to enhance the local food system</p> <p>Promote and support public and home based food growing</p>
<p>Indicators:</p> <ul style="list-style-type: none"> • Number of hectares of vegetation coverage – frequency of survey every four years - 2024, 2028 • Number of properties supported through Council delivered rate relief/incentive schemes/other programs, on which private landholders are participating in sustainable agriculture, food growing and/or biodiversity stewardship • Number of organisations (including Traditional Owners) collaborating with Council to protect and enhance our natural environment 				

Focus Area 4: Having climate responsive Council services, facilities, buildings and infrastructure				
<p>Council provides a wide variety of services for the people and environment of the Shire of Nillumbik. We need to be prepared to ensure that we can continue to deliver services such as waste management, animal management, health services, local laws, planning and building services, emergency management, road management, and community services - without being majorly impacted by the changing climate or extreme weather events.</p> <p>We are responsible for community infrastructure including local roads and roadsides, bridges, drains, council buildings, libraries, recreation and leisure facilities, Council bushland reserves, parks, playgrounds and gardens; and we are responsible for considering climate risks and making sure that this infrastructure is built and maintained in a fashion that will be useable as the climate changes.</p>				
Objective	Goal 1	Goal 2	Goal 3	Strategies
4.1 To enable continuity of Council service delivery in a changing climate and in the event of a natural disaster/emergency				<p>Reduce the risks from climate change impacts on the delivery of Council services</p> <p>Consider whether additional or modified services may be required to support community safety and wellbeing in a changing climate</p>
<p>4.2 To have Council infrastructure and facilities that are appropriate in a changing climate</p> <p>(i.e. roads, footpaths, drainage, buildings, facilities, open space, parks)</p>				<p>Reduce the risks from climate change impacts on the ability to use council facilities and infrastructure</p> <p>Reduce the risks from climate change impacts on the functionality of council infrastructure</p> <p>Consider climate resilient outcomes in the construction, renewal and maintenance of Council assets</p>
<p>Indicators:</p> <ul style="list-style-type: none"> Number of Council facilities where we have delivered climate efficiency projects and programs 				

Focus Area 5: Achieving Council and community zero emissions energy use

Council will work with, and alongside, other levels of government, interest groups, residents and businesses to help explore local emissions-reduction and carbon sequestration opportunities that will contribute towards achieving our target of the Nillumbik community being carbon neutral by 2035. This will include consideration of how to:



- encourage the community to maximise energy efficiency and reduce energy consumption
- encourage implementation of Environmentally Sustainable Design (ESD)
- encourage and support the community to transition to renewable energy
- encourage carbon sequestration
- advocate for and leverage off government programs and incentives

We will also lead by example by prioritising the reduction of our own emissions. A Zero Emissions roadmap will guide a staged approach to achieving the target of council operations being carbon neutral by 2030.

When selecting energy-efficiency and emissions-reduction Council projects, priority will be given to projects which will deliver substantial emissions reductions - along with consideration of whether they:

- Are under the control of Council
- Focus on reductions from the greatest remaining emissions sources
- Can return benefits to Council or the Nillumbik community
- Deliver a strong return on investment
- Improve comfort and thermal performance of buildings
- Enhance safety
- Reduce reliance on grid supply
- Use proven technologies to deliver outcomes
- Incorporate best available technologies
- Achieve the strategic objectives of Council

Areas of opportunity include renewable energy, batteries, transitioning away from gas, zero-emissions buildings and machinery, energy-efficiency, charging facilities, lighting, micro-grids and other emerging sectors and technologies; all within the context of maintaining delivery of Council services. This will include the construction of a solar farm that will supply 100% renewable electricity for Council operations with scope to explore community access; and will build upon previous renewable energy gains.

Objective	Goal 1	Goal 2	Goal 3	Strategies
5.1 To reduce / eliminate Nillumbik community carbon emissions from homes, businesses and buildings				<p>Participate in collaborative mitigation opportunities across the Shire</p> <p>Deliver local initiatives, including education, that will assist the community to increase energy efficiency and reduce carbon emissions</p> <p>Support the community to incorporate ESD principles in new developments and retrofits</p> <p>Support and amplify 'state and federal led' and 'community and business led' zero-emissions initiatives</p>
5.2 To reduce / eliminate carbon emissions from Council assets and operations (i.e. buildings, facilities, street lighting and procurement)				<p>Increase the energy efficiency of Council assets and operations</p> <p>Maximise efficient use of clean, renewable energy. Plan for this by implementing and regularly reviewing a staged Zero Emissions roadmap for Council operations.</p> <p>Conduct annual corporate emissions accounting</p>

Indicators:

- Volume of annual greenhouse gas emissions emitted within the Shire of Nillumbik. Target of net zero emissions by 2035. (Source: Ironbark snapshot)
- Volume of annual greenhouse gas emissions emitted by Council facilities and operations. Target of Net-zero emissions by 2030
- Percentage of Council's stationary energy use (i.e. building energy use) that is supplied via a renewable energy source. Target of 100 per cent by 2030








Image: Solar panels on the roof of the Nillumbik Civic Centre and its fleet carport

Focus Area 6: Enhancing sustainable transport

Travelling by public transport, driving a zero-emissions vehicle, car-pooling, walking and cycling reduces the emission of greenhouse gases which contribute to climate change.

Council wants to help make it safer and easier for the Nillumbik community to choose to travel sustainably; and will continue to look at how we can support our own workforce to reduce travel related emissions.

Objective	Goal 1	Goal 2	Goal 3	Strategies
6.1 To avoid transport emissions				<p>Identify opportunities to design Council services so that they can be accessed by the community remotely / from home</p> <p>Design Council works and services to optimise fleet use and reduce associated transport emissions</p> <p>Identify opportunities to support a reduction of Council workforce travel-related emissions</p>
6.2 To improve public transport, vehicle-share, walking and cycling options				<p>Design, construct and enhance public spaces/ activity centres that promote walking, cycling and public transport</p> <p>Prioritise opportunities, and advocate for funding, to enhance public transport, walking and cycling connections within and to/from the Shire</p>
6.3 To transition to zero-emissions vehicle use within Nillumbik				<p>Transition Council's light and heavy fleet to be zero-emissions</p> <p>Monitor emerging zero-emissions transport technology</p> <p>Support the distribution of public electric vehicle charging stations across the Shire</p>

Indicators:


- Volume of greenhouse gas emissions emitted by Council fleet vehicles.
Target of 100% zero emissions Council light and heavy fleet by 2030
- Volume of greenhouse gas emissions emitted by vehicles within Nillumbik.
Target of 100% zero-emissions transportation by 2035 (source: Ironbark snapshot)



Focus Area 7: Achieving a zero waste and circular economy

Reducing waste and recycling more benefits our community, the economy and the environment. The circular economy model goes beyond just reducing waste and recycling and looks at ways to design products as well as reuse and repair materials to get the highest value from the resources we use. This helps to reduce the energy used in the manufacturing process.

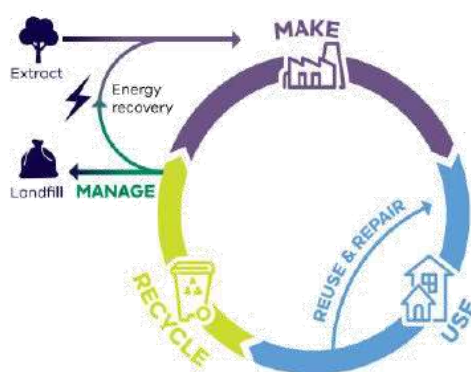
Council will provide waste services that promote circular economy principles. We'll support the community to avoid generating waste and to have opportunities for product repair and reuse. For unwanted materials, Council's waste collection and drop-off services will send materials back into industry to make new products or to generate power.

Objective	Goal 1	Goal 2	Goal 3	Strategies
7.1 To reduce emissions from waste				<p>Reduce the amount of waste that goes to landfill</p> <p>Support the community to avoid and reduce waste generation through discouraging single-use and promoting repair, reuse and recycling</p> <p>Maximise source separation of waste and minimise contamination to produce clean material streams for remanufacture</p> <p>Recover materials from the waste stream for the highest and best use</p>
7.2 To prioritise sustainable purchasing and use of recovered resources				<p>Transition council operations to using low or zero emissions products</p> <p>Embed sustainable purchasing guidelines within Council's purchasing / supply chain systems</p>

Current Indicators:

- Annual percentage of kerbside waste that is diverted from landfill. Target of 80 per cent
- Reduce waste by 15 per cent per person by 2030
- Percentage of recycled content used in new Council capital works projects. Target of 15 per cent recycled content in all new capital works projects by 2026 and 30 per cent by 2030

Resource flows in a circular economy⁴



⁴ DELWP 2020 Recycling Victoria: A new economy

5. Climate Action Plan Implementation

Implementation of the Plan

The work of the Climate Action Plan will be embedded into Council's business as usual.

An Implementation Plan that specifies key climate action initiatives will be prepared every two years. These key climate initiatives will be considered in Council's annual budget process.

How we'll review and report on progress

Evaluation will enable Council to measure its effectiveness in delivering and supporting ongoing positive climate action.

Outcome evaluation - Are the goals of the Plan being achieved? We'll consider our targets, indicators and specific initiative outcomes.

Progress evaluation - Have we done what we said we would?

Over the life of the Plan indicators and targets will be reviewed and updated where we have improved data collection and where we identify that we can achieve more.

We will also engage with the community at least twice to check in on the Plan and whether you think its implementation initiatives and outcomes are heading in the right direction and to consider your suggestions. And we will work closely with our relevant Advisory Committees on an ongoing basis.

An annual update will be provided to Councillors and a summary will be placed on our website and in Council's Annual Report. It will track progress and outcomes within each of our focus areas, and against indicators and targets.

Continuous improvement

This cycle of regular tracking and review will enable us to:

- Reflect on challenges and progress
- Consider emerging climate change factors, innovation, collaboration and opportunities
- Program timely climate action via our biennial Implementation Plans
- Embed continuous improvement climate action within our processes, services, operations, facilities and community interactions.

APPENDIX A – Baseline information on climate action and emissions

When this (draft) Plan was released considerable action had already been undertaken to reduce Council and community emissions. This appendix provides high level data on where we were at, at that point in time, for comparison purposes over the life of the Climate Action Plan.

A1 Council emissions and climate actions

This is a snapshot profile of emissions associated with Council facilities and operations in 2019.

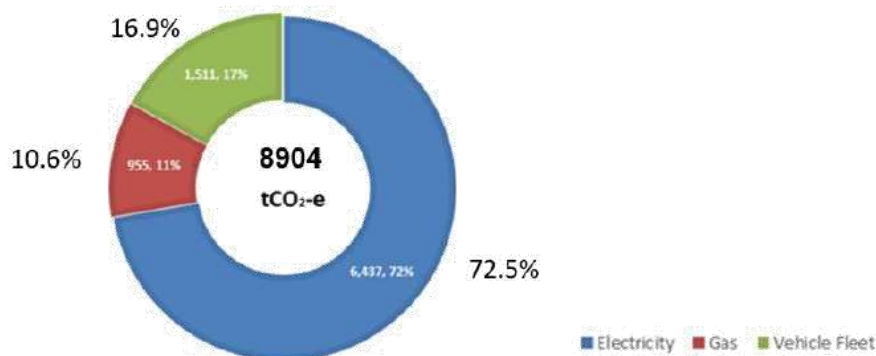


Table 2 below lists some of the climate action achievements reached before the action directed by this Plan commenced. Updates will continue to be provided on our website and will be broadened to include more adaptation updates.

Table 2 – Examples of Council climate action already undertaken prior to 2022

- As a member of the national Cities Power Partnership, Council pledged to:
 - Use council resources to support the uptake of renewable energy
 - Install renewable energy (solar PV and battery storage) on council buildings
 - Investigate opening up unused council managed land for renewable energy
 - Roll out energy efficient lighting across the municipality
 - Support local community energy groups with their community energy initiatives
- We were partnering with the Australian Energy Foundation to provide our community with free, on-demand and tailored, energy efficiency and renewable energy advice
- Solar electricity systems at 46 council facilities, totalling 900kW with an estimated annual generation of 680 Megawatt hours
- Tender awarded to progress the solar farm development on the former Plenty landfill site to supply all grid-based electricity needs for council operations and provide a carbon offset opportunity for council's residual carbon emissions
- Solar hot water systems at 16 facilities
- Energy efficient lighting
- Double glazing at seven facilities, including Eltham Library, and enerlogic window film installed at five facilities
- Program of replacing inefficient heating and cooling with more efficient electric options
- Audits of hot water systems across 30 facilities; water conservation and irrigation audits across all facilities; and audits of building energy and water across 50 facilities - including sports pavilions, community centres, Living and Learning venues, leisure centres and early years centres to inform future works
- Electric vehicle chargers at three council facility locations for community use (Community Bank Stadium in Diamond Creek, Eltham Leisure Centre and Diamond Valley Sports and Fitness Centre)

- Electric vehicle chargers at two locations, specifically for council fleet use
- Roll-out of energy efficient laptop computers for staff, energy efficient printers and promotion of a paperless workplace – led to reduction in energy usage by office equipment of 40 per cent and paper consumption by 50 per cent
- Office paper is 100 per cent recycled content
- Policy of phasing out single use plastics ahead of 2023 ban
- Inclusion of sustainability initiatives into new builds
- 101 rain tanks at council facilities with capacity of 923,000 litres
- Water aerators, flow restrictors and dual flush toilet systems at all council owned facilities
- Rain sensors and an electronic irrigation system at Edendale Farm and Civic Drive office
- Use of indigenous plant species and warm season grasses in new park and roadside reserve plantings, including planning of drought tolerant warm season grasses at 15 sports grounds
- Five wetlands, three swales and three rain gardens
- Rainbird IQ sportsground irrigation system which tracks water usage and enables irrigation to be turned off remotely when rain is forecast
- Emergency management preparation, recovery and resilience works



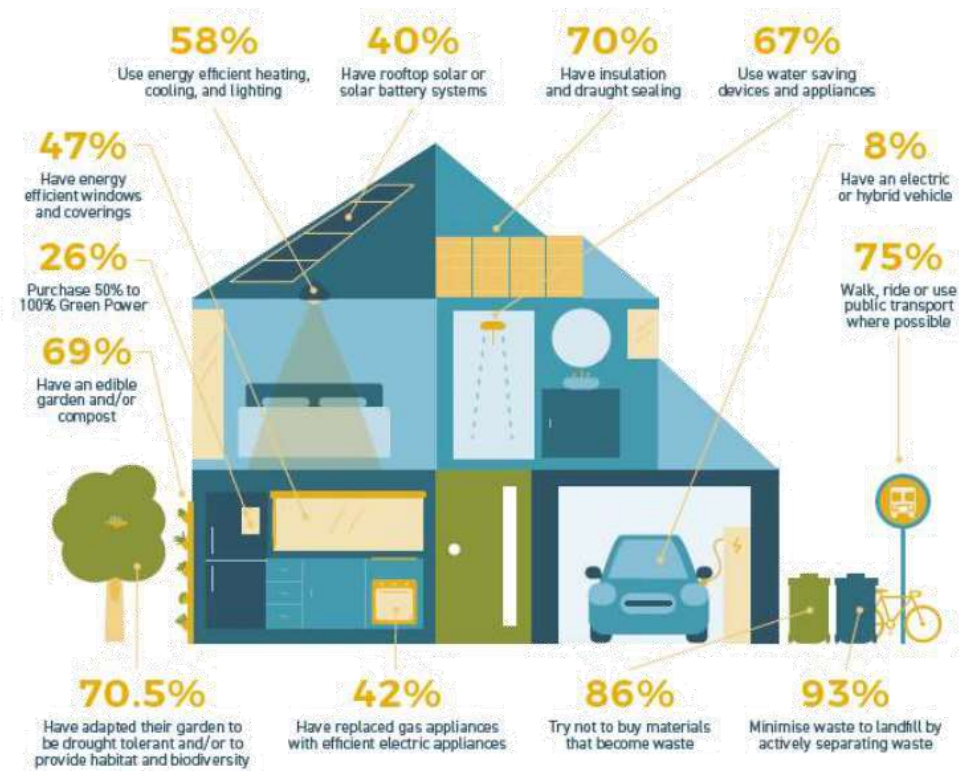
Image: Community climate action: A local community food swap

A2 Community emissions and residential climate actions

This is a snapshot profile⁵ of Nillumbik community emissions in 2019, the most up to date dataset available at the time of preparing this document. It indicates that our major emissions source is electricity consumption, with the majority of this coming from residential electricity consumption.



The below image depicts the types of residential climate actions being undertaken in Nillumbik⁶.



⁵ Ironbark Sustainability Snapshot – 2019 Nillumbik Community Profile, sourced July 2021
⁶ Nillumbik Climate Action Plan community survey, 400 statistically representative random households, December 2020

Glossary

Carbon - (Carbon dioxide CO₂) is a greenhouse gas. It traps heat within the atmosphere, which causes the surface of the earth to heat up and associated climate change.

Carbon emissions:

- You're **carbon neutral** if the amount of carbon emissions your home, business or community puts into the atmosphere (through energy use or agriculture for example) is the same as the amount that you remove from the atmosphere (through trees and soils or producing renewable energy, for example). Your impact is neutral.
- **Net zero emissions** is broadly the same as being carbon neutral. Emissions are still being generated but they're offset by the same amount elsewhere. The 'net total' of emissions is then zero.
- **Carbon negative** is a step up and is the same as being '**climate positive**'. It means that the amount of carbon emissions you remove from the atmosphere is bigger than the amount that you put into the atmosphere. Your impact is positive.

Carbon sequestration - The process of removing carbon from the atmosphere by storing it, for example, in plants, soils and oceans.

Circular economy⁷ - A process that allows us to avoid waste through good design and effective recovery of materials that can be reused. It seeks to reduce the environmental impacts of production and consumption and encourage intense and efficient product use; transforming our linear economy mindset - take, use and throw away - and fostering innovation and productivity that invigorates existing businesses and creates new ones.

Climate change - A change in the pattern of weather (e.g. temperature, wind and rainfall), and the related changes on land and in oceans, occurring over time. These changes in weather patterns increase the occurrence, severity and distribution of events such as drought, flooding, heatwaves, bushfire and rising sea levels.

Climate change adaptation⁸ - Action taken to reduce the adverse consequences of climate change or to harness opportunities. Investing in climate change adaptation:

- Helps us to avoid future costs by building resilience now into our environments, our economy and society.
- Protects plants, animals and communities - particularly those most vulnerable to the consequences of climate extremes.
- Supports job creation in emerging and evolving industries.

Climate change mitigation - Action taken to reduce emissions of carbon / greenhouse gases that cause climate change.

Climate Emergency - There is no single definition of a climate emergency, but the use of the word 'emergency' indicates a clear sense of urgency and a call to action.

Climate resilience - The capacity of individuals, institutions, businesses, communities and systems to adapt, survive and thrive any climate stresses and shocks they may be subjected to.

Greenhouse gases - Carbon dioxide, methane, nitrous oxide and other gases that build up in our atmosphere as a result of human activity such as burning fossil fuels.

Stakeholders - Community stakeholders are people or groups with an interest or concern in something, which in this context is climate change and taking climate action.

Zero emissions roadmap - A strategically planned process of how to achieve a transition to zero emissions.

⁷ DELWP 2020 Recycling Victoria: A new economy

⁸ Victoria's Climate Change Strategy 2020, page 40

What our Community is saying...

"Climate change is causing significant changes to environmental and ecological processes, creating significant changes in weather patterns and related disasters, and creating uncertainty and anxiety for many people about their futures"

"It's impacting our way of life. More extreme weather events, impacts on biodiversity - we need to adapt and change the way we use carbon emitting activities"

"It's the single most defining issue of our generation and will define generations to come"

"It effects every aspect of life, from rainwater, food availability, bushfires and liveability factors"

"It's important but not all consuming. Other aspects of life count as well"

"Rising temperature will make it difficult to grow all varieties of food, to maintain the natural environment and green spaces, and to be able to afford to cool our homes and spend time outdoors"

"I see enormous opportunity for Australia in acting decisively now to address climate change – economically, politically and socially"

"The risk of bushfire is ever present here in Nillumbik. The summers keep getting hotter and as summer approaches we become more aware of the ever-present heat and threat of prolonged drought. This year may be forecast to be different but it is only one year in many"

And that we should:

"Make bushfire mitigation a priority"; "Reduce the risk of bushfires"

"Educate people to make them aware of the dangers of bushfires and the need for measures that ensure our safety"

"Weatherproof parks and playgrounds"

"Provide more bike parking and improve access to amenities by bike and walking"

"Make it easier for us to reduce energy and recycle, reuse and reduce waste"

"Build a solar farm"; "Cover every school, business and Council building with solar panels"

"Facilitate installation of micro-grids to allow neighbours to share electricity and improve grid stability"

"Embrace leadership that puts a greener future at the core"

"Put a stronger focus on community gardens, increasing resilience and educating children on where their food comes from and how it's made"

"Reach beyond those of us who are already engaged in positive change"

"Declare a Climate Emergency"

"Work with Wurundjeri elders in management of the land and fire risk"

"Preserve the natural environment"

"Embrace regenerative farming"

"Plan long term but act now".

Source: Nillumbik Climate Action Plan consultation survey, December 2020 and Nillumbik Our People Our Place Our Future consultation survey, April 2021

Chief Executive Officer Employment and Remuneration Policy

Purpose	The purpose of this policy is to outline the way in which Council will manage the recruitment and appointment of its Chief Executive Officer, provide consistency for contract inclusions, performance monitoring and requirement for annual review.
Description of revision and Version Number	Version Number: 1.0

Approved by	Executive Manager, Governance, Communications & Engagement
Approval date	28 September 2021
Effective date	28 September 2021
Date of next review*	<p>29 September 2025</p> <p>It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made administratively and reported to the Committee.</p> <p>Examples include a change to the name of a Council department, a change to the name of a Federal or State Government department, and a minor update to legislation which does not have a material impact. However, any change or update which materially alters this document must be by resolution of Council.</p>

*Unless replaced, this Policy will still apply beyond the review date.

1. Purpose

Nillumbik Shire Council is committed to, and will ensure the application of good governance, transparency and fairness in all matters relating to the employment, management and remuneration of the Chief Executive Officer (CEO).

The Chief Executive Officer Employment and Remuneration Policy (Policy) has been developed in accordance with the requirements of section 45 of the *Local Government Act 2020* (Act) and provides clear processes for all aspects of the CEO's employment, including:

- Recruitment
- Contract of employment
- Remuneration
- Setting annual performance objectives and measures
- Managing performance and performance reviews
- Other terms and conditions of employment, including any requirements prescribed in Regulations.

2. Scope

This Policy applies to activity undertaken by the elected Council and candidates or incumbents of the CEO position.

3. Policy

The employment cycle of a CEO is a core responsibility of the elected Council.

This Policy outlines the mechanisms which will support the Council in fulfilling its obligations regarding CEO employment and remuneration.

4. Procedure

Under the Act, Council is responsible for:

- Developing, adopting and keeping in force the Chief Executive Officer Employment and Remuneration Policy.
- Undertaking the recruitment and appointment of a CEO when a vacancy occurs in the office of CEO.

- Appointing an Acting CEO when there is a vacancy in the office of the CEO, including a temporary vacancy.

To implement the requirements of the Act, Council will:

- Establish a CEO Employment Matters Advisory Committee to oversee the implementation of the Policy.
- Appoint an independent member(s) to the Committee to assist with and advise on the implementation of this Policy.
- In the case of a vacancy, appoint an Acting CEO for a maximum of 12 months only.
- Determine the rate of remuneration of the Independent Member(s) of the Committee.
- Consider reports and recommendations from the Committee.
- Review this Policy within six (6) months of a Council election.

4.1. CEO Employment Matters Advisory Committee

4.1.1. Establishment

The Act does not mandate the establishment of CEO Employment Matters Advisory Committee (Committee). The Council will however establish a Committee in order to support the implementation requirements of 45(2) of the Act.

The Committee is to be chaired by an independent person, entitled to be remunerated for their work. The purpose of the Committee is to advise the Council on all contractual matters relating to the CEO's employment.

4.1.2 Membership

An independent Chairperson together with all Nillumbik Councillors (the Executive Manager Governance, Communications and Engagement and the Manager HR for support as required) are members of the Committee.

4.1.3 Terms of Appointment of Councillors

Appointments will be for a one year term, with an option to review annually. The membership of the Committee will be reviewed as part of the on-going review. The operations of the Committee will be evaluated annually to ensure it continues to be effective and relevant. The Committee will meet a minimum two times a year, usually in February and August, unless otherwise agreed by Council.

4.1.4 Accountability and Extent of Authority

Committee members have an advisory role and do not hold any authority to make decisions or commitments on behalf of Council.

Council is required by section 45 of the Act to develop, adopt and keep in force a Policy to operate from 1 January 2022.

A Chief Executive Officer Employment and Remuneration Policy must—

1. provide for the Council to obtain independent professional advice in relation to the matters dealt with in the Chief Executive Officer Employment and Remuneration Policy; and
2. provide for the following—
 - a. the recruitment and appointment process;
 - b. provisions to be included in the contract of employment;
 - c. performance monitoring;
 - d. an annual review; and
 - e. include any other matters prescribed by the regulations.
3. A Council must have regard to—
 - a. any statement of policy issued by the Government of Victoria which is in force with respect to its wages policy (or equivalent); and
 - b. any Determination that is currently in effect under section 21 of the **Victorian Independent Remuneration Tribunal and Improving Parliamentary Standards Act 2019** in relation to remuneration bands for executives employed in public service bodies —
 - i. in developing the Chief Executive Officer Employment and Remuneration Policy.
4. A Council must adopt the first Chief Executive Officer Employment and Remuneration Policy under this section within 6 months of the commencement of this section.

4.1.5 Terms of Appointment of Chairperson

Appointment will initially be for a two year term, with extension options of up to a maximum of two more years at the discretion of Council. The contract term cannot exceed four years in total.

4.1.6 Criteria of Independent Chairperson

The Chairperson of the CEO Employment Matters Committee must:

- not be a Councillor; and
- not be a member of Council staff; and
- be suitably qualified.

The following selection criteria applies to the appointment of the Chairperson:

- A clear understanding of the objectives, roles, duties and obligations of the CEO and Council under the Act and the *Local Government Act 1989* and all other associated legislation. Ability to exhibit clear leadership
- Ability to work effectively with Councillors and the CEO
- Demonstrated human resource management skills, senior business experience and qualifications;
- Experience in senior management recruitment;
- Understanding of performance management processes, development of Executives and procedural fairness.
- Senior Level experience within a Government framework and sound knowledge of governance and legal obligations
- Previous experience or facilitation experience working with Executive Governance bodies or Board Members in membership and/or facilitation roles.

4.1.7 Role of the Independent Chairperson

The Chairperson with suitable independent professional expertise heads the Committee to facilitate, advise and assist the Committee within its scope of responsibilities to:

- develop a draft Policy to recommend to Council in a timely manner for Council to consider its adoption prior to 1 January 2022.
- make recommendations to Council on matters related to the CEO or the person appointed to act as the CEO including the following:
 - a. recommend the appointment of the CEO;
 - b. recommend the remuneration and conditions of appointment of the CEO in accordance with sections 44 & 45 of the Act;
 - c. negotiate any extension of the appointment of the Chief Executive Officer under section 44(2) of the Act;

- d. conduct performance reviews of the CEO including making recommendations to Council resulting from performance review;
- e. perform other functions as required in supporting the performance review and performance development of the CEO; and
- f. perform any other prescribed functions or responsibilities stipulated under the Act or the *Local Government Act 1989* or regulations in relation to the CEO.

4.1.8. Secretariat Support

The Executive Manager Governance, Communications and Engagement/Manager HR will provide secretariat support to the Committee namely:

- coordinating meetings of the Committee;
- preparing relevant documentation including reports to Council and contractual documents; and
- maintaining appropriate records regarding performance reviews.

4.2. Recruitment and Appointment of CEO

Council will engage an independent and suitably qualified recruitment firm to support it in recruitment and appointment of a CEO. The Committee will make recommendations to the Council when appointing a recruitment firm, determining the CEO selection criteria and developing the CEO contract.

4.2.1 Recruitment

The Committee will:

- Establish and oversee the process to enable the Council to appoint the CEO, including, but not limited to:
 - advising on the selection of a recruitment consultant or agency to facilitate and advise on the recruitment process
 - acting as the Selection Panel
 - preparing a short list of applicants for interview
 - interviewing shortlisted applicants
 - coordinating and reviewing testing of applicants
 - developing details of the interview process – questions, required presentations etc.

- Provide a recommendation to Council on the remuneration and conditions of appointment of the CEO.
- Provide recommendations on the terms and conditions of the CEO's contract of employment.
- Provide a recommendation on any extension of the appointment of the CEO under section 44(3) of the Act, when required.

4.2.2. Contractual Requirements

The CEO contract will at minimum outline:

- the responsibilities of the position
- conflict of interest management requirements
- remuneration
- legislative obligations including those continuing after appointment
- processes for managing unsatisfactory performance or early termination

4.3. Remuneration and Expenses

The remuneration package provided to the CEO will be subject to the review of the CEO Employment Matters Advisory Committee. Remuneration will be reviewed annually in accordance with the CEO Performance review and contract requirements.

The Chief Executive Officer may be provided a Corporate Card to use in transactions related to the role of CEO.

The Council will meet expenses incurred by the CEO including:

- Membership and subscription fees payable to professional associations which are reasonably necessary or desirable in performance of duties
- Reasonable costs incurred where attending conferences, seminars or undertaking study
- Reasonable costs incurred in performance of duties.

4.4. CEO Performance Plan

The Council will adopt an annual performance plan for the CEO. The Performance Plan will be developed in conjunction with the CEO and CEO Employment Matters Advisory Committee.

The Performance Plan will document agreed objectives and outcomes to be delivered over a twelve-month period.

Upon the commencement of a newly appointed CEO, the Council will develop and adopt a Performance Plan for the CEO within 3 months of commencement.

The Committee will undertake six (6) monthly performance reviews, and regular performance monitoring progress towards achievement of the performance objectives and providing feedback.

The CEO will provide progress reports to the Committee at each review.

4.5. Contract Expiry

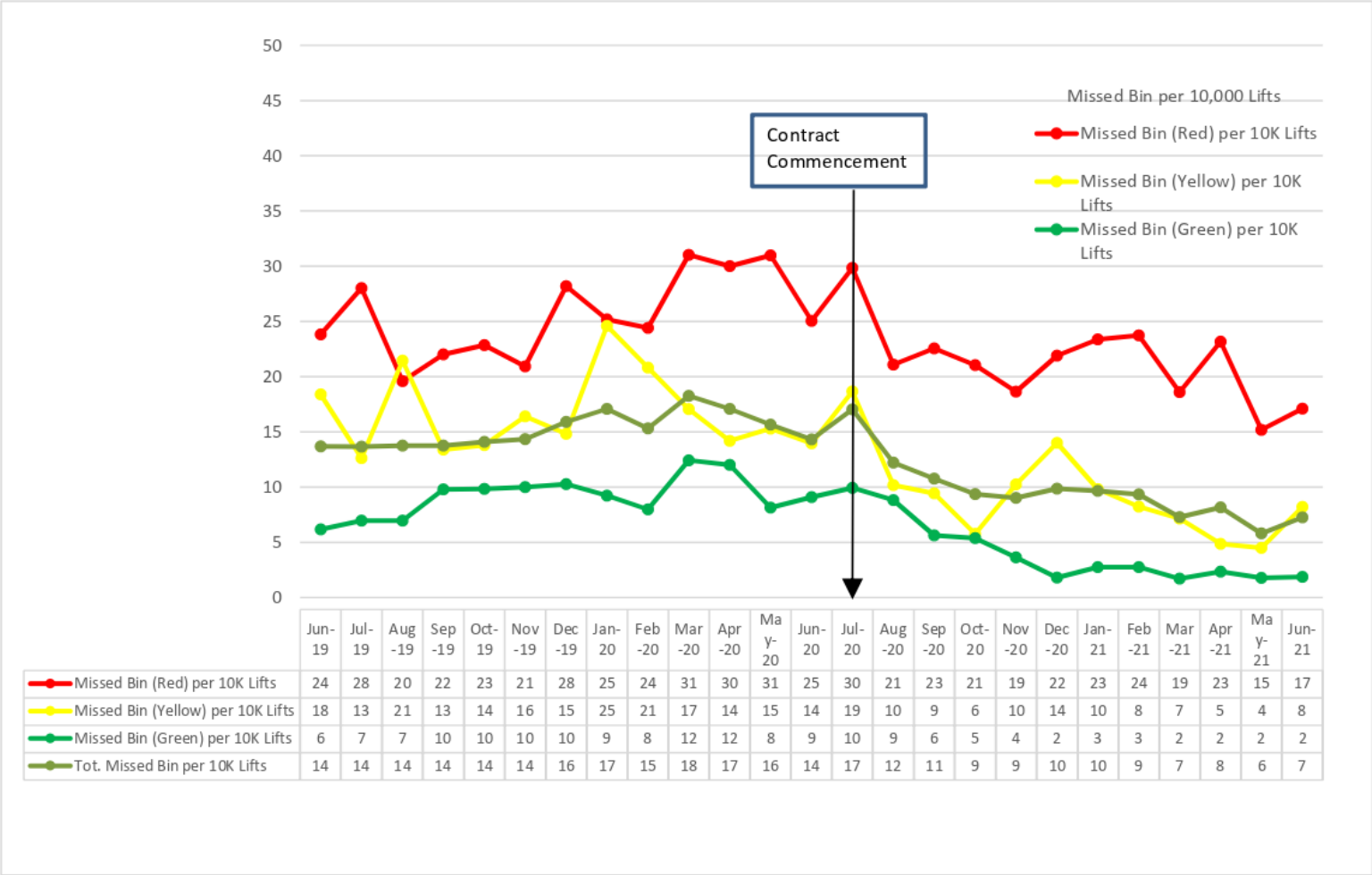
The Committee must make recommendation to Council six months prior to the expiry of the CEO contract and with regard to current legislation to:

- reappoint the CEO
- advertise for recruitment the role of CEO.

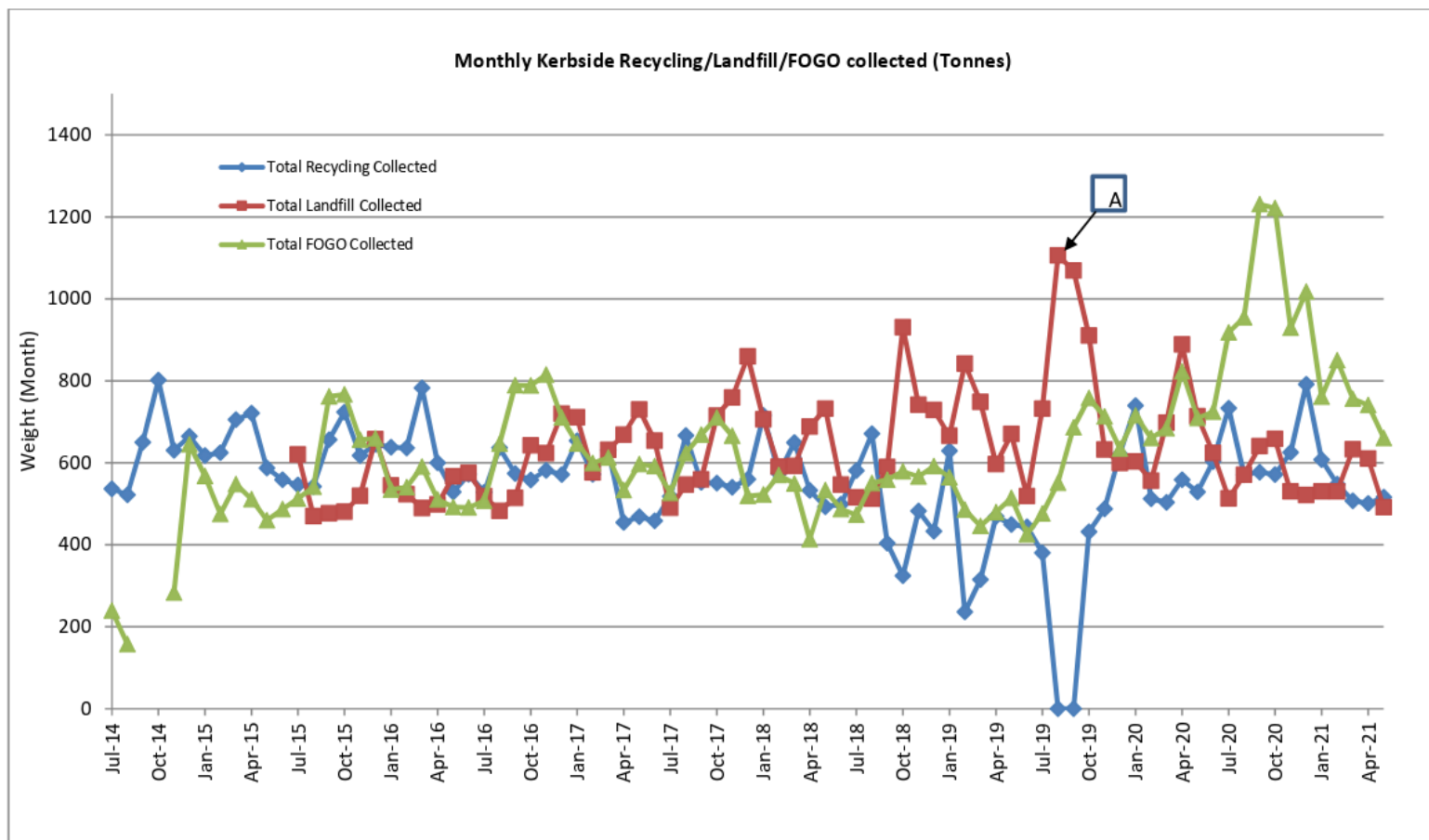
4.6. Compliance

The Audit & Risk Committee will oversee adherence to the CEO Employment and Remuneration Policy and to the Credit Card Policy for expenses incurred by the CEO.

Attachment 1: Missed bin data for each waste stream



Attachment 2: Waste tonnages



A - Recycling was diverted to landfill for 2 months, i.e. July and August 2019 due to the closure of the SKM materials recovery facilities.

Nillumbik Bushfire Mitigation Works Program 2021-2022

**Nillumbik Shire Bushfire Mitigation Works Program
2021/22**

LOCATION		TYPE	PLANNED WORKS
Arthurs Creek	Chapel Lane	Roadside	Slash/mow both sides of the road (Arthurs Creek Rd to bridge)
Arthurs Creek	Chapel Lane	Roadside	Assess for box clearance and hazardous trees
Arthurs Creek	Deep Creek Road	Roadside	Assess for box clearance and hazardous trees
Arthurs Creek	Greens Rd (PRIMARY ROAD)	Roadside	Slash/mow both sides of road
Arthurs Creek	Greens Rd (PRIMARY ROAD)	Roadside	Assess for box clearance and hazardous trees
Arthurs Creek	Harrys Road	Roadside	Assess for hazardous trees
Arthurs Creek	Nankervis Road (PRIMARY ROAD)	Roadside	Assess for box clearance and hazardous trees
Arthurs Creek	Running Creek Road	Roadside	Assess for box clearance and hazardous trees
Arthurs Creek	Running Creek Road	Roadside	Remove woody weeds and dead vegetation on corner of running creek road and arthurs creek road
Arthurs Creek	Thomas Road	Roadside	Assess for hazardous trees
Bend of Islands	Catani Blvd	Roadside	Assess for box clearance and hazardous trees
Bend of Islands	Gongflers Drive	Roadside	Assess for box clearance and hazardous trees
Bend of Islands	Ironbark Road	Roadside	Assess for box clearance and hazardous trees
Bend of Islands	Oxley Road	Roadside	Assess for box clearance and hazardous trees
Christmas Hills	Ashmore Road	Roadside	Assess for hazardous trees
Christmas Hills	Dean Road	Roadside	Assess for box clearance and hazardous trees
Christmas Hills	Gills Rd	Fire Access Tracks	Grading and maintenance if required
Christmas Hills	McKinnon Terrace	Roadside	Assess for box clearance and hazardous trees
Christmas Hills	Muir Road	Roadside	Assess for box clearance and hazardous trees
Christmas Hills	Reeves Road	Roadside	Assess for box clearance and hazardous trees
Christmas Hills	Ridge Rd	Roadside	Slash/mow both sides of road
Christmas Hills	Ridge Rd	Roadside	Assess for box clearance and hazardous trees
Christmas Hills	Scholz Road	Roadside	Assess for hazardous trees
Christmas Hills	School Lane	Roadside	Assess for box clearance and hazardous trees
Christmas Hills	Wallace Rd	Maintenance	Assess for verge arm mowing and epicormic growth management works, dead heading
Christmas Hills	Westering Road	Roadside	Assess for box clearance and hazardous trees
Cottles Bridge	Bellfields Road	Roadside	Assess for box clearance and hazardous trees
Cottles Bridge	Christian Road	Roadside	Assess for hazardous trees

Nillumbik Bushfire Mitigation Works Program 2021-2022

LOCATION		TYPE	PLANNED WORKS
Cottles Bridge	Cleeve Court	Roadside	Assess for hazardous trees
Cottles Bridge	Cottles Bridge - Strathewen Road (PRIMARY ROAD)	Roadside	Assess for box clearance and hazardous trees
Cottles Bridge	Goldmans Road	Roadside	Assess for box clearance and hazardous trees
Cottles Bridge	Red Shirt Gully Road	Roadside	Assess for hazardous trees
Cottles Bridge	Service Road - Barreenong Road	Roadside	Assess for box clearance and hazardous trees
Diamond Creek	Allendale Rd	Reserves	Fuel reduction works on eastern side of the train line
Diamond Creek	Black Gully Rd	Roadside	Slash/mow both sides of road
Diamond Creek	Broad Gully Rd (PRIMARY ROAD)	Roadside	Slash/mow both sides of road from Landex Drive to Haleys Gully Rd
Diamond Creek	Broad Gully Rd (PRIMARY ROAD)	Roadside	Remove woody weeds from corner of Black Gully Road up to transmission lines
Diamond Creek	Brownlow Drive	Reserves	Brushcut dead blackberry canes and reduce fuel load under transmission lines
Diamond Creek	Ellis Cottage	Reserves	Fuel reduction works and brushcutting under the powerlines near Ellis Cottage
Diamond Creek	Herberts Lane	Roadside	Slash/mow both sides of road
Diamond Creek	Hillmartin Lane	Roadside	Slash/mow both sides of road
Diamond Creek	Ironbark Rd (PRIMARY ROAD)	Reserves	Fuel reduction works and brushcutting roadside behind armco railing from #77 Ironbark Rd to Koonawarra Way
Diamond Creek	Ironbark Rd (PRIMARY ROAD)	Roadside	Slash/mow both sides of road
Diamond Creek	Lambert St	Roadside	Slash/mow both sides of road - where possible
Diamond Creek	Milthorpe Rd	Roadside	Slash/mow both sides of road
Diamond Creek	Murray Rd	Roadside	Slash/mow both sides of road
Diamond Creek	Ness St Reserve	Fire Access Tracks	Slash/mow on roadside along the access track and behind houses
Diamond Creek	Sawpit Gully	Reserves	Fuel reduction works including woody weeds removal
Diamond Creek	Starling Rd	Roadside	Slash/mow both sides of road
Diamond Creek	Sutherland Rd (SECONDARY ROAD)	Roadside	Slash/mow both sides of road
Diamond Creek	Windy Mile	Reserves	Fuel reduction works including woody weed removal, storm damage
Doreen	Bannons Lane North (PRIMARY ROAD)	Roadside	Assess for box clearance and hazardous trees
Doreen	Doctors Gully Rd (PRIMARY ROAD)	Roadside	Slash/mow both sides of road
Eltham	Griffiths Park	Reserves	Remove and chip dead vegetation
Eltham	Marion Way	Reserves	Fuel reduction works including brushcutting
Eltham	Mount Pleasant Rd (SECONDARY ROAD)	Roadside	Slash/mow on roadside
Eltham	Mt Pleasant Rd and Rockcliff St	Reserves	Fuel reduction works including brushcutting between Mt Pleasant Rd and the Service Rd
Eltham	Overbank Road	Roadside	Assess for box clearance and hazardous trees
Eltham	Progress Rd and Wattletree Rd	Reserves	Fuel reduction works brushcutting and removal of woody weeds to reduce fuel loads on steep bank

Nillumbik Bushfire Mitigation Works Program 2021-2022

LOCATION		TYPE	PLANNED WORKS
Eltham	Reynolds Rd	Roadside	Slash/mow both sides of road
Eltham	Reynolds Rd (Yarra Braes to main road)	Roadside	Assess for box clearance and hazardous trees
Eltham	SEC Transmission Easement	Roadside	Slash/mow on reserve and public managed land from Parsons Rd to Main Rd
Eltham	SEC Transmission Easement	Roadside	Slash/mow on reserve and public managed land from Main Rd to Nyora Rd
Eltham North	Allendale Rd	Roadside	Slash/mow both sides of road (Allendale Rd, Ryans Rd to Donaldson Rd)
Eltham North	Ryans Road (Nerreman - Kerrie)	Roadside	Assess for box clearance and hazardous trees
Eltham South	Mays Rd	Roadside	Slash/mow both sides of road (Reynolds to Stringybark Rd and down into creek from both ends)
Greensborough	Plenty River Drive	Fire Access Tracks	Grading and maintenance if required
Hurstbridge	Anzac Avenue	Fire Access Tracks	Grading and maintenance if required
Hurstbridge	Arthurs Creek Rd (PRIMARY ROAD)	Roadside	Slash/mow both sides of road (720 to Yan Yean Rd)
Hurstbridge	Bingley Avenue	Roadside	Assess for box clearance and hazardous trees
Hurstbridge	Cherry Tree Rd (PRIMARY ROAD)	Roadside	Slash/mow both sides of road
Hurstbridge	Cherry Tree Rd (PRIMARY ROAD)	Roadside	Assess for box clearance and hazardous trees
Hurstbridge	Christian Rd	Fire Access Tracks	Grading and maintenance if required
Hurstbridge	Christian Rd	Roadside	Slash/mow both sides of road
Hurstbridge	Church Rd	Roadside	Slash/mow both sides of road (Anglers Hall to Panton Hill)
Hurstbridge	Dewar Drive	Reserves	Assess for box clearance and hazardous trees
Hurstbridge	Doctors Gully Road (PRIMARY ROAD)	Roadside	Assess for box clearance and hazardous trees
Hurstbridge	Flat Rock Rd (SECONDARY ROAD)	Reserves	Slash grass behind houses start of the road
Hurstbridge	Flat Rock Rd (SECONDARY ROAD)	Roadside	Slash/mow both sides of road
Hurstbridge	Gosfield Rd	Roadside	Slash/mow both sides of road
Hurstbridge	Haleys Gully Rd (PRIMARY ROAD)	Roadside	Slash/mow both sides of road (No. 180 to Arthurs Rd (north side)
Hurstbridge	Heather Avenue	Roadside	Assess for hazardous trees
Hurstbridge	Hoebergins Lane	Roadside	Assess for hazardous trees
Hurstbridge	Hurstbridge/Arthurs Creek Rd (PRIMARY ROAD)	Roadside	Slash/mow both sides of road (from Main Hurstbridge Rd to Patullos Rd)
Hurstbridge	Laceys Road	Roadside	Assess for hazardous trees
Hurstbridge	Meander Rd	Fire Access Tracks	Grading and maintenance if required
Hurstbridge	Mills Rd	Roadside	Slash/mow both sides of road (Cherry Tree Rd to the creek)
Hurstbridge	Mills Rd	Fire Access Tracks	Grading and maintenance if required
Hurstbridge	Mills Rd	Reserves	Remove fallen timber and woody weeds
Hurstbridge	Mine Road	Roadside	Assess for box clearance and hazardous trees
Hurstbridge	Shinhuns Reserve firebreak	Reserves	Slash/mow both sides of road

Nillumbik Bushfire Mitigation Works Program 2021-2022

LOCATION		TYPE	PLANNED WORKS
Hurstbridge	Sprys Lane	Roadside	Assess for hazardous trees
Hurstbridge	Temple Ridge East	Fire Access Tracks	Grading and maintenance if required
Hurstbridge	Temple Ridge West	Fire Access Tracks	Grading and maintenance if required
Hurstbridge	Wattletree Road	Roadside	Assess for box clearance and hazardous trees
Kangaroo Ground	Allendale Rd	Roadside	Slash/mow both sides of road (Allendale Rd, Ryans Rd to Donaldson Rd)
Kangaroo Ground	Bourchiers Rd	Fire Access Tracks	Grading and maintenance if required
Kangaroo Ground	Bourchiers Rd	Reserves	Remove fallen timber and widen access track
Kangaroo Ground	Bills Track	Roadside	Assess for box clearance and hazardous trees
Kangaroo Ground	Bourchiers Rd	Roadside	Slash/mow both sides of road
Kangaroo Ground	Carter Lane	Roadside	Slash/mow both sides of road
Kangaroo Ground	Dawsons Rd	Roadside	Slash/mow both sides of road
Kangaroo Ground	Dawsons Rd	Roadside	Assess for box clearance and hazardous trees
Kangaroo Ground	Glenvern Road	Roadside	Assess for hazardous trees
Kangaroo Ground	Kangaroo Ground Tip	Reserves	Tractor slash old tip site (no cutting in conservation area)
Kangaroo Ground	Kangaroo Ground Tower	Reserves	Slash paddock below the tower
Kangaroo Ground	Menzies Rd	Roadside	Slash/mow both sides of road
Kangaroo Ground	Ness Lane	Roadside	Slash/mow both sides of road
Kangaroo Ground	Nicholas Lane	Roadside	Slash where possible
Kangaroo Ground	Reynolds Rd (Orme St to KG - Wattle Glen Road	Roadside	Assess for box clearance and hazardous trees
Kangaroo Ground	Wyuna Road	Reserves	Slash paddock behind wellers
North Warrandyte	Albert Road	Roadside	Assess for hazardous trees
North Warrandyte	Blooms Road	Reserves	Assess for box clearance and hazardous trees
North Warrandyte	Boyds Road	Roadside	Assess for box clearance and hazardous trees
North Warrandyte	Dingley Dell Road	Roadside	Assess for hazardous trees
North Warrandyte	Floods Road	Roadside	Assess for box clearance and hazardous trees
North Warrandyte	Glynns Road	Roadside	Assess for hazardous trees
North Warrandyte	Kangaroo Ground - Warrandyte Road (service Lane)	Roadside	Thin out woody weeds along whole service road
North Warrandyte	Kruses Road	Roadside	Assess for hazardous trees
North Warrandyte	Pigeon Bank Rd	Roadside	Slash/mow both sides of road
North Warrandyte	Research-Warrandyte Rd	Roadside	Slash/mow both sides of road (north from no. 91 to Stony Creek Rd)
North Warrandyte	Somers Road	Roadside	Assess for hazardous trees
North Warrandyte	Stony Creek Road	Roadside	Assess for box clearance and hazardous trees

Nillumbik Bushfire Mitigation Works Program 2021-2022

LOCATION		TYPE	PLANNED WORKS
North Warrandyte	The Boulevard	Reserves	Remove all woody weeds and debris in the reserve
North Warrandyte	Winding Way	Roadside	Assess for box clearance and hazardous trees
Nutfield	Doctors Gully Rd (no. 335) (PRIMARY ROAD)	Reserves	Slash paddock
Panton Hill	A.E. Cracknell Reserve	Reserves	Brushcut along road reserve around oval
Panton Hill	Alma Rd	Roadside	Assess for box clearance and hazardous trees
Panton Hill	Alma Rd	Roadside	Slash where possible (Main Rd to Rodger/Cracknells Rd)
Panton Hill	Bishops Road	Roadside	Assess for box clearance and hazardous trees
Panton Hill	Church Road	Roadside	Assess for box clearance and hazardous trees
Panton Hill	Howards Rd	Fire Access Tracks	Grading and maintenance if required
Panton Hill	Living and Learning Centre	Reserves	Remove woody weeds
Panton Hill	Long Gully Road	Roadside	Assess for box clearance and hazardous trees
Panton Hill	Manuka Rd Track	Reserves	Remove woody weeds
Panton Hill	Motschalls Road	Roadside	Assess for hazardous trees
Panton Hill	Rob Roy Road	Roadside	Assess for box clearance and hazardous trees
Panton Hill	Turnung Road	Roadside	Assess for box clearance and hazardous trees
Panton Hill	Yaralla Road	Roadside	Assess for hazardous trees
Plenty	Browns Lane	Roadside	Assess for box clearance and hazardous trees
Plenty	Heard Avenue (SECONDARY ROAD)	Roadside	Slash/mow both sides of road
Plenty	Heard Avenue (SECONDARY ROAD)	Roadside	Assess for box clearance and hazardous trees
Plenty	Howell Rd	Reserves	Slash block on the corner of Yan Yean Rd and Howell Rd
Plenty	Howell Rd	Roadside	Slash/mow both sides of road
Plenty	Memorial Drive (SECONDARY ROAD)	Roadside	Slash/mow both sides of road
Plenty	Plenty Tip	Reserves	Slash old Plenty tip site
Plenty	Yan Yean Rd (PRIMARY ROAD)	Reserves	Slash paddock next to Plenty Tennis Club
Research	Bells Hill Road	Roadside	Assess for box clearance and hazardous trees
Research	Bells Hill Road	Roadside	Remove all woody weeds along the whole roadside
Research	Gumtree Rd	Roadside	Slash/mow both sides of road
Research	Ingrams Rd	Roadside	Slash/mow on roadside from Margaret St to Allendale Rd
Research	Ingrams Rd	Roadside	Assess for hazardous trees
Research	Margaret St	Roadside	Slash/mow both sides of road (from the Aqueduct to Ingrams Rd)

Nillumbik Bushfire Mitigation Works Program 2021-2022

LOCATION		TYPE	PLANNED WORKS
Research	Margaret St	Roadside	Assess for hazardous trees
Research	Mount Pleasant Rd (SECONDARY ROAD)	Roadside	Both sides some hand work required
Research	Research Avenue	Roadside	Slash/mow both sides of road (Esplanade area)
Research	Research Park	Reserves	Remove and chip dead fallen Acacias; remove storm damage, cut and paint and remove Sweet Pittosporum
Research	SEC Easement	Reserves	Remove fallen timber as required along the western fence line and remove rubbish and woody weeds
Research	Zig Zag Rd (no. 96)	Reserves	Brushcut road reserve
Smiths Gully	Brens Road	Roadside	Assess for hazardous trees
Smiths Gully	Clintons Rd (SECONDARY ROAD)	Roadside	Slash/mow both sides of road
Smiths Gully	Shaftesbury Road	Roadside	Assess for hazardous trees
Smiths Gully	Smiths Gully Rd	Roadside	Slash/mow both sides of road
St Andrews	Bald Spur Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
St Andrews	Black Calf Creek Rd	Vegetation Maintenance	Assess for verge arm mowing and epicormic growth management works and dead heading
St Andrews	Black Cameron	Roadside	Assess for box clearance and hazardous trees
St Andrews	Brammels Road	Roadside	Assess for hazardous trees
St Andrews	Caledonia St (PRIMARY ROAD)	Roadside	Assess for box clearance and hazardous trees
St Andrews	Dinsdale Road	Roadside	Assess for box clearance and hazardous trees
St Andrews	Hewitts Rd (SECONDARY ROAD)	Maintenance	Ongoing scheduled maintenance works
St Andrews	Hewitts Rd (SECONDARY ROAD)	Roadside	Box clearance and hazardous tree works
St Andrews	Jacksons Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
St Andrews	Kennedy Road	Roadside	Assess for hazardous trees
St Andrews	Kerrs Road	Roadside	Assess for hazardous trees
St Andrews	Lake View Rd	Reserves	Slash paddock at 100 Lake View Rd
St Andrews	Mittons Bridge Rd (SECONDARY ROAD)	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
St Andrews	Mullers Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
St Andrews	Ninks Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
St Andrews	Olives Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
St Andrews	Proctor Street	Roadside	Assess for box clearance and hazardous trees
St Andrews	School Road	Roadside	Assess for box clearance and hazardous trees
St Andrews	St Andrews St	Roadside	Slash/mow both sides of road
St Andrews	St Andrews St	Roadside	Assess for hazardous trees
St Andrews	Wild Dog Creek Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
St Andrews	Youngs Road	Roadside	Assess for hazardous trees

Nillumbik Bushfire Mitigation Works Program 2021-2022

LOCATION		TYPE	PLANNED WORKS
St Andrews	Yow Yow Creek Road	Roadside	Assess for hazardous trees
Strathewen	Arthur St	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
Strathewen	Beale Avenue	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
Strathewen	Bowden Spur Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
Strathewen	Chadds Creek Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
Strathewen	Cottles Bridge-Strathewen Rd (PRIMARY ROAD)	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
Strathewen	Cottles Bridge-Strathewen Rd (PRIMARY ROAD)	Roadside	Slash/mow both sides of road (including road reserve area north of bridge)
Strathewen	Eagles Nest Rd (SECONDARY ROAD)	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
Strathewen	Eagles Nest Rd (SECONDARY ROAD)	Roadside	Assess for box clearance and hazardous trees
Strathewen	Fraser Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
Strathewen	Mathies Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
Strathewen	Odeas Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
Strathewen	Pine Ridge Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
Strathewen	Powells Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
Strathewen	Rankines Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
Strathewen	School Ridge Rd	Maintenance	Ongoing scheduled maintenance works - Roadside vegetation management and Hazardous trees works
Wattle Glen	Pullen Drive	Roadside	Slash/mow both sides of road (north end off Heidelberg-Kinglake Rd)
Wattle Glen	Reynolds Rd	Roadside	Slash/mow both sides of road - Lorimer Rd to Kangaroo Ground-Wattle Glen Rd (west side)
Wattle Glen	Thorns Road	Roadside	Assess for hazardous trees
Wattle Glen	Watery Gully Rd	Fire Access Tracks	Grading and maintenance if required
Wattle Glen	Watery Gully Rd	Roadside	Assess for box clearance and hazardous trees
Wattle Glen	Wilson Road (SECONDARY ROAD)	Roadside	Assess for box clearance and hazardous trees
Yan Yean	Ridge Rd	Roadside	Slash/mow both sides of road - from no. 885 to the intersection of Yan Yean Rd & Arthurs Creek Rd
Yarrambat	Astons Lane	Roadside	Slash/mow both sides of road
Yarrambat	Bannons Lane (PRIMARY ROAD)	Reserves	Remove broome and woody weeds along roadside to increase slashing area
Yarrambat	Bannons Lane (PRIMARY ROAD)	Roadside	Slash/mow both sides of road
Yarrambat	Bannons Lane (PRIMARY ROAD)	Roadside	Assess for box clearance and hazardous trees
Yarrambat	Bannons Lane North (PRIMARY ROAD)	Roadside	Slash/mow both sides of road
Yarrambat	Creighton Way	Roadside	Remove woody weeds along the whole roadside
Yarrambat	De Fredericks Road	Roadside	Assess for hazardous trees

Nillumbik Bushfire Mitigation Works Program 2021-2022

LOCATION		TYPE	PLANNED WORKS
Yarrambat	Eisemans Rd	Roadside	Slash/mow both sides of road
Yarrambat	Hacketts Lane	Roadside	Slash/mow on roadside (400m north from Ironbark Rd)
Yarrambat	Latrobe St	Roadside	Assess for box clearance and hazardous trees
Yarrambat	Laurie Rd and Yan Yean Rd	Reserves	Brushcut on the North East corner of the road for a site line up Yan Yean Rd for 30m
Yarrambat	Licole St	Roadside	Slash/mow both sides of road
Yarrambat	Mooney Rd	Roadside	Slash/mow both sides of road (to end of formation)
Yarrambat	North Oatlands Rd	Roadside	Box clearance and hazardous tree works
Yarrambat	Worns Lane (SECONDARY ROAD)	Roadside	Slash/mow both sides of road
Yarrambat	Worns Lane (SECONDARY ROAD)	Reserves	Slash no. 26 Worns Lane around dam
Yarrambat	Yan Yean Rd and Vista Court	Reserves	Brushcut reserve on the north west corner of Vista Crt and Yan Yean Rd

CM.137/21 Bushfire Mitigation (Fire Prevention) Works Program 2021-2022
Attachment 1. Bushfire Mitigation Works Program 2021-2022

Nilumbik Bushfire Mitigation Works 2021-2022

Tanks	Location	Adjacent_property	Capacity_ltrs	Brigade_Area	Coupling_Type	Works required
Chads Creek RD	Corner of Chads Creek / Strathewen Road.	165 O'Deas Road	44,000	Arthurs Creek	Standard 64 mm	Vegetation Works and Brushcutting
Eagles Nest Rd	Eagles Nest Road	15 Eagles Nest Rd	130,000	Arthurs Creek	Standard 64 mm & Storzs tree	Vegetation Works and Brushcutting
Bowden Spur RD	Bowden Spur Road south of National Park)	390 National Park Road	60,000	Arthurs Creek	Standard 64 mm	Vegetation Works and Brushcutting
Chads Creek RD	Chads Creek and Pine Ridge Roads	280 Chads Creek Rd	60,000	Arthurs Creek	Standard 64 mm	Vegetation Works and Brushcutting
Beal Avenue	Half the way up Beal Ave	152 O'Deas Road	130,000	Arthurs Creek	Standard 64 mm & Storzs tree	Vegetation Works and Brushcutting
Wallace Rd	Buttemans Track/Wallace Road	856 Buttemans Track	22,000	Christmas Hills	Standard 64 mm	Vegetation Works and Brushcutting
Mt Wise Skyline Road North 2	Intersection of Osborne and Skyline Road North	1055 Skyline Road North	130,000	Christmas Hills	Standard 64 mm	Vegetation Works and Brushcutting
Christmas Hills Hall	Christmas Hills Hall	735 Ridge Road	22,000	Christmas Hills	Standard 64 mm	Vegetation Works and Brushcutting
Clintons Rd Watsons Crk	Clintons Road (Watsons Creek)	480 Clintons Road	44,000	Christmas Hills	Standard 64 mm	Vegetation Works and Brushcutting
Catani Boulevard	Henley Road/Catani Bvd (east)	45 Skyline Road	22,000	Christmas Hills	Standard 64 mm	Vegetation Works and Brushcutting
Ironbark Rd	Ironbark Road	116 Catani Blvd	22,000	Christmas Hills	Standard 64 mm	Vegetation Works and Brushcutting
Mt Wise Skyline Road North 1	Mt Wise (Skyline Road North)	1073 Skyline Road North	22,000	Christmas Hills	Standard 64 mm	Vegetation Works and Brushcutting
Muir Road	Muir Road	2 Muir Road	120,000	Christmas Hills	Standard 64 mm	
Ridge Rd	Ridge Road	1 Westering Rd	120,000	Christmas Hills	Standard 64 mm	Vegetation Works and Brushcutting
Sugarloaf tank	Skyline Road (Sugarloaf)	40 Simpson Road	80,000	Christmas Hills	Standard 64 mm	Vegetation Works and Brushcutting
Henley tank	Skyline Road (Henley Farm)	40 Skyline Road	120,000	Christmas Hills	Standard 64 mm	Vegetation Works and Brushcutting
Watsons Creek	Watsons Creek	5 Ridge Road	130,000	Christmas Hills	Standard 64 mm & Storzs tree	Vegetation Works and Brushcutting
Westering	Westering Rd	123 Westering	22,000	Christmas Hills	Standard 64 mm	Vegetation Works and Brushcutting
Windemere	Windemere (Skyline Road North)	1405 Skyline Road North	22,000	Christmas Hills	Standard 64 mm	Vegetation Works and Brushcutting
Oxley Rd tank	Intersection of Henley and Canyon Boulevard	68 Henley Rd	120,000	Christmas Hills	Standard 64 mm & Storzs tree	Vegetation Works and Brushcutting
Yarra River	Laughing Waters Road	100 Laughing Waters	22,000	Eltham	Standard 64 mm	Vegetation Works and Brushcutting
Overbank	Overbank Rd	50 Overbank Road	22,000	Eltham	Standard 64 mm	Vegetation Works and Brushcutting
Hurstbridge Arthurs Creek tank	Intersection of Hurstbridge/Arthurs Creek and Patullo	205 Hurstbridge Arthurs Creek Road	130,000	Hurstbridge	Standard 64 mm & Storzs tree	Vegetation Works and Brushcutting
Kendalls Lane	Intersection of SpringHills and Kendalls Lane	48 Springhill Road	130,000	Hurstbridge	Standard 64 mm & Storzs tree	Vegetation Works and Brushcutting
Cottles Bridge	Cottles Bridge Strathewen Road		130,000	Hurstbridge	Standard 64 mm & Storzs tree	Vegetation Works and Brushcutting
Hildebrand	Hildebrand Road	45 Hildebrand	22,000	Hurstbridge	Standard 64 mm	Vegetation Works and Brushcutting
Change of cutting	Change of cutting	Old Kinglake Road	125,000	Kinglake	Standard 64 mm	Graffiti, new lid, water clean, tank clean, 125mm fitting
Rodger Road	St Andrews/ KG Road and Rodger Road	570 KG St Andrews	35,000	Panton Hill	Standard 64 mm	Vegetation Works and Brushcutting
One tree hill	One Tree Hill Road	230 One Tree Hill	44,000	Panton Hill	Standard 64 mm	Vegetation Works and Brushcutting
Rob Roy Rd	Rob Roy Road	5 Rob Roy Road	22,000	Panton Hill	Standard 64 mm	Vegetation Works and Brushcutting
Belfields	Belfields and Red Shirt Gully Road	30 Belfields	130,000	Panton Hill	Standard 64 mm	Vegetation Works and Brushcutting
Goldmans	Goldman Rd	95 Goldmans	130,000	Panton Hill	Standard 64 mm	Vegetation Works and Brushcutting
Joyces Rd Tank	Intersection of Joyces and Smiths Gully Rds	300 Smiths Gully Rd	120,000	Panton Hill	Standard 64 mm & Storzs tree	
Motschalls Tk	Motschalls Road	135 Broad Acres Rd	130,000	Panton Hill	Standard 64 mm	Vegetation Works and Brushcutting
Pegionbank tank	Kangaroo/Ground/Warrandyte Road	195 Kangaroo Ground-Warrandyte	120,000	North Warrandyte	Standard 64 mm	Vegetation Works and Brushcutting
The Chase WT	The Chase	The chase	90,000	North Warrandyte	Standard 64 mm	
Bald Spur tank North 1	Bald Spur Road tank 1 (south of National Park)	25 Ninks Road	22,000	ST Andrews	Standard 64 mm	Vegetation Works and Brushcutting
Bald Spur Tank South 2	Bald Spur Road tank 2	215 Rankines Road	44,000	ST Andrews	Standard 64 mm	Vegetation Works and Brushcutting
Flora Cres Tank	Intersection of Flora Cres and St Andrew/ KG road	60 Flora Cres	120,000	ST Andrews	Standard 64 mm & Storzs tree	Vegetation Works and Brushcutting
Sutton	Intersection of Caledonia and Heidlerberg Kinglake Rd	39-61 Caledonia Street	120,000	ST Andrews	Standard 64 mm & Storzs tree	
Varga Tank	Intersection of Varga and St Andrews/Panton Hill Roads	870 St Andrews/Panton Hill Road	130,000	ST Andrews	Standard 64 mm & Storzs tree	

CM.137/21 Bushfire Mitigation (Fire Prevention) Works Program 2021-2022
Attachment 1. Bushfire Mitigation Works Program 2021-2022

Nilumbik Bushfire Mitigation Works 2021-2022

Tanks	Location	Adjacent_property	Capacity_ltrs	Brigade_Area	Coupling_Type	Works required
Hewitts Rd Tank	Hewitts and Jackson Rds	35 Jacksons Road	130,000	ST Andrews	Standard 64 mm & Storzs tree	Vegetation Works and Brushcutting
Jackson Rd Tank	Jackson Rd	290 Jacksons Road	130,000	ST Andrews	Standard 64 mm & Storzs tree	Vegetation Works and Brushcutting
Olives Lane Tank 1	Corner of Olives Lane/Heidlerberg Kinglake Rd	2270 Heidelberg-Kinglake Ro	22,000	ST Andrews	Standard 64 mm	Vegetation Works and Brushcutting
Olives Lane Tank 2	Corner of Olives Lane/Heidlerberg Kinglake Rd	2270 Heidelberg-Kinglake Ro	90,000	ST Andrews	Standard 64 mm & Storzs tree	Vegetation Works and Brushcutting
Shaws Tank	Hilderbrand Road and Shaws Road	Hilderbrand Road	130,000	ST Andrews	Standard 64 mm & Storzs tree	
Marshalls Tk	Marshalls Road	50 Marshalls Road	44,000	ST Andrews	Standard 64 mm	
Mittons Bridge	Mittons Bridge/Heidelberg Kinglake Rd	2075 Heidelberg Kinglake Rd	125,000	ST Andrews	Standard 64 mm	
Yow Yow tk	Buttermans Track & Yow Yow	15 Yow Yow Creek Road	44,000	ST Andrews	Standard 64 mm	Vegetation Works and Brushcutting
Dinsdale tk	Dinsdale road	80 Wild DOG Creek Rd	44,000	ST Andrews	Standard 64 mm	
Youngs tk	Heilderberg/Kinglake Rd & Youngs	165 Youngs	80,000	ST Andrews	Standard 64 mm	Vegetation Works and Brushcutting
Ninks tk	Ninks Road	145 Ninks Road	120,000	ST Andrews	Standard 64 mm	
Dodd Tank	Dodds and Brens	130 Dodds	80,000	ST Andrews	Standard 64 mm	
Licola 1	Comer of Licola/Mooney Roads	171 North Oatlands Road	22,000	Yarrambat	Standard 64 mm	Vegetation Works and Brushcutting
Licola 2	Comer of Licola/Mooney Roads	171 North Oatlands Road	22,000	Yarrambat	Standard 64 mm	Vegetation Works and Brushcutting

Primary Road	Secondary Road
Arthurs Creek Road	Clintons Road
Bannons Lane	Eagles Nest Rd
Bannons Lane North	Flat Rock Rd
Buttermans Track	Heard Ave
Cottles Bridge-Strathewen Rd	Henley Rd
Cherry Tree Rd	Hewitts Rd
Diamond Creek Rd	Hildebrand Rd
Doctors Gully Rd	Memorial Drive
Broad Gully Rd	Mittons Bridge Rd
Eltham Yarra Glen Rd (VicRoads)	Mount Pleasant Rd
Greens Road	Sutherland Road
Haley Gully Rd	Wilson Rd
Heidelberg/Kinglake Rd (VicRoads)	Worns Lane
Hurstbridge-Arthurs Creek Rd	
Ironbark Rd	
Kangaroo Ground-St Andrews Rd	
Kurrak Rd (VicRoads)	
Nankervis Rd	
Research-Warrandyte Rd (VicRoads)	
Kangaroo Ground-Warrandyte Rd (VicRoads)	
Kangaroo Ground-Wattle Glen Rd (VicRoads)	
Yan Yean Rd (VicRoads southern section)	

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Draft Youth Strategy 2022-2026



nillumbikyouth.vic.gov.au    

YOUTH


Nillumbik
The Green Wedge Shire

Acknowledgement of Country

Nillumbik Shire Council respectfully acknowledges the Wurundjeri Woi-wurrung people as the Traditional Owners of the Country on which Nillumbik is located, and we value the significance of the Wurundjeri Woi-wurrung people's history as essential to the unique character of the shire. We pay tribute to all First Nations People living in Nillumbik, give respect to Elders past, present and future, and extend that respect to all First Nations People.

We respect the enduring strength of the Wurundjeri Woi-wurrung and acknowledge the ongoing impacts of past trauma and injustices from European invasion, massacres and genocide committed against First Nations People. We acknowledge that sovereignty was never ceded.

Wurundjeri Woi-wurrung people hold a deep and ongoing connection to this place. We value the distinctive place of our First Nations people in both Nillumbik's and Australia's identity; from their cultural heritage and care of the land and waterways, to their ongoing contributions in many fields including academia, agriculture, art, economics, law, sport and politics.



Image description: Djirri Djirri Aboriginal Women's Dance Group performing at the launch of Nillumbik Shire Council's Arts and Cultural Plan at Eltham Library in 2018

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Our Youth Council

Nillumbik's Youth Council is a formal advisory committee of Council that consists of 15 young people aged 15-25 years old who live, work, study or play within Nillumbik. The Youth Council is responsible for the co-development and review of the Youth Strategy and annual implementation plan, which will also set out the priorities and actions for the Youth Council to lead with the support of Council across their two-year term.



Youth Council Members 2021-22:

Back left to right: Cavan Cartwright, Katie O'Brien, Imogen Jaques, Jack Linehan, Joseph Bowman, Bailey Cumming, and Maverick Knight

Front left to right: Brianne Keogh, Fieke van der Kamp, Indiana Sandwell, Kirra Imbriano, Orianna Edmonds, Maali Kerta-Rice, Taj Andreetta, and Lachlan Wadsworth.

2021 Youth Council Mayor and Deputy Mayor

Youth Mayor: Fieke van der Kamp

Youth Deputy Mayor: Jack Linehan

Introduction

This strategy sets out a four-year strategic commitment to how Council will support and respond to the needs of young people aged 12-25 years of age who live, work, study, volunteer or play in the Nillumbik Shire.

In the development of this strategy, the Nillumbik Youth Council have played a lead role in engaging and consulting with the young people in Nillumbik to gain a diverse perspective on matters impacting their lives within community. This process has ensured young people have a stronger voice and sense of importance in community.

The establishment of the Youth Council has also enhanced young people's understanding of Council and the Nillumbik community. The Youth Council have been provided opportunities to learn about the functions and role of Council and the local demographics and needs. Using this knowledge, they have been supported to co-design the development of Nillumbik's first youth led, youth strategy and implementation plan.

Nillumbik Shire Council's Youth Strategy 2022-26 provides an integrated approach to ensuring that we continue to value and incorporate young people into Council by providing meaningful opportunities for young people, valuing their contributions and empowering them to help shape our community. This strategy has been informed by extensive community consultation with almost 900 young people and key internal and external stakeholders and sets out the strategic priorities and focus areas for Council's next four years' of planning and delivery.

Vision

Young people in Nillumbik feel heard, empowered and equipped to thrive in a community where they are healthy, safe and welcomed.

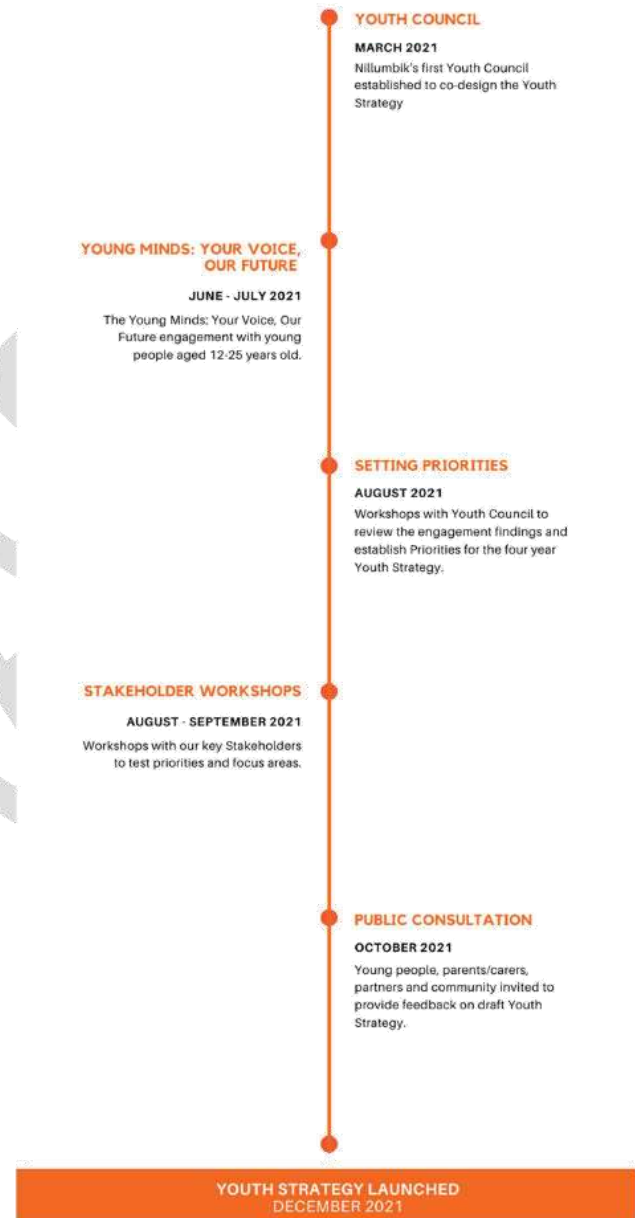


Development of the Youth Strategy

In December 2020, Council endorsed the establishment of the Nillumbik Youth Council, to act as an Advisory Committee of Council. A key role of the Youth Council was to lead the co-development and delivery of a four-year youth strategy and annual implementation plan.

The *Young Minds: Your Voice, Our Future* youth engagement program was developed by the Youth Council, aimed at engaging young people of Nillumbik through a range of activities supported by a youth survey. Up to 900 young people between 12 – 25 years of age, who live, work, study or play in Nillumbik participated in the engagement which ran from 14 June to 20 July 2021.

The draft Youth Strategy 2022-2026 has been informed by the research and feedback gathered through the *Young Minds: Your Voice, Our Future* engagement program, along with a series of stakeholder workshops with staff and external organisations. The broader community are also invited to provide feedback on the draft Youth Strategy via a public consultation period. Following the consideration of the submissions received, the youth strategy will then be presented for adoption at the Council meeting in December 2021.



Our Young People

Demographics

In 2016, there were **12,000** young people aged 12 - 25 years old living in Nillumbik. This equates to **20%** of the overall population (*Source: 2016 Census*).

This number is expected to remain consistent over the next 20 years with a forecast of 12,735 by 2036 (*Source: Forecast.id*).

The following table provides a breakdown of 12 - 25 year old by township across Nillumbik Shire:

Nillumbik Rural East	221	Kangaroo Ground	250
Nillumbik Rural North West	234	North Warrandyte	579
Diamond Creek	2,459	Panton Hill	228
Doreen	84	Plenty	563
Eltham	3,302	Research	540
Eltham North	957	St Andrews	243
Greensborough	895	Wattle Glen	433
Hurstbridge	653	Yarrambat	372

Diversity

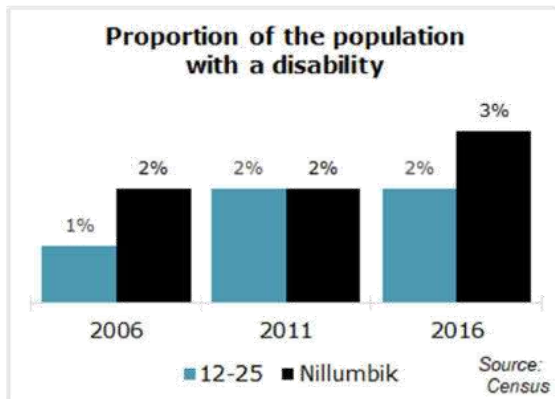
Aboriginal and Torres Strait Islander People

According to the 2016 Census, Aboriginal and/or Torres Strait Islander people made up 0.4% of the overall population in Nillumbik (236 people).

Of the 644 survey respondents who completed the *Young Minds: Your Voice, Our Future* youth survey, **1.59%** (10 young people) identified as First Nations people.

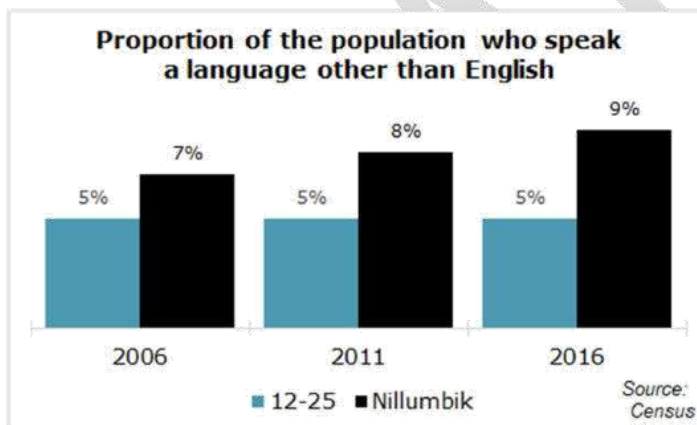
People with a Disability

Of the 644 survey respondents who completed the *Young Minds: Your Voice, Our Future* youth survey, **5.6%** identified as having a disability. This is slightly higher than what was recorded in the 2016 Census:



Culturally and Linguistically Diverse

8.4% young people completing the *Young Minds: Your Voice, Our Future* youth survey spoke a language other than English, which is again slightly higher than what was recorded in the 2016 Census:



Common languages spoken at home included Italian and Dutch.

LGBTQIA+

Out of 644 young people who completed our *Young Minds: Your Voice, Our Future* Youth Survey 2021, almost **1 in 4** (22%) identified as LGBTQIA+.

Employment and Education

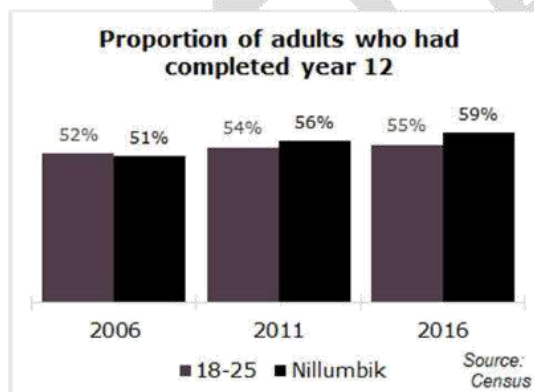
Unemployment

In 2016, **11.5%** of Nillumbik Shire's labour force aged 15 to 24 years were classed as unemployed compared to 15.9% in Greater Melbourne.

While Nillumbik Shire had a lower rate of unemployment in the 15 to 24 year age group, it is important to note that this varied across the Municipality. Proportions ranged from a low of 2.0% in Wattle Glen to a high of 13.1% in Eltham - East. The five areas with the highest unemployment rates were: Eltham - East (13.1%); Eltham - Edendale (12.3%); North Warrandyte (12.0%); Eltham (11.9%); and Eltham - Central (11.6%).

Of survey respondents aged 15-25 completing the *Young Minds: Your Voice, Our Future* youth survey, **44%** told us they were unemployed. This is higher than what was recorded in the 2016 census, which may reflect the disproportionate impact COVID-19 has had on youth unemployment or reflect the higher proportion of respondents to the survey who were aged 15-18 years old compared to 19-25. More importantly, **38%** of respondents who were employed told us they were unsatisfied with the hours they work each week.

Education



Disengagement

In 2016, **5.4%** of 15 to 24 year olds in Nillumbik Shire were disengaged from employment and education, compared to 7.5% in Greater Melbourne.

- **6.5%** of males were disengaged
- **4.1%** of females were disengaged

COVID-19 and young people

Since COVID-19 emerged as a major health threat in early 2020, the Coronavirus pandemic has affected young people across several life domains, many of which are interrelated. While some of the effects of COVID-19 on young people are emerging, it is highlighted by the Australian Institute of Health and Welfare that the full impact is complex and not yet fully understood. It should be noted that the effect of COVID-19 on young people is dynamic as outcomes change quickly when conditions change, for example social connectedness and the easing of, or introducing of, restrictions. Many of the effects of COVID-19 on young people will be connected and could take some time to become apparent.

While COVID-19 affects everyone in a different way, the social and economic impact on young people have been substantial; young people have experienced high rates of psychological distress, loneliness, educational disruption, unemployment, housing stress and domestic violence.

The possible longer-term outcomes of COVID-19 for young people may include:

- Adverse effects from temporary disruption to education
- Potential consequences of unemployment on their long-term employment prospects and finances
- Limited access to secure housing
- Decline in mental health

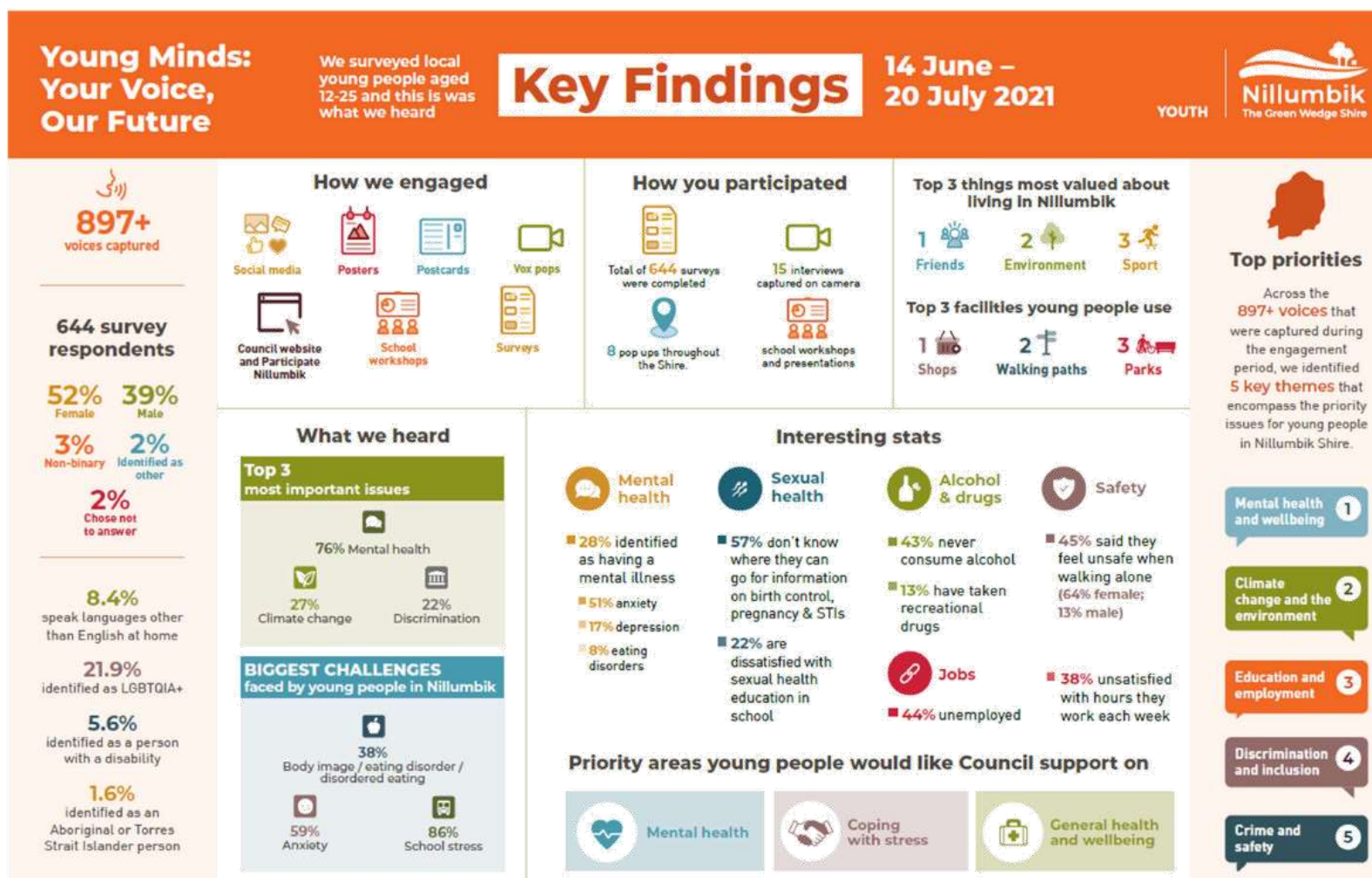
Of respondents aged 15-25 completing the *Young Minds: Your Voice, Our Future* youth survey, **27%** identified COVID-19 as factor impacting their ability to work or study.

Further to this, of the survey respondents that answered a question on the biggest challenges they have personally faced as a young person in Nillumbik, **35.7%** told us loneliness/social isolation was one of their biggest challenges.

Over **20%** of survey respondents also listed COVID-19 as one the 3 most important issues for young people in Nillumbik today, with **6%** of respondents having ranking COVID-19 as the top issue. The issue of COVID-19 was selected by more survey respondents than school and education, crime and safety, and physical health.

What Our Young People Told Us

Below is a snapshot of the key things we heard from the 2021 *Young Minds: Your Voice, Our Future* engagement program. For a full copy of the report please visit <https://www.nillumbikyouth.vic.gov.au/>.



Council's Role

- ✓ **Engage:** We will directly engage and listen to our young people and community
- ✓ **Empower:** We will facilitate opportunities for young people to lead the way
- ✓ **Advocate:** We will advocate on behalf of the needs of young people
- ✓ **Partner:** We will connect and collaborate with young people and key stakeholders
- ✓ **Provide:** We will deliver youth-focused programs, services, spaces and grants

Strategic Alignment

The Local Government Act 2020 promotes an integrated approach to strategic planning and reporting. Integrated strategic planning and reporting seeks to ensure strong alignment between key strategic documents and policies that direct and influence initiatives, activities and projects undertaken by Council.

The following symbols will be used throughout each priority to indicate the direct alignment to strategies included within the Nillumbik's Municipal Public Health and Wellbeing Plan 2021-25 and Council Plan 2021-25.

Symbols

♥ Municipal Public Health and Wellbeing Plan 2021-25
© Council Plan 2021-25

More broadly, the Youth Strategy plays a role in supporting Council to achieving objectives under each of the four themes for a Community Vision - Nillumbik 2040 which are *Our People, Our Place, Our Future and Our Council*.

Priorities

Nillumbik Youth Council, young people and stakeholders have identified five key priorities which will set the strategic direction over the next four years 2022-2026. This includes:

1. **Healthy and Well**
2. **Empowered and Engaged**
3. **Access to Safe Spaces and Places**
4. **Equipped and Employed**
5. **Welcomed and Connected**

YOUTH



Priority 1: Healthy and Well

Objective: Young people have good physical and mental health, and are empowered to take action on their own education.



Focus Area 1.1: Mental Wellbeing

- Enhance opportunities for young people to have access to local, affordable, and inclusive mental health services
- Deliver early intervention and primary prevention initiatives to promote positive mental health and wellbeing ♥
- Work with and support partners to provide targeted programs and initiatives that aim to address the mental health disparities amongst young people who identify as LGBTQIA+, living with a disability, First Nations or Culturally and Linguistically diverse

Focus Area 1.2: Physical Health

- Connect young people with physical activity opportunities through community settings including Living & Learning centres, leisure centres, recreational trails and sports clubs ♥

- Promote healthy food choices in young people through improved access to nutritious foods, policy and education ♥
- Deliver a range of accessible, inclusive, unstructured recreational opportunities
- Remove barriers for participation in sport and active recreation for young people who identify as female, non-binary, LGBTQIA+, living with a disability, First Nations, or Culturally and Linguistically diverse ♥

Focus Area 1.3: Sexual Health

- Advocate for Nillumbik secondary schools to provide inclusive sexual health education that empowers young people to make positive choices
- Deliver programs and initiatives that promote healthy and respectful relationships amongst young people
- Increase awareness and access to information on where to go to access support on Sexually Transmitted Diseases (STIs), pregnancy and birth control

Focus Area 1.4: Alcohol and Other Drugs, Tobacco and Gambling

- Advocate for young people in Nillumbik to have access to youth alcohol and drug support and homelessness and crisis support services
- Work with and support our partners to reduce and minimise gambling harm ♥
- Investigate alcohol and other drug harm in the community to better understand impact on young people and design and deliver initiatives to respond to the issues ♥
- Work with and support sporting clubs to challenge unhealthy alcohol cultures and create safe spaces for young people ♥

"The biggest issue for young people is mental health, even though it is more present now than it was 20 years ago, it's still being over looked and some people aren't speaking out as much and that's a big issue for people our age." 16 year old, Eltham

"There was only really heterosexual sex education at school and it doesn't include conversations on consent or what a respectful relationship looks like" 15 year old, Eltham North

Priority 2: Empowered and Engaged

Objective: Young people feel as if they have many ways to get involved, have their say, and make a positive change.



Focus Area 2.1: Climate Action

- Provide opportunities to amplify young people's voice in addressing the climate emergency
- Provide young people the skills and tools to take action on addressing the climate emergency
- Address impact of climate change on young people's mental health by increasing education and awareness on climate issues and fostering dialogue between Council and young people on climate action

Focus Area 2.2: Youth Leadership and Participation

- Continue developing the profile and influence of the Nillumbik Youth Council
- Actively consult, engage and consider young people in Council's decision-making
- Provide training and development to support leadership skills and increase confidence in young people

- Support opportunities for young people to engage, co-design, plan and lead community activities, programs and events

Focus Area 2.3: LGBTQIA+ Advocacy

- Empower LGBTQIA+ young people and provide opportunities to advocate for their rights
- Promote positive gender and sexual diversity through advocacy, awareness and celebration initiatives

Focus Area 2.4: Gender Equity

- In partnership with local organisations, businesses, sporting clubs and community members, raise awareness of gender equity and respectful relationships with young people ♥
- Increase the promotion of gender equitable and non-violence messages through communications and social marketing ♥
- Raise awareness of family violence support services available for young people and support referral pathways

Focus Area 2.5: Environment and Sustainability

- Work with our community, Traditional Owners, partners and government agencies to promote sustainability and the environment to young people ©
- Promote Nillumbik's natural environment as a place for young people to explore
- Provide volunteering opportunities and other programs that enable young people to learn about and get involved with the environment and sustainability

"Nillumbik need to pay attention to this generation and enable them in as many ways as they can to be a generation of people who are willing to change the world for the better, and to better themselves" 18 year old Hurstbridge

"Talk to young people in the area and find out what they want" 21 year old, Eltham

"more support groups focused on the LGBTQ+ community and events surrounding climate change" 12 year old, Bundoora

"Our leaders are not doing enough to stop climate change and its effects and that is going to be the biggest hurdle for our generation" 18 year old, Research

Priority 3: Access to Safe Spaces and Places

Objective: Young people live in an inclusive community in which everyone feels safe and included to live, work, study, volunteer or play across Nillumbik.



Focus Area 3.1: Youth Friendly Community Spaces

- Explore opportunities for a Youth Hub in Nillumbik that can provide a range of services, supports and programs for young people
- Ensure young people have access to safe, inclusive and welcoming youth friendly community spaces
- Provide opportunities for youth-led placemaking across Nillumbik

Focus Area 3.2: Safer Communities

- Provide safe and welcoming environments for young people by improving public places and spaces young people access such as skate parks, parks and walking paths

- Partner with organisations to deliver programs to young people that increase awareness and perceptions of safety
- Provide support and resources for parents to assist young people to be safe and respectful in all settings

Focus Area 3.3: Inclusive Spaces and Places

- Provide training and information around access and inclusion to Council staff and youth workers in the community

Focus Area 3.4: Bullying

- Adopt a shire-wide approach to anti-bullying in both school and community settings and support young people to respond to bullying behaviour
- Work with the local community and schools to promote the inclusion of young people who identify as LGBTQIA+, living with a disability, First Nations and culturally and linguistically diverse.

"Places teens can go to get support or just a place away from home to have a break"
13 year old, Eltham

"Making communities come together and unite, treat everyone fairly and equally, love, no discrimination and racism, being there for each other" **14 year old, Hurstbridge**

"Many youth don't have a much money so focusing on spaces that feels both safe, welcoming and accessible for teenagers through active public space" **24 year old, Plenty**

Priority 4: Equipped and Employed

Objective: Young people have access to and are able to maintain meaningful employment and education.



Focus Area 4.1: Employment and Education Pathways

- Help young people recover from the impacts of COVID-19 by providing opportunities for young people to gain volunteering, work experience, internships and employment through Council and other local industries
- Partner with schools and organisations to provide career pathway advice and access to information about employment opportunities
- Provide a range of vocational learning opportunities to connect young people to meaningful pathways to employment

Focus Area 4.2: Job Ready

- Partner with our stakeholders to deliver a range of events and programs that aim to enhance young people's job readiness, employability and life skills
- Connect young people to available services that provide individual support with training and employment.

Focus Area 4.3: Financial Wellbeing

- Ensure young people in Nillumbik have access to information and resources to support them to feel financially well
- Provide paid opportunities for young people at Council in areas such as consultation, music, arts, photography/videography, and delivery of events/programs
- Deliver initiatives that enhance young people's education and skills to support financial wellbeing

"a cafe that lets youth volunteer their time for work experience to help with future jobs." **14 year old, Eltham North**

"It would be awesome to have information on university, info on full time jobs, understanding things like super and other money matters" **16 year old, Eltham**



Priority 5: Welcomed and Connected

Objective: Young people have access to a range of programs and opportunities that enhance social inclusion and connection.



Focus Area 5.1: Creative Community

- Work with young people to plan and deliver youth focused arts and culture-based programs and events
- Deliver a range of arts and culture programs with a focus on art, dance, music and theatre

Focus Area 5.2: Access and Inclusion

- Ensure all youth programs and services are accessible and inclusive ©
- Protect Aboriginal cultural heritage, and through building trust, education and celebration, respect for all First Nations people ©
- Young people have access to support programs to receive their driving license, who may not otherwise have access to driving practice

Focus Area 5.3: Social Connection

- Provide a regular program of youth activities through Nillumbik Youth that encourage young people to learn new skills, try new things and get to know new people
- Provide other opportunities for social connection through arts, wellbeing and leadership programs at Living and Learning Centres, Neighbourhood Houses and other community spaces ♥

"More events run by young people in collaboration with the community of young people eg. BMX training, live music, small scale festivals/carnivals, picnics in the park." 22 year old, Eltham North

"I would like to see more live music festivals and things to go to get connected with the community and support the community." 14 year old, Eltham

"Live music, youth festival, workshops over the holidays - performing arts and art. Role playing games like Dungeons & Dragons 13 year old, Hurstbridge



Implementation and Evaluation

Every 12 months, an annual implementation plan will be prepared, which will provide the detail of how Council (with support of the Youth Council and other partners) will implement the strategic objectives in this youth strategy and how we measure progress. An evaluation on the current year annual implementation plan will also be completed prior to a new annual implementation plan being prepared.

Annual implementation plans will include:

- ✓ Actions related to each strategic objective in the strategy
- ✓ Timeframe each action will be delivered
- ✓ Who is responsible within Council to deliver the action
- ✓ Partners involved in delivering the action

Annual Reviews

Annual reviews will be conducted each year in December.

They will evaluate the progress made within each of the priority areas. A traffic light rating system will be used to identify action within the annual implementation plan that are **complete**, **on track** or **delayed**.

Case studies from key initiatives will also be included in each annual review.

The reports will also monitor trends, identify opportunities for improvements and inform the development of the next annual implementation plan to ensure actions remain relevant for continued investment by Council over the life of the strategy.

Council will share an annual summary report of the review with key stakeholders including Councillors, Council officers, service providers, community and young people.

Youth Council

As a formal advisory committee of Council, the Nillumbik Youth Council is responsible for overseeing the development and implementation of this strategy within their two-year term and will support the annual review process.

Acknowledgements of Contributions

We would like to thank and acknowledge the following contributors from Nillumbik who supported the development of this Youth Strategy:

Nillumbik Youth Council
Young people
Parents and carers
Schools
Principals and Teachers
Youth Affairs Council Victoria (YACVic)
Foundation of Rural Regional Renewal (FRRR)
Councillors
Council Staff
Advisory Committees
Community
Banyule Nillumbik Youth Services Network
Banyule Nillumbik Local Learning Employment Network
Headspace Greensborough
HealthAbility
Victoria Police

CONTACT US

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Facebook: www.facebook.com/nillumbikyouth
Instagram: [@nillumbikyouth](https://www.instagram.com/nillumbikyouth)

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Summary Report

Young Minds: Your Voice, Our Future

Acknowledgement of Country

We acknowledge the Wurundjeri Woi-wurrung people as the Traditional Owners of the Country on which Nillumbik is located, we pay our respects to Elders past, present and future, and extend that respect to all First Nations People. We respect the enduring strength of the Wurundjeri Woi-wurrung and acknowledge that sovereignty was never ceded.

Other acknowledgements

Nillumbik Shire Council would like to acknowledge and thank all of the young people who contributed to and participated in the Young Minds: Your Voice, Our Future engagement through surveys, workshops and engagement activities. In particular, members of the Nillumbik Youth Council who played a key role in ensuring we were able to reach a broad section of the local community and help amplify the voices of local young people.

We also thank Youth Affairs Council Victoria (YACVic) for their support and contribution to the development of the Young Minds project. Specifically the following staff members, Albert Giglia, Mark Yin, Nuriyah Haque, Sam Champion and Ruqia Mohamed.

We also acknowledge the Foundation for Rural and Regional Renewal who has supported the funding of this project.

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Introduction

In December 2020, Nillumbik Shire Council supported the establishment of a Youth Council, to act as an Advisory Committee of Council. Fifteen young people aged 15-25 who live, work, study or play within Nillumbik were elected in March 2021 to join the first ever Youth Council for Nillumbik Shire Council.

The purpose of the Nillumbik Youth Council is to:

- Act as a positive link to Nillumbik's community of young people;
- Advocate for opportunities, needs and overcoming the barriers impacting young people;
- Inform the development and implementation of solutions relating to these matters from a young person's perspective;
- Plan, develop and evaluate the Nillumbik Youth Strategy and Action Plan; and
- Design and deliver local initiatives and projects for young people

Since commencing in March 2021, the Youth Council have been meeting fortnightly to co-design and deliver a four-year Youth Strategy for Nillumbik. Recognising the need to have a better understanding of the needs, barriers and opportunities for young people in Nillumbik in order to inform the Youth Strategy, the Youth Council were first set with the task of coming up with an engagement approach that could amplify the voices of youth in our community.

The Young Minds: Your Voice, Our Future youth engagement program was co-directed, co-designed, co-developed and co-written by our 15 Youth Councillors, and aimed to engage a diverse group of young people aged between 12-25 years who live, work, study, volunteer or play within the Nillumbik Shire.



Pictured: Nillumbik Youth Council

Left to right: Brianne Keogh, Fieke van der Kamp (Youth Mayor), Cavan Cartwright, Indi Sandwell, Katie O'Brien, Kirra Imbriano, Imogen Jaques, Orianna Edmonds, Jack Linehan (Deputy Youth Mayor) Maali Kerta-Rice, Joey Bowman, Taj Andreetta, Bailey Cumming, Lachlan Wadsworth and Maverick Knight

Young Minds, what we did

The Young Minds: Your Voice, Our Future youth engagement program ran from 14 June to 20 July 2021. The program was a broad-level engagement co-developed by the Nillumbik Youth Council, aimed at engaging young people of Nillumbik through a range of activities supported by a youth survey (Appendix 1). We asked young people to identify what was important to them in relation to their wellbeing, education, community and their future. In line with Nillumbik's Community Engagement Policy, and in an effort to reach as many people as possible, a range of promotional tools and information resources were provided to the community to encourage and support meaningful participation in the program.

Young people between 12 – 25 years of age, who live, work, study or play in Nillumbik were asked to share their thoughts on the Young Minds: Your Voice, Our Future engagement from 14 June to 20 July 2021. In the planning of this initiative, we aimed to engage 500 voices throughout the engagement period. A total of 897 young voices were captured during the engagement period.

Young Minds, how we promoted it








Throughout the engagement period, we worked to engage young people aged 12-25 years and encourage participation in the initiative through a variety of ways. All communication materials informed young people and the broader community about the intent of the program, the timelines of the program, promoted engagement opportunities and encouraged young people to visit the Participate Nillumbik website for more information about the project. Officer details were also provided, acknowledging that not all participants have access to online services or may feel more comfortable contributing information over the phone.

Over 897 people engaged with the project information and resources provided on the Participate Nillumbik website over the four week period. The following images and table highlight the promotional activities and engagement tools that were used to inform young people about the project and promote their participation in the engagement approach.

Figure 1. Young Minds: Your Voice, Our Future posters and post cards, complete with QR codes to provide access to the online survey.



Table 1. Engagement tools






	<p>Website The initiative was hosted on Council's Young Minds Participate Nillumbik webpage. The page contained information about the program including resource materials, promoted engagement activities, copies of the surveys, timelines for the project and contact information.</p> <p>During the engagement period, a total of 1,222 visits were recorded the Young Minds Participate Nillumbik website. The project was also promoted on Council's webpage and Nillumbik Youth website and linked directly to the Young Minds Participate Nillumbik website.</p>
	<p>Posters A total of 300 posters were displayed across the Shire in both Council and non-council locations (Figure 1). The posters included a QR code that linked to the project website.</p>
	<p>Postcards A total of 1000 postcards were available and distributed at a variety of locations across the Shire including Council buildings, schools, and rural post offices (Figure 1). Postcards were also distributed at community events/markets. The postcards included a QR code that linked to the project webpage.</p>
	<p>Social media Social media posts, paid targeted ads, Instagram stories and Reels (Facebook and Instagram) were used to promote and encourage participation in the engagement program reaching over 19,205 individuals.</p>
	<p>Newsletters A Nillumbik News article promoting the work of the Youth Council and the upcoming engagement project was included in the Winter Edition of Nillumbik News and distributed to over 23,000 households and businesses in the Shire.</p> <p>The project was also promoted through a range of Council and non-Council newsletters that included school, environment, community and sporting groups.</p>
	<p>Youth Council 15 Youth Council members were supporting the promotion of the Youth Minds engagement program, promoting the survey through their networks of local young people, approaching their School Principals and employers.</p>
	<p>Word of mouth Councillors, Local MP representatives, Council Officers, local service providers and community groups were encouraged to promote the program through their networks. Project information and resources were provided to support this promotion.</p>

Young Minds, how we did it

We developed a range of resources to promote the program and to encourage meaningful engagement, providing a variety of options for people to participate in the program.

Throughout the engagement period, we monitored and adapted promotional materials and engagement activities to ensure that these were accessible and responsive to the needs and wants of the community.

Table 2. Engagement activities

	A total of 897 voices were captured during the engagement period.
	<p>Youth Survey</p> <p>A Youth survey was central to this program, promoting this as the main form of engagement. The survey was designed to collect a large amount of data that will be able give an overview of the needs and wants of young people in the community. During the engagement period a total of 644 surveys were completed.</p>
	<p>Pop-ups</p> <p>We hosted a total of 8 community pop-ups (public consultation events) throughout Nillumbik (Figure 4). A range of engagement activities were provided at the pop-up events including interactive idea boards, Sticker and marble voting activities hard-copy surveys and opportunities to discuss issues with Council officers.</p> <p>A total of 139 people were recorded as pop-up participants during the engagement period.</p>
	<p>School Workshops</p> <p>We engaged a number of schools through this process which included an interactive workshop with 22 VCAL students at St Helena Secondary College and presentation to Grade 6 class at Diamond Creek primary School.</p> <p>Additionally, Eltham High School dedicated 10 minutes of home room class for all students to complete the survey and Catholic Ladies College invited Youth Council members to speak at the whole school assembly.</p> <p>St Helena College also supported students to receive a merit point when they completed the survey.</p> <p>Arrangements were made to attend Diamond Valley College to host an interactive workshop with VCAL students, however COVID lock down restrictions impacted Youth Officers ability to attend school.</p>
	<p>Vox Pops</p> <p>A videographer attended two pop up engagement activities and support interviews with 15 young people on camera. This allowed for conversations to be recorded and produced into a short video that will be able to be shared to the public.</p>




	Website During the engagement period a total of 1,222 visits were recorded on the Council's Young Minds Participate Nillumbik webpage. The website also recorded 77 interactions whereby young people were invited to tell us what they would like to change about our community.
	Social media We created posts for both Facebook and Instagram posts, which included videos and reels which reached 19,205 individuals.
	Hard to reach priority groups The Youth Council identified five hard to reach priority groups to target through the engagement period, they were Aboriginal and/or Torres Strait Islanders, LBGTQIA+, culturally and linguistically diverse, rural and those living with a disability. The Youth Council tapped into their community connections and targeted these groups, finding success by utilising school priority group student committees.

Figure 2. 8 pop-ups with a range of engagement activities were hosted throughout Nillumbik during the consultation period.



Young Minds, what we found

Participants

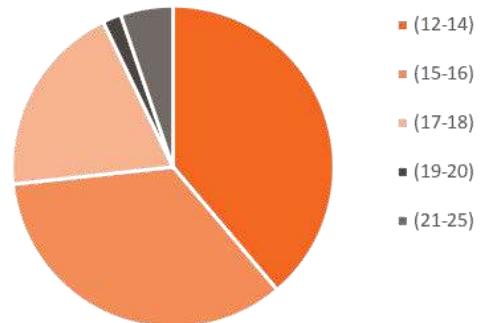
To understand who we reached through the engagement program, we asked a series of demographic questions including age, gender, and location as well as questions pertaining to identity, education, and health. We wanted to ensure that we had heard the views of a range of young people from the Nillumbik community with every effort made to ensure the survey was accessible, inclusive, non-discriminatory and culturally sensitive.

Age and Gender

Of the 644 respondents, 52.48% identified as female, 39.44% identified as male, 3.42% identified as non-binary, 2.33% identified as other, and 2.33% chose not to answer.

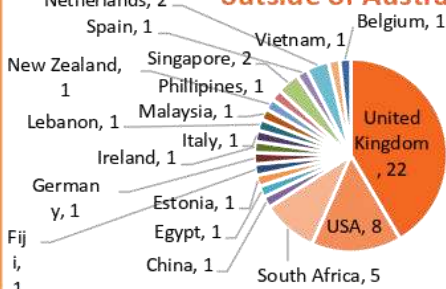
Of the 644 respondents, 38.82% were aged 12-14, 34.47% were aged 15-16, 19.57% were aged 17-18, 5.28% were aged 21-25, and 1.86% were aged 19-20.

Figure 3. Age



Location

Figure 4. Country of birth outside of Australia

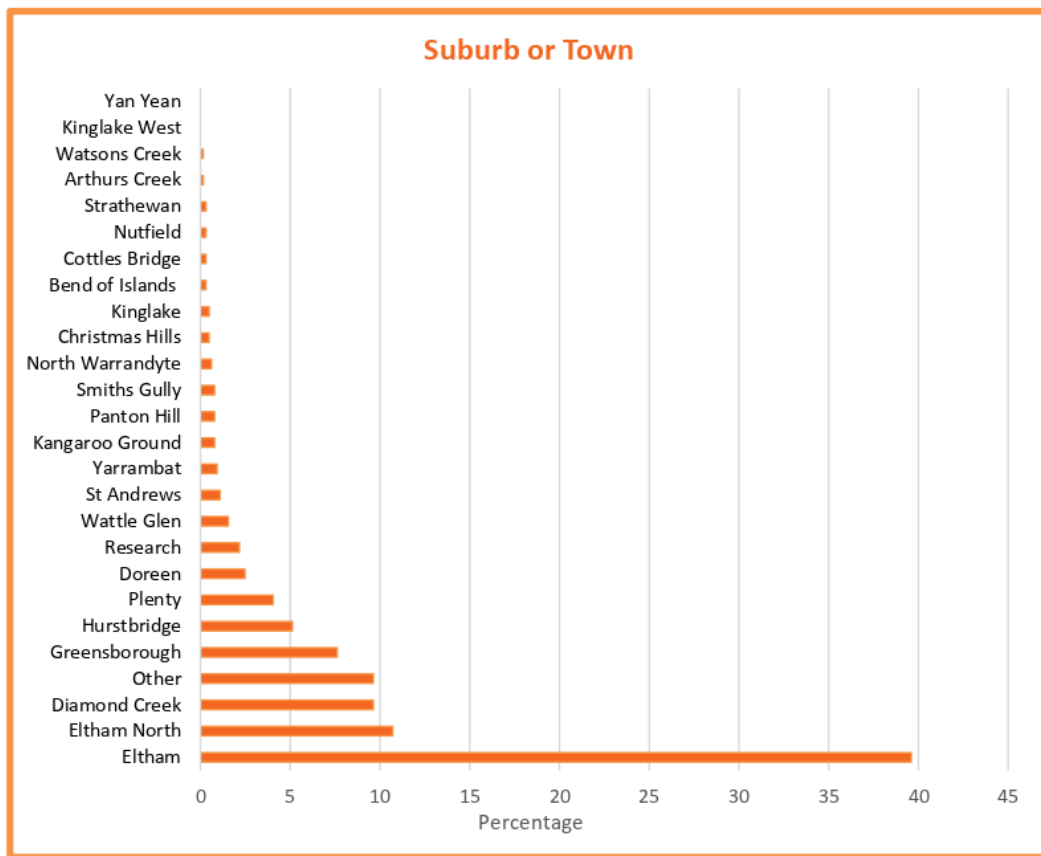


Of the 644 respondents, **92% were born in Australia**. Of the 8% of respondents that were born outside Australia, 22 were born in the United Kingdom, 8 in the United States of America, and 5 in South Africa.

8.39% of respondents spoke a language other than English at home, of this 8.39% the most common languages spoken at home at Italian and Dutch.

As shown in Figure 5, all participants provided their township or suburb, with the highest proportion residing in **Eltham (39.60%)**, **Eltham North (10.71%)**, **Diamond Creek (9.63%)**, and **Greensborough (7.61%)**.

Figure 5. Participant suburb or Town



Survey results snapshot

During the engagement period a total of 644 surveys were completed. The following provides an overall summary of what we heard across the different sections of the survey.

Living in Nillumbik:

Survey respondents were asked to provide information on their experiences of living in Nillumbik as a young people. Figure 6, 7 and 8 provide an overview on what young people who responded to the survey told us that they loved about Nillumbik, what facilities they use in Nillumbik, and what facilities, activities or services they would love to see more of or improved across Nillumbik.

Figure 6. What respondents love most about living in Nillumbik

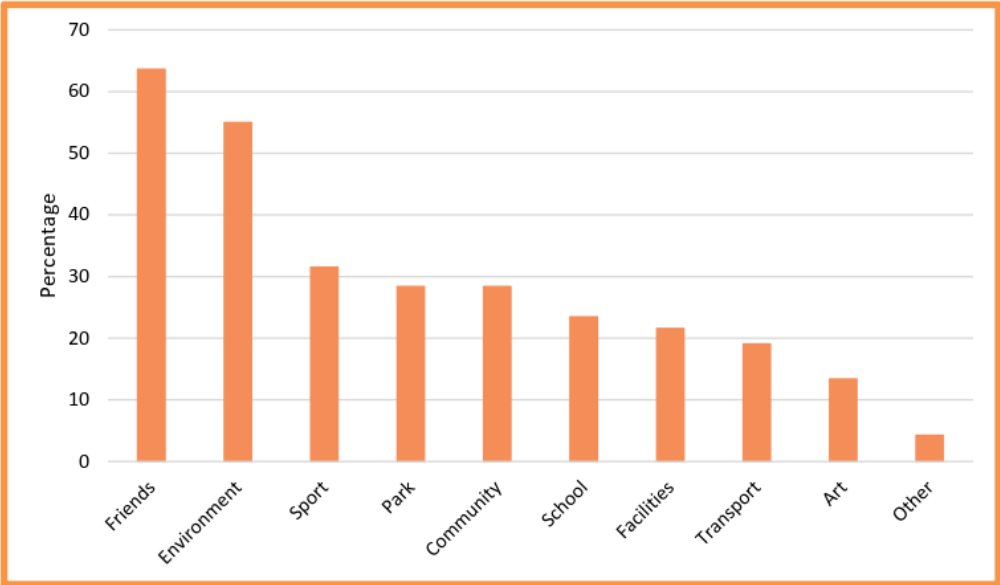


Figure 7. What facilities people use in Nillumbik

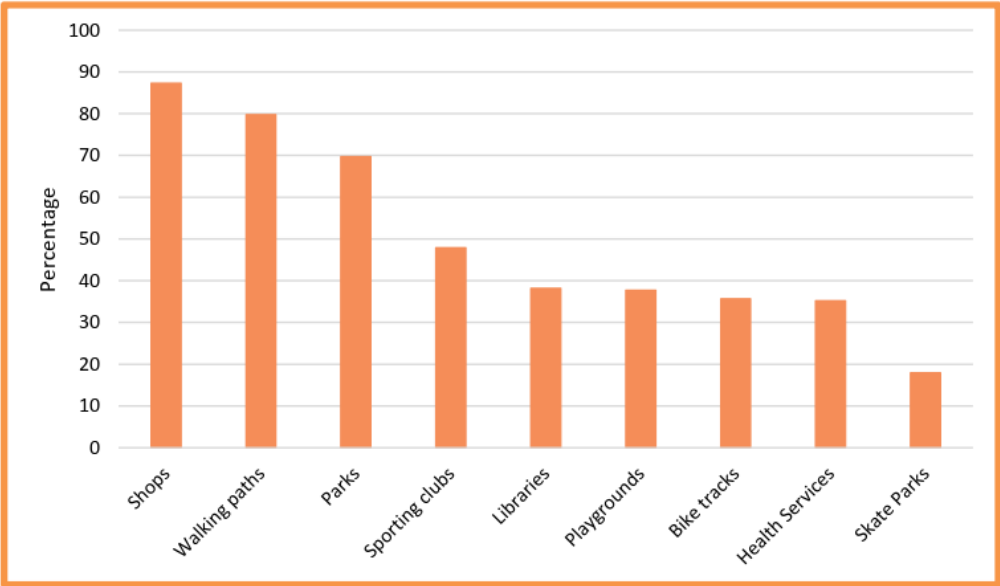
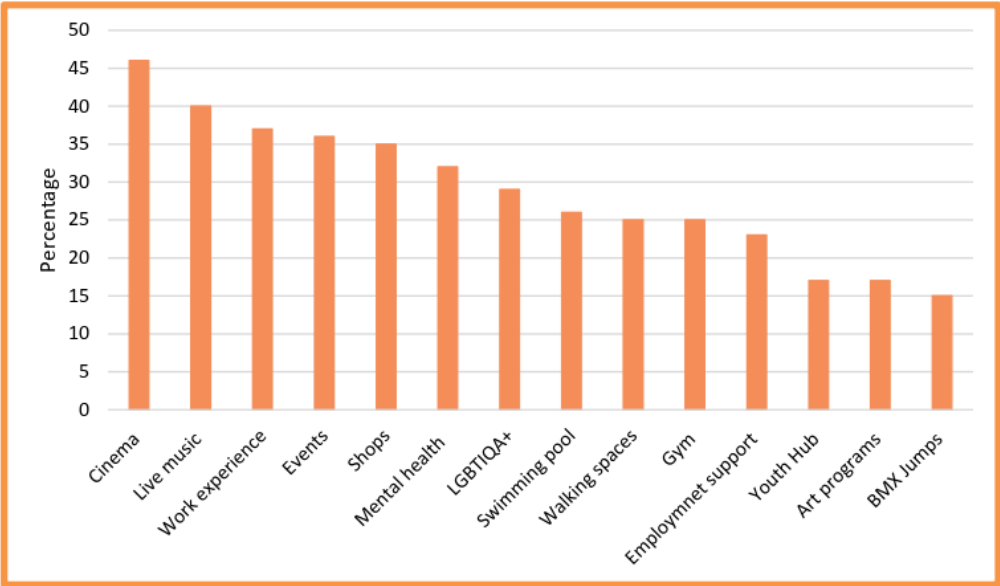


Figure 8. What services, activities or facilities respondents would like to see more of or improved



Issues for young people in Nillumbik

From our surveys; the top issues affecting young people are highlighted in Figures 9, 10 and 11.

Figure 9. Question: What do you think are the top 3 most important issues for young people in Nillumbik today?

Total number represents cumulative ranking of respondents' top three issues.

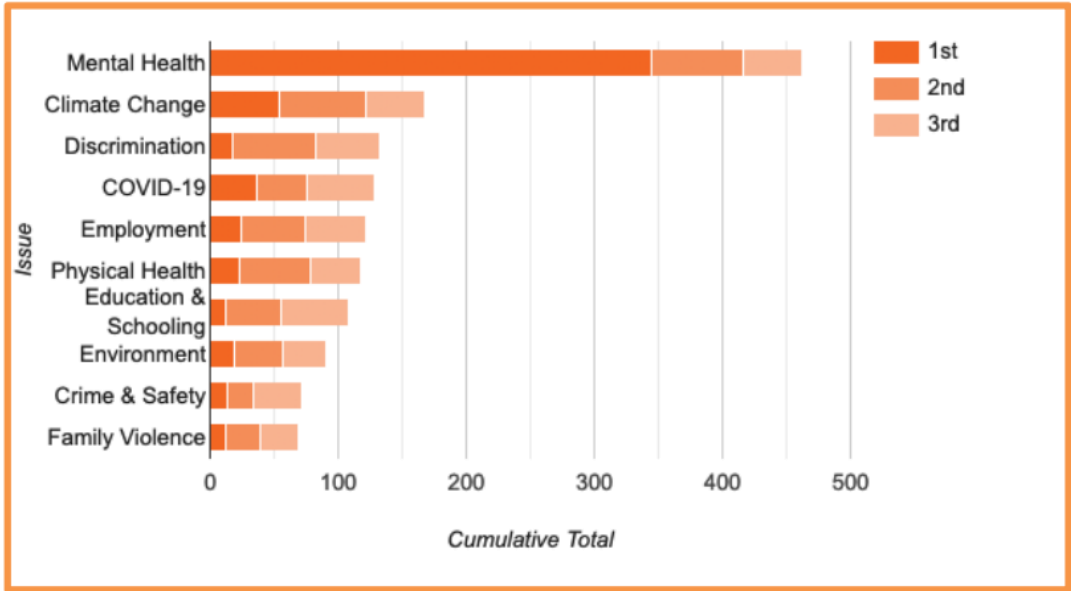


Figure 10. Question: What are the biggest challenges you have personally faced as a young person in Nillumbik? (Select all that apply to you)

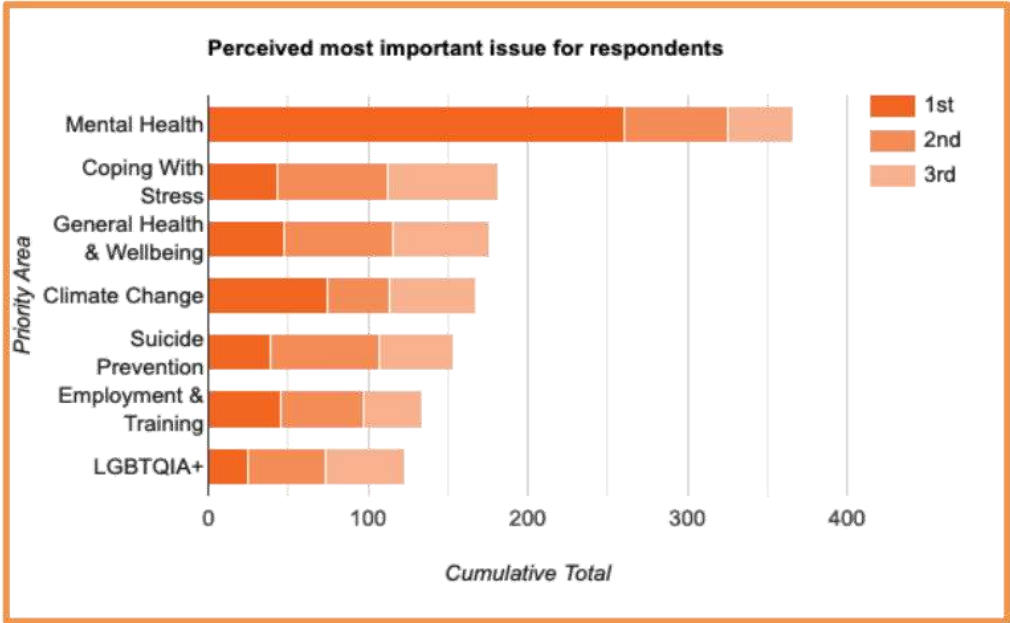
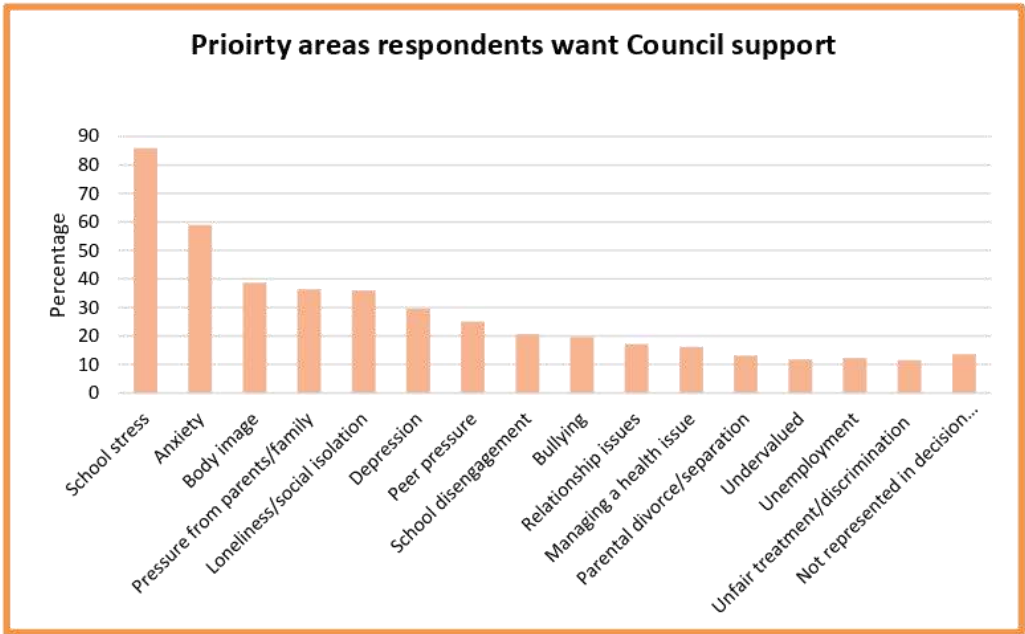


Figure 11. Question: What are the top three priority areas that you would like support from Council on?



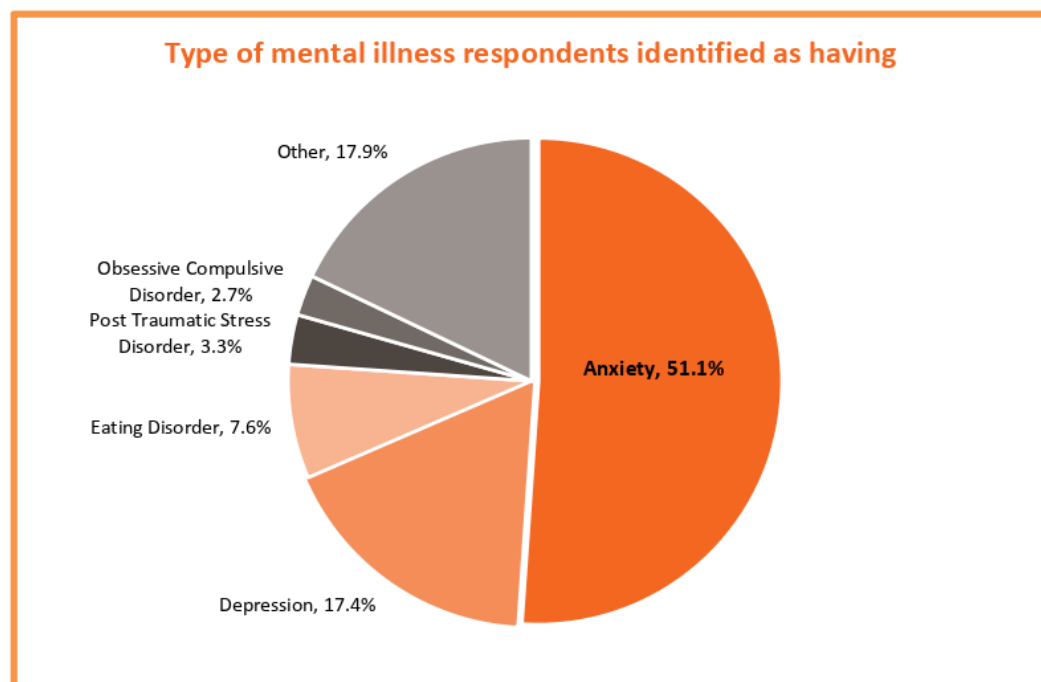
Key Findings & Themes

Across the 897 voices that were captured during the engagement period, we identified five key themes that encompass the priority issues for young people in Nillumbik Shire.

Priority Area 1: Mental Health & Wellbeing

Mental health was overwhelmingly the perceived most important issue for young people in Nillumbik Shire in both the Youth Survey and other engagement activities. Mental health had, by far, the greatest personal impact on survey respondents and was the most discussed issue at the community pop-up events. Over **75%** of survey respondents listed mental health as one of the three most important issues facing young people, including over **55%** ranking mental health as the top issue – significantly higher than any other concern.

Figure 12. Type of Mental illness



Over **28%** of survey respondents identified as having a mental illness, amongst those, over **half** identified as having anxiety.

Amongst survey respondents that reside in more **regional and rural** areas of Nillumbik Shire (Outside of more 'inner city' areas including Diamond Creek, Eltham, Eltham North, Greensborough, Hurstbridge and Research), just over **28%** identified as having a **mental illness** – this being almost identical when compared to all survey

respondents. Although this data does not reflect major differences in mental health between respondents in more inner city suburbs compared to more remote and regional suburbs within Nillumbik, it should be noted that people in outer regional, remote or very remote areas of Australia face more barriers to accessing health care than people living in major cities, making it harder for them to maintain good mental health.¹ Furthermore, remoteness is a major risk factor contributing to suicide and the likelihood that someone will die by suicide appears to increase the further away from a city they live.²

Amongst the 278 survey respondents that answered question 18 regarding mental health services available in Nillumbik, over **35%** identified as being 'neither satisfied or dissatisfied' to 'extremely **dissatisfied**' with **mental health services available** in Nillumbik. The following responses to the survey were particularly insightful:

"The biggest issue for young people is mental health, even though it is more present now than it was 20 years ago, it's still being over looked and some people aren't speaking out as much and that's a big issue for people our age."

"..if you ask most young people and most people say they are struggling with their mental health"

Over **85%** of survey respondents identified **school stress** as the biggest challenge they personally faced as a young person in Nillumbik, followed by anxiety which was selected by **58%** of respondents.

Body image also ranked **3rd** as being one of the biggest personal challenges faced by survey respondents in Nillumbik. Of those respondents who selected body image, **67%** identified as **female**, **18%** as **male** and **15%** identified as '**other**'.

Over 75% of mental health problems occur before the age of 25, with an alarming one in seven young people aged 4 to 17 years experiencing a mental health condition in any given year.³

Suicide continues to be the leading cause of death for young Australians. In 2019, suicide accounted for two in five deaths among people aged 15-17 years (40 per cent) and more than one in three among those aged 18-24 years (36 per cent)⁴

Amongst survey respondents that identified as **LGBTQIA+**, almost **half** (48%) also **identified** as having a **mental illness**. This is exceptionally higher than the twenty eight percent across all survey respondents. This is however, in alignment with

¹ 4839.0 ABS Patient Experiences in Australia: Summary of Findings, 2016-17 (2017) Table 6.2
Kessler, RD et al. (2005). Lifetime prevalence and age-of-onset distributions of DSM-IV disorders in the National Comorbidity Survey Replication.

² Australian Health Policy Collaboration. (2020, September). Australia's Health Tracker by Area, 2020.

³ Kessler, RD et al. (2005). Lifetime prevalence and age-of-onset distributions of DSM-IV disorders in the National Comorbidity Survey Replication.

⁴ Kessler, RD et al. (2005). Lifetime prevalence and age-of-onset distributions of DSM-IV disorders in the National Comorbidity Survey Replication.

national statistics; 16% of LGBTI Australians aged between 16 and 27 have attempted suicide and 33% have self-harmed.⁵ Looking at transgender young people specifically, around 3 in every 4 transgender young people have experienced anxiety or depression, 4 out of 5 transgender young people have ever engaged in self-harm, and almost 1 in 2 have ever attempted suicide (48%).⁶

There is no single cause for mental health issues, however there are various risk factors that can impact ones mental health. In 2019 VicHealth⁷ identified some of these risk factors as:

- Bullying
- Homelessness and unemployment
- Alcohol and other drug use
- Discrimination
- Family conflict
- Stressful life events

Considering those risk factors, **85%** of survey respondents identified **school stress** as the biggest challenge they face as a young person **19.27%** identified **bullying** and **2.66%** identified homelessness. Additionally **13.17%** of respondents have taken recreational drugs.

Priority Area 2: Climate Change & The Environment

Climate Change was the perceived **second most important** issue for young people in Nillumbik Shire in both the Youth Survey and other engagement activities. Over **27%** of survey respondents listed climate change as one of the three most important issues facing young people, including almost **9%** ranking climate change as the top issue. Climate Change was also the **fourth highest** rated priority area that survey respondents would like support from Council on.

These findings are in line with statistics reported in 2019 by The Australian Psychological Society (APS) which highlights that **4 in 5** young people are **anxious about climate change** and concerned it will reduce their quality of life in the future. Furthermore **1 in 6** have reported losing sleep due to worry about climate change and **3 in 4** young people say their opinions and fears about the climate crisis are being ignored or not taken seriously.⁸ The Australian Psychological Society (APS)

⁵ Robinson, KH, Bansel, P, Denson, N, Ovensen, G & Davies, C 2014, Growing Up Queer: Issues Facing Young Australians Who Are Gender Variant and Sexuality Diverse

⁶ Strauss, P., Cook, A., Winter, S., Watson, V., Wright Toussaint, D., Lin, A. (2017). Trans Pathways: the mental health experiences and care pathways of trans young people.

⁷ VicHealth. (2019). Evidence Check: Mental wellbeing risk & protective factors.

⁸ Sanson, A. V., Van Hoorn, J., & Burke, S. E. L. (2019). Responding to the impacts of the climate crisis on children and youth.

⁹ Australian Psychological Society. (2019). Young people's voices in the climate crisis: Psychology Week 2019 Report.

says 95 per cent of Australian youth believe climate change is a serious problem – and they're extremely worried.⁹

Amongst survey respondents that identified as having **anxiety**, over **43%** listed **climate change** and/or the environment as one of the three most important issues facing young people. This echoes The Australian Psychological Society's view on the psychological impacts of climate change which can range from mild stress responses to chronic stress and significant mental health problems.¹⁰

Priority Area 3: Education & Employment

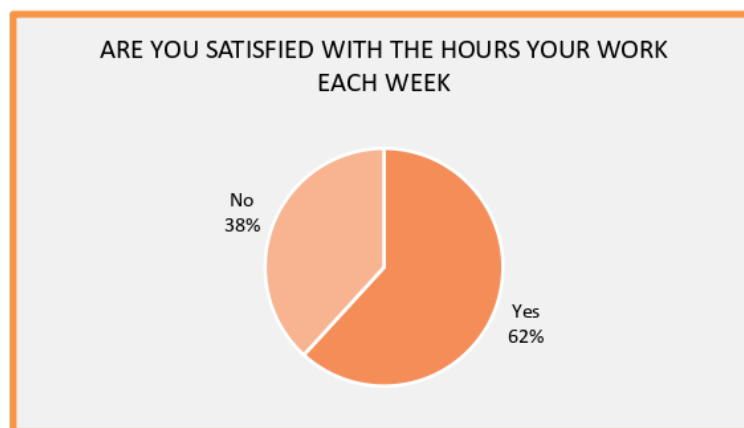
When asked what services, activities or facilities would survey respondents like to see more of or improved for young people in Nillumbik, there was a definite focus on education and employment.

Out of over 25 answer selections, **Training and education** was selected by **22.71%** of respondents, **Work experience** selected by **37.25%** and **Employment support** selected by **23.20%**.

Furthermore, the list of most important issue for young people in Nillumbik Shire sees Employment ranked **fifth** and Education and Schooling ranked **seventh**, with **28%** of respondents ranking Employment as one of the three most important issues facing young people and over **17%** ranking Education and Schooling one of the three most important issues facing young people.

When looking at Employment, of the 280 survey respondents that answered question 11, 'Are you satisfied with the hours you work each week?' over **38%** of respondents answered **No**.

Figure 13. Satisfaction with hours each week

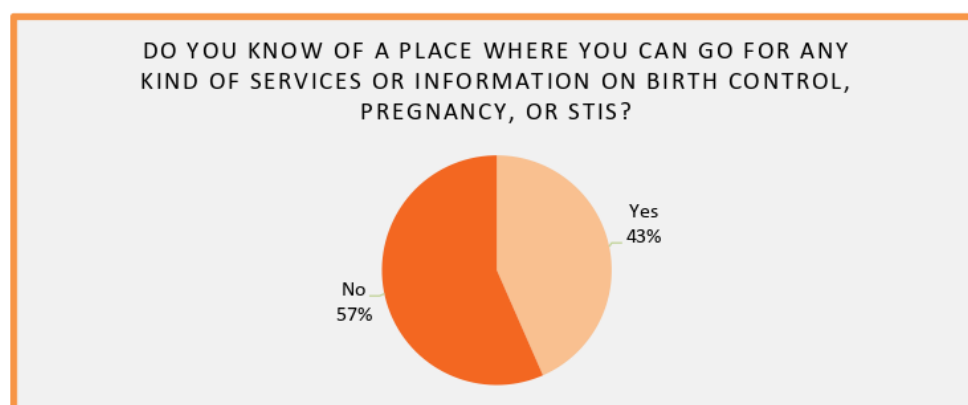


¹⁰Australian Psychological Society. (2019). Young people's voices in the climate crisis: Psychology Week 2019 Report.

Of the 392 respondents that answered question 10 about their *Employment*, less than **6%** answered that they are employed full-time, however over **31%** stated they have casual employment and a staggering **44%** were unemployed.

When looking specifically at **sexual health education**, of the 393 respondents to question 25, *How much do you know about how STIs (sexually transmitted infections) are spread and prevented*, **under 28%** of respondents answered 'A lot' with **over half** of respondents answering 'Some' and **over 15%** answering 'Only a little'.

Figure 14. Accessing services and information on birth control, pregnancy or STIs



When questioned on if they know of a place where they can go for any kind of services or information on birth control, pregnancy, or STIs (sexually transmitted infections), of the 638 respondents, **over half** answered **no**, with less than 44% answering yes.

Amongst the 607 survey respondents that answered question 27 regarding satisfaction with the **sexual health education received in school**, over **22%** identified as being 'somewhat dissatisfied' to '**dissatisfied**'. Of those that answered dissatisfied and were asked to expand of their answer, the following responses to the survey were particularly insightful:

"There was no LGBTQ+ sexual health education and I had to teach myself"

"It could have been more thorough as well as more focused on realistic expectations for sexual activity and sexual health. Knowing anatomy is helpful only to a point."

"There was only heterosexual education and it was only education on STI's and pregnancy, not consent education or what respectful sex is like"

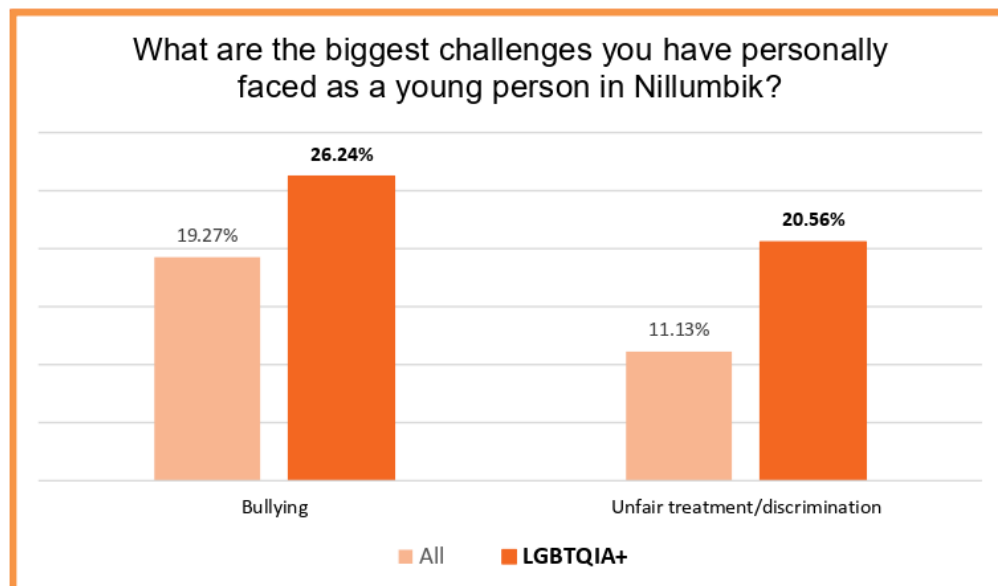
Priority Area 4: Discrimination & Inclusion

The survey received diverse representation from a broad section of the youth community in Nillumbik:

- Almost **1 in 4** respondents to the survey identified as **LGBTQIA+**;
- **5.6%** (36 respondents) identified as having a **disability**;
- **1.09%** (7 respondents) identified as **Aboriginal** and **0.5%** (3) identifying as **Torres Strait Islander**; and
- **8.39%** of respondents speak a **language other than English** at home

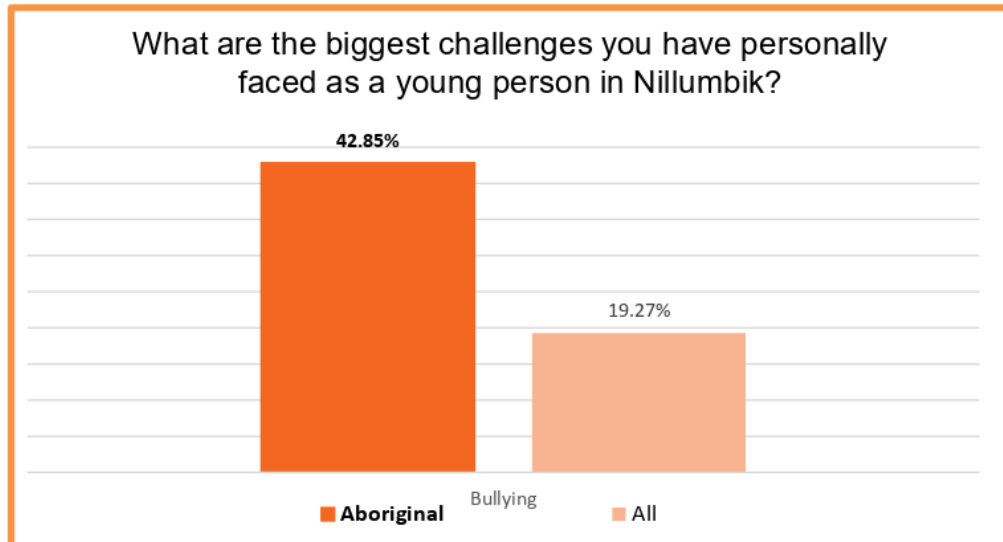
Amongst survey respondents that identify as **LGBTQIA+** (21.89%), when answering question 39, *What are the biggest challenges you have personally faced as a young person in Nillumbik*, **Bullying** and Unfair treatment/discrimination **was considerably higher** when compared to all survey respondents.

Figure 15. Challenges faced personally as a young person



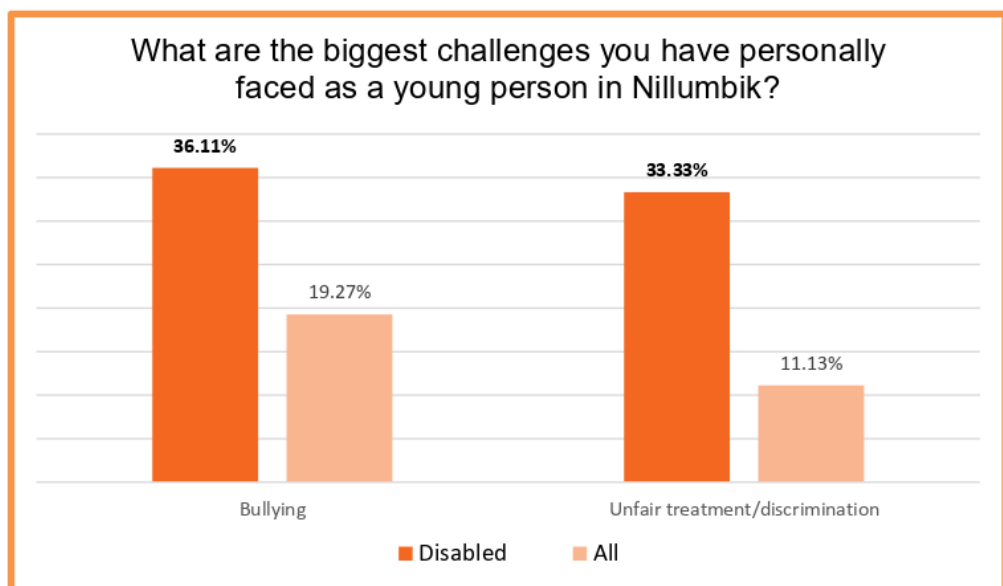
Alarmingly, amongst survey respondents that identify as **Aboriginal** (1.09%), when answering question 39, Bullying was **disproportionately higher** when compared to all survey respondents.

Figure 16. Challenges faced personally by Aboriginal or Torres Strait Islander people



Amongst survey respondents that identify as having a **disability** (5.61%), when answering question 39, *What are the biggest challenges you have personally faced as a young person in Nillumbik*, Bullying and Unfair treatment/discrimination was **considerably higher** when compared to all survey respondents.

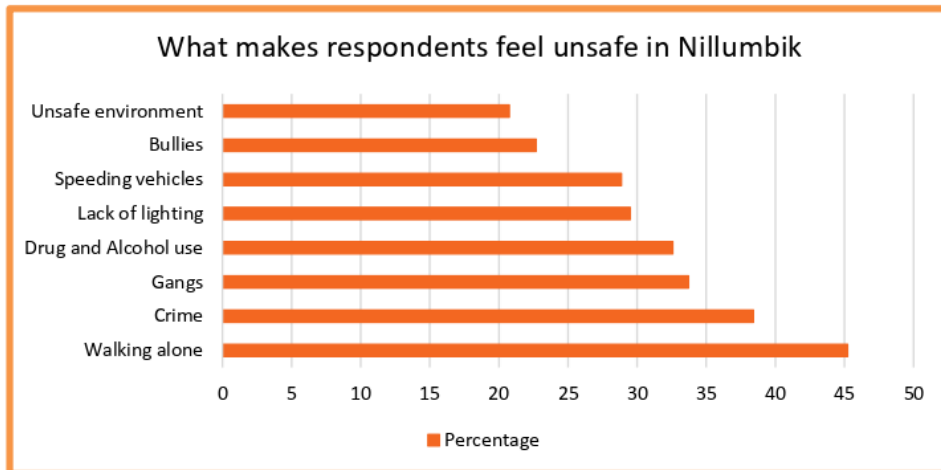
Figure 17. Challenges faced personally by people who identified as having a disability



Priority Area 5: Crime & Safety

Crime and Safety was the perceived **8th most important** issue for young people in Nillumbik Shire in the Youth Survey and the **3rd most important** issue at other engagement activities.

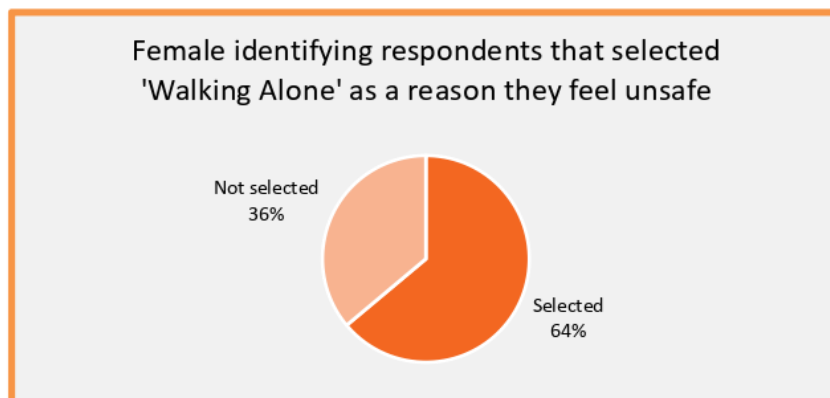
Figure 18. Perceptions of safety



When questioned on what makes them feel unsafe, of the 617 survey respondents that answered question 34, **over 45%** of respondents selected **walking alone**, followed by **crime** at 38.21%, **gangs** at 33.71%, **drug and alcohol** use at 32.58% and **lack of lighting** at 29.50%.

Amongst the respondents that selected walking alone as a reason they feel unsafe, **64%** of **female identifying** respondents selected walking alone, whereas only **13.38%** of **male identifying** respondents selected walking alone as a reason they feel unsafe.

Figure 19. Female perceptions of safety



This is highlighted when examining the answers from the 389 survey respondents that answered question 35, *What would make you feel safer in your neighbourhood*, the following responses to the survey were particularly insightful.

“More protection like cameras in the streets especially for night time and women safety”

“Better lit areas (more street lights) and police patrols at night around local parks and other public areas”

“I think there should be brighter globes in street lights to create a safer environment for walking alone in the dark.”

“More lighting and more frequent and reliable public transport”

Conclusion and next steps

This report presents a summary of the key findings from the *Young minds: Your Voice, Our Future* engagement program to inform the development of Nillumbik's four year Youth Strategy and other key strategic planning documents for Council including the Council Plan and Municipal Public Health and Wellbeing Plan.

Further analysis of the engagement data will be used by the Youth Council to support Council in co-designing our first ever Youth-led Youth Strategy and action plan.

A draft Youth Strategy will be made available for public consultation later this year and adopted by December 2021. You can stay up to date via Council's Participate Nillumbik site <https://participate.nillumbik.vic.gov.au/young-minds> or email youth@nillumbik.vic.gov.au for more information.

This report along with a one page key findings fact sheet will be made available on Nillumbik Youth's website and communicated through social media channels. Respondents who provided contact details will also be advised of how and where to access this report.

We wish to thank every person who made a contribution to this *Young Minds: Your Voice, Our Future* youth engagement exercise.

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26. What would make you feel safer in your neighbourhood?

27. Are you satisfied with the public transport system in Nillumbik?

☐ Yes ☐ No ☐ Unsure

28. Has your day-to-day travel been limited or restricted for any reason in the past 12 months? If yes, please select a reason/s below. (Tick all that apply)

☐ No access to a motor vehicle when needed ☐ A health problem or physical activity
☐ No public transport in your area ☐ Fear of personal security
☐ Public transport doesn't go where you needed to go ☐ Fear of safety when travelling on busy roads
☐ Public transport runs at the wrong time ☐ Poor quality or a lack of footpaths
☐ Public transport is too expensive ☐ Poor quality or a lack of bicycle paths
☐ Other (please specify):

Issues for young people in Nillumbik

29. What do you think are the top three most important issues for young people in Nillumbik today?

☐ Mental health ☐ Discrimination ☐ Family violence
☐ Physical health ☐ Access and inclusion ☐ Homelessness
☐ Employment ☐ Public transport ☐ Crime and safety
☐ Access to information ☐ Bullying ☐ COVID-19
☐ The environment ☐ Social connection ☐ School and education
☐ Sustainability ☐ Access to services ☐ Community infrastructure
☐ Climate change ☐ Housing options ☐ Gambling
☐ Community connection ☐ Family conflict
☐ Other (please describe)

30. What are the biggest challenges you have personally faced as a young person in Nillumbik? (Tick all that apply)

☐ School stress ☐ Homelessness/couch surfing ☐ Unfair treatment or discrimination
☐ Pressure from parents/family ☐ Depression ☐ Family violence
☐ Anxiety ☐ Parental divorce/separation ☐ Drugs and Alcohol
☐ Gambling ☐ Relationship issues ☐ Financial challenges
☐ Body image/eating disorder/ ☐ Unemployment ☐ Crime
☐ disordered eating ☐ Managing a health issue ☐ Undervalued
☐ Bullying ☐ School disengagement ☐ Not represented in decision making
☐ Loneliness/social isolation ☐ Drugs and alcohol use
☐ Peer pressure
☐ Other:

Other information

35. What is your sexual orientation?

☐ Asexual ☐ Lesbian ☐ Bisexual ☐ Heterosexual or straight
☐ Gay ☐ Queer ☐ Pansexual
☐ Prefer not to answer ☐ None of the above, please specify:

36. Do you consider yourself to be Transgender?

☐ Yes ☐ No ☐ Prefer not to answer

37. Employment

☐ Employed full time ☐ Employed part time ☐ Casual ☐ Unemployed
☐ Other:

38. Are you satisfied with the number of hours you work a week?

☐ Yes ☐ No

39. Do you currently receive an Australian Government payment (e.g. Centrelink)?

☐ Yes ☐ No ☐ Unsure ☐ Prefer not to answer

40. How often do you consume alcohol?

☐ Never ☐ Socially (once a week) ☐ Only on weekends
☐ Only on special occasions ☐ Every day ☐ Rarely (once a month)
☐ Often (3-5 times a week) ☐ Occasionally (once a fortnight)

41. Have you ever taken recreational drugs?

☐ Yes ☐ No ☐ Prefer not to answer

42. How much do you know about how STIs (sexually transmitted infections) are spread and prevented?

☐ A lot ☐ Some ☐ Only a little ☐ Nothing at all ☐ Don't know

43. Do you know of a place where you can go for any kind of services or information on birth control, pregnancy, or STIs (sexually transmitted infections)?

☐ Yes ☐ No

44. How satisfied are you with the sexual health education you received in school?

Only answer if applicable.

☐ Extremely satisfied ☐ Somewhat satisfied ☐ Neither satisfied nor dissatisfied
☐ Somewhat dissatisfied ☐ Extremely dissatisfied

45. If you answered between 'Extremely dissatisfied' and 'Neither satisfied nor dissatisfied' please explain your reasoning:

31. What factors impact on your ability to work or study? (Tick all that apply)

☐ I don't have any barriers to my work or study ☐ Financial difficulties ☐ Racism
☐ Mental health ☐ Physical health ☐ Time
☐ Lack of jobs ☐ Support from school ☐ Attention span
☐ Transport ☐ COVID-19 ☐ Peers
☐ Accessibility ☐ Cultural expectations ☐ Disability
☐ Academic ability ☐ Family support ☐ Language
☐ Lack of information ☐ Motivation ☐ Socialising
☐ Family responsibilities ☐ Discrimination ☐ Technology
☐ Other (please specify):

32. What are the top three priority areas that you would like support from Council on?

☐ Mental health ☐ LGBTIQ+ ☐ Volunteer opportunities and skill development
☐ General health and wellbeing ☐ Reconciliation ☐ Advocating to state and federal government on youth issues
☐ Employment and training ☐ Climate change ☐ Leadership opportunities
☐ Suicide prevention ☐ Accessibility ☐ Outdoor recreational facilities
☐ Drug usage support ☐ Social connection/ social inclusion ☐ Youth space and places
☐ Bullying / Emotional abuse ☐ Hosting events and activities
☐ Coping with stress ☐ School holiday programs
☐ Discrimination
☐ Programs (please specify the types of programs you are interested in)

☐ Other

33. What specific youth focused activities, programs or events would you like to see in Nillumbik?

Is there anything this survey has not covered that you wish to comment on?

Communication

34. What is the best way to communicate information with you?

☐ Email ☐ Monthly Newsletter ☐ Snapchat
☐ Text ☐ Facebook ☐ Twitter
☐ Instagram ☐ Nillumbik Youth Website ☐ Flyers / posters
☐ Other:

Thank you for your time in completing this survey and contributing to creating healthier, happier and more connected young people in Nillumbik.

Nillumbik Shire Council is inviting submissions for the purpose of facilitating effective community engagement to help inform our youth strategy.

The full content of a personal submission including any names 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.

The full content of a submission made on behalf of an organisation in relation to the Young Minds: your Voice, Our Future survey, including the name of the organisation is a public record and may be made available for public inspection and included in Council business papers. Not providing the mandatory information will mean that your submission cannot be accepted.

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.

Would you be interested in participating in future engagement opportunities to advocate on behalf of the issues and opportunities for young people in Nillumbik?

If yes:

Name:

Email: Phone:

This survey contained material that may be confronting for some, some questions may be causing sadness or distress, or trigger traumatic memories for people, particularly survivors of past abuse, violence or childhood trauma. If you need to talk to someone, support is available, listed below are a few mental health providers if you feel the need to reach out.

Lifeline: 13 11 14 | Kids Helpline: 1800 951 888 | Suicide Call Back Service: 1300 659 467
 Beyond Blue: 1300 22 44 36 | HeadSpace: 1800 650 650 | OLIFE: 1800 184 827

Nillumbik Shire Council
 Civic Drive (PO Box 476) Greensborough Victoria 3088
 03 9433 3111 | nillumbik@nillumbik.vic.gov.au

  
 nillumbik.vic.gov.au

Draft Youth Strategy 2022 - 2026

Information sheet

Nillumbik Shire Council's Youth Strategy 2022 - 2026 sets out a four-year strategic commitment to how Council will support and respond to the needs of young people aged 12-25 years of age who live, work, study, volunteer or play in the Nillumbik Shire.

Vision

Young people in Nillumbik feel heard, empowered and equipped to thrive in a community where they are healthy, safe and welcomed.

Council's role

- ✓ **Engage:** We will directly engage and listen to our young people and community
- ✓ **Empower:** We will facilitate opportunities for young people to lead the way
- ✓ **Advocate:** We will advocate on behalf of the needs of young people
- ✓ **Partner:** We will connect and collaborate with young people and key stakeholders
- ✓ **Provide:** We will deliver youth-focused programs, services, spaces and grants

Implementation and evaluation

Every 12 months, an annual implementation plan will be prepared, which will provide the detail of how Council (with support of the Youth Council and partners) will implement the strategic objectives in this Youth Strategy and how we assess progress.

For a full copy of the draft Youth Strategy 2022 – 2026 please visit participate.nillumbik.vic.gov.au/young-minds.



Priorities

1. Healthy and Well

Focus areas:

- 1.1 Mental Wellbeing
- 1.2 Physical Health
- 1.3 Sexual Health
- 1.4 Alcohol and Other Drugs, Tobacco and Gambling

2. Empowered and Engaged

Focus areas:

- 2.1 Climate Action
- 2.2 Youth Leadership and Participation
- 2.3 LGBTQIA+ Advocacy
- 2.4 Gender Equity
- 2.5 Environment and Sustainability

3. Access to Safe Spaces and Places

Focus areas:

- 3.1 Youth friendly community spaces
- 3.2 Safer Communities
- 3.3 Inclusive Spaces and Places
- 3.4 Bullying

4. Equipped and Employed

Focus areas:

- 4.1 Employment and Education Pathways
- 4.2 Job Ready
- 4.3 Financial Wellbeing

5. Welcomed and Connected

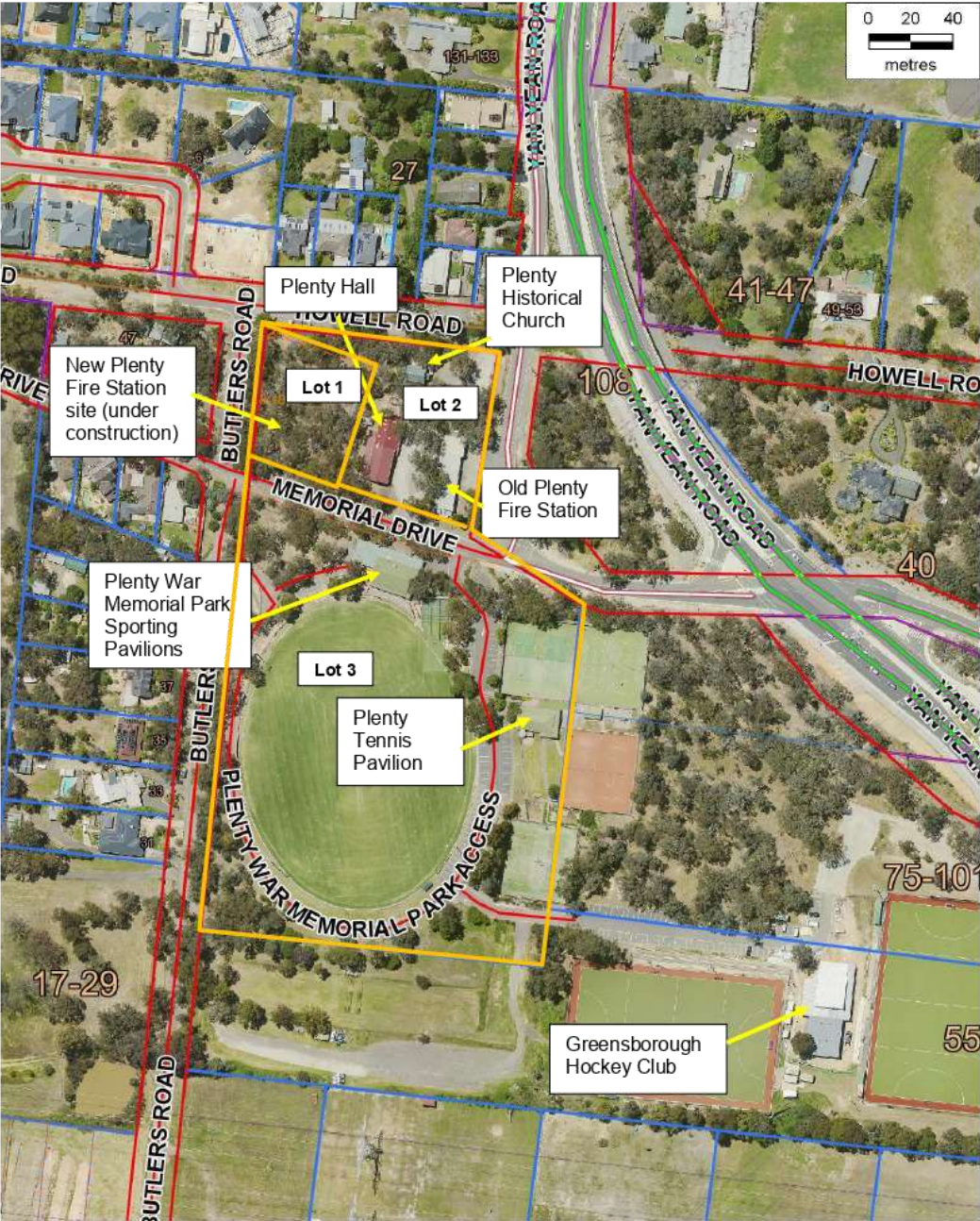
Focus areas:

- 5.1 Creative Community
- 5.2 Access and Inclusion
- 5.3 Social Connection

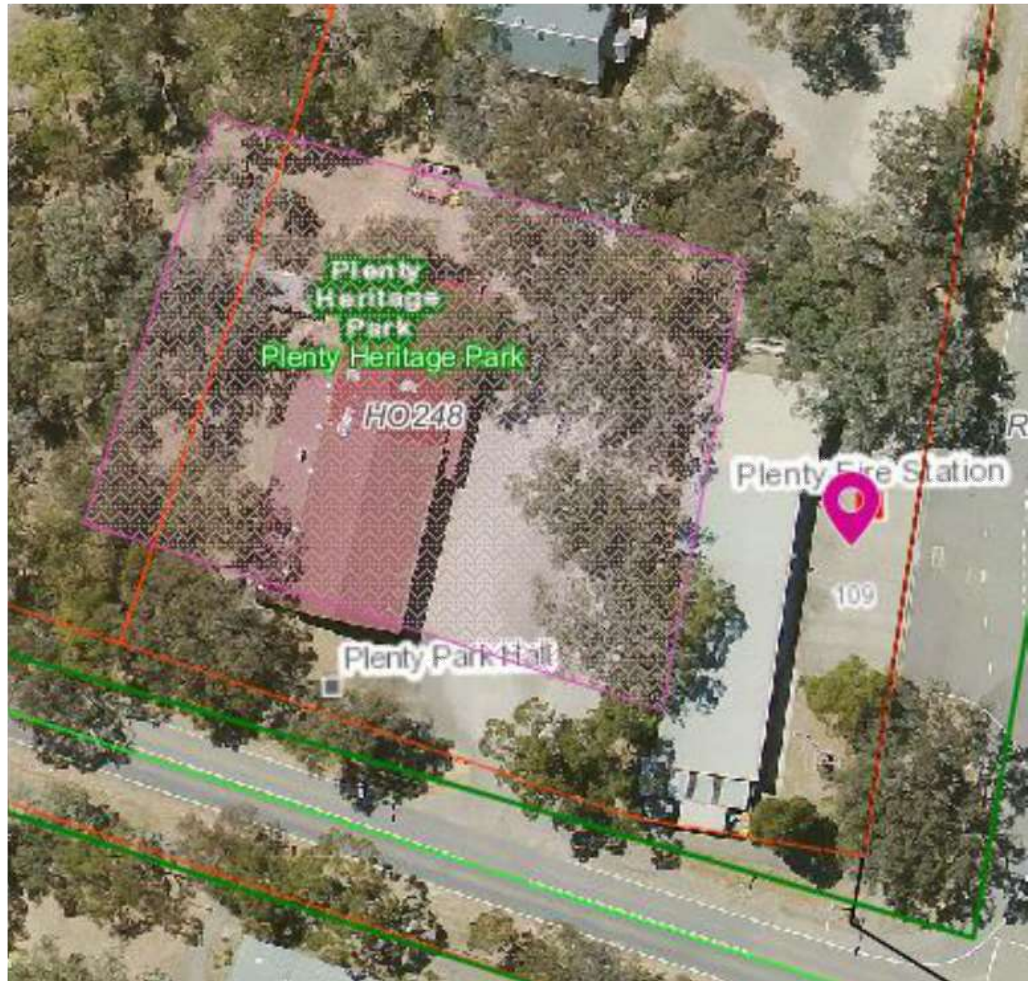


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Aerial Plan of Land – 109-115 Yan Yean Road, Plenty



The property is zone Public Park and Recreation Zone and is affected by the Bushfire Management Overlay, Heritage Overlay – No 248 (the details of the Heritage significance is detailed below).



**Nillumbik Shire Council's
Proposed Community Engagement Approach for the future use of the
Old Plenty Fire Station site**

1. A staged process is proposed as follows:
 - a) **Stage 1 - Community Engagement - Participate Nillumbik**

Have your say on the future use of the Old Plenty Fire Station site (ideas/proposals)

 - Provide the community with an overview of site and general information on the building. Seek ideas for the use of the site. This would be high level concepts, not formal submissions for evaluation.
 - Community Engagement to commence – 29 September to 26 October 2021 for a 4 week period.
 - This phase of this engagement will be promoted through a detailed communications and engagement plan. It will include:
 - using our online portal 'Participate', inviting community members to have their say whether the Old Plenty Fire Station should be demolished or not; and ideas for the site;
 - mail-out to all Plenty residents – hardcopy of survey
 - media release, flyers, e-newsletters
 - Corflute signage at appropriate locations within Plenty
 - series of posts on social media (Facebook);
 - contacting key stakeholder groups; and
 - the ability to obtain a hard copy of the survey upon request.
 - b) **Stage 2 – Hearing of submissions and Council decision**
 - The community will have a further opportunity to make a verbal submission at the Planning and Consultation Committee (PCC) meeting on 16 November 2021.
 - Upon considering the written submissions and hearing the verbal submissions at the PCC meeting, a summary report will be provided to Council on 14 December 2021 for consideration before a final decision is made on whether to demolish the Old Plenty Fire Station and reinstate the Land or retain the building for future use.
 - c) **Stage 3 - EOI Process for future use of the Old Plenty Fire Station site**
 - If Council resolves to retain the building, a formal Expression of Interest (EOI) process may be considered by Council.
 - This would involve formal submissions, assessment of proposals received and consideration of future use.

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Community Safety and Amenity

Graffiti Removal Plan

Description of policy	<p>Nillumbik Shire Council (Council) is committed to providing safe and healthy environments to the community.</p> <p>Strategy 3.8 of the Nillumbik Shire Council Plan 2017-2021 aims to <i>improve the appearance of public spaces</i>. Priority action 3.8.1 aims to development and implement the Graffiti Removal Plan</p> <p>The Graffiti Removal plan has been developed to guide the service requirements and processes in order to achieve an effective and efficient graffiti removal program within the Shire.</p>
Policy applies to	<input type="checkbox"/> All employees, volunteers and contractors
Policy category	<input type="checkbox"/> Revised Policy
Description of revision and Version Number	Version Number: 1.0

Approved by	
Approval date	
Effective date	
Date of last revision	December 2019
Date of next review*	December 2023

*Unless replaced, this policy will still apply beyond the review date.

Related internal procedures and guidelines	Nillumbik Shire Council Procurement Policy January 2019
Related policies	Nillumbik Shire Public Art Policy 2019-2022
Related legislation, standards and guidelines	<ul style="list-style-type: none"> • <i>Graffiti Prevention Act 2007</i> • <i>Local Government Act 1989</i> • <i>Crimes Act 1958 (Vic)</i>
External Stakeholders	<ul style="list-style-type: none"> • Victoria Police • Department of Justice • Traders Associations • VicRoads • Melbourne Water • Metro • Education Department • Business Owners • Residents • Successful tender

1. Policy Statement

Nillumbik Shire Council (Council) is committed to the effective management and removal of graffiti from public assets and spaces within the Shire.

2. Purpose / Objectives

The presence of graffiti in public places can effect perceptions of cleanliness, amenity and quality and safety of the physical and built environment.

Implementation of an effective graffiti removal program will improve perceptions of safety and appearance within the Shire.

3. Scope

The scope of the plan is limited to graffiti management and removal only.

Council and its contractors will be responsible for:

- Identifying and removing graffiti from public assets and spaces;
- Providing a rapid response for the removal of offensive graffiti;
- Prioritising the removal of graffiti from high visibility locations and facilities;
- Regular patrols of high visibility areas;
- Reporting graffiti to external stakeholders/agencies (private property);
- Investigate new and sustainable technologies to support graffiti removal;
- Protection of areas not requiring cleaning but application of anti graffiti coating;
- Recording of graffiti removal and protection;
- Detailed reporting to assist identification of offenders and identifying hotspots and the perpetrators of graffiti.
- Where appropriate, carrying out surveillance of graffiti hot spots in order to proactively identify graffiti offenders.

Council will continue to assist Victoria Police by providing documented instances of graffiti. This will include photographic evidence of graffiti and locations to assist with identification of graffiti offenders.

4. Definitions

Reference term	Definition
Council owned assets	Assets on Council land include but are not limited to: <ul style="list-style-type: none"> • Council buildings including sporting facilities and associated signage • Parks and reserves • Public toilets • Street furniture (benches) • Litter bins • Playground equipment

	<ul style="list-style-type: none"> • Footpath and bike paths • Sculptures, monuments and art works • Road infrastructure including traffic signage • Council signage
Graffiti	Writing or drawings scribbled, scratched, or sprayed illicitly on a wall or other surface in a public place.
Graffiti removal methods	<p>Graffiti removal methods may include one or all of the following:</p> <ul style="list-style-type: none"> • High pressure spray • Chemical removal • Abrasive removal (sanding) • Paint out / paint over
High Visibility areas	<p>High Visibility areas are locations of high public exposure, from the municipality's residents and visitors. These areas include the gateways to the main community hubs of Eltham, Diamond Creek and Hurstbridge as well as main arterial roads throughout Council's suburbs.</p> <p>The most commonly targeted areas are generally highly visible and are often centralized in and around precinct locations such as shopping strips, skate parks, laneways and transport hubs. Typically prime locations include:</p> <ul style="list-style-type: none"> • Trains and METRO property; • Bus shelters; • Street facing walls; • Public toilets; • Traffic signs; • Statues and public art; • Vending machines; • Park furniture and play equipment; • Electricity poles; • Schools; • Fences.
Land Managed by Government and Private Agencies	Council will work with property owners to seek the removal of graffiti from assets not in Council's ownership. Where structures about public spaces, Council may with the consent of land owners, remove graffiti. The <i>Graffiti Prevention Act 2007</i> does allow Council to enter private property for the removal of graffiti under certain circumstances under Part 4, item 18 - <i>Removal of graffiti from private property</i> .
Offensive graffiti	Any graffiti deemed offensive and/or obscene. This includes any marking that is defamatory or degrading about race, region, sexual preference and gender, or that releases unwarranted details relating to personal privacy.

Surfaces requiring graffiti removal and or paint out	<p>The following surface types are typical for graffiti removal/paint out in the municipality:</p> <ul style="list-style-type: none"> • Concrete – plain or coloured • Fencing: Colour bond or timber materials • Brick surfaces • Cement rendered surfaces • Power poles – galvanised, painted, timber or concrete • Metal surfaces • Signage – metal, timber, plastic or synthetic materials • Surfaces comprising plastic or synthetic materials • Road surface Materials – Council car parks and roads. <p><i>Note: the above list is indicative only, and not exhaustive of surfaces where graffiti removal and paint out will be required.</i></p>
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5. Graffiti identification

The prevalence of graffiti within Nillumbik continues to present an ongoing issue when maintaining safe community spaces with a high level of amenity as expected by the community.

Council utilises various tools to identify graffiti within the community in order to ensure a timely, effective and efficient graffiti removal program. The following are key to identifying graffiti to ensure its removal:

Council Staff	Many council staff are required to travel throughout the Shire in performing their duties. All staff must lodge service requests when graffiti is identified.
Councillors and Community Members	Councillors and Community Members are able to contact Council directly to report graffiti, or have access to the City Watch App or Snap, Send Solve App to register graffiti.
Council Contractors	Council utilises contractors for various activities such as cleaning Council facilities. All contractors are obliged to report graffiti to Council to have it cleaned.
Graffiti removal contractor	The graffiti removal contractor carries out regular patrols throughout the Shire to identify graffiti and remove it accordingly.

6. Graffiti Removal Parameters

Council and/or its contractors will be required to work within the parameters outlined below.

6.1. Graffiti removal timeframes

Council is committed to removing graffiti from public places and spaces as quickly as possible. Council will prioritise the removal of any graffiti deemed offensive and/or obscene. This includes any marking that is defamatory or degrading about race, region, sexual preference and gender, or that releases unwarranted details relating to personal privacy. Graffiti of this nature will be removed within one business day of being identified or reported to Council. If the offensive graffiti is on private property Council will quickly remove the graffiti through negotiation with the owner/occupier.

Graffiti located in areas infrastructure deemed to be high visibility (as identified in appendix 1), the graffiti will be removed within one business day.

If Council believes street art detracts from the local amenity due to its location, it will be removed within 5 business days of it been reported or identified.

Non offensive or non obscene graffiti will be removed within 5 working days of notification.

Type of graffiti	Timeframe
Offensive	Within 1 working day
In high profile areas	Within 1 working day
All other reported graffiti	Within 5 days
Identified in annual audit	As advised by Council within budget constraints

6.2. Graffiti removal methods

Graffiti can present in multiple forms on a wide variety of surfaces. Methods for the removal of graffiti must ensure the best outcome for each site, minimising permanent damage to the substrate and ensure minimal environmental impacts. Methods can include:

- High pressure water spray
- Chemical removal using cleaning solutions
- Abrasive removal by way of sanding or sand blasting
- Paint out / paint over with colour matching to the existing substrate

Graffiti removal activities must aim to minimize any environmental impact, with water runoff being recaptured wherever possible, and biodegradable chemicals used in order to minimise harm to waterways.

Wherever possible, painting out or painting over graffiti should be a method of last resort, with cleaning graffiti being the preferred method. Where painting out is utilised, every effort should be made to colour match the paint being used.

6.3. Patrol of high visibility areas

A rostered approach will be incorporated for the following

- A dedicated proactive patrol service is to be multiple times each week including areas identified as urgent.
- Patrols will also be required on days prior and post Public Holidays.
- Provide regular patrols of walk bridges, bicycle paths, sporting grounds including fences.
- School crossings (45) will be audited prior to the commencement of each school term.
- Event facilities prior to any major Council or Community festival including:
 - Nillumbik Pet Expo
 - Rotary Eltham Festival
 - Hurstbridge Wattle Festival
 - Diamond Creek Rotary Fair
 - Panton Hill on the Hill
 - Eltham Jazz, Food and Wine festival

6.4. Recording of service delivery

Councils Customer Request System will be utilised to record all reported and cleaned graffiti.

Service Requests received through City Watch and/or Snap, Send and Solve will be actioned in accordance with the timeframes identified above.

All graffiti identified and cleaned as a result of proactive patrols by staff/contractors will be recorded in a graffiti database and details provided to Council.

At a minimum, the graffiti database will be capable of registering the following information about each graffiti occurrence:

- Location – suburb and street address
- Building/structure type
- Surface type
- Name of affected business (if relevant)
- Date graffiti reported
- Date graffiti removed



- Photos, before and after graffiti removal
- Type of graffiti
- Tag identification
- Treatment used to remove graffiti

Data in the graffiti register can be supplied to Victoria Police for evidence in prosecutions of offenders.

6.5. Service Delivery Performance Measurements

Deliverable	Measurement	Target
Removal of Graffiti – Response to requests	Meets Councils timeline requirements	>90%
Reduction in outstanding service requests	Percentage reduction measured monthly	<5%
Before & After Photos of graffiti removal	Provided	100%
Weekly Report to Council	Provided on-time	100%
Reduction in costs over term of contract	Innovation and Technology that reduces associated costs	>15%
Compliance with OHS and safe work practices	Percentage jobs completed with no reported incidents	100%

Data captured through the graffiti removal program will support the development of, and planning for further mitigation activities and programs. The regular review of data will also allow for reallocation of resources if deemed appropriate and within operational capacity.

6.6. Private property (Commercial and Residential)

Council and/or its contractors will work with property owners to ensure the removal of graffiti from assets where it can be viewed from the public domain. Graffiti will only be removed with the consent of the owners.

This includes, but is not limited to:

- Residential homes with rear access from laneways;
- boundary fences;
- Commercial premises;
- Industrial premises and perimeter fences;
- Private Schools and perimeter fences;
- METRO property;
- Service infrastructure (water, electricity etc);

- Australia Post property.

Business owners are encouraged to utilise the Department of Justice website (<https://www.crimeprevention.vic.gov.au/resources/graffiti-in-victoria>) for further information on options for assistance.

6.7. Public Assets

Council will work closely with other government authorities to prioritise the removal of graffiti from public infrastructure. Key organisation's include:

PROPERTY	ORGANISATION
Major roads, traffic lights, signal boxes, some road signs	VicRoads
Public transport (train stations trams & buses) and rail corridor	Public Transport Victoria
Glass bus shelters	Adshel
Australia Post mail boxes	Australia Post
Telephone boxes and phone booths	Telstra
Water utilities	Yarra Valley Water, Melbourne Water
Electricity poles, electricity supply units	SP Ausnet
Public Schools	Department of education

All of the agencies listed above have graffiti removal programs in place, and Council actively engages with each authority to prioritise the removal of graffiti. In the event that graffiti is reported by community members on these assets, Council will work with all agencies to ensure the efficient removal of graffiti.

7. Monitoring/Auditing of Graffiti removal

Efficacy of graffiti management will be monitored by Council. Regular reporting by Council and its contractors will include the following information.

- Location of graffiti
- Square metres of graffiti
- Council's Service Request Number for incident.
- Status of graffiti
- Photographs

In addition an annual audit and report will be completed in July of each year to identify all outstanding graffiti within municipality.

Report is to be provided to Council including the following;

- Commentary on the 'Year that was' with supporting comparative results
- Analysis of graffiti activities throughout the shire locations

- Analysis of the offenders activities based on tagging identification and approximated costs to Council to remove graffiti by identified offender
- Report on offenders identified by tagging analysis and any resulting arrests and prosecutions
- Total square metres of graffiti in each suburb;
- Number of incidents;
- Graffiti in the following categories; High visibility, Medium visibility and low visibility; and
- Amount of graffiti on stakeholder infrastructure.

Appendix 1

High Visibility Locations

Throughout Nillumbik Shire the following high visibility precincts are proactively monitored. All ownership and asset types are treated within these precincts. This list varies periodically due to the offender climate at the time.

ELTHAM:

- Along Main Road, Eltham from the Eltham Gateway to Research shops.
- Eltham Town Square and precinct including Woolworths carpark/lift
- Library Place, Senior citizens, St Laurence Lane
- Bible Street and adjacent through roads to Main road
- Bike trail from Susan street oval to Eltham Central Park (Including Bridge st bridge)
- Pedestrian bridge, Homestead Road.
- Railway Pde, Railway Road
- Brisbane Street/Silver street commercial precincts
- Sherbourne rd rail bridge and surrounds
- Beard Street
- Wattletree Road Main Rd to Ryans Rd
- Karingal Drive - Signs, poles, fences through to Weidlich Road
- Allendale Rd to Rail crossing
- Skate park located at Susan Street and BMX track at Pitt Street

ELTHAM NORTH:

- Eltham North Adventure Playground
- Soccer Stadium fences on Wattletree Road
- Wattletree Rd from Main Rd to Ryans road
- Ryans Road from Progress Rd to Allendale Rd
- Wattletree Rd bridge

DIAMOND CREEK:

- Diamond Creek Road from Civic Drive roundabout to Diamond Creek Secondary College, via the Windy Mile and Chute Streets.
- Parkland / Walkway and under bridge in Gipson Street (Through to Rivergum Close)
- Aquaduct Road walkway and fences
- Retail precinct along Waigo Way Carpark (behind IGA)
- Broadgully Road from Main to BlackGully
- Diamond Creek Trail throughout the township boundary
- Fyffe Street precinct



- Diamond Street to Watkins Street and included reserves Diamond, Challenger, Linear, Campbell.
- Diamond Creek Regional Playspace and surrounding facilities
- Marngrook Oval through to Bowls club, dog park and tram café
- Elizabeth Street to Gipson Street
- Heidelberg-Kinglake Road through to WattleGlen

WATTLEGLEN:

- Peppers Paddock Reserve parkland
- Heidelberg – Kinglake Rd to Hurstbridge

HURSTBRIDGE:

- 2 x Skate Parks Main Road
- Ferguson Paddock Reserve and surrounds through to skate park
- Monash Bridge
- Ben Frilay oval and surrounds (Graysharps Road)
- "The Hub" complex and Stadium 50 Graysharps Road
- Trail from High Oval through wetlands to Ben Frilay Oval

GREENSBOROUGH:

- Diamond Hills Reserve and fenceline
- Plenty River Drive assets
- Booyan Cres Bridge
- Diamond Creek Road from Civic Drive Rnd About through to Diamond Creek

RESEARCH

- Research Park precinct including tennis and scout hall
- Assets along Route 44 to Eltham College. (Poles, signage, bus stops)
- Retail precinct and surrounds
- Ingrams Rd from Roundabout about to Margaret Street

TOILET FACILITIES:

- **ELTHAM:** Eltham North Adventure Playground, Eltham Lower Park, Alastair Knox Park, Eltham Town Square
- **Diamond Creek:** IGA shopping Centre near Waigo Way, Chute Street and Diamond Street, Campbell st reserve, Elizabeth Street (Skate Park)
- **Wattle Glen:** Peppers Paddock on Kangaroo Ground- Wattle Glen Road
- **Hurstbridge:** Fergusons Paddock off Arthurs Creek Road
- **Research:** Research Park and Retail precinct toilets

Note: Appendix updated 7/10/2020

Informal Meeting of Councillors Record

The Meeting commenced at 12:00 pm

MEETING DETAILS:	Title:	Positive Ageing Advisory Committee
	Date:	6 August 2021
	Location:	Zoom
PRESENT:	Councillors:	Cr Eyre
	Council Staff:	Fiona Vuong, Iwona Trickett, Julie Alexander, Annie Lee
	Other:	Tianjian Shen, Philip Green, Ray Carroll, Anne Fitzpatrick, Gertraud MacDonald, Sandra Verdam, Jan Taylor, Janice Crosswhite. David Nicholls, Sabi Buehler, Sue Riley, Deanna Finn, Max Lee, Richard Kottek, David Nicholl
APOLOGIES:		Cr Egan

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Communications subcommittee report back	No disclosures made
2	Dementia Subcommittee report	No disclosures made
3	Knowing our Place – walk audits update	No disclosures made
4	Seniors Festival update	No disclosures made

The Meeting concluded at 2:00pm

RECORD COMPLETED BY:	Officer Name:	Fiona Vuong
	Officer Title:	Positive Ageing Officer

Informal Meeting of Councillors Record

The Meeting commenced at 10.00am

MEETING DETAILS:	Title:	Health & Wellbeing Advisory Committee
	Date:	Thursday 12 August, 2021
	Location:	Zoom meeting
PRESENT:	Councillors:	Cr. Richard Stockman, Deputy Mayor Cr Frances Eyre.
	Council Staff:	Corrienne Nichols, Lauren Treby, Melissa Ensink.
	Other:	Committee Members: Jacinta Geary (Relationships Victoria), Olive Aumann (healthAbility), Johanna Mithen (North East Health & Communities), Kate Ferguson (YPRL), Mitch Walker (Belgravia Leisure).
APOLOGIES:		Petra Begnell (North Eastern Healthy Communities). Nichole Johnson (Nillumbik Shire Council), Pamela Johnson (community member).

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Council's stance on inclusion	No disclosures were made.
2	Municipal Public Health and Wellbeing Plan	No disclosures were made.
3	Member Updates	No disclosures were made.

The Meeting concluded at 11.28am

RECORD COMPLETED BY:	Officer Name:	Melissa Ensink
	Officer Title:	Social Planning and Policy Officer



Informal Meeting of Councillors Record

The Meeting commenced at 7:00pm

MEETING DETAILS:	Title:	Arts and Cultural Advisory Committee
	Date:	Monday 16 August 2021
	Location:	Zoom
PRESENT:	Councillors:	Cr. Paine, Mayor Cr. Perkins
	Council Staff:	Corrienne Nichols, Sarah Hammond, Simon Doyle; Richard Holt, Angela Bailey, Ange Stock, Paul Fyffe
	Other:	Brian Gilkes, Pat Reynolds, Ona Henderson, Syd Tunn, Alli Spoor, Hana Zreikat, Jonathan Crowther, Liezl Shnookal, Sandra Miller, Leanne Ipsen, Dennis Coard, Rebecca Davies, Brenda Ibels, Sally Squires
APOLOGIES:		Cr. Duffy, Nichole Johnson, Tessa Christie, Thomas McEvoy, Cassie May, Emma Roussel

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	5. Matters Arising 5.1. Eltham Library Community Gallery Program Update 5.2. Arts & Culture Strategy 2022-26 Update 5.3. New local artwork acquisitions opportunities – Nillumbik Art Collection (covered in the Curator and Collections Management Update) 5.4. St. Andrews Wayfinding Project Update (covered in Arts Development update) 5.5. Arts Recovery Update 5.6. Diamond Valley Sports & Fitness Centre Public Art Project Update (covered in Arts Development update)	No disclosures were made
2	6. Guest Speaker Brenda Ibels from Rotary Club of Eltham on artist opportunities	No disclosures were made
3	7. Curator and Collections Management Update 7.1 Introduction to Angela Bailey, Curator and Collections Management Officer 7.2 Collections Discussion	No disclosures were made
4	8. Arts and Cultural Development Annual Grants 2021-22	No disclosures were made
5	9. Arts Development Update - 2022 Nillumbik Prize for Contemporary Writing - Public Art Update - Creative Infrastructure Update	No disclosures were made
6	10. Wattle Glen Public Realm Framework Project	No disclosures were made

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
7	11. 'Leigh' – premiere of Feature length documentary on Eltham chainsaw sculptor Leigh Conkie by Ryan Gaskett	No disclosures were made
8	12. New mural in Diamond Creek - Araluen	No disclosures were made
9	14. Other Business	

The Meeting concluded at 9:15pm

RECORD COMPLETED BY:	Officer Name/Title:	Sarah Hammond, Community Arts and Cultural Engagement Officer
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Informal Meeting of Councillors Record

The Meeting commenced at 3.15pm

MEETING DETAILS:	Title:	Climate Action Plan monthly meeting
	Date:	Tuesday 17 August 2021
	Location:	Zoom
PRESENT:	Councillors:	Cr Karen Egan, Cr Ben Ramcharan, Cr Geoff Paine, Cr Natalie Duffy, Cr Frances Eyre
	Council Staff:	Hjalmar Philip, Lisa Pittle, Kirsten Reedy, Laura Nix, Ian Culbard
	Other:	
APOLOGIES:		

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Draft Climate Action Plan development	No disclosures were made
2	Draft Climate Action Plan community consultation process	No disclosures were made

The Meeting concluded at 4.15pm

RECORD COMPLETED BY:	Officer Name: Kirsten Reedy Officer Title: Coordinator Environment
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Informal Meeting of Councillors Record

The Meeting commenced at 7pm

MEETING DETAILS:	Title:	Environment & Sustainability Advisory Committee (ESAC) August 2021
	Date:	Wednesday 18 August 2021
	Location:	Zoom
PRESENT:	Councillors:	Cr Karen Egan (chair), Cr Ben Ramcharan, Cr Geoff Paine
	Council Staff:	Lisa Pittle, Kirsten Reedy, Laura Nix, Ian Culbard, Seamus Balkin, Lawrence Seyers
	Other:	ESAC Members: Elley Thomas, Narelle Campbell, Alan Thatcher, John Huff, John Brennan, Liz Parsons, David Turner, Sali Bache, Zac Lombardo
APOLOGIES:		Carol Jadraque, Andrew Robinson

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Major road projects such as Yan Yean Road and Fitzsimons Lane	No disclosures were made
2	Draft Climate Action Plan	No disclosures were made
6	Other business	No disclosures were made

The Meeting concluded at 9.23pm

RECORD COMPLETED BY:	Officer Name:	Laura Nix
	Officer Title:	Environment Project Officer

Informal Meeting of Councillors Record

The Meeting commenced at 10:00am

MEETING DETAILS:	Title:	Inclusion and Access Advisory Committee
	Date:	Friday 20 August 2021
	Location:	Via zoom
PRESENT:	Councillors:	Mayor, Cr Perkins; Cr Duffy
	Council Staff:	Angela Lampard, Angela Clare, Rebecca Burton, Tara Jolfaei, Megan Sparks,
	Externals	Kellie Massouras and Cathy McNamara: Banyule City Council
	Committee Members:	Neville Coutts, Rhonda Bain, Alison Stanyer, Ned Wilson, Diana Warrell
APOLOGIES:		Cr Eyre, David O'Connor, Inbar Niv, Laura Black, Rhylie De Graaff, Aisling McCabe, Helen Ryan, Neil Allen, Lorna MacRae

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Disability Action Plan	No disclosures were made
2	Nillumbik International Day of People with Disability Grants	No disclosures were made
3	Recreation Trails Advisory Committee, Trails Report, General Project Update	No disclosures were made
4	Accessible Parking Permit Scheme	No disclosures were made
5	Committee discussion about illegal parking in designated accessible parking bays	No disclosures were made
6	Banyule/Nillumbik COVID Vaccination Project	No disclosures were made
7	Other business	No disclosures were made

The Meeting concluded at 12pm

RECORD COMPLETED BY:	Officer Name: Officer Title:	Angela Lampard Coordinator Disability Inclusion and Volunteering.
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Informal Meeting of Councillors Record

The Meeting commenced at 5.10pm

MEETING DETAILS:	Title:	Council Meeting Pre-Meet
	Date:	Tuesday 24 August 2021
	Location:	Virtual Meeting
PRESENT:	Councillors:	Cr Peter Perkins, Cr Frances Eyre, Cr Karen Egan, Cr Geoff Paine, Cr Ben Ramcharan, Cr Natalie Duffy, Cr Richard Stockman
	Council Staff:	Carl Cowie, Vince Lombardi, Hjalmar Philipp, Jeremy Livingston, Rosa Zouzoulas, Blaga Naumoski, Narelle Hart, Joseph Emmanuel, Nichole Johnson, Lauren Treby, Enrique Gutierrez, Patrick Wood, Steven Blight, Danielle Phyland, Craig Commene, Katia Croce
	Other:	
APOLOGIES:		

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Council Meeting Pre-meet	No disclosures were made Cr Egan informed the meeting she will be declaring a conflict of interest for item CM.123/21 Bourchiers Road Special Charge Scheme – no discussion was held at pre-meet regarding item

The Meeting concluded at 6.39pm

RECORD COMPLETED BY:	Officer Name: Officer Title:	Katia Croce Governance Lead
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Informal Meeting of Councillors Record

The Meeting commenced at 12:03 pm

MEETING DETAILS:	Title:	Positive Ageing Advisory Committee
	Date:	Friday 3 September 2021
	Location:	Zoom
PRESENT:	Councillors:	Cr Eyre
	Council Staff:	Fiona Vuong, Iwona Trickett, Julie Alexander, Annie Lee, Michelle Welsby, Tara Jolfaei, Bea Guevara
	Other:	Tianjian Shen, Philip Green, Ray Carroll, Anne Fitzpatrick, Gertraud McDonald, Sandra Verdam, Jan Taylor, Janice Crosswhite, Sabi Buehler, Sue Riley, Deanna Finn, Max Lee, Richard Kottek, Joy Ferguson, Pamela Johnson
APOLOGIES:		

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1.	Promenade presentation	No disclosures made
2.	Municipal Planning Scheme consultation	No disclosures made
3.	Get on with life presentation	No disclosures made
4.	Communications subcommittee report back	No disclosures made
5.	Dementia Subcommittee report	No disclosures made

The Meeting concluded at 2:05pm

RECORD COMPLETED BY:	Officer Name: Officer Title:	Fiona Vuong Positive Ageing Officer
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Informal Meeting of Councillors Record

The Meeting commenced at 5.05pm

MEETING DETAILS:	Title:	Councillor Briefing – conducted virtually
	Date:	Tuesday 7 September 2021
	Location:	Virtual meeting
PRESENT:	Councillors:	Cr Peter Perkins, Cr Frances Eyre, Cr Natalie Duffy, Cr Karen Egan, Cr Geoff Paine, Cr Ben Ramcharan and Cr Richard Stockman
	Council Staff:	Carl Cowie, Vince Lombardi, Hjalmar Philipp, Blaga Naumoski, Narelle Hart, Jeremy Livingston, Rosa Zouzoulas, Lawrence Seyers, Ayman William, Lisa Pittle, Kirsten Reedy, Paul Fyffe, Leigh Northwood, Andrew Feeney, Enrique Gutierrez, Steven Blight, Jeff Saker, Kim Halse, Nichole Johnson, Michelle Welsby, Bianca Lord, Lauren Treby, Simon Doyle
	Other:	Chris Chapple, Dan Milne - Local Food Connect John O'Connell, Denise Hurley, Nicola Belcher, Jasmine DeSingh - Department of Transport
APOLOGIES:		

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Eltham Town Centre Local Area Traffic Management and Pedestrian / Cycling Improvements – Urban Congestion Fund	No disclosures were made
2	Draft Climate Action Plan	No disclosures were made
3	Local Food Connect	No disclosures were made
4	Major Capital Project Budget Variances	No disclosures were made
5	Proposed additional substation for Eltham and Wattle Glen	No disclosures were made
6	Bushfire Mitigation (Fire Prevention) Works Program 2021-2022	No disclosures were made
7	Row of Pine Trees, Bellavista Court, Plenty	No disclosures were made
8	January 26 Activities	No disclosures were made
9	Confidential - Montsalvat Agreement 2021 - 2024	No disclosures were made

The Meeting concluded at 9.45pm

RECORD COMPLETED BY:	Officer Name: Officer Title:	Blaga Naumoski Executive Manager Governance, Communications and Engagement
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Informal Meeting of Councillors Record

The Meeting commenced at 5.02 pm

MEETING DETAILS:	Title:	Council Meeting Pre-Meet
	Date:	Tuesday 14 September 2021
	Location:	Virtual Meeting
PRESENT:	Councillors:	Cr Peter Perkins, Cr Frances Eyre, Cr Karen Egan, Cr Geoff Paine, Cr Ben Ramcharan, Cr Natalie Duffy, Cr Richard Stockman
	Council Staff:	Carl Cowie, Vince Lombardi, Hjalmar Philipp, Jeremy Livingston, Rosa Zouzoulas, Blaga Naumoski, Corrienne Nichols, Nichole Johnson, Lawrence Seyers, Heath Gillett, Enrique Gutierrez, Lauren Treby, Melika Sukunda, Paul Fyffe, Katia Croce
	Other:	
APOLOGIES:		

MATTERS CONSIDERED		DISCLOSURES AND COMMENTS
1	Diamond Valley Sports and Fitness Centre Project update	No disclosures were made Heath Gillett and Enrique Gutierrez left the meeting at the conclusion of this item at 5.33 pm
2	Proposed Amendment to Facilitate Divestment of Land by Melbourne Water at Christmas Hills	No disclosures were made
3	Community Hospital Community Engagement update	No disclosures were made
4	Planning and Consultation Committee Meeting Pre-meet	No disclosures were made

The Meeting concluded at 6.03 pm

RECORD COMPLETED BY:	Officer Name: Officer Title:	Katia Croce Governance Lead
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