

Consultation Summary Paper

Draft Hurstbridge Rail Feasibility Study

August 2022



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Introduction

In 2021, Council engaged the services of a consultant (Stantec/Outlines) to develop a high-level understanding of active transport connections and landscape/open space embellishment options along the Hurstbridge rail corridor from Darebin rail station to Montmorency rail station. The outcome of this body of work is the Draft Hurstbridge Rail Feasibility Study.

The purpose of the Hurstbridge Rail Feasibility Study is to:

- Look to achieve safe, direct and legible active transport facilities that connect a wide range of users to the network of places along the Hurstbridge rail corridor and adjacent activity centres;
- Look at options to provide attractive and welcoming places through improved urban design and landscaping aspects along the rail corridor; and
- Support Council's advocacy activities.

Public Exhibition of draft Hurstbridge Feasibility Study

The draft Hurstbridge Rail Feasibility Study was presented to Banyule City Council at the ordinary meeting held on 28 February 2022. Council resolved to approve the public exhibition of the draft study for a period of six weeks. The engagement period was scheduled from 15 March to 22 April 2022.

Consultation included key stakeholders and the community and was conducted mainly through Council's consultation website Shaping.Banyule@banyule.vic.gov.au with a promotion article in The Banner, signage posters with QR codes posted along the route of the Hurstbridge rail line, and direct emails to key stakeholders. Additionally, a targeted Social Media campaign was undertaken in conjunction with the Shaping Banyule page. Feedback was also sought via a presentation to Council's BECACC Committee on 8 June 2022. A teams meeting was held with Department of Transport staff on to outline the study and garner feedback.

The Shaping Banyule page was divided into several sections. The main introduction page asked the community to complete two questions:

- Open Space and Landscaping are important to me because....
- Safe spaces to walk and cycle are important to me because....

The Shaping Banyule page then looked at each section of rail line in detail and again two questions were asked, the example for the Darebin station to Ivanhoe station being shown below.

- What do you think about the opportunities and issues for active transport identified between Darebin and Ivanhoe stations?
- What do you think about the proposed cycling treatments identified between Darebin and Ivanhoe stations?

Finally, a Social Map was made available for the community to drop pins onto individual maps and put in any comments or feedback.

Feedback response summary

The table below summarises the consultation undertaken and the associated response numbers.

Table 1: Feedback response summary

Date	Type of Consultation	Attendees or Responses
15 Mar 2022 – 22 April 2022	The Banner promotion article.	
	Shaping Banyule – Overall number of views and contributions.	3613 views 374 contributions
	Shaping Banyule – Two Questions relating to Why active transport is important to you, and Why landscaping and urban design is important to you.	155
	Shaping Banyule – Two Questions relating to opportunities/issues and proposed cycling treatments.	96
	Shaping Banyule - Social Maps – Number of pins detailing comments/feedback.	116
	Social Media Campaign through targeted ads on Facebook and Instagram.	26,736 people reached Generated 751 clicks through to Shaping Banyule
	Signage Posters with QR code.	42
	Department of Transport stakeholder meeting.	12
	BECACC presentation.	10
	Direct email to key stakeholders.	55
	Written responses.	12

Public Exhibition: draft Hurstbridge Rail Feasibility Study

Shaping Banyule

Consultation material including the full draft study were hosted on Council's Shaping Banyule website. In all, the draft Hurstbridge Rail Feasibility Study engagement site was viewed 3,613 times by 1,945 unique visitors. Of these, 374 contributors completed one or more of the question sets and/or left feedback on the Social Maps. The Shaping Banyule page was divided into a number of sections. The main introduction page invited the community to complete two questions:

- Open Space and Landscaping are important to me because....
- Safe spaces to walk and cycle are important to me because....

The Shaping Banyule page then looked at each section of rail line in detail and again two questions were asked,

- What do you think about the opportunities and issues for active transport identified between Station A and Station B?
- What do you think about the proposed cycling treatments identified between Station A and Station B?

Finally, a Social Map was available for each section of rail line, inviting the community to drop a pin on any location on the map and give comments or feedback at that location.

The highest response rate was for the two main page questions relating to what is important to me and why with 155 comments received. These are detailed below under main themes and summarised in the tables 2 and 3 below:

Table 2: Open Space and Landscaping are important to me because...

Theme	Comments(sample)
General Health and Well being (43 Comments)	<ul style="list-style-type: none">• Psychological and physical resilience.• Green spaces are essential for human wellbeing.• Open space and natural landscape are essential for mental health and general wellbeing.• It makes me feel peaceful and relaxed. It's an escape for folk who don't have their own spaces. I can walk my dog in some areas off lead and that's good for him. Physically and mentally.• I need and want to walk every day for my mental health, to connect with nature, for connection for my physical health!!!• Connection to nature keeps me centred and means that I can keep living in the city.
Environment and Environment Protection (41 Comments)	<ul style="list-style-type: none">• Preserve nature, natural environment, create corridors for wildlife. Visually attractive, relaxing spaces, support relaxation, exercise and play.• Open space and integrated landscaping are key factors which attracted me to the area. The development and maintenance of these factors enhance the local environment.• This is the green wedge. We highly value the tree environment and being connected to nature. This is important for wildlife corridors too.• Improving the quality of biodiversity assets connects my children with nature and cultural assets.
Benefit to Community (20 Comments)	<ul style="list-style-type: none">• It creates a sense of community to be able to share our beautiful environment and a sense of belonging and connection to the land.

	<ul style="list-style-type: none"> • It makes the community more inviting and lets visitors know we take pride and look after our local environment. • Because it provides greater community access and engagement. • Because they improve the health of our community. • I don't want to be restricted to exercising within a gym, I want to be able to exercise by myself and with friends, outside of the gym and safely. I also feel like I exercise more when there are open spaces to enjoy close by.
For walking, dog walking and cycling (33 comments)	<ul style="list-style-type: none"> • It gives me space to exercise, walk, play through with my kids and enjoy nature. • I ride a bike and walk not just for leisure but for commuting often. The rail corridor is often, or would be if accessible, a flatter, more direct and safer route than roads. • i am a keen cyclist using both road bike, commuter cycle and E-bike. I would love to see more bike lanes along the railways in the Banyule area, but I am concerned that this might mean the destruction of trees and vegetation currently near the railways. • They should be safe areas away from Traffic, be wide and sealed, not be difficult to access and provide a direct path not meander • I enjoy wandering in either direction. I don't want my walk to be too controlled. I want to breathe and enjoy the natural indigenous parts of our parks.

Table 3: Safe spaces to walk and cycle are important to me because...

Theme	Comments(sample)
General Health, safety and well-being. (33 Comments)	<ul style="list-style-type: none"> • Promote health, exercise, appreciation of nature, provide options for active transport, keep people connected. • Allow both safe exercise for individuals and families and also the potential to commute to remove vehicles from our roads. • Safe spaces to walk are important to me for good health and general fitness, cycling less important but for same reasons. • I like to walk for physical and mental health, a sense of connection to the landscape, as good for the environment/sustainability and to socialise. • Exercise for health, transport and fun are an integral part of daily life. Encouraging lifelong health habits is good for physical & mental health and can prevent so many adverse health outcomes. Safety is a key deterrent to involvement in walking/cycling.
Safety and Separation from vehicular traffic (51 Comments)	<ul style="list-style-type: none"> • We want separation from roads for our walking and bike lanes wherever possible. • Everyone needs opportunities to exercise outdoors and increasingly these opportunities are limited as a result of urbansiation. These spaces should be at a distance from main roads, where traffic noise and air pollution create unhealthy environments. • I'm a cyclist and often am towing my toddler behind me. The roads aren't safe, and many trails aren't safe also (I've had a very bad accident on one). Both cycling and walking as transport modes are important to me and things I want available for my kids.

	<ul style="list-style-type: none"> The roads are so busy walking or riding along sections (especially Greensborough station to Montmorency station) is unpleasant and dangerous yet this link to shops, transport and existing bike paths and open spaces is so important. With the increasing traffic a safe well-lit walkway is very important. I'm not sure you can safely have a combined walking and cycling path especially given the attitude of some riders.
Mode of Transport (23 Comments)	<ul style="list-style-type: none"> I use them daily with my young child and to get to work. I prefer to ride my bike for necessary tasks and for pleasure and i want to feel safe. I want to use my car less and use cycling as a safe means to get around. I ride to work every day and roads are not safe for cyclists. Bike paths keep society healthy and less cars on the road which is better for the environment.

Individual rail section feedback

The Shaping Banyule page then looked at each section of rail line in detail and again two questions were asked,

- What do you think about the opportunities and issues for active transport identified between Station A and Station B?
- What do you think about the proposed cycling treatments identified between Station A and Station B?

Table 4: What do you think about the opportunities and issues for active transport identified between rail stations?

Rail Section	Comments
Darebin to Ivanhoe station	<ul style="list-style-type: none"> Quite Accurate, Good assessment (3 comments). Plenty of opportunities as plenty of verge space. A new crossing over Darebin Creek to connect Salisbury Avenue to Wingrove Street would be excellent for cycling and walking. Using sealed pavements this currently means crossing Heidelberg Rd, or going around Rockbeare Park to the Abercorn Avenue bridge. Love them and hits the nail on the head for what is needed. Being more removed from busy roads like Heidelberg Rd would be great, connection to Alphington on western side of railway line would offer a fantastic connection. No safe cycling route along Heidelberg Road between Council boundary and Lower Heidelberg road.
Ivanhoe to Eaglemont station	<ul style="list-style-type: none"> A Quietway along Sherwood Road would be costly as the current traffic calming measures would need replacing. It is used by the replacement buses when the trains are not running, so there is the potential for clashes there. Spend funds on open space. Be careful to keep traffic access into Eaglemont via Ashby Grove. Retain the very good FoEV planted vegetation along Sherwood Road including bit south of Ashby Grove. Quite Accurate (2 Comments). Looks like good space for a path south of the line. Is it preferred to try to make walking connection east or west of the train line? This seems unclear to me. A pedestrian crossing or least a pedestrian refuge is needed on Marshall Rd near the join with Maltravers.

- Disappointed that green area between Eaglemont and Ivanhoe stations enjoyed by many is considered for replacement with a concrete bicycle path. More community consultation required pre action.
- Verge of rail corridor could have a path to connect Eaglemont to Ivanhoe however crossing over to Ivanhoe at the boom gates is dangerous and doesn't allow easy crossing of bikes to go down to Yarra Trail or East Ivanhoe.
- Existing community-led planting along the south-east side of Sherwood road south of Eaglemont Station is significantly valued by locals.
- I would like to ride/walk from the beginning to end in Banyule.

Eaglemont to Heidelberg station

- I don't believe the amenity of the area is being respected; and neither is the history of our special postcode. I'm concerned that with the proposed development there will be needless loss of our 'greenbelt' in addition to what we know as Eaglemont. It makes the community more inviting.
- The issues identified around the Studley Road/Banksia/Bell intersection on Page 38 suggest this will require an expensive solution, and I would prefer to see the funds used enhancing open spaces for all, instead of facilities for a few very keen cyclists.
- Rationalising parking in particular a good idea, but do not remove parking (2 Comments).
- Safety concerns on the north side of the line in Heidelberg need a practical solution for cyclists.
- I think the opportunities are lacking in any real consultation with residents who ACTUALLY live in the area.
- No convenient cycle access from Yarra St to west side of railway line. Is there an opportunity for a SUP on the north side of Banksia St to connect Mount St to Studley Rd bike lanes?
- Fix the dangerous bridge for pedestrians on Odenwald road. Sherwood road is not appropriate for bike path due to narrow street with all day parking. Sherwood road is used as bus replacement when train works are being done.
- Almost complete obliviousness to unstructured recreation (i.e. walking without the dangerous cycling intrusions that have made so many previously delightful walks in Banyule unusable to particularly the vulnerable elderly.
- Land utilisation should include covering of the rail precinct from the Odenwald Bridge to the Banksia Street Bridge. This would enable widening of the Odenwald rail bridge crossing allowing for 2-way traffic with a bicycle lane(s).
- Speed limits on roads such as Allandale should be slowed to 40 or even 30 so cars don't feel they need to rush past people on bikes.
- Build better path between the two stations.

Heidelberg to Rosanna station

- Good. I would emphasise car traffic reduction or further calming on Darebin Street. Despite significant road furniture already in place, cyclists contend with too many cars going at too great a pace. The rail corridor is often, a flatter, more direct and safer route than roads.
- Site 61- I would like improved wider path through this area- its lovely bush but the path is narrow, and I worry about snakes. Please leave the parklands as it is. They should be safe areas away from Traffic, be wide and sealed, not be difficult to access and provide a direct path not meander.
- An accurate assessment. Could add that the pedestrian rail crossing at St James road is unsuitable for cycling.
- Firstly, the rail tunnel is not on your map so where is the bike trail at this point. Secondly, without traffic lights how do bikes cross from Yarra St to the Yarra trail as you have stated? Bike path adj to De Winton park pavilion not possible!
- Disagree with the removal of any parking within vicinity of the hospital precinct.

- Any opportunity such as underused public land that becomes a trap for garbage, a thicket of weeds or storage of old rail parts is a wasted opportunity.
- Too much energy being spent on so few users.
- Priority should be given to connecting of communities (i.e. Heidelberg shopping strip), rather than rail stations.
- Well identified, direct routes are a trade-off between busy roads and ease of navigating (incline or routing).
- Support any opportunities to increase open green spaces.
- Main issue is how busy Cape Street is, and area is hilly. Cape St is very busy and very narrow and is even unsafe for people just trying to get in and out of their cars let alone the cyclists who have to dodge car doors and cars going onto the wrong side of the road while avoiding car doors. (2 Comments)

Rosanna to Macleod station

- Improve access between Rosanna parklands and Macleod station.
- The existing rustic nature of the park should be retained. Plant and support indigenous and native plants. Provide more seating in shaded areas. Consider low impact (self composting/drop dunny style) toilets.
- Good assessment. Make sure the crossing at Ruthven St does not require cyclists to dismount.
- Rosanna parklands has so much potential as a destination for meeting up, walking or picnics. It needs a clear pathway (for walking, cycling, prams and wheelchairs), seats, native gardens, lights (for safety) and undercover areas. (2 Comments)
- I love walking around the Rosanna Park with my dog. It's a real treasure in our community. One thing I dislike is train honking noises. It's frighteningly loud and unnecessarily long sometimes. I'm wondering whether this noise pollution.
- I have cycled to work via the route along Ellesmere Parade from Davies Street to Macleod on many occasions. Keep commuting Cyclist separate from traffic and parkland would be ideal. Crossing Chapman Street on a bike is regularly challenging.
- Terrific. Need all the crossing to be safer though - the small ones are scary.
- There should be public toilets and a water fountain at the Lower Plenty Road end of Rosanna Parklands.
- There is absolutely no need for any paved space within the parklands, there will be fierce opposition to this from the community. What we need is more indigenous planting to protect biodiversity.
- Both sides of track need a higher density of indigenous species to encourage biodiversity in the area. Active waste and litter controls should be considered to reduce further degradation to the environment. Removal of weeds & revegetation incl. Salt Creek.
- Mix of paved paths and unpaved tracks means varied options for users, I think south side should remain as a bushland reserve, does not need a paved path through it.
- A safe, if possible separated, cycling path along Ellesmere clear through to MacLeod station would be fantastic. Rosanna parklands should not be used for transiting through as increases risk to others accessing the park for leisure. (3 Comments)

Macleod to Watsonia station

- Ok as interim solutions.
- Area 64 - is very busy with netball related traffic on many days of the week- Monday, Wed, all day Saturday, Sunday evening - dangerous for cyclists and path not consistent.
- Steep hills and narrow roads not taken into account, need to slow traffic.
- Opportunities to make Wungan Street safer, especially uphill.

Watsonia to Karingal Gardens	<ul style="list-style-type: none"> • Good for a start. • Agree - As a Mum with a Pram, it's impossible to cross Grimshaw St to access Lemon Tree Lane Playground (Stairs) or Fell Reserve (4 lanes busy traffic). Same for little kids / wheelchair / elderly / crossing the road to get to the bus stop. • There should be a shared walking & cycling path from Watsonia to Greensborough stations. Adjacent to the railway line as it's very flat and would be very easy to walk & cycle on. This should be connected to all the neighbouring streets it passes. • They are practical and solve connectivity issues. They should also be tied into the recommendations of the Watsonia town square design.
Karingal Gardens to Greensborough station	<ul style="list-style-type: none"> • Support new rail bridge. • Point 'Aj' - using the top of Grimshaw St and Main St for a separated cycling path is a great idea. Cut that top of Grimshaw down to a Single Lane & use the other lane space to separate out a gutter-raised cycling lane all the way to the station. Awesome. • Lots of people would walk/cycle/e-scooter to the railway stations if there was a pleasant, car-free, easy and safe way to get there. A path between Watsonia and Greensborough Stations would do this. Make it lush with plantings and shrubs and job done. • I think there are some missing points. I feel really unsafe walking/cycling at night between Greensborough station and Kalparrin gardens. I would love a decent path between the station and the start of Kalparrin gardens that has some exposure to Circuit.
Greensborough to Montmorency station	<ul style="list-style-type: none"> • There absolutely must be a cycle path between Greensborough station that links up with the Plenty river trail and goes all the way to Montmorency and down past Sherbourne road and down to Eltham to connect up to the Diamond valley trail. • Good start, terrific and logical (2 Comments). • The rail corridor could accommodate a bike/walking trail. • Please retain existing trees and other vegetation and plant out bare ground with suitable plants. Choose a route that causes the least environmental damage. Ensure that walkers do not have to compete with speeding cyclists. (2) • opportunities for more inclusive routes are welcome. • The opportunity to provide a safe corridor for our community that is currently lacking is essential. Families do not travel in this corridor due to high traffic issues along with a lack of shared paths. Build a shared trail Greensborough – Montmorency. • Good. There's needs to be a cycle/ waking bridge from railway road to the plenty river trail. Currently the connection to the trail from railway road is awful and dangerous. • Consider a defined path along Railway/Williams/Mayona roads to better link the two areas. This is a relatively flat open area; we'll suited to a defined pathway (where possible) augmented with the footpath. • The path needs to follow the rail line not meander around, if we need to duplicate the line to Monty, which I believe is a waste of money if it is not going to Eltham, at least provide a decent path that uses this land effectively (3 Comments) • There are issues not just accessing Greensborough station, but the area south of the rail line. even the current paths are lacking in connection to shops and other facilities in Greensborough.

- My preference, for both vehicles and bikes would be a dedicated bike path. Yes, the streets might be quiet, but they are heavily congested with vehicles due to the ever-increasing number of multi-unit developments, all along the rail passage.
- The routes Need to be legible, easily understandable, not dangerous hidden spaces, and be well used in order to be safe.

Table 5: What do you think about the proposed cycling treatments identified between Station A and Station B?

Rail Section	Comments
Darebin to Ivanhoe station	<ul style="list-style-type: none"> • I am in favour. • Cycle bridge across Darebin Creek alongside the railway bridge needs to be designed to avoid steep gradients at each end. This makes the Salisbury Ave option very workable. Bridge would connect to cycle friendly Wingrove Street with safe cycling to Heidelberg Road via Station Street, Fairfield. • Great, but potentially missed opportunity to improve green spaces / shaded riding areas? • A safe connection to Heidelberg would be ideal. A lot of the time people don't ride because they don't want to arrive in a puddle of sweat. Ivanhoe is tricky in that way that it is hilly and unless you have an ebike cycling is often mostly recreational. • Doesn't appear to address Heidelberg Road issue. Cyclists won't use Darebin Ck trail to meet Salisbury Ave as it is too much of a detour. • Make sure the track has three lanes. Left, Right and passing. Two lanes are not enough especially when electric bikes are involved. Pedestrians, dogs and cyclists need more room.
Ivanhoe to Eaglemont station	<ul style="list-style-type: none"> • I am in favour, good to get them enacted (3 Comments) • It would be good to see a path and gardens along between the houses and the rail line - it is very open so security is not really an issue, and more use would make it safer. • Upgrade and use the maintenance track close to the east side of the railway line and overcome the safety issues to do so. Kitchener Reserve is a mess currently, revegetate it with native plants and maintain it properly. • Not sure what the nature of the road markings will be for cycling on Sherwood Rd, however allowing car parking in bike lanes makes the route more dangerous. • I am not clear on what treatment 14 (Banksia St crossing) entails. Would it not be possible to add lights facing the Old Banksia St Service road to enable crossing by bike? • Not required. Cyclists mainly social/weekends, not work related, residents minimal users. Cost up/min benefit, green areas lost. More green required for visual, soil, Co2/O2use. • Good to get some options as it is very disconnected even for walking despite the easier grade along rail corridor compared to steep hills the bike lanes currently have. • Look @ a map. We are hemmed in by arterial roads, divided by rail lines. We need off road opportunities here too. Mental & physical health! Community integration! Environment! 20 Minute neighbourhoods! • Friends of Eaglemont Village have conducted significant landscape improvements along the south-east side of Sherwood Road south of Eaglemont Station. Any Quietway works or new shared path should not destroy community-planted landscaping.

**Eaglemont to
Heidelberg
station**

- In favour.
- I believe these are the concerns of the few being used to overcome those of the many.
- Do not support reduction in car parking as it is important for the medical facilities and this would only allow for a short section of two-way track. What happens either side of that section? There are plans for Odenwald Bridge. Why bother for only a few.
- Highly in favour of protected bike lanes on busy roads, however my experience is where there is parking in the lead-up to an intersection (i.e. within 10m), turning drivers tend not to notice cyclists emerging from the protected lane.
- Another initiative at the expense of the neighbourhood character in an area where the highest rate payers are fed up with an attack of green space for people to pass through on a weekend bike ride. Sherwood Rd residents had to suck up a substation.
- A SUP under Heidelberg Station would be ideal.
- Oppose this. Sherwood road is not appropriate for this due to bus replacement and all-day parking turning it into one lane already during the day.
- I'd be a lot more interested if there was also a section here for walking options (zero listed-not a single seat for example).
- How many people are going to be willing to cycle through the major road section you need a user study before committing OUR rates to bicycle lanes that as in the city are rarely used.
- it more bike friendly with more space and a better way to get from the first other side into Heidelberg.

**Heidelberg to
Rosanna
station**

- Good for a start.
- Need a safer way to cross Carwarp Street.
- All sensible, Path between Burgundy St and Darebin St could do with a gradient reduction in the top 50m.
- Disagree with bike lanes increasing - evidence in the city shows that these are seldom used & become a nightmare for the overall users of an area.
- Protected cycle lanes are the way to guarantee cyclists will use the design changes, placing sharrows - which 90% of motorists do not understand the implication of - will not result in a large uptake and mean more motorists ignore sharrows !
- This is a total waste of money and time. SUP next to the railway line? Are you going to take land off people? And why is Manton Street being turned into a cycling lane. Hawdon Street is critical for parking, too steep and narrow. (3 Comments)
- Looks great! Having safer bike infrastructure on Cape Street is great.
- Bicycle lane promised at last election. Would like to see it built.
- It would be great to see the road widened to allow for a dedicated bike lane and safer parking. Or even better a bike path along the extremely wide nature strip. This would also accommodate a much safe route for kids biking to school.

**Rosanna to
Macleod
station**

- In favour (3 Comments) Keep going with the upgrades.
- Important to separate walkers with dogs off lead and cyclists.
- Need a safe and convenient way to cross to the eastern side of the railway by bike without dismounting.
- Please make any cycling track safe and away from cars. Cycling becoming appealing very quickly when you feel unsafe.
- Currently, there is a bike road starting from Lower Plenty Road to the level crossing at Davies Street and Ellesmere Road. I'd like to see the bike road continue on to Chapman Street and if possible, further.

	<ul style="list-style-type: none"> • A good idea if kept out of the park. Any bike paths should be outside the parklands on the other side of the rail corridor away from the park. Utilising West side of track makes sense for SUP, as the parklands is a leisurely space for people to enjoy rather than interface with commuters. Cyclists have road bike lanes & are very entitled it is not pleasant having them roar past on walking paths I walk through Rosanna park 6 out of 7 days a week and cyclists sometimes race through using it as a thoroughfare. Walkers stroll along and dogs are off lead and cyclists just aren't compatible. (5 comments) • Better paths in the park or past Macleod football club would be good rather than by the road. • Cycle paths already exist. Could be better access to the Main Yarra Trail. • Route looks ok. If possible, separating cycling lane from road (i.e. more than just painted line) would increase safety and use. • Is good should encourage more cycling track around with good drainage no water pool during wet seasons.
Macleod to Watsonia station	<ul style="list-style-type: none"> • In favour. A cycling path is a great idea. Moving cyclists next to train is a great idea as will take cyclists off Wungan St. (3 comments) • There are several areas where the footpath is interrupted, and the traffic is actually high volume in this area at times. • Obvious path to the west of the railway line to have a separated pathway. Need calming in bike lanes, as dangerous to walk when bikes go fast.
Watsonia to Karingal Gardens	<ul style="list-style-type: none"> • In favour. • I don't see any significant improvements mentioned there. Crossing Grimshaw St even out of peak times is near impossible. Please install push-button crossings, one near the Police station PLEASE. This will open up either side so much more. • Promoting cycling and greater community connectivity is wonderful. I'd certainly tie it in with the Watsonia town square proposals.
Karingal Gardens to Greensborough station	<ul style="list-style-type: none"> • In favour. Need to consider lighting. And be as direct as possible. (2 comments) • There is no safe cycling route from Woolworths Greensborough to Greensborough Station. Heaps of people go to the station from this direction and also to the Plaza. Please make cycling from this direction safe and accessible for all. It's not now. • Improving connections to Poulter reserve area is a great idea. Cycling paths either side of Bicton Street are very narrow and uneven. I don't like to take my kids along this section as I feel it is unsafe compared to other parts,
Greensborough to Montmorency station	<ul style="list-style-type: none"> • In favour. Can't imagine it being done any other way. Think the community will love it. (5 comments) • Must be a separated dedicated cycle trail connecting the diamond creek trail at Eltham with the Monty station, plenty river trail and Greensborough stations adjacent to the new duplicated railway line. Not shared with the walkways dedicated cycleway. • Need more bicycle accommodation at railway stations. • Definitely no concrete surfaces please. Walking on concrete, this will be a uncomfortable and a health hazard- as concrete causes foot problems. also bad for environment. Please use smooth, soft surfaces e.g. crushed fine gravel- such as on Warburton trail. • Very good, will be much safer. Better connection to Plenty River Trail very welcome. • Keeping the cycle lane along the rail corridor would be the gold standard. • Please, whatever you do, do not cut down more trees. • A direct and separate cycleway between stations as part of the duplication build seems like a good idea considering all the challenges.

- it needs to follow the rail line, widen the underpass at Sherbourne, painting bike lanes on roads just allows cars to park in them and then you end up having to ride in the traffic, like Mountain View rd.
- Great idea. Would be great to extend safe cycling along the corridor beyond the Gboro bypass to at least Macleod.
- Restrictions to entry on bike paths and choke points need to also consider non-standard bicycles e.g.: tandems, cargo bicycles, bikes with trailers (i.e. longer and/or wider wheelbases than a standard bicycle.
- I think the path veers away from the train line too much. A path right next to the train line is ideal. Also, a path from Montmorency station to Eltham station is needed too.
- The separated cycleway "incorporated into duplication" will not happen. It is not on the current scope and the state government has only committed to an "investigation". by the time this is done it will not be "practical" to add infrastructure to the railway.
- An off-road path and bridge between the two stations is needed, without significant inclines.
- My preference would be sealed but a firm gravel type would probably be better environmentally. My only concern with gravel is that it washes away with rain and is dangerous for bikes.
- I think it's important to remember not everybody is a cyclist. Walkers are more vulnerable.

Social Map Individual Sections

The Social Map invited the community to drop pins on a map of each individual area outlining any additional comments or feedback they would like to give in the area. 116 pins were dropped onto the maps. The following summarises the comments/feedback received.

Darebin to Ivanhoe station (16 pins)

- Pedestrian crossing across Darebin Creek as an alternative to cycling on Heidelberg Road would be great. It would improve connections for the local community to Darebin Parklands (2)
- The land along the railway is not kept or maintained well. Clear out overgrown weeds, invasive weeds, dead trees. It needs more ongoing maintenance(2)
- Need path linking Darebin Station and the Darebin Parklands. Darebin Parklands is a fantastic facility.(3)
- Investment in the area should be a priority.
- Agree to a Shared User Path along the rail line. Yes to a dedicated cycling facility along the rail line (2)
- Replacement of recently removed large trees(4)
- Remove vehicular traffic from Salisbury Avenue to Heidelberg Road. Give priority to resolving vehicular and parking along Salisbury Avenue.
- No fence/vegetation barrier to the train line. This is an issue.
- New improved and maintained vegetation needed.

Ivanhoe to Eaglemont station (24 pins)

- This area looks so much better than it did a few years ago – a great example of what volunteers can achieve. Council should encourage this kind of activity and commitment. Planting along this strip by a local community group would enhance the immediate station area, and the overall rail corridor landscaping. Volunteers in the community have done an amazing job on the land below the embankment of this railway line. What was barren and damaged post substation is now great and better every day. There is no space in this reservation for pedestrian, hiking or cycling, although there should

be space for people to wander and dream. If a water supply/system could be added to replace the current plastic bottle system that would help. And why not continue west of the Ashby grove underpass all the way to Ivanhoe station? The volunteer organization (FoEV) would love to be involved, reduce the strain, help you out, be useful. (12 comments)

- Kitchener Reserve was intended as public open space, and could become a nice gathering spot with a bit of funding and attention.
- It would be great to see improvements along this path, and it presents opportunities for new plantings. Safety is not really a concern and encouraging more use would make it safer.
- This wide verge between Alandale Rd and the rail line has a number of mature trees, and the recent work by the Friends of Eaglemont Village is a great example of how the land along the rail line can be used for community gardens and made to look so much better with input from the local residents and community. There is already a walking track but there is insufficient space for the inclusion of a cycle track. If this example were followed along much more of the rail corridor it would encourage many more residents to get out into and enjoy their immediate neighbourhood, supporting their wellbeing, and possibly contributing to a greater sense of community.
- Rail corridor can be greatly enhanced by relevant rail authority cutting out dead trees, clearing overgrowth, cutting out invasive species, and cutting back large trees (as recently done north of Eaglemont Station).
- This space could be improved with more seating and planting.
- Bus stop requires improvement - better lighting and improvement in garden area at rear of shelter.
- Concur that the railway verge is a golden opportunity for revegetation to create a wildlife corridor that is not being undertaken by private railway operators.
- Pedestrian improvements required on SE side of Norman St.

Eaglemont to Heidelberg (11 Pins)

- Planned works for Odenwald Rd bridge upgrade/pedestrian access should dictate timing of any cycling treatment in the immediate area, i.e. no point doing cycle work before the bridge work is completed. (3 Comments)
- Sherwood Road is bedlam whether or not there is a train replacement service operating - and it is all due to the number of cars parked along it. Already it is difficult navigating the speed humps, with vision of oncoming traffic obscured by parked cars, and the ever-present threat of cars haring down from Studley Road. If we are to add bike lanes or some such development, we are going to add to this local issue of simply getting about. Loss of native habitat - the dedicated work of planting by Friends of Eaglemont Village - will also occur if we are to further develop this area.
- The removal of parking, hereabouts free parking, will prove detrimental to residents and their visitors in addition to medical staff at the hospital. As it is matters for parking are difficult enough. (3 Comments)
- Could line the fence here with indigenous shrubs.
- Sherwood Rd is busy enough as an approach to a metro train station and a link to schools and shopping at the Ivanhoe end. It is difficult for cars to pass comfortably at the best of times in two lanes. Add to this, the never-ending parked cars of hospital workers filling the streets of Eaglemont with their cars. They are not riding their bikes! When there is a bus replacement service (which is a regular occurrence- Sherwood Rd is bedlam and movement is tight). We want to preserve and increase green space - we don't want more lanes, carved up nature strips, road markings and removal of green zones to cater for people 'passing through at the expense of neighbourhood character!

Heidelberg to Rosanna station (10 Pins)

- Only 10 people have contributed a comment in response to this. Suggest it would provide a greater breadth of feedback, and it would be more accessible, to conduct field interviews with residents in the relevant spaces.

- This would have been a nice open space to offset the car park and concrete railway overpass if VicTrack had not sold it off for development.
- Improve cycling access from Beetham Parade to the SUP beside Ellesmere Parade. Currently requires awkward manoeuvring in traffic.
- Reinstate the zebra crossing from station to shops.
- Extend the SUP around the corner to join up with the cycle lane in Station Rd.
- Parkland needs water taps for people and dogs.
- No cycle lane on Manton Street. The road is not wide enough now with all the parking on eh street, caused by multi-unit developments and the extra cars it generates.
- Would be great to have an easy transition to west side of railway, even if no further supporting infrastructure / lanes were put in place along Beetham Pde
- Opportunity to do more with this space, a small playground and some bench seating.

Rosanna to Macleod station (25 Pins)

- Safe crossing for pedestrians and cyclists wanting connecting Sprinthorpe and Cherry Street reserve to Macleod station. (3 comments)
- Safer crossing for cyclists – wider islands.
- Picnic facilities, shaded areas, toilets, water fountains, bins, all abilities playground and toilets in Rosanna Parklands. (6 Comments)
- Choose one grassy area for an off-leash dog zone, so young families can enjoy picnics (etc) undisturbed in other areas of the park. Expand usage of fenced-off revegetation zones to protect wildlife. Create a dense and diverse understory of shrubs in the wooded areas. This parkland has the potential to be a much more effective wildlife sanctuary, with maintained walkways and areas for recreation (like Blackburn Lake for example). (3 comments)
- More dense planting of indigenous plants please. We cherish the natural setting as an escape from the endless built environment that surrounds us. No paved paths, no additional facilities. Just more indigenous plants and less lawn. The existing lawn doesn't have much use, just ask the kids that got so much enjoyment playing in all the planted sections throughout lockdown, much more fun to be had in the bush. A few areas for dogs to run around in is great, but the overall lawn area could be reduced to expand that natural sections for the community and biodiversity to enjoy. (3 comments)
- The rail corridor is a barren scar through the area that is vegetated either side. Improve biodiversity and amenity by planting within the rail corridor. Increase vegetated areas on both sides of track too. (2 comments)
- Extend bike path, if feasible, all the way to Chapman St.
- Paths through Harry Pottage Reserve require upgrading and maintenance for safe use by pedestrians and cyclists. Pedestrian/bike crossing required to permit safe access through Harry Pottage Reserve to Springfield Estate and La Trobe Uni. (2 comments)
- Strongly support SUP alongside McNamara St or bike lane on McNamara St. Needs to link to Macleod Stn and YMCA. (2 Comments)

Macleod to Watsonia station (4 Pins)

- Would like to see bike path on the train line side of Somers avenue.
- I use paths in parks, but off lead dogs chase bikes.
- SUP along railway easement would provide good, safe linkage between MacLeod and Watsonia and enhance safe cycle or foot traffic to LaTrobe Uni and MacLeod College and shops. (2 comments)

Watsonia to Kalparrin Gardens (2 Pins)

- Planning of open space and active travel ideas need to work alongside or be integrated with the Watsonia town square development.
- Greater use of existing infrastructure for a SUP on the existing Greensborough Rd and subsequent rail corridor to Grimshaw street.

Kalparrin to Greensborough station (11 Pins)

- Shared Bike / Pedestrian Path from Watsonia Station to Greensborough Station. No skimping on the crossing here - either go above the road, or below it. And make sure there's access to the path from the road too.
- Kalparrin Gardens could be so much better. Upgrade the windy paths on the south side, make it a bit easier to get up that hill. Plant it out properly with an understory of natives, get a heap of different flat picnic spots across the hills w/picnic tables, - better toilets - make it feel more inviting generally. How about a community Veg Garden next to the train line? Upgrade that BBQ Area and playground up the top - it looks uninviting.
Connect Kalparrin to a shared bike/footpath that goes between Watsonia and Greensborough Stations and you've got the perfect mid-point rest-stop going between them - and it's all flat. Travelling between Greensie and Watsonia by foot at the moment is a big climb, then a big descent. A path alongside the railway line would be so much easier, and really add to the amenity of the area. Add some drinking fountains, better seating, toilets and it would make it great I reckon. I'd be there all the time. (2 comments)
- A new and larger basketball court is desperately needed here (there is a ring, but the court is not big enough to use). With all the high-density apartments approved, this space is already and will continue to be a busy hub for families and recreation. Other ideas for the space could be a dog agility course or a tennis rebound wall attached to a basketball court revamp. This space caters for kids with a small playground, but the adolescents need a basketball court that is fit for purpose.
- Area is very popular for BBQ /picnics, could do with more spots or more landscaping.
- Mural in underpass. (2 comments)
- Reduce inclines if possible.
- Unsafe feeling in bridge underpass. (2 comments)

Greensborough to Montmorency station (Responses 13)

- A footbridge should go over the railway line at Petrie park to St Francis Xavier Primary School so the kids can safely get to and from school without having to run the gauntlet of cars and the narrow roadway on the mountain view bridge. Should be more footbridges to connect the suburb over the railway lines also.
- A sculpture of a native animal to remind us to look after our waterways; and a way-finding sign for the Plenty River Trail/Swing Bridge/Escarpment/Montmorency
- There are some potential issues with the trail connections through this area with the protection of the Eltham Copper Butterfly habitat which abuts Binns Street at this location.
- Mayona Reserve and the adjacent rail corridor is a site of very high biodiversity values with two Nationally protected species and a number of State protected species recorded for the location. This needs to be considered and incorporated into any proposals in this vicinity.
- Make it easy for Monty residents to get to Greensborough Plaza by foot/bike/escooter. Build a dedicated Shared Bike / Walking pathway from Montmorency Station, adjacent the railway line, to Greensborough Station and up into Greensborough Plaza.
- Opportunity for convenience retailer e.g. coffee. Secure, weather proof bike/e-scooter parking. Level ground market stall/community area to anchor activities/festivals held on WERE street.
- Recommend working with Nillumbik Shire Council and State Government to extend proposed SUP to Diamond Creek trail near Eltham thereby linking SUP Greensborough to Eltham.
- Strongly support SUP Greensborough to Montmorency along railway line with road underpass at Sherbourne Rd bridge.

- Bridge from railway road to plenty river trail.
- Opportunity to replant trees that have been cut down for shade and heat reduction.
- connected lanes and paths to other bike lanes south of the shopping precinct in Greensborough are required to make the path part of a usable commuter network.
- Separate shared pathway along south side from Montmorency station to Greensborough stn
- Widening of underpass with sage lighting for night and local artistry.

Social Media Campaign

A Social Media campaign was also run in conjunction with the Shaping Banyule page over the same six-week consultation time period. The Social Media campaign consisted of targeted advertisement on Facebook, with a presence on Instagram and Twitter.

The social media campaign reached 26,736 people through the targeted ads. Reach is the total number of people who see our ads on their feed. We reach people through specifically targeting them with our paid ads. Reach is the number of unique people who see our ads. Overall, we made 65,257 impressions through our ads. Impressions are the number of times our ads are displayed, no matter if it was clicked or not. A click through rate of 4.27% or 751 clicks was achieved meaning a resident/person would see the ad on their feed, want to know more and then they click the link connected to the ad through to the web page.

Key Stakeholders

Fifty key stakeholders were contacted separately by email and offered meetings if they would like to discuss the draft Hurstbridge Rail Feasibility Study further. Key Stakeholders included, Department of Transport, VicTrack, Metro Trains, adjoining local Councils, adjoining local primary and secondary schools, adjoining local Shopping Centres, Friends of parklands groups, and large employers such as the Austin/Mercy Hospitals. The Department of Transport offered to collate the replies from their internal agencies and a teams meeting was held on 1 April 2022.

Additionally, a presentation of the draft Hurstbridge Rail Feasibility Study was made to Council's Banyule Environment and Climate Action Advisory Committee (BECAAC) committee on 7 June 2022.

Written feedback

Twelve written responses were received during the public exhibition period from key stakeholders and members of the community. A summary of feedback, around key themes, is provided in the table below.

Table 6 Comments - Written feedback

Theme	Comments
Community Consultation	<ul style="list-style-type: none"> • I find it very difficult to work out how to respond to the consultation using the structures presented on the website.

	<ul style="list-style-type: none"> Model of community engagement should have included face to face engagement and open presentations by consultant and Council officers. (2 comments) Found it easy to navigate Shaping Banyule website. I would welcome an in-person community session particularly around the Ivanhoe/Eaglemont area.
Friends of Eaglemont Village	<ul style="list-style-type: none"> The wide verge with mature trees between Alandale Rd and the rail line is a great example of how the rail corridor can be improved with input from the local residents and community. Work of Friends of Eaglemont Village should be acknowledged.
Shared User Path	<ul style="list-style-type: none"> Shared Use Paths are often, in reality, not safe for pedestrians because of the behaviour of some cyclists. The Rosanna Parklands and also the new footpath from Davies Street to Rosanna Station are used constantly - so we would be very appreciative to have improvements made to the area between the rail and street. We need to move away from defaulting to Shared Use Paths as the basis for design. They are problematic for pedestrian and cyclists experience and level of comfort, especially in high volume areas. Where paths are associated with public transport, i.e. Bus to Train connections, DSAPT will apply, which does not support SUPs. Except for low usage, recreational paths, separated pedestrian and bicycle paths should be the basis for design. I would like to see as part of this project a shared user path between Stephens Street, Montmorency to Montmorency Station. The rail corridor here is very wide and is currently being used for heavy vehicles for the LXR. As well as a connection from Stephens Street, Montmorency, over Sherbourne road and along the rail line to connect with the existing bike tracks around Alistair Knox Park, Eltham. These suggestions would provide missing links that our area would greatly benefit from. A great idea to have a bike/walking path along the train line. I believe having a cycle/walking path along the train line all the way to Hurstbridge would be a wonderful asset to the local community.
Odenwald Bridge	<ul style="list-style-type: none"> Firstly, for 30+ years I have taken my life in my hands every time I have cycled of walked across the bridge. As I am now ageing, I am not as agile to get out of the way of careless or incompetent drivers. Secondly, now that my wife needs to use a wheelchair to get around, she is extremely vulnerable whenever she crosses this bridge. She cannot see traffic coming from behind her. Also, on several occasions when I have been accompanying her, she has almost tipped her power chair over as she leaves the footpath onto the bridge roadway. Any changes to Odenwald bridge must simultaneously allow for safer vehicular, pedestrian, cycling and wheelchair traffic.
Walking	<ul style="list-style-type: none"> More emphasis required on walking and sections should be devoted to walking treatments.
Open Space	<ul style="list-style-type: none"> There should be more emphasis on walking and open space which benefit many people as opposed to the few who benefit from cycling. Make open space more appealing for local people. Banyule Council's own research shows that residents would prefer more spending on Parks and Gardens, and Playgrounds, ahead of other capital spending. I have been reading and viewing the planned improvements to the 'Hurstbridge Rail Corridor Feasibility Study' and quite pleasantly welcome the

	<p>proposed changes, especially to the Rosanna/Macleod corridor. Why? Because we have lived in Ellesmere Parade now for sixty-three years and have been unable to have any changes or improvements made to the road-side area. Trees and bushes have aged and consequently dug-out but never replaced by Council.</p>
Public Toilets	<ul style="list-style-type: none"> I think there should be public toilets available at regular distances along the corridor.
Cycling Treatments	<ul style="list-style-type: none"> Cycling treatments within station precincts requires its own section to identify the requirements and trade-offs. Stations must comply with Disability Standards for Accessible Public Transport 2002 (DSAPT). Some cycling treatments, such as shared use paths, are not suitable for accessible paths within train station precincts. SUPs may also not be appropriate for paths within stations that are expected to have a large number of pedestrians and cyclists during peak times. These cycling treatment considerations need to be identified to ensure best outcomes for users and DSAPT compliance, with trade-offs for competing precinct land being managed. An Accessibility Consultant should be engaged to provide advice on DSAPT compliance. It really is time that the raising dangers of cyclists to walkers was recognized (the aggressive behaviours of cyclists on many Banyule "shared" [paths have driven many elderly away from these parks completely - we and our neighbours are 6 of them). I am supportive of a trail along the rail corridor. However, it must avoid remnant vegetation. It appears the study area stops at Monty station. Has extending it all the way to the Diamond Creek Trail and then Eltham station been considered? Surely it would sensible to extend it the whole way. Yes, Banyule stops at Shelbourne Rd, but have you asked Nillumbik to be involved? The train line crosses the Diamond Creek Trail; hence it would be logical to connect to that. If a bridge over the creek is too expensive, then it could connect to the Diamond Ck Trail via the parkland west of the creek (north of Bridge Street).
Governance of rail	<ul style="list-style-type: none"> Until the Victorian rail authorities come to a level of understanding - commensurate with interstate and overseas standards - of their place in (not over) the communities and places they intersect, there will be little chance of community and local government outcomes matching their inputs.
General	<ul style="list-style-type: none"> This should have happened 10 years ago, but what is happening at the moment is a disgrace. As you would know the density as risen year after year, yet the infrastructure hasn't. It's a "no brainer" more train equals less cars. By making improvements, we want to: <ul style="list-style-type: none"> make commuting quick, convenient and easy increase connection and reduce delays develop a more complete network make commuting inviting, interesting and pleasurable improve pedestrian and personal security strengthen signs and directions to help people find their way. <p>I couldn't put better myself, but there is lack of vision for the future. If the powers to be believe there is no need for the duplication to Eltham, then pack up and go home. Stop wasting money on half doing it.</p>

Conclusion

The draft Hurstbridge Rail Feasibility Study has been developed to:

- Look to achieve safe, direct and legible active transport facilities that connect a wide range of users to the network of places along the Hurstbridge rail corridor and adjacent activity centres;
- Look at options to provide attractive and welcoming places through improved urban design and landscaping aspects along the rail corridor; and
- Support Council's advocacy activities.

The community was invited to provide feedback on the draft Hurstbridge Rail Feasibility Study through mainly online methods. During this time approximately 385 pieces of individual feedback were received. These responses have been analysed and it has been found that there is a desire for better and improved active transport links and open space/landscaping and urban design along the Hurstbridge rail track.

There has been positive support for the draft Hurstbridge Rail Feasibility with overall support for the concept of an active transport corridor extending from Darebin Station to Montmorency Station, which is well designed, accessible, safe, flat and considers the interaction of cyclists, walkers and walkers with dogs. Urban design and landscaping were also favourably received by the community, particularly around the concept of a wildlife corridor and continuing with the good work undertaken by the Friends of Eaglemont Village. Positive feedback was obtained in relation to the Improvements recently completed on the shared path alongside the Rosanna Parklands, with a desire to retain Rosanna Parklands as is.

However, the community agrees that there is significant work to be done to achieve a safe and comfortable cycling and walking environment for all, including vulnerable users. How to achieve the infrastructure for this cycling and walking environment varies in the feedback. Most contentious issues revolve around the installation of bike infrastructure on road, sharing of shared user paths, shared user path behaviour particularly the behaviour of speeding cyclists, loss of parking, and any loss of trees/greenery.

An issue raised by community members included the need for face to face consultation with the community. Although the online platforms were well used, many community members believed that there would have been a benefit to open discussion between the community and Council, if an open presentation and forum had been staged.

This feedback will inform the development of the final Hurstbridge Rail Feasibility Study.