



**COUNCIL MEETING OF
THE HUME CITY COUNCIL**

MONDAY, 14 JULY 2025

7.00 PM

**COUNCIL CHAMBER - HUME GLOBAL LEARNING CENTRE
BROADMEADOWS**

HUME COMMUNITY VISION 2045:

A thriving community with a strong sense of belonging.

An audio and video recording of this meeting of the Hume City Council will be published to Council's website within two (2) working days.

HUME CITY COUNCIL

**Notice of a
COUNCIL MEETING OF THE HUME CITY COUNCIL**

to be held on Monday, 14 July 2025

at 7.00 PM

at the Council Chamber - Hume Global Learning Centre Broadmeadows

Attendees:	a: Council	Cr Jarrod Bell Cr Naim Kurt Cr Daniel English Cr Steve Gagen Cr John Haddad Cr Kate Hamley Cr Sam Misho Cr Carly Moore Cr Jim Overend Cr Karen Sherry Cr Ally Watson	Mayor Deputy Mayor
	b: Officers	Ms Adam McSwain Ms Rachel Dapiran Ms Kristen Cherry Mr Fadi Srour Ms Ann-Michel Greenwood	Chief Executive Officer Director Infrastructure and Assets Director City Planning and Places Director City Services & Living Chief Financial Officer Chief People Officer Acting Director Customer & Strategy

ORDER OF BUSINESS

1. ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Hume City Council would like to acknowledge that we are meeting on Country for which the members and Elders of the Wurundjeri Woi-wurrung people and their forebears have been custodians for many thousands of years. The Wurundjeri Woi-wurrung, which includes the Gunung-Willam-Balluk clan, are the Traditional Custodians of this land. Hume City Council would also like to pay its respects to their Elders, past and present, and to all Aboriginal and Torres Strait Islander peoples who may be here today.

2. PRAYER

Hume City's religious diversity strengthens and enriches community life and supports the well-being of the citizens of Hume City. Hume City Council acknowledges the importance of spiritual life and the leadership offered by the Hume Interfaith Network (HIN). In recognition of the religious diversity of residents in Hume City Council has invited the HIN to take responsibility for the opening prayer at Council meetings. This evening's prayer will be led by Rev. Dr. Satvasheela Pandhare of the Hume Anglican Parish, on behalf of the HIN.

3. APOLOGIES**4. DISCLOSURE OF INTEREST**

Councillors' attention is drawn to the provisions of the *Local Government Act 2020* and Council's Governance Rules in relation to the disclosure of conflicts of interests. Councillors are required to disclose any conflict of interest immediately before consideration or discussion of the relevant item. Councillors are then required to leave the Chamber during discussion and not vote on the relevant item.

5. CONGRATULATIONS AND CONDOLENCES**6. CONFIRMATION OF MINUTES**

Minutes of the Council Meeting held on 23 June 2025.

RECOMMENDATION:

THAT the Minutes of the Council Meeting held on 23 June 2025, be confirmed.

7. PUBLIC QUESTION TIME**8. OFFICER'S REPORTS**

The Mayor will ask the Councillors and gallery at the commencement of this section, which reports they wish to speak to. These reports will then be discussed in the order they appear on the notice paper.

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9. NOTICES OF MOTION

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10. ITEMS TO BE TABLED

10.1 Petition - Transform Main St, Craigieburn to a car-free space for pedestrians and bikes, transforming the car parking spaces into garden spaces, secure bike racks, outdoor business spaces, and outdoor seating areas for the businesses currently operating.

11. URGENT BUSINESS

12. DELEGATES REPORTS

13. CONFIDENTIAL ITEMS

The Meeting may be closed to members of the public to consider confidential items.

RECOMMENDATION:

THAT Council close the meeting to the public pursuant to section 66(2) of the *Local Government Act 2020* to consider the following items:

8.4 Contract No. 30 24 3593 - Tree Services - Electric Line Clearance

Item 13.1 is confidential in accordance with Section 3(1)(a) of the Local Government Act 2020 because it is Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.

The specified grounds apply because this report contains contractual matters.

Confidential Attachments:

1. *Electric Line Clearance Confidential Report*
2. *Electric Line Clearance Tender Evaluation Matrix*
3. *Electric Line Clearance Schedule of Rates*
4. *List of Company Directors and Officeholders*

14. CLOSURE OF MEETING

**ADAM McSWAIN
ACTING CHIEF EXECUTIVE OFFICER**

10/07/2025

REPORT NO:	8.1
REPORT TITLE:	Municipal Association of Victoria State Council Motions
SOURCE:	Joel Kimber, Head of Government Relations & Advocacy
DIVISION:	Customer & Strategy
FILE NO:	HCC13/513
POLICY:	-
STRATEGIC OBJECTIVE:	SO4.2 An organisation that demonstrates leadership and strong advocacy.
ATTACHMENTS:	Nil
RELATED PREVIOUS ITEMS	<p>8.5 - Municipal Association of Victoria and Australian Local Government Association Motions - Council Meeting - 11 Mar 2025 7:00pm</p> <p>9.3 - Notice of Motion - NOM25/37 - Cr Naim Kurt - Illegal Dumping and Littering - Council Meeting - 10 Jun 2025 7:00pm</p> <p>8.5 - Response to NOM 24/46 - Review into August 2024 Dog Attack Incidents - Council Meeting - 10 Jun 2025 7:00pm</p> <p>9.8 - NOM25/19 - Cr Sam Misho - Advocacy letter to request greater protection for property purchases. - Council Meeting - 24 Mar 2025 7:00pm</p> <p>8.9 - Submission to Inquiry into Wildlife Roadstrike in Victoria - Council Meeting - 26 May 2025 7:00pm</p> <p>9.2 - NOM25/28 - Cr Sam Misho - Review and Reduction of WorkCover Premiums - Council Meeting - 12 May 2025 7:00pm</p>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 The second Municipal Association of Victoria (MAV) State Council for 2025 provides an opportunity for Councils to put forward motions for the MAV to advocate on our behalf.
- 1.2 Several motions have been proposed for Council's consideration as a way of seeking the support of the MAV to seek action from the Victorian Government.

2. RECOMMENDATION:

2.1 That Council:

- 2.1.1 submit the following motions to the Municipal Association of Victoria (MAV):
 - (a) That the MAV call upon the Victorian Government to undertake an immediate review of the penalty amounts assigned to littering and

REPORT NO: 8.1 (cont.)

dumping offences under the Environment Protection Act 2017 (The Act) to include:

- (i) Significant increases to the penalty amounts currently assigned to all littering and dumping offences included under the Act; and/or
- (ii) Establishing a mechanism that would enable individual Councils to be able to set penalties amounts within defined parameters to reflect our community’s local circumstances and zero tolerance approach towards littering and rubbish dumping.
- (b) That the MAV establish a taskforce with a combination of elected representatives and officers focused on addressing issues of illegal dumping in growth municipalities.
- (c) That the MAV call upon the Victorian Government to amend the *Domestic Animal’s Act 1994* to:
 - (i) Provide Council authorised officers with a clear power of entry onto residential land where there is a reasonable belief that a dog involved in a serious attack is being kept at that location; and
 - (ii) Authorise the reasonable use of force by Council authorised officers when entering land, executing a search warrant, or seizing an animal under the Act.
- (d) That the MAV call upon the Victorian Government to:
 - (i) Implement the actions outlined in the Victorian Government’s *Living with Wildlife Action Plan*, including development of a Victorian Kangaroo Management Strategy.
 - (ii) Designate Victoria’s Department of Transport as the lead agency for wildlife roadstrike mitigation, with responsibility for research, proactive incident management, and infrastructure planning.
 - (iii) Mandate integration of wildlife considerations into all planning, development, and road infrastructure projects, both state and local.
 - (iv) Legislate clear accountability for land and road managers to prevent and manage incidents of wildlife roadstrike.
 - (v) Invest in centralised data systems, wildlife rescue funding, and innovation in mitigation technologies.
- (e) That the MAV call upon the Victorian Government to provide greater protections of property purchasers in the property transactions. This should focus on setting clearer identification of building work conducted without necessary approvals by:
 - (i) Making vendors responsible to obtain the necessary permits prior to settlement, or
 - (ii) The purchaser is made aware and accepts that the property fixtures and structures require permits transferring the responsibility to the buyer
- (f) That the MAV call upon the Victorian Government to undertake a community education program to inform all members of the

REPORT NO: 8.1 (cont.)

community of their responsibilities with respect to property purchases.

(g) That the MAV call upon the Victorian Government to review and reduce Workcover premiums which have significantly increased across Victoria.

2.1.2 authorises the Chief Executive Officer to approve any minor administrative changes to these motions should the need arise.

2.1.3 authorises Council’s MAV Delegate (Cr Karen Sherry) to approve any other amendments to the aforementioned motions at or before MAV State Council at the request of another Council or the MAV, provided they don’t substantially change the intent of the original motion.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

Local Government Act 2020.

4. OVERARCHING GOVERNANCE PRINCIPLES:

4.1 This Report supports Council is giving effect to the following Overarching Governance Principles:

- Council decisions are to be made and actions taken in accordance with the relevant law;
- priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
- innovation and continuous improvement is to be pursued;
- collaboration with other Councils and Governments and statutory bodies is to be sought;
- the ongoing financial viability of the Council is to be ensured;
- regional, state and national plans and policies are to be taken into account in strategic planning and decision making;
- the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

5.1.1 The human rights relevant to this Report are:

- (a) Every person has the right to freedom of thought, conscience, religion and belief,
- (b) Every person has the right to freedom of expression which includes the freedom to seek, receive and impart information and ideas of all kinds, whether within or outside Victoria
- (c) Every person has the right of peaceful assembly.
- (d) Every person in Victoria has the right, and is to have the opportunity, without discrimination, to participate in the conduct of public affairs, directly or through freely chosen representatives.

REPORT NO: 8.1 (cont.)

- 5.1.2 The above rights are not being limited by the recommended action in this Report.
- 5.2 GENDER EQUALITY ACT 2020
 - 5.2.1 This Report does not relate to a development or review of a policy, program or service; therefore a Gender Impact Assessment was not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

There are no costs associated with the lodging of the motions however should Council wish to attend the MAV State Council and/or ALGA National General Assembly there will be costs associated with that attendance.

7. OPPORTUNITIES & RISKS:

- 7.1 MAV State Council presents an opportunity for Councils across Victoria to seek state-wide support for initiatives and issues that affect the Local Government in the state of Victoria.
- 7.2 The ability to table motions at State Council gives Councils a platform to be able to show leadership in issues and initiatives that are of particular concern for their local community.

8. COMMUNITY ENGAGEMENT:

This report does not propose any future community engagement. Some of the issues/projects outlined in this report have been part of previous community engagement.

9. DISCUSSION:

- 9.1 MAV State Council provides an opportunity for Council to raise initiatives that affect the Local Government sector with the aim of securing the support of regional allies.
- 9.2 Initiatives that will seek the support of State Council cannot be solely issues affecting one Council but need to be matters that affect Local Government in Victoria.
- 9.3 The October 2025 State Council meeting is the second State Council meeting for 2025.
- 9.4 Councillors endorsed the submission of 7 motions for consideration at its meeting on 11 March 2025 for the 16 May MAV State Council meeting.
- 9.5 In being presented with an opportunity to submit motions to the second MAV State Council meeting, an analysis of Council’s recent advocacy since the 11 March 2025 endorsement was undertaken to ascertain what could be considered
- 9.6 Based on this analysis, it was determined that motions on the following issues be tabled for Council’s consideration:
 - 9.6.1 Illegal dumping and littering
 - 9.6.2 Dog Attack Legislation
 - 9.6.3 Wildlife Roadstrike
 - 9.6.4 Greater protection for property purchases
 - 9.6.5 Workcover
- 9.7 The rationale behind selecting these issues is due to recent recommendations or motions that Council has passed.

REPORT NO: 8.1 (cont.)

9.7.1 Illegal dumping and littering

- (a) On 10 June 2025, Councillors endorsed NOM25/37 Illegal Dumping and Littering.
- (b) Hume City Council continues to invest significantly in addressing the widespread issue of illegal dumping and littering. Despite these efforts, dumping remains a persistent problem, costing Council and ratepayers up to \$5 million annually in clean-up costs.
- (c) Penalties under the Environment Protection Act 2017 remain low. Councils are only able to issue fines of up to \$396 for individuals dumping less than 50 litres, and up to \$1,983 for corporations, amounts far below the actual cost of collection and clean-up, which often exceeds three to four times that infringement. These penalties fail to reflect the true cost to the community and ratepayers and don't allow local governments to be able to set or customise their own infringement penalties to better reflect the actual costs of disposing of waste in geographically larger municipalities.
- (d) As illegal dumping is not solely an issue for our municipality it is recommended that Council submit the following motion to MAV:
 - (i) That the MAV call upon the Victorian Government to undertake an immediate review of the penalty amounts assigned to littering and dumping offences under the Environment Protection Act 2017 (The Act) to include.
 - (i) Significant increases to the penalty amounts currently assigned to all littering and dumping offences included under the Act; and/or
 - (ii) Establishing a mechanism that would enable individual Councils to be able to set penalties amounts within defined parameters to reflect our community’s local circumstances and zero tolerance approach towards littering and rubbish dumping.
 - (e) Additionally to help build the capacity of Council’s right across Victoria to address the increased occurrences of illegal dumping it is recommended that Council submit the following motion to the MAV:
 - (i) that the MAV establish a taskforce with a combination of elected representatives and officers focused on addressing issues of illegal dumping in growth municipalities.

9.7.2 Dog Attack Legislation

- (a) At its meeting on 10 June 2025 Council received a report (*Response to NOM 24/46 - Review into August 2024 Dog Attack Incidents*) outlining a review into incidents in late August 2024 where three dogs escaped a property, (where they were ordinarily housed), and attacked multiple victims on consecutive days, causing both non-serious and serious injuries.
- (b) The review found that Council officers acted appropriately in their management of the August 2024 dog attacks. However, their ability to respond to the emergency was constrained both by the limited powers of entry available to these officers under the *Domestic Animal’s Act 1994*, and the need to rely on police assistance in urgent situations.
- (c) As this legislation is governed by the Victorian Government Council resolved to write to the Victorian Government to seek the following changes to the Act:

REPORT NO: 8.1 (cont.)

- (i) To provide Council authorised officers with a clear power of entry onto residential land where there is a reasonable belief that a dog involved in a serious attack is being kept at that location; and
- (ii) To authorise the reasonable use of force by Council authorised officers when entering land, executing a search warrant, or seizing an animal under the Act.
- (d) As this is a matter that is not solely impacting on Hume City Council, it is therefore recommended that the following motion be submitted to the MAV.
 - (i) That MAV call upon the Victorian Government to amend the *Domestic Animal’s Act 1994* to:
 - (i) Provide Council authorised officers with a clear power of entry onto residential land where there is a reasonable belief that a dog involved in a serious attack is being kept at that location; and
 - (ii) Authorise the reasonable use of force by Council authorised officers when entering land, executing a search warrant, or seizing an animal under the Act.

9.7.3 Wildlife Roadstrike

- (a) At its meeting on 26 May 2025 Council endorsed a submission to the Legislative Council Economy and Infrastructure Committee’s *Inquiry into wildlife roadstrike in Victoria*.
- (b) The submission noted the following:
 - (i) Wildlife roadstrike is a growing concern in Victoria, with serious implications for road safety, community wellbeing, animal welfare, and biodiversity. In Hume City, where urban growth is occurring amongst critically endangered grassland ecosystems, wildlife roadstrike is rapidly escalating - particularly involving Eastern Grey Kangaroos.
 - (ii) Wildlife roadstrike is a systemic issue that demands a coordinated, well-resourced, state-led proactive approach.
 - (iii) Wildlife roadstrike has far-reaching impacts that extend well beyond the initial collision. The consequences are deeply felt by the wildlife involved, the community members who witness or are affected by these events, and the volunteers and carers who bear the emotional and physical burden of response. While roadstrike is often measured in numbers, the broader impact on welfare, safety, and wellbeing is significant and growing.
- (c) In light of this being a statewide matter, it is proposed that the following submission be proposed to the MAV:
 - (i) That the MAV call upon the Victorian Government to:
 - (i) Implement the actions outlined in the Victorian Government’s *Living with Wildlife Action Plan*, including development of a Victorian Kangaroo Management Strategy.
 - (ii) Designate Victoria’s Department of Transport as the lead agency for wildlife roadstrike mitigation, with responsibility for research, proactive incident management, and infrastructure planning.

REPORT NO: 8.1 (cont.)

- (iii) Mandate integration of wildlife considerations into all planning, development, and road infrastructure projects, both state and local.
- (iv) Legislate clear accountability for land and road managers to prevent and manage incidents of wildlife roadstrike.
- (v) Invest in centralised data systems, wildlife rescue funding, and innovation in mitigation technologies.

9.7.4 Greater protection for property purchases

- (a) On 24 March 2025 approved a Notion of Motion (Municipal Association of Victoria State Council Motions) to advocate on behalf of property purchasers who have reported that they are unaware that properties they have purchased may have illegal building work that have occurred.
- (b) Key points outlined in the Notice of Motion included that;
 - (i) This places financial stress following their purchase as they are responsible for rectifying any issues.
 - (ii) Greater protections should be in place for purchasers of both residential and commercial properties as the cost of fixing issues they are not responsible for.
 - (iii) There are opportunities to investigate ways to better protect purchasers through the property transaction process. This includes exploring that Conveyancers are responsible for ensuring that fixtures and structures have the necessary permits before settlement of properties or at least advise the purchaser to know that certain structures have no permits and that it is their responsibility to rectify.
 - (iv) This may involve greater emphasis on disclosure of any illegal work undertaken or work that has occurred, without necessary approvals in place so that purchasers are better informed when making such investment.
- (c) Supporting this with a community education program is critical so that the wider community are aware of what their responsibilities are.
- (d) Therefore it is recommended that the following motions be submitted to the MAV:
 - (i) That the MAV call upon the Victorian Government to provide greater protections of property purchasers in the property transactions. This should focus on setting clearer identification of building work conducted without necessary approvals by:
 - (i) Making vendors responsible to obtain the necessary permits prior to settlement, or
 - (ii) The purchaser is made aware and accepts that the property fixtures and structures require permits transferring the responsibility to the buyer
 - (ii) That the MAV call upon the Victorian Government to undertake a community education program to inform all members of the community of their responsibilities with respect to property purchases.

REPORT NO: 8.1 (cont.)

9.7.5 Workcover Premiums

- (a) At its meeting on 12 May 2025 Council resolved to support *Municipal Association of Victoria State Council Motions*.
- (b) This Council-supported Notice of Motion (NOM) outlined:
 - (i) The steep increase in WorkCover premiums that has created an unsustainable financial strain on councils which impacts their ability to deliver vital community services.
 - (ii) That unlike private businesses that may increase prices to absorb cost pressures, local Councils are subject to rate capping, limiting their capacity to offset rising operational expenses through additional revenue.
 - (iii) That Non-for-profit organisations and Councils operate in the public interest and should not be penalised by a one-size-fits-all WorkCover structure that fails to recognise the constraints and obligations under which we operate. The increase in premiums is occurring at a time when councils are also dealing with higher service demands, increased inflationary pressures, and recovery from major economic and social shocks.
- (c) The following recommendations were endorsed in the NOM.
 - (i) That Council;
 - (i) *Writes to the Minister for WorkSafe and the Minister for Local Government, urgently requesting a review and reduction of WorkCover premiums, which have significantly increased across Victoria and are placing a disproportionate financial burden on local government and not-for-profit organisations.*
 - (ii) *Writes to the Municipal Association of Victoria (MAV) and any other relevant bodies to seek broader sector support for this issue and to escalate the matter to the State Government.*
 - (d) Correspondence has been sent to the Minister for Worksafe and Minister for Local Government and given this is a matter that affects the wider Local Government sector it is recommended that Council submit the following motion to MAV.
 - (i) That the MAV call upon the Victorian Government to review and reduce Workcover premiums which have significantly increased across Victoria.

10. CONCLUSION

- 10.1 MAV State Council provides an opportunity for Council to seek the advocacy support for issues affecting the Local Government sector.
- 10.2 This report outlines several motions that are proposed so that we can advance our advocacy activities through different avenues as a way of highlighting those initiatives and issues that are of strategic importance to our community.
- 10.3 This is just one way that we are advocating on behalf of the residents of Hume City.

REPORT NO:	8.2
REPORT TITLE:	Proposed Truck Ban - Konagaderra Road, Bardwell Drive, Gellies Road and Wildwood Road
SOURCE:	Marvin Chen, Coordinator Traffic
DIVISION:	Infrastructure & Assets
FILE NO:	-
POLICY:	-
STRATEGIC OBJECTIVE:	SO1.1 Liveable places that are inclusive and accessible
ATTACHMENTS:	<ol style="list-style-type: none">1. <i>Public Notice</i>2. <i>All Submissions</i>3. <i>Photographs of Heavy Vehicle Related Issues</i>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 A truck ban is proposed on Konagaderra Road, Bardwell Drive, Wildwood Road North and Gellies Road due to high levels of heavy vehicle through traffic.
- 1.2 Consultation for a truck ban proposal in accordance with the recommendations from Council’s meeting dated Monday 13 February 2023 has been completed.
- 1.3 A total of 390 submissions were received with 320 supporting (82%) and 70 against (18%) the proposed truck ban.
- 1.4 The road alignment, pavement composition, road cross-sections and bridges have not been designed to carry a high volume of heavy vehicle traffic on these roads. This presents significant safety, operational, maintenance and amenity related issues as raised by a significant number of submitters.
- 1.5 There are no operational or safety related reasons to indicate a truck ban is inappropriate.
- 1.6 A recommendation from Council is sought to seek formal approval from the Department of Transport and Planning for the truck ban, and the installation of the truck ban following approval.

2. RECOMMENDATION:

That Council:

- 2.1 Notes that consultation for the truck ban proposal on Konagaderra Road between Havelock Road and Craigieburn Road, Bardwell Drive, Gellies Road and Wildwood Road North, in accordance with the recommendations from Council’s meeting on Monday 13 February 2023 has been completed.
- 2.2 Notes a total of 390 submissions were received with 320 supporting (82%) and 70 against (18%) the proposed truck ban. Two submitters appeared in-person and spoke to their submission at Council’s meeting on 23 June 2025.
- 2.3 Submits the truck ban proposal to the Department of Transport and Planning (DTP) for formal approval.

REPORT NO: 8.2 (cont.)

- 2.4 Implements the truck ban signage following approval from the DTP.**
- 2.5 Writes to all residents and property owners abutting the affected roads, and each person who has made a separate submission, of Council’s decision and reasons for that decision in accordance with Section 223 of the Local Government Act 1989.**

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 Council has the power under the Road Safety (Traffic Management) Regulations 2019; Road Safety Road Rules 2017, and the Road Safety Act 1986 to install and modify traffic control devices on local roads where authority has been delegated to Council.
- 3.2 The installation of a No Truck sign requires approval from DTP as it is a major traffic control item.
- 3.3 Under Schedule 11 of the Local Government Act 1989 a Council may prohibit or restrict vehicles of a certain weight from using a Council road.
- 3.4 Section 223 of the Local Government Act 1989 specifies the following provision for any person given a right to make a submission to Council under this section of the Act:
 - 3.4.1 Council must publish a public notice stating details of the matter in which any submission relates, the dates which submissions are to be submitted and states that a person making a submission is entitled to request the ability to appear in person.
 - (a) The published Public Notice is provided in Attachment 1.
 - 3.4.2 Submitters are provided with the opportunity to be heard in support of their submission in accordance with the request at a meeting of Council.
 - 3.4.3 Council fixes the day, time and place of the meeting.
 - 3.4.4 Provide reasonable notice of the day, time and place of the meeting to each person who has made the request.
 - (a) Submitters that requested to appear in person were notified, and those confirming their attendance were heard at Council’s meeting on 23 June 2025.
 - 3.4.5 Council must consider all the submissions made under this section.
 - 3.4.6 Notify in writing, each person who has made a separate submission of the decision and the reasons for that decision.
- 3.5 Truck bans are implemented through No Truck signs and are governed by Regulation 104 of the Road Safety Road Rules 2017. The relevant elements of the regulation including exemptions are replicated below:
 - 3.5.1 The driver of a truck (except the driver of a bus) must not drive past a No Truck sign that has no information on or with it indicating a mass or length except as permitted by the following subrules:
 - (a) A driver may drive a truck on road past a No Truck sign:
 - (i) if the destination of the truck lies beyond that sign for the purposes of loading or unloading goods or equipment and
 - there is no other route by which the truck could reach that destination.

REPORT NO: 8.2 (cont.)

- any other route by which the truck could reach that destination would require the truck to pass another No Truck sign.
- (ii) the driver of a truck may pass a no trucks sign if the driver is escorted by a police officer;
- (iii) if granted a mass or dimension exemption permit from the regulator.

3.5.2 Regulation 306 provides an exemption for the drivers of emergency vehicles.

4. OVERARCHING GOVERNANCE PRINCIPLES:

This Report supports Council is giving effect to the following Overarching Governance Principles:

- a) priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- b) collaboration with other Councils and Governments and statutory bodies is to be sought;
- c) the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

5.1.1 The human rights relevant to this Report are:

- (a) Right to life
- (b) Right to freedom of thought and belief
- (c) Right to freedom of expression
- (d) Right to peaceful assembly and freedom of association
- (e) Right to take part in public life

5.1.2 The above rights are not being limited by the recommended action in this Report.

5.2 GENDER EQUALITY ACT 2020

5.2.1 This Report does not relate to a development or review of a policy, program or service; therefore a Gender Impact Assessment was not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

6.1 The recommended truck ban will require the implementation of approximately 10 truck ban signs. This is estimated to cost approximately \$5,000 excluding GST and is proposed to be funded from Council’s Operating Budget - Response Road Safety Works.

6.2 Reducing truck volumes is likely to result in reduced maintenance cost associated with:

- 6.2.1 Pavement wear and failure along these roads which is accelerated by heavy vehicle volumes above and beyond what these roads are intended to convey.
- 6.2.2 Damage to Council’s bridges including replacement of approach guard rail barriers as well as cracking and structural defects identified on bridge abutments.

REPORT NO: 8.2 (cont.)

- (a) Council’s Technical Services team advise that approach barriers on each of the one-way bridges within the truck ban area (Wildwood Road, Gellies Road and Bardwell Drive) are struck by heavy vehicles on average two times a year.
- 6.2.3 Damage to roadside infrastructure from heavy vehicles that are unable to navigate tight bends and steep grades and have left the carriageway.

7. OPPORTUNITIES & RISKS:

7.1 Implementing a truck ban proposal has the following implications:

- 7.1.1 Road safety will improve. The rural roads as they currently stand are narrow, do not have road shoulders for significant sections, have steep grades and sharp bends that are unsuitable for heavy traffic. This may lead to higher head-on and run-off road related crashes.
- 7.1.2 The maintenance burden of these roads will reduce. These roads do not have road shoulders for significant sections resulting in accelerated edge wear when exposed to higher volumes of heavy vehicles. The roads are also treated with a spray seal which is not suitable for heavy vehicle traffic. Heavy vehicles contribute to asphalt bleeding and aggregate being dislodged from the binder. Damage to bridges is detailed in Section 6.3.3.
- 7.1.3 Congestion is likely to ease as heavy vehicles particularly in higher volumes significantly reduce the performance of this rural road network. These vehicles must slow down significantly below the speed limit where grades are steep and require significantly more time to find a safe gap for turning movements at an intersection.
- 7.1.4 Amenity will improve. Instances of rubbish dumping are likely to decrease due to reduced exposure. In addition, engine noises from acceleration and braking on steep grades is likely to reduce.
- 7.1.5 Some local businesses on the outskirts of the truck ban proposal that have historically used these road networks for through movement will lose the ability to use these roads.
- 7.1.6 Truck traffic will be diverted to the surrounding arterial road network (Sunbury Road and Melbourne Lancefield Road).

8. COMMUNITY ENGAGEMENT:

8.1 Consultation Process

Community consultation was undertaken between 24 January 2025 to 28 February 2025 through the following channels:

- 8.1.1 A Participate Hume consultation webpage including the attachment of the Public Notice required by Section 223 of the Local Government Act 1989.
- 8.1.2 Publication of the Public Notice within the 4 February 2025 edition of the Star Weekly.
- 8.1.3 Facebook notification posted on 28 January 2025.
- 8.1.4 A Variable Message Sign deployed on Konagaderra Road near the Craigieburn Road intersection.

REPORT NO: 8.2 (cont.)

8.1.5 A letter distributed to 445 properties along the affected roads informing them of the consultation.

8.2 Consultation Results

8.2.1 Summary of overall feedback

(a) The consultation attracted 1,896 unique visitors, with a total of 390 submissions.

- (i) 320 submitters supported the proposed heavy vehicle ban (82%)
- (ii) 70 submitters opposed the proposed heavy vehicle ban (18%)

(b) The feedback provided by the submitters has been categorized by the type(s) of issues raised. Some submitters raised more than one issue. These are summarized below:

- (i) Reasons given by submitters in favour of the proposal:
 - Safety issues – 314 submissions
 - Road layout – 177 submissions
 - Speeding and behavioural issues – 78 submissions
 - Dropped loads / loose debris – 29 submissions
 - General safety complaints – 30 submissions
 - Maintenance issues including damage to the road – 100 submissions
 - Congestion – 17 submissions
 - Amenity related issues including excessive noise – 12 submissions
 - Harm to wildlife – 9 submissions
 - Other reasons – 81 submissions
- (ii) Reasons given by submitters against the proposal:
 - Truck ownership or own a property that needs truck access – 26 submissions
 - Council should focus on improving the road network rather than restrict trucks – 14 submissions
 - General opposition with no clear feedback – 10 submissions
 - Other reasons – 13 submissions

(c) A compiled table of all submissions that excludes personal details is provided in Attachment 2.

9. DISCUSSION:

9.1 Background

9.1.1 Council Meeting – Monday 28 March 2022

(a) Council resolved at its meeting that “Council request information that could require Council to form a position on a load limit on Bardwell Dr Konagaderra Rd, and Wildwood Rd to restrict the movement of B-Double Trucks”.

REPORT NO: 8.2 (cont.)

- (b) The intersection of Mickleham Road and Craigieburn Road was closed between February and April 2022, as part of the Craigieburn Road upgrade undertaken by Major Road Projects Victoria (MRPV). Temporary traffic management plans were in place during the closure. During this closure, Council was made aware of and observed a significant increase in traffic, including heavy vehicle traffic, on surrounding Council roads. Following the reopening of the intersection, increased heavy vehicle traffic has continued to be observed on surrounding local roads including Bardwell Drive, Konagaderra Road, Gellies Road, Wildwood Road (North) and Wildwood Road (South.)
- (c) The closure of the Mickleham Road and Craigieburn Road intersection was a catalyst for highlighting increased traffic on several local roads in the area. This is not to say that it was solely responsible for the increases. There are several contributing factors including increased development to the north, congestion on other roads and increased use of apps such as Google Maps to find quicker travel routes. However, the traffic concerns highlighted by the intersection closure instigated several traffic surveys being done to assess the changed traffic conditions.

9.1.2 Council Meeting – Monday 13 February 2023

- (a) Council noted that based on traffic volume data collected that Bardwell Drive, Wildwood Road (North), Konagaderra Road, and Gellies Road are carrying higher than desirable levels of industrial trucks.
- (b) Council resolved to commence the statutory procedures to install “No Trucks” with advisory “Over 4.5t or 7.5m” signage on Bardwell Drive, Wildwood Road (North), Konagaderra Road (between Havelock Road and Craigieburn Road West), and Gellies Road.
- (c) Write to the Department of Transport and Planning seeking in principal support to install the “No Trucks” signage.
- (d) Call for submissions from the public under Section 223 of the Local Government Act 1989 by publishing its notice of intention to install “No Trucks” signage on these roads via a public notice in the Northern Star Weekly and on Council’s website if in principal support is received from the Department of Transport and Planning.
- (e) Consult with the directly affected properties on Bardwell Drive, Wildwood Road (North), Konagaderra Road, Gellies Road and other abutting roads including Southern Plains Road, Emu Creek Road, Emu Flats Road, Wildwood Road (south), St Johns Road, Feehans Road, Havelock Road, Deep Creek Road, Red Gum Road, Peregrine Road, The Ridge, The Dress Circuit, Brassey Court, Parkland Crescent, Mt Ridley Road (west of Mickleham Road) and Farleigh Court regarding the proposed “No Trucks” signage.
- (f) Schedule a submission hearing to be held to consider any submissions received pursuant to Section 223 of the Local Government Act 1989 at a place, time and date to be advised within the public notice in 2.3.

9.1.3 In accordance with the recommendation from the Monday 13 February 2023 Council Meeting, DTP were contacted to seek in-principal approval for the truck ban. While the proposal was generally positively received on an operational and safety basis, DTP elected to reserve their position until the completion of consultation.

REPORT NO: 8.2 (cont.)

9.1.4 Council Meeting – Monday 23 June 2025

- (a) A submission hearing was held at Council’s meeting on 23 June 2025.
- (b) Two submitters, one in favour and one against the proposed truck ban, appeared in-person and spoke to their submission. Their issues relating to the proposed truck ban are included in this report and in Attachment 2.

9.2 Consultation Summary and Feedback Discussion

9.2.1 A total of 390 submissions were received with 320 submitters supported the proposed heavy vehicle ban (82%) and 70 submitters were against it (18%).

9.2.2 Responses to the most frequently raised issues by submitters in favour of the proposal is provided below.

(a) Issue 1: The alignment of the road is not suitable for heavy vehicles

- (i) All four of the roads subject to truck bans are rural roads that have not been designed to cater for high volumes of freight traffic.
- (ii) Some of these roads such as Bardwell Drive feature grades steeper than 12% and require heavy vehicles to slow significantly downhill to ensure sufficient braking distance to hazards.
 - Heavy vehicles that do not slow sufficiently downhill risk leaving the carriageway.
 - Heavy vehicles that must navigate the road extremely slowly lead to inappropriate driving behaviour such as motorists performing dangerous overtaking movements as raised by several submitters.
 - Austroads Guide to Road Design Part 3 notes heavy vehicles must travel extremely slowly on roads with grades greater than 12% and such grades would only be “satisfactory on low volume roads (very few or no commercial vehicles)”. Bardwell Drive carries 967 heavy vehicles per day on average and this volume is not classed as ‘low’.
- (iii) These rural roads have sharp turns and bends that are not suitable for high volume heavy vehicle use.
 - By way of example, the Bardwell Drive approach to Kongaderra Road features a 180-degree hair-pin bend requiring heavy vehicles to use the opposite traffic lane to perform turning movements.
 - It is noted that the Austroads Design Vehicles and Turning Path Templates allows for checking vehicles to encroach into adjacent traffic lanes, however, this is intended for rarer scenarios where a larger vehicle may use the road network such as an overmass/oversize vehicle relocating a portable house through a local road intersection.

REPORT NO: 8.2 (cont.)

- Traffic counts undertaken by Council indicates up to 74 trucks per day that are of a size requiring use of the opposing traffic lane are performing turning movements at the Bardwell Drive / Kongaderra intersection. This is not considered to be a “low frequency occurrence” as stated in the Austroads guidance.
- (iv) Photos in Attachment 3 provided by a submitter show evidence of heavy vehicles that have left the carriageway, broken down while attempting to navigate steeper sections or need to sweep into opposing traffic lanes to perform sharp turning movements.
- (b) Issue 2: The road is too narrow for high volumes of heavy vehicles travelling at high speed.
 - (i) Wildwood Road, Bardwell Drive and Gellies Road feature sections that narrow down to 5.7m – 6.0m in width with no road shoulders on either side.
 - Section 4.2.6 of the Austroads Guide to Road Design recommends a desirable lane width of 3.5m on rural roads to allow larger vehicles to pass or overtake without either vehicle moving sideways towards the edge of the lane.
 - Table 4.3 of Austroads Guide to Road Design Part 3 indicates lane widths between 3.0m to 3.4m should only be used for low speed roads and with low truck volumes.
 - (ii) It is noted narrower lanes as they exist on Wildwood Road, Bardwell Drive and Gellies Road have accelerated pavement deterioration due to a greater number of wheel concentrations in the vicinity of the pavement edge. This can increase the likelihood of head-collisions as vehicles are forced to travel laterally closer to one another. Vehicles seeking to avoid an oncoming vehicle may also mount the road shoulder which can lead to a higher incidence of run-off road crashes.
 - (iii) Section 4.3.2 indicates rural roads should aim to provide shoulders of at least 1.5m to 2m wide wherever possible and 2.5m to 3m wide shoulders on higher volume and high speed roads. All four of these roads are considered high speed roads with a predominant signed speed limit of 80km/h. Sections of Gellies Road are subject to a default 100km/h speed limit. It is noted that significant sections of these roads do not have any road shoulders.
 - Road shoulders provide stationary vehicles to stand clear of traffic lanes. Trucks that are breaking due to steep grades within these roads are storing on the active carriageway and obstructing traffic.
 - Shoulders provide recovery space for vehicles to avoid hazards such as oncoming vehicles.
 - Shoulders reduce edge wearing as wheel path concentration is unlikely to be on the edge of the road shoulder.

REPORT NO: 8.2 (cont.)

- (iv) Section 4.2.4 of the guide also indicates curves need to be widened to accommodate the extra tracking width required by trucks. It is noted a significant number of these curves maintain a consistent road width similar to the straight alignments all the way through. Larger trucks travelling along these curved sections are likely to crossover into the opposing traffic lane and force oncoming vehicles to divert on to the verge.
- (v) It is noted these roads have not been designed to accommodate the level of truck volumes they currently experience. The design of these roads with a narrow pavement width and the absence of road shoulders are more suited and intended for the occasional heavy vehicle that may be serving the area.
- (vi) There are two one-way bridges within the scope of the truck ban along these four roads. This includes bridges on Bardwell Drive and Gellies Road. There is also a one-way bridge on Wildwood Road South, while not within the formal truck ban network, trucks will also be effectively banned on this road as they are unable to access Wildwood Road.
 - These bridges require traffic to give-way and is unsuitable for higher heavy vehicle volumes.
 - Council’s Operations team advises the approach guardrail treatments to these one-way bridges are struck on average two times a year.
 - Council is aware of stress fractures on the bridge abutments which may be attributable to the loading placed on the infrastructure from heavy vehicles. While the bridges have been assessed and cleared by independent structural engineers, this is indicative of the strain placed on general road infrastructure from heavy vehicle use that is significantly higher than expected.
 - Evidence of heavy vehicle collisions and cracking defects on bridge abutments are provided in Attachment 4.

(c) Issue 3: Debris and dislodged pavement material is causing chip damage to vehicles

- (i) The Heavy Vehicle National Law requires loads to be appropriately secured if the load is vulnerable to being dislodged due to conditions on the road such as wind, bumps or sharp turns.
- (ii) Council officer experience is that load covering management is generally poor and load bearing vehicles, particularly construction vehicles carrying fill or construction debris which have a higher prevalence of using these roads, often spill debris that may cause damage to other vehicles.
- (iii) Bardwell Drive, Wildwood Road and Gellies Road are either predominantly or entirely treated by a spray seal. Spray seals are not suitable for high volume heavy vehicle traffic and may result in elements of the spray seal dislodging over time causing damage to vehicles.

REPORT NO: 8.2 (cont.)

(d) Issue 4: Trucks are causing significant damage to the road

- (i) As per section 9.2.3 (c) (iii), most of these roads are treated predominantly with a spray seal which consists of a single layer of bitumen sprayed as a hot liquid followed by an application of aggregate. Spray sealing is a low-cost treatment suitable for sparsely populated rural roads that require a seal to provide some form of safety and road function.
- (ii) Higher intensity and volume of heavy vehicles can cause aggregate to dislodge from the binder.
- (iii) Higher heavy vehicles volume can force the binder to rise upwards resulting in asphalt bleeding and loss of skid resistance.
- (iv) Significant edge wearing has been observed on these roads, particularly at locations where there are no road shoulders.
- (v) A full reconstruction of the rural road network suitable for high volume freight traffic is not economically feasible.

(e) Issue 5: Trucks adversely impact the amenity of the area (i.e. engine breaking and rubbish dumping)

- (i) Council is aware of on-going rubbish dumping in the area. This includes a large pile of dumped rubbish possibly containing asbestos on Gellies Road identified on 19 April 2024. Such behaviour may be reduced by a truck ban due to reduced exposure.
- (ii) Noise related to acceleration and engine breaking associated with a very high number of heavy vehicles navigating roads with significant grades is anticipated to be significantly higher than what can be considered reasonable for rural roads serving residential lots in a Green Wedge area.
- (iii) Higher volumes of heavy vehicles contribute significantly to congestion that otherwise would not be expected within a rural road network.
 - Trucks must slow down significantly on roads with higher grades based on either limitation to the engines going uphill or ensuring the required braking distance going downhill. This causes traffic to slow significantly and leads to high risk overtaking movements.
 - Trucks require more time to perform turning movements and to accelerate to a safe speed. This means they need larger gaps in traffic resulting in less opportunity to enter a roadway causing greater congestion at intersections.

9.2.3 Responses to the most frequently raised issues by submitters in against the proposal is provided below.

(a) Issue 6: The property I reside in or operate a business from requires truck access for commercial or private needs

- (i) As per Section 3.5, trucks serving properties where the access is only available from a section of road that has an active truck ban are exempt from the truck ban.

REPORT NO: 8.2 (cont.)

(ii) Council did receive one submission stating they operate a business outside of the truck ban area but have historically used the road network to access the surrounding arterial roads. It is noted such businesses would not be exempt under the proposal and would lose access.

(b) Issue 7: The road network should be improved as an alternative to restricting trucks. It is reasonable for all roads to convey trucks.

(i) While it is reasonable for rural roads like Konagaderra Road, Gellies Road and Wildwood Road to carry some level of heavy vehicle traffic, the volumes they are currently carrying is above what are intended and what these roads are designed for. It is noted all these roads are developed to a rural standard similar to that of Bardwell Drive.

(ii) For reasons identified in Section 9.2.3 (a), (b) and (c), the design and layout of these roads is unsuitable for high volume heavy vehicle use.

(iii) The complete reconstruction of Bardwell Drive, Konagaderra Road, Gellies Road and Wildwood Road to achieve a suitable pavement composition, two-way bridges, road shoulders, appropriate grades and improved alignments and bends for higher heavy vehicle use is a significant undertaking involving complexities such as land acquisition and major construction activity within a Green Wedge Zone. Applying a \$ per km rate from a recent project involving the upgrade of a rural road to a higher standard urban road suitable for freight traffic, the reconstruction of these roads to a suitable standard is estimated to cost in the vicinity of \$250M.

(iv) Much of Australia is sparsely populated with large distances between centres of population. It is normal for there to be rural road networks that are cost effectively constructed for a suitably low volume of heavy vehicles consistent with the nature of the area. This may include a simply spray seal treatment and narrower cross-sections intended for lower volumes consistent with a rural area. The required full upgrade of these road networks within a Green Wedge driven by a strategic lack of capacity in the surrounding arterial and freight network is not a reasonable or realistic response.

(v) It is recognised that rat-running along these rural roads is driven by:

- A lack of capacity within the surrounding arterial road network. Sunbury Road narrows down to one lane in each direction within Bulla and near Tullamarine Airport, this is strained by significant growth related development in Sunbury.
- There is no orbital road that provides a connection between the Calder Freeway and the urban growth areas to the north-east (and the Hume Fwy). This has resulted in large volumes of construction related vehicles including tipper trucks s rat-running through the rural road network.

REPORT NO: 8.2 (cont.)

- It is recommended that Council continues to advocate to the state and federal government for strategic road upgrades including a Bulla Bypass, further duplication of Mickleham Road and a full duplication of Sunbury Road. It is also recommended that Council continues to advocate for the Outer Metropolitan Ring Road.

(c) Issue 8: Other noteworthy general reasons against the truck ban

- (i) If the surrounding arterial roads are closed, what alternate roads can trucks use?
 - If there is a scenario where an adjacent arterial road such as Sunbury Road must be closed, Council Engineers will work with the DTP as the responsible road authority to ensure some level of access (i.e. a shuttle-flow or contraflow arrangement). In the event a full road closure is required, use of the routes with the applicable truck ban can be temporarily permitted through a traffic management plan arrangement.
- (ii) Trucks are not the problem, the higher number of passenger vehicles are the problem.
 - Traffic counts undertaken by Council suggest a very large volume of passenger vehicles are using these roads. Traffic counts on Bardwell Drive indicate up to 4,545 passenger vehicles are using the road per day. The design capacity of the road would generally be in the order of 1,000 to 2,000 vehicles per day.
 - It is considered that passenger cars that are rat-running through these local roads are doing so because of a lack of capacity in the arterial road network and less viable alternative paths of travel. Accordingly, Council should continue to advocate for the Bulla Bypass, the full duplication of Sunbury Road and the Outer Metropolitan Ring Road to provide a viable alternative for motorists.
- (iii) The area is designated as an area of interest for extractive industries, but Council now wants to ban trucks from entering it.
 - While there is an extractive areas designation within a portion of the Wildwood area to which the truck ban applies, it is important to note that from a Planning perspective, these would not be considered ‘commercial’ uses (i.e. retail, office and mixed-use developments that may attract higher levels of freight traffic).
 - Extractive industries are a special use case involving the extraction of materials from the earth. This special use is currently permitted within green wedges but requires careful planning and management and should not be conflated with commercial uses. As such, this is not grounds to justify the function of rural roads serving these areas as a pseudo-arterial/freight network requiring a higher standard of construction.

REPORT NO: 8.2 (cont.)

- It is noted that should the accesses of these extractive industries fall within a portion of the road with an active travel ban, trucks seeking access at these locations will be exempt from the truck ban if there is no other route without a truck ban to access that location.

9.3 Treatment Options

9.3.1 Implement a truck ban as originally intended on Bardwell Drive, Konagaderra Road, Gellies Road and Wildwood Road North.

- (a) This will involve the installation of No Truck signs on the approach to all entrances of roads subject to truck bans.
- (b) This option addresses the significant safety, operational and amenity associated with high volume heavy vehicle use.
- (c) The vast majority of respondents to the consultation (82%) supported the truck ban proposal.
- (d) It is recommended that Council directs Council officers to table a submission to the DTP for formal approval of the truck ban and installation of the signage restrictions following approval.

9.3.2 Implement a truck ban with weight limit restrictions for larger trucks

- (a) The implementation of this scheme would be similar to a full truck ban as proposed under Section 9.3.1 except there is a supplementary plate restricting vehicles over the nominated gross vehicle mass (GVM).
- (b) This proposal was only suggested by one submitter.
- (c) Traffic counts undertaken by Council on Bardwell Drive indicate the vast majority of truck traffic fall within the two-axle truck or bus category. This comprises 836 out of the 967 recorded heavy vehicles on an average day.
- (d) Accordingly, it is not considered that a weight limited truck ban proposal is practical as nominating a relatively low GVM threshold would still mean most of the truck traffic can use the road network.

9.3.3 Implement a turn-ban restricting access into Bardwell Drive, Konagaderra Road, Wildwood Road and Gellies Road during the peaks

- (a) Several submitters noted that the volume of cars that are rat-running through the road network is also an issue.
- (b) This would be achieved through turn-ban signs on the approach to all entrances of roads subject to the turn-ban.
- (c) This option addresses the significant safety, operational and amenity associated with high volume heavy vehicle use.
- (d) Turn-bans would apply to all vehicles (cars and trucks) including residents residing within the area.
- (e) A turn-ban can be supplemented with a ‘local traffic only’ sign to exempt residential vehicles, however, Council Officer experience is that Victoria Police has in the past refused to enforce this due to difficulties associated with determining the destination of all vehicles that are pulled over. Such schemes are generally not successful as traffic becomes accustomed to a lack of enforcement.

REPORT NO: 8.2 (cont.)

(f) Accordingly, a turn-ban proposal is not recommended.

9.3.4 Reconstruct Konagaderra Road, Bardwell Drive, Gellies Road and Wildwood Road to a standard suitable for high volume heavy vehicle use.

- (a) Reconstruction of these roads is a significant undertaking requiring a complete re-leveling and re-alignment of the roads, an upgrade of all one-lane bridges to two-lane bridges, provision of road shoulders, a significant higher pavement composition standard, street lighting, drainage, service modifications and likely land acquisition.
- (b) As discussed in section 9.2.4 (b), based on per km rate taken from recent project involving the upgrade of a rural road to a higher standard urban road suitable for freight traffic, this is estimated to cost in the vicinity of \$250M. This does not include the cost to upgrade the bridges, land acquisition and the significant re-leveling required.
- (c) This is not recommended as the required full upgrade of these road networks within a Green Wedge driven by a strategic lack of capacity in the surrounding arterial and freight network is not a reasonable or realistic response.

9.3.5 Advocacy

- (a) As discussed in section 9.2.4 (b) (v) there is a lack of capacity within the surrounding arterial road network. Council should continue to advocate to the state and federal government:
 - (i) For the Outer Metropolitan Ring Road.
 - (ii) A Bulla Bypass, further duplication of Mickleham Road and the full duplication of Sunbury Road.

10. CONCLUSION

- 10.1 Consultation for the truck ban proposal in accordance with the recommendations from Council’s meeting dated Monday 13 February 2023 has been completed. This includes the publication of a Public Notice on the required channels and mail merge to the impacted properties.
- 10.2 A total of 390 submissions were received with 320 submitters supported the proposed heavy vehicle ban (82%) and 70 submitters were against it (18%).
- 10.3 The road alignment, pavement composition, road cross-sections and bridges have not been designed to convey high volume heavy vehicle traffic. This presents significant safety, operational, maintenance and amenity related issues as raised by a significant number of submitters.
- 10.4 Based on a detailed analysis of all submissions, it is not considered that there are any operational or safety related factors that would suggest a truck ban is inappropriate.
- 10.5 It is recommended that Council directs Council Engineers to table a submission to the Department of Transport and Planning for formal approval of the truck ban and installation of the restrictions following approval.

REPORT NO: 8.2 (cont.)

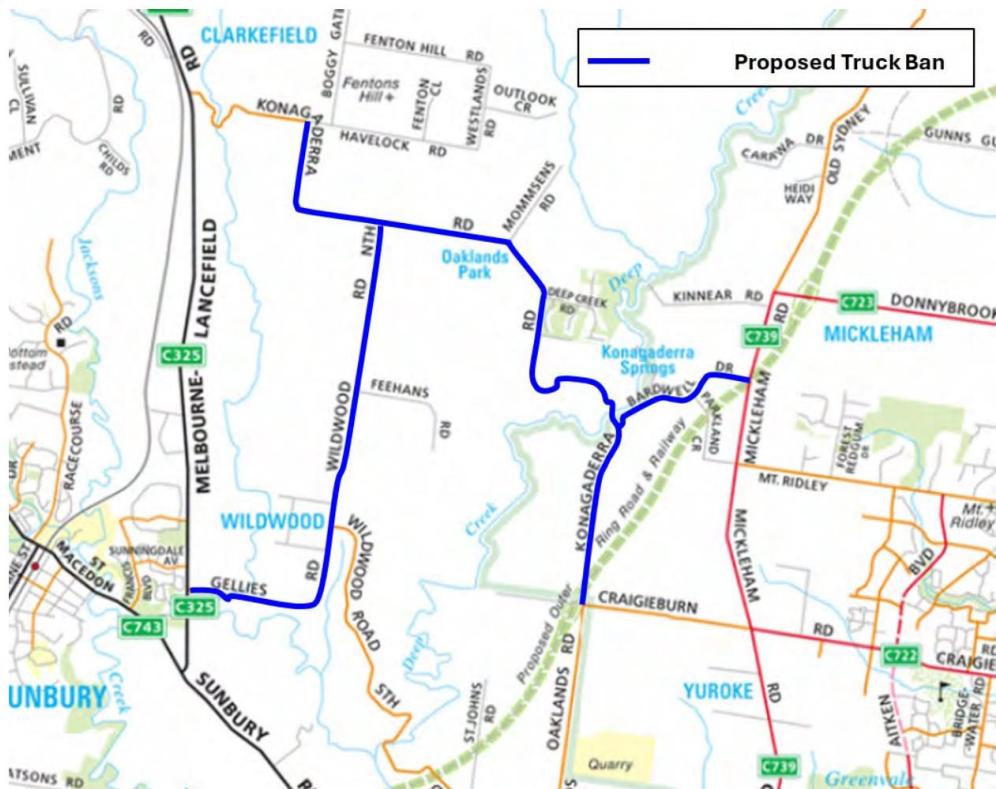
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PUBLIC NOTICE

HUME CITY COUNCIL

NOTICE OF INTENTION TO IMPLEMENT TRUCK BANS ON KONAGADERRA ROAD, WILDWOOD ROAD, GELLIES ROAD AND BARDWELL DRIVE

Hume City Council acting under clause 9 of Schedule 11 to the *Local Government Act 1989*, gives notice under section 223 of the Act, that it proposes to implement truck bans on Konagaderra Road, Wildwood Road, Gellies Road and Bardwell Drive by the installation of truck ban signs.



Source: Melways Publishing Pty Ltd

Detours through the local road network implemented during the reconstruction of the Craigieburn Road / Mickleham Road intersection by Major Road Projects Victoria resulted in a significant increase in heavy vehicle traffic on the surrounding roads. Following the re-opening of the intersection, the elevated heavy vehicle volumes persist on Konagaderra Road, Wildwood Road, Gellies Road and Bardwell Drive.

Based on current truck volumes, it is apparent trucks are using these roads as through routes. Through trucks should be using the intended arterial road network where there is sufficient capacity.

Accordingly, to restrict through truck movements on these roads, it is proposed to install “No Trucks” signage as well as dimension related advisory signage at the designated entrance of each road.

Under the Road Rules, trucks are not permitted to drive past a ‘No Truck Sign’ unless they are servicing a property located directly on the route or if there is no other route a truck can use to reach its destination. Emergency vehicles are exempt from the No Truck Signs.

It is noted Truck Ban signs are a major traffic control device and will ultimately be subject to VicRoads approval. Should there be sufficient support for the truck ban, Council will table the proposal to VicRoads for review.

Council invites submissions on the proposal. Submissions must be submitted by no later than 5pm on 28 February 2025. Any person making a submission is entitled to request in the submission that the person wishes to appear in person, or to be represented by a person specified in the submission, at a meeting to be heard in support of that submission.

All submissions will be considered in accordance with section 223 of the Act.

Submissions should be addressed to the Chief Executive Officer, and can be emailed to contactus@hume.vic.gov.au, hand delivered to Council’s Broadmeadows Office at 1079 Pascoe Vale Road, Broadmeadows or posted to the following address:

Chief Executive Officer

Hume City Council

PO Box 119 Dallas VIC 3047

Any person requesting to appear in person or to be represented by a person specified in his or her submission is entitled to be heard before Council (or a Committee established by Council for this purpose) to be held (if required) Submitters will be contacted closer to the time on how/where the meeting will proceed. A person must clearly state in their submission whether they, or their representatives wish to speak at the meeting.

Further information regarding the proposal may be obtained from David Fricke, Manager Assets on (03) 9205 2200.

Contribution ID	My relationship to the area covered by the roads is:	Do you support or oppose a ban on industrial trucks using sections of Bardwell Drive, Gellies Road, Konagaderra Road, Wildwood Road (North) and Wildwood Road (South)?	Wish to present to Council		Please provide any further information to explain your response:
			Yes	No	
6529	I drive along one (or more) of the roads	Support	1		I drove along the sections of road in question during duplication works on Sunbury road. This was in order to avoid traffic congestion on my usual route through Bulla to work in Craigieburn. On a daily basis I experienced double dump trucks speeding. They would rarely slow on sweeping bends (on Konagaderra Road at Oakland's junction, near the CFA in Wildwood Road South and on Gellies Rd). They would drive so fast that the trailer would skip and swerve on the road when it hit potholes and broken jagged shoulders causing asphalt debris to skid along the road toward oncoming cars. They would also cause congestion at the hairpin bend and single lane bridge at corner of Konagaderra Road and Bardwell drive and while traversing the hill on Bardwell drive. This was a real concern for traffic turning right onto Bardwell drive as they would have vehicles approaching from the rise at their rear at 80 km/h. During winter the road would more quickly deteriorate with this heavy traffic (broken jagged shoulders and large potholes) which would cause traffic to swerve onto the opposite side of the road. I have since avoided this section of road for safety reasons. The improvements created with the duplication of sunbury road definitely help traffic flow now. The construction of the Bulla bypass would also mitigate any issues with mixed traffic along this growing outer urban corridor.
6530	I drive along one (or more) of the roads	Support	1		I cycle these roads often, and have done so for the past 15 years. Over these years I've seen the traffic worsen and the truck drivers become less patient and more dangerous. Some times I honestly fear for my life
6531	Live on one of the roads	Support	1		These roads are becoming increasingly dangerous especially Bardwell drive with a one lane bridge
6532	I drive along one (or more) of the roads	Support	1		Trucks make their own rules, they do not abide by the traffic conditions and block up the traffic particularly in the morning commute. The trucks also damage the road which is already full of potholes and divots
6533	Live on one of the roads; Own/work in a business on one of the roads; I drive along one (or more) of the roads	Support	1		

REPORTS – OFFICERS' REPORTS**14 JULY 2025**

Attachment 2 - All Submissions

COUNCIL MEETING

6534	I drive along one (or more) of the roads; Other: Live off one of the roads and use them everyday	Support	1	The roads are not built for heavy vehicles and they cannot take the Bardwell turn coming from the Riddells Creek area but they try and cause havoc. When they are coming down Bardwell they go straight through the give way sign so they have enough speed to get up the hill on Konagedera road. One day someone will be killed because of the give way sign not a stop sign
6535	Live on one of the roads; I drive along one (or more) of the roads	Support	1	Unsafe roads due to speeding drivers, wide vehicles on narrow roads; worsening road conditions due to heavy vehicle use and debris associated with certain of those vehicles on the road
6536	Live on one of the roads	Support	1	1. Roads were built for local traffic only 2. All roads are damaged by heavy duty truck traffic 3. Roads are not safe anymore caused by excessive traffic and trucks 4. Excessive rubbish dumping by trucks
6537	Live on one of the roads	Support	1	
6538	Live on one of the roads; I drive along one (or more) of the roads; Other: Young members of family on L and P plates	Support	1	For years there have been several near misses, cracked windscreens and treacherous conditions, dangerous driving and tailgating by many of these trucking companies using these rural roads. It is extremely dangerous and at times frightening to drive on these roads .
6539	Live on one of the roads; I drive along one (or more) of the roads	Support	1	The roads are rural and not meant for heavy traffic let alone these heavy trucks. It will also assist with illegal dumping that is clearly being done by the truck load. More importantly, every year I worry about the dangers of the trucks on these roads for other motorists. Thank you for finally doing something about this!
6540	I drive along one (or more) of the roads	Support	1	Over the past 5 years when trucks have been using these local roads we have seen a high number of damage to our local roads, in constant need of repairs, near miss accidents, truck drivers not giving way or holding up traffic in order to turn into these roads needing to use either a three point turn and more. It is unsafe and detrimental to the local and rural surroundings of these historic suburbs.
6541	Other: Live in Oaklands Estate	Support	1	The local roads have been damaged by the amount of heavy trucks in this area since the closure of the Craigieburn and Mickleham Road intersection. The roads were never designed for such heavy vehicles and as such should not be able to continue to use these roads.

6542	Live on one of the roads	Support		1	These large trucks are damaging the roads and performing unsafe acts such as turning into bardwell and crossing over to the wrong side of Konagaderra Road to do do.
6543	Live on one of the roads; I drive along one (or more) of the roads	Support			I live in the area and use Kongaderra Road daily. Over the past 3 years the road has become so busy with so much more traffic. The number of large trucks on the roads in this area has increased 10 fold. The opening of the land fill on Ko Madera has left the roads in a terrible state it's full of pot holes and the dirt and dust on the road is a hazard most days. The trucks often pull out in front of you from the land fill. Trucks on Bardwell are just as bad and the road is a hazard for trucks and other driver as it is just not suitable for truck traffic.
6544	Live on one of the roads	Support		1	Plenty of pot holes and damage have been noticeable with the increased volumes of trucks on Kongederra and Bardwell rds as well as Oaklands Rd. Cyclists are also put in danger with the size of these trucks on our roads which I have witnessed on numerous occasions.
6545	I drive along one (or more) of the roads; Live on one of the roads	Support		1	Since more trucks have been using these roads the roads have been very dirty everyday and it's so bad when it rains sometimes you can't see out of your windscreen because the water coming off the roads is so dirty from the trucks. The roads around here are quite hilly and getting stuck behind a truck that shouldn't be on these roads can't sometimes add 10-20 minutes on your journey as they only do 40km or less up the hills. The trucks pull out at intersections at unsafe times and the number of near misses I have has going through bardwell interaction where a truck has pulled out when they should have given way is to many to count and very unsafe.
6546	Live on one of the roads	Support		1	Should not be using these roads
6547	Live on one of the roads	Support		1	The roads here used to be single lane, now they are double they break very easily, these big trucks are ripping the road up quicker than before. The trucks go faster than they should and I have encountered them coming around the corner on the wrong side of the road. They take out sign posts all the time as they cannot make it around the corner, and are often facing oncoming traffic when trying to get around the corner turning onto the road. Mickleham road has been widened to multiple lanes yet the traffic on these roads remain as a detour point for all. So many more roos and wombats are getting hit now with their bodies smashed to pieces, leaving slippery remnants for normal cars to smash through as well. Poor native wildlife has no hope with these trucks. Finally the noise, we moved out here for the quiet, and now at all times of the night and day you can hear a large range of road noise especially from trucks and hooks who 'take the backroads' to do wheelies. Ban the trucks is a great start to prove safety and peace.

6548	Live on one of the roads	Support	1	Tired of cracked windscreens from the rocks coming out the back of these trucks
6549	Live on one of the roads; I drive along one (or more) of the roads	Support	1	
6550	I drive along one (or more) of the roads	Support	1	Trucks are ruining our local roads. The intersection particularly at Bardwell drive is a hazardous turn for trucks to make,
6600	I am a heavy truck driver	Oppose	1	I'm opposed to no trucks using konagaderra road due to the fact I use the road daily driving to and from home and sometimes I bring the truck home. If you were to put a 43 tonne weight limit on konagaderra road that would be acceptable. As for wildwood road north and south and bardwell drive I do agree with no trucks because the road isn't wide enough to accommodate wider vehicles and some of the intersections aren't heavy vehicle friendly. I hope you take my response into consideration
6678	Live on one of the roads	Oppose	1	We live on Bardwell Drive and have not had any issues with the trucks coming and going on any of the streets. If anything you need to pay attention to the actual cars that don't know how to slow down. We along with a lot of other home owners have trucks ourselves so how do you expect us to 'not use' our truck on the roads we need to access that's ridiculous. I do not agree with this and don't see trucks as an issue.
6553	I drive along one (or more) of the roads; Other: Resident of Oakland's junction estate	Support	1	Trucks have other flatter routes they can take. Step inclines slows other traffic down. This creates idiots to overtake in dangerous locations.
6713	Live on one of the roads; I own a heavy truck company	Oppose	1	a/ your proposal will stop me from being able to enter my own property with my own truck b/ how are we to get water, gas and all other rural essentials products delivered with this proposal c/ this proposal will prevent trucks from transporting livestock to and from all the rural properties that has been outlined
6724		Oppose	1	We transport water through the area to service customers within and outside the area
6556	I drive along one (or more) of the roads	Support	1	Trucks pose a significant safety hazard on all of these narrow roads but particularly on Bardwell Drive(Konagedera end) where most truck's turning circle is too wide to enable them to enter Bardwell Drive without going into oncoming traffic lanes. This is a particularly hazardous spot as it is without having trucks halting traffic and obstructing driver visibility.

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6557	I drive along one (or more) of the roads; Live on one of the roads	Support	1	
6558	I drive along one (or more) of the roads	Support	1	These roads are dangerous The intersection of Mickleham rd and Bardwell is highly dangerous. Trucks are causing significant damage, traffic delays and overall safety issues.
6559	I drive along one (or more) of the roads	Support	1	These roads are not fit for trucks! It is compromising our safety!
6560	Live on one of the roads	Support	1	Constant damage to our local roads, such as the formation of potholes, poses significant risks to other drivers and compromises overall road safety.
6561	Live on one of the roads	Support	1	So dangerous trying to get out of the driveway. Trucks drive so fast around the blind corner to get up the hill
6821	I drive along one (or more) of the roads; Other: This once beautiful country road is being used excessively by very heavy vehicles. The wooden bridges were not built to handle this weight and it is used constantly as short cuts through the area	Oppose	1	The roads are not wide enough, nor were they made for these monster trucks. There is also lots of illegal dumping of rubbish, and this rubbish is not from a car boot. Respect our once beautiful environment and the habitat that live alone these country roads. With major housing developments taking place across our city, there must be a stop to this activity. Where's the respect, where's the pride?
6564	Live on one of the roads	Support	1	Constant damage to our local roads, which then need constant maintenance, which affect traffic flow. Never ending cycle.
6565	I drive along one (or more) of the roads	Support	1	I am a frequent traveller along these roads as my in-laws live on Konagaderra road. Their property is located on a dangerous blind corner at the bottom of a cutting which trucks speed around, so as to speed up the hill or fly down the hill. These roads have always been so dangerous and with two young children of my own, a ban on trucks along these roads will be one less worry.
6859	I drive along one (or more) of the roads; I am a heavy truck driver	Oppose	1	

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6567	I drive along one (or more) of the roads	Support	1	In addition to the truck ban, the entire Bardwell should have a limit of 60kph. 80kph sections is too fast for a road with such width, curves and gradients. Also, intersection of Bardwell and Mickleham Rd is in desperate need of an upgrade as the next accident is not far away.
6568	Live on one of the roads	Support	1	
6569	Live on one of the roads; I drive along one (or more) of the roads	Support	1	Damage to road surface and slow moving trucks on roads with no safe place to overtake.
6570	Live on one of the roads; I drive along one (or more) of the roads	Support	1	
6571	Live on one of the roads; I drive along one (or more) of the roads	Support	1	Trucks make the roads very dangerous; roads are steep and narrow in some places also the trucks are destroying the road surface
6572	I drive along one (or more) of the roads	Support	1	Since the trucks have started using our local roads the roads are constantly damaged with massive potholes which sometimes we don't see until too late, resulting in damaging our cars. Increase in traffic has become unbearable not to mention increase in accidents as well. I support the ban!
6573	I drive along one (or more) of the roads	Support	1	Very narrow winding roads. Heavy trucks are dangerous here. Many speeding, tail gating and pulling over in dangerous spots.
6574	Live on one of the roads; I drive along one (or more) of the roads	Support	1	Trucks not only cause congestion but have damaged the edges of the roads. Truck drivers cross lines on all the bends, but even on the straights, they veer into the wrong lanes to avoid rough sections.
6575	Live on one of the roads; I drive along one (or more) of the roads	Support	1	I hit a pot hole and blew my tyre because a truck was too wide and almost hit me on Bardwell. Almost got my front taken off by a large truck at the bottom of Bardwell and Konagaderra.
6576	I drive along one (or more) of the roads; Other: Live just off the roads	Support	1	The trucks are destroying the roads that are not built to handle that much weight. And they fly through some of the major intersections dangerously
6577	Live on one of the roads	Support	1	
6578	Live on one of the roads; I drive along one (or more) of the roads	Support	1	They have damaged the roads immeasurably and have made it dangerous to drive on

6579	Live on one of the roads	Support	1	These roads were not made for large vehicles, especially Bardwell Drive. It's increasingly dangerous to drive home
6580	I drive along one (or more) of the roads	Support	1	Trucks not only damage the local roads they have no regard for safety and the road rules. Particularly at the intersection of Konagaderra Rd and Bardwell Drive. I've had numerous incidents where they push through without stopping or giving way simply because they are bigger than me. My learner driver child almost had an accident due to this reason. The roads in question have to be the riskiest in the area due to road conditions and wildlife. Heavy trucks add an unnecessary amount of risk to the area.
6581	I drive along one (or more) of the roads	Oppose	1	The conditions of these roads were horrible before the upgrade of Craigieburn road. It isn't the truckies issue. Shouldn't be prohibited from roads because VicRoads is incapable of supplying victoria with driveable roads. Unfair to only blame this on the truck drivers.
6582	Live on one of the roads; I drive along one (or more) of the roads	Support	1	I agree that there are a lot more trucks than expected since the recent road closures, and the road edges are deteriorating due to the heavy loads. In addition some of the longer trucks significantly struggle to navigate the bend exiting Bardwell drive to turn right (northbound) on Konagaderra Road which causes significant traffic delays
6583	Live on one of the roads; Own/work in a business on one of the roads; I drive along one (or more) of the roads; I am a heavy truck driver; I own a heavy truck company	Oppose	1	I use this road most days to get home to my residence which is my depot can't just blanket ban all heavy vehicles. Will I be exempt from this ban? I agree a lot of big truck companies use the road as a short cut but the road needs to be fixed not just from trucks but the increase in traffic getting to mickleham
6584	Live on one of the roads; I drive along one (or more) of the roads	Oppose	1	This is the poorest proposal I have seen in the area. If roads are made and repaired correctly we would not have an issue. How about sealing Feehans road to the end to prevent the daily damage from what is not excepted in any part of Hume. It's disgraceful to live in the area with the money we spend to live here.
6885	I drive along one (or more) of the roads; I am a heavy truck driver	Oppose	1	These routes are alternate routes for when one or more other roads are closed. If there is to be a truck ban, please make it conditional that trucks may still use the roads for local deliveries and when required to be used as an alternate route.
6586	I drive along one (or more) of the roads	Support	1	I support the ban due to the damage they create to the roads and the illegal dumping that's occurring in the area.

6587	I drive along one (or more) of the roads	Oppose		1	I strongly oppose the proposed ban on trucks on these roads, as I believe they are always required to access property's and businesses via these roads. Frankly the council needs to maintain the roads to a higher standard instead of trying to save money by just banning heavy vehicles.
6588	Other: Victorian resident sick of the poor road conditions and governments lack of progress repairing them	Oppose		1	Fixe the roads
6589		Support		1	The intersection on Konagaderra/Bardwellrd is extremely dangerous. There us going to be a fatality there any day.
6590	I drive along one (or more) of the roads	Oppose		1	Most of these back roads where originally gravel tracks not designed for heavy trucks . Trucks using these road chew into the surface of roads who ever owns the road either vic roads or councils too slow in repairs or reconstruction to keep the roads safe for all road users
6591	Live on one of the roads	Support		1	Roads are not suitable for heavy vehicles, narrow, bendy, bumpy and steep roads effect the flow of traffic when heavy vehicles use these roads, trucks get stuck on konagaderra road hill resulting in emergency services to get them up the hill, trucks get down to 10kmh up bardwell, all the roads are falling apart where trucks are using them
6592	I drive along one (or more) of the roads	Oppose		1	
6593	I drive along one (or more) of the roads	Support		1	I drive on Bardwell Drive and Konagaderra Road Monday to Friday to get to and from work. If you happen to be stuck behind a drive on these roads. You are forced to drive really slow and having trucks driving on these roads are creating pot holes which are dangerous.
6594	I drive along one (or more) of the roads	Support		1	These roads are windy and narrow, poorly Maintained and heavy truck only add too the problem.
6595	I am a heavy truck driver	Oppose		1	If there was an exemption for residents I would not oppose, also I think council and the state government has neglected local roads for the 20 years that I have lived here, blaming road users for inadequate infrastructure spending is typical.
6597	I drive along one (or more) of the roads	Support		1	The hills are too steep. These trucks cause congestion in an already over congested area.
6598		Support		1	They destroy the roads and can't handle the hills in the first place

6891	I drive along one (or more) of the roads; I am a heavy truck driver	Oppose	1		I only have wildwood and Konegederra roads to get to/from my home. If the aim is to reduce rubbish being dumped along those roads perhaps look at rubbish top fees and opening hours. I see this as extremely counter productive considering the soil & sand businesses on Oakland's road. These three businesses are the primary users, if you don't want to upkeep the roads maybe close them down.
6601	I drive along one (or more) of the roads	Support	1		Organisation/ business which own trucks all along those mentioned roads DO NOT clean or tidy up there debree that falls from these Trucks. The amount of dirt, ROCKS and wood that is left on the roads outside these business and trailing up the road for km has got be taken care of, or made safer for road users. There is no responsibility for these business, once there trucks leave there sites and severe is left trailing from them.
6602	I drive along one (or more) of the roads	Support	1		These trucks are too big for these roads and also cause too much congestion as they are very slow to climb the hills. I have also seen and been affected by numerous accidents where trucks have become stuck trying to turn onto konagadeera road from Bardwell because they are too large. The trucks also speed along the flat and downhill parts of the road and make me very nervous as their trailers tend to sway across to my side of the road if they are coming in the opposite direction
6603	Live on one of the roads	Support	1		I use Bardwell drive daily to take my children to school. I've had trucks nearly run me off as the road is narrow. And I have had my radiator damaged by rocks ricochet from their tyres. I have called the council to address my concerns after my car damage. Not to mention some trucks go 40kms due to their heavy loads and causing stress to drivers behind them.
6604	Live on one of the roads; I drive along one (or more) of the roads	Support	1		Road is not designed for Heavy trucks and trailers often forced off the road Road not wide enough in many sections some drivers have trouble staying on their side of the road I'm talking about Wildwood Road Vehicle traffic is getting heavy and heavier using this road as a short cut Heavy vehicle traffic using this road to get to all the building sites in and around Sunbury
6921	Other: Sunbury resident	Oppose	1		Industrial trucks along these roads will destroy the beautiful character and history of Sunbury that many home owners and Sunbury residents love and wish to preserve. Gellies Rd, for example, is famous among cinephiles as the shooting location for the final scene of MAD MAX.
6606	Live on one of the roads; I drive along one (or more) of the roads	Support	1		Dangerous for motorists in those roads with trucks , roads are no arrow, never maintained and the trucks makes the potholes even worse. The dirt /mud from trucks tyres make the road a hazard for other uses and very slippery in the wet weather. When it's dry the mud / stones are a constant concern for windscreen damage.
6607	I drive along one (or more) of the roads	Support	1		The roads are too narrow to accommodate big trucks and they effect the roads status badly.

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6608	I drive along one (or more) of the roads	Support		1	With some of these roads , namely Konagaderra abd bardwell being quite narrow and steep it is very dangerous having trucks on there's roads. This doesn't even take into account when trucks break down on this road it is so dangerous to go around if you're even able to as these roads are very tight
6609	Other: Live in rolling meadows drive	Support		1	Trucks are becoming more frequent in our area and will only increase in future if hi quality expansion is approved. It's important the trucks remain on main roads and off roads where homes are facing.
6610	I drive along one (or more) of the roads	Support		1	I use the Konagaderra road when I go to Essendon and Airport (via Oaklands road). Banning trucks on that section of the road will improve the safety and quality of the road especially that it's not a wide road so there's limited space. There's usually potholes in that area too.
6611	I drive along one (or more) of the roads	Support		1	Heavy vehicles on these roads cause damage to the roads and also not enough room to have 2 cars pass each other on some sections. Old Sydney Road should also be included on this listâ€!,
6612	I drive along one (or more) of the roads	Support		1	
6614	I drive along one (or more) of the roads	Support		1	Trucks regularly cause bottlenecks on these residential roads. Causing other drives to be erratic and make bad decisions trying to overtake. Regularly see many near misses because of trucks in residential areas. As well as damage to the roads that never get fixed. Roads are not car worthy let alone truck worthy.
7008	I drive along one (or more) of the roads	Oppose	1		I do not believe reducing the truck usage is appropriate in this area
6616	I drive along one (or more) of the roads	Support		1	These roads are very small and not designed for heavy traffic. I use these roads every day commuting from Mickleham towards the city and see a lot of heavy trucks rip up the roads and even breakdown due to the height and steep slopes of the roads. Fully support in the ban of heavy vehicles along these roads.
7009	I drive along one (or more) of the roads	Oppose	1		Good morning. I do not support all of this truckban apart from Bardwell avenue. A road is a road. All roads in Victoria are congested.
7025	I drive along one (or more) of the roads	Oppose	1		I don't see the reason to stop trucks as they don't drive these roads 24/7 and it's the volume of cars which I see as the problem
6619	Other: Live locally	Support		1	
6620	I drive along one (or more) of the roads	Support		1	They are damaging the roads and causing potholes and cracks everywhere also killing a lot of wildlife

6621	I drive along one (or more) of the roads	Support	1	Roads are damaged by all the trucks causing potholes, crumbling edges of the road and uneven driving surfaces, leaving behind debris that falls off and screws and nails. Have had to change tyres multiple times because of this. Very frustrating as I use the road to get to work.
6622	Live on one of the roads; I drive along one (or more) of the roads	Support	1	Our country community has been severely disrupted by the constant flow of heavy vehicles both day and night on the roads in our area that are not wide enough or safe enough for trucks especially when cars are coming in the opposite direction. They do not move over if they are over the centre line and many of us have had more than one near miss with these trucks. Time is money to them and the speed limit's are never adhered to and that is why they use our back country roads. If the police are out on our roads it only takes one truck to see them and one radio call and they all slow down or disappear off the roads until the police are gone then they just speed up again. The other major problem is that the roads are in constant need of repair due to the trucks being oversized for the road. This impacts the locals as we are always having to avoid damaged road sections. Please make these trucks use the main roads that have been upgraded and that are more efficient for truck traffic rather than our country roads. Thank you.
6623	Live on one of the roads; I drive along one (or more) of the roads	Support	1	Our roads have become a nightmare with the amount of trucks using them. They don't drive to the speed limit and are constantly over the centre line and don't care nor do they move over. The roads are country roads and are not wide enough for these big trucks when there is other vehicles on the road. Please divert them to the main roads around the area that are more than able to accommodate them.
6624	Live on one of the roads; I drive along one (or more) of the roads	Support	1	Near misses with trucks not giving way (especially Bardwell Drive) Trucks over the centre of the road (Deep Creek bridge precinct) Emu Creek bridge - not giving way Increased road damage in most areas
6625	Live on one of the roads; I am a heavy truck driver; I own a heavy truck company; Own/work in a business on one of the roads; I	Oppose	1	

	drive along one (or more) of the roads				
6626	I drive along one (or more) of the roads	Support	1	<p>Heavy vehicles should be banned from travelling along the sections of the listed roads for multiple reasons:</p> <ul style="list-style-type: none"> -they do not safely fit within narrow sections of the roads and create a hazard for passing traffic -they often do not adhere to the give way sign at the single lane bridge on bardwell drive -they reduce traffic flow on inclined sections of the listed roads. 	
6627	I drive along one (or more) of the roads	Support	1	<p>I fully support the ban on industrial trucks using these roads. The roads that have been proposed for the ban are narrow, winding and involve steep inclines. They also contain 2 single lane bridges that are quite narrow.</p> <p>Not only do heavy trucks slow the traffic significantly, have difficulties climbing the hills and pose a huge risk for any vehicles attempting to overtake them, they have also caused a number of traffic incidents. I have witnessed 2 trucks that have lost their load, and vehicles jack-knifing, particularly on the corner of Konagaderra Rd and Bardwell Drive.</p> <p>Bardwell Drive intersection also poses a particular risk as trucks often need to move into oncoming traffic in order to make the corner. They also impede on traffic attempting to turn from Bardwell to Konagaderra road. Quite simply, the trucks are too big to be driven on such a sharp, narrow intersection.</p> <p>The trucks also cause significant damage to the roads, particularly after wet weather. The edges of the roads have been fixed many times and I have seen, first hand, trucks driving along the edges of the road and causing breakages. I have had 2 windscreens damaged by trucks throwing up large chunks of asphalt.</p> <p>Gellies road has been repaired numerous times and still requires ongoing repair work. Surely this would be somewhat reduced if large trucks were not using roads that aren't fit to carry such huge loads.</p> <p>It is either ban the trucks or construct roads that are fit for purpose.</p>	
6628	I drive along one (or more) of the roads	Support	1	Roads are not up to standard for trucks dangerous for residents	

6629	I drive along one (or more) of the roads	Support		1	<p>1. Lots travel at excessive speeds or overtake on blind corners</p> <p>2. They damage the roads which are already in poor conditions</p> <p>3. A lot of the trucks such as the ones used to transport rubble from building sites are excessively slow when trying to get up steep inclines such as Bardwell Drive and Gellies Road, impeding the flow of traffic</p> <p>4. Lots of rubble flies out of unsecured loads</p>
6630	I drive along one (or more) of the roads	Support		1	
6631	I drive along one (or more) of the roads	Oppose		1	<p>I don't think trucks being pulled from the road will help, if anything it'll only help for the mass amounts of building waste dumping but most won't follow the rules & a lot of the farmers have trucks they need out there.</p> <p>Maybe just build the roads to be able to hold the weight of trucks, it takes it off the arterial roads which helps those complaining about the traffic. Only suggestion would be to fix up that rescues intersection of Bardwell & Konagaderra Rd, perhaps make bardwell join straight onto Konagaderra instead of the weird little corner & bridge, that creates more accidents on that section of road than anything with people always overshooting/over turning & winding up in the oncoming traffic lane.</p>
6632	I drive along one (or more) of the roads	Support		1	The roads and intersections are not wide enough for safe use by large vehicles and many trucks cannot maintain a reasonable speed on the bends and gradients of the roads.
6633	I drive along one (or more) of the roads	Support		1	
6634	I drive along one (or more) of the roads	Support		1	I feel the road is designed for local traffic and is not wide enough or in the right condition to take heavy vehicles safely. It has hills and is quite a few bends, safety is paramount for the community at large. I have used this road for many years and it is not built for trucks.
6635	I drive along one (or more) of the roads	Support		1	These roads are not designed for big trucks, it's also highly annoying when these trucks can not go the speed limit, and there's becomes a huge line of traffic and then people try and over take, it's an accident waiting to happen.
6636	Live on one of the roads	Support		1	<p>Bardwell Drive has become a nightmare from my property to exit & enter & is a tragedy waiting to happen. I suffer major anxiety due to the numerous close encounters from mainly trucks, but also the amount of traffic volume. I have had family & visitors who prefer not visit due the trucks. The road itself is in a constant state of disrepair, I have had 2 punctures due to the potholes caused by these trucks. If nothing is done & there is a tragedy, who will be blamed?</p> <p>Hopefully this bad will come to fruition but also it will need to be policed to make a difference.</p>

6637	I drive along one (or more) of the roads	Support	1	It is a narrow road. Trucks often cross middle line
6638	I drive along one (or more) of the roads	Oppose	1	The trucks have been ruining the roads and cause a hazard with erratic driving and tailgating smaller vehicles
6639	I drive along one (or more) of the roads	Support	1	These roads are narrow and not designed for heavy vehicles which cause unsafe road surfaces that are not maintained and when they are fixed, it doesn't last. The two one way narrow bridges on Bardwell Drive and Gellies Roads are not designed for such traffic, there is little visibility, narrow turns and not a lot of care taken by most truck drivers (and other road users) to give way at the designated give way signs, almost causing collisions.
6640	I drive along one (or more) of the roads	Support	1	Many instances were trucks have been speeding, driving on wrong side of road & the damage to the road making unsafe.
6641	I drive along one (or more) of the roads	Support	1	
6642	I drive along one (or more) of the roads	Support	1	Trucks struggle to drive down the roads, travel 40km in 80km zone and flick heaps of stones around. Cracked my windscreen a year ago from this
6643	I drive along one (or more) of the roads	Support	1	The roads are in terrible condition and the trucks make it worse. They also sit in the middle of the road.
6644	I drive along one (or more) of the roads	Support		Driving has felt increasingly more dangerous in these areas when surrounded by large trucks at high speeds. I am working for Hume City Council and conducting a review into kangaroo management in the municipality, and can contribute the increase in kangaroo collisions being reported to the increase in traffic on these roads, where trucks are unlikely or unable to slow to avoid collisions with wildlife.
6645	I drive along one (or more) of the roads	Support	1	
6646	I drive along one (or more) of the roads	Support	1	These roads are not built for heavy vehicles and they are causing further damage.
6647	I drive along one (or more) of the roads	Support	1	The trucks along there are a menace - they speed and tail gate. Just prior to Christmas, one had jackknifed going up the hill after turning left from Bardwell Driveâ€¢.the best part was he had a pool on his trailer! He had no hope of turning around or anything. He had managed to block both directions of traffic
6648	I drive along one (or more) of the roads	Support	1	

7085	Live on one of the roads; Own/work in a business on one of the roads	Oppose	1	<p>Response to Hume Council regarding the proposed truck ban on Wildwood Rd. Jan 2025</p> <p>Banning trucks is not the solution. It only dampens commercial activity; better roads are the answer to our rapidly growing population and land development.</p> <p>The landowners are getting conflicting information regarding the land use in the Green Wedge. The area is designated as an area of interest for extractive industries, but the council now wants to ban trucks from entering it. This is contradictory. Ref: Pages 46 and 47 of the Hume Rural Strategy 2022.</p> <p>Young hard-working families in businesses or industries that use trucks are an asset to the community.</p> <p>The long-term plan for the area is for commercial which means more than just car traffic. The area is partly covered by the Airport Environs overlay which restricts residential development.</p> <p>The area cannot currently be subdivided into less than 100 acres, which has attracted land bankers and not productive families or businesses. Properly maintaining 100 acres is too big a job for all but the wealthiest and most energetic people. Allowing trucks and commercial development would make the land useful and profitable for the council. After 26 years of living here, we have proved that you cannot make a living farming the area. It costs us a lot of money every year to subsidize the lifestyle in Wildwood.</p> <p>Do not ban trucks in this area unless you want to punish the people who live here. Living out here with all of the growth around us was bound to mean more traffic. Anyone who wants to ban trucks (and progress) should move to another less progressive council.</p>
6650	I drive along one (or more) of the roads	Support	1	I have been driving on these roads for the last 20 years. The amount of trucks are making it dangerous as the roads are not wide enough and break up the edges which cause pot holes which then damage people's cars. They do not abide by the speed limit and cause on coming cars to have to swerve off the road.
6651	I drive along one (or more) of the roads	Support	1	
6652	I drive along one (or more) of the roads	Support	1	I drive on this road to commute to and from work, the roads are already windy and neglected compared to others. Trucks increase the anxiety of driving there. Due to the steep nature of some parts of these roads, trucks cause hazards as they go well below the speed limit. I have witnessed other cars attempting to overtake them and it's terrifying. Opposite to this, some truck drivers struggle to maintain a moderate speed and drive almost recklessly. These roads would definitely be less stressful to use if trucks were restricted, for other vehicle drivers and the wildlife.

6653	I drive along one (or more) of the roads	Support	1	Heavy vehicles are destroying these roads faster than they can be repaired. Konagaderra - Bardwell drive intersection is a sharp turn that heavy vehicles cannot fit, and causes risks to other road users. Also such a dangerous intersection where mickleham road meets bardwell. Any reduction in vehicles turning in that spot is better for everyone!
6654	I drive along one (or more) of the roads	Support	1	We need to do our best to keep trucks to main arterial roads and not the back roads as a short cut. Local traffic should not have to deal with trucks and the extra traffic they bring on non-arterial roads. Safety is also a factor when these roads are not built for the volume, weight and regularity of the amount of trucks passing through them.
6655	I drive along one (or more) of the roads	Support	1	
6656	I drive along one (or more) of the roads	Support	1	
6657	Live on one of the roads; I drive along one (or more) of the roads	Support	1	The trucks are fine on some days however it cause traffic, sometimes mud or leave sand on the road. From time to time there are new potholes on konagaderra road due to trucks and sand & mud from trucks over loading. Hopefully this will happen.
6658	Live on one of the roads	Oppose	1	To noisy, dumping of rubbish and dangerous with new suburbs coming up
6659	I drive along one (or more) of the roads; Other: Live close to one of the roads	Support	1	Trucks are speeding, causing damage to the roads. They're also dumping rubbish around my new estate dropping the house value.

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6660	I drive along one (or more) of the roads; Live on one of the roads; Own/work in a business on one of the roads	Oppose		1	<p>We already have too many trucks in our area due to rubbish dumped in close by.</p> <p>Truck drivers work on a tight schedule apparently, judging by the careless way that many of them are already driving and speeding in Sunbury.</p> <p>We moved here because of the tranquility and safety for our young family. But kids and the public in general are at a much higher risk on the streets with more trucks around.</p> <p>Damage to our roads is already happening to our streets due to more and more trucks on our Suburb. Never seen so many damaged roads in other suburbs.</p> <p>There are more schools, shoppings, community places now in Sunbury. With more public around we need the roads to accommodate for new residents transport means, not for more trucks.</p>
6661	Live on one of the roads	Support		1	It should stop .
6662	I drive along one (or more) of the roads	Oppose		1	Trucks are often speeding down these roads and driving in the wrong lane around bends making it very dangerous for oncoming traffic
6663	I drive along one (or more) of the roads	Support		1	Trucks have no business on these small roads. They're ruining the roads and killing the wildlife.
6664	I drive along one (or more) of the roads	Support		1	Look in and around roxypark and craigieburn areas there's numerous trucks that are parked in streets and courts They should not be allowed to brings there jobs home with them !
6665	Live on one of the roads; I drive along one (or more) of the roads	Support		1	
6666	Live on one of the roads; I drive along one (or more) of the roads	Support		1	
6667	Live on one of the roads; I drive along one (or more) of the roads	Support		1	
6668	Live on one of the roads; I drive along one (or more) of the roads	Support		1	

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6669	I drive along one (or more) of the roads	Support		1	It perhaps will help with the dumping, the roads construction has seen they are not up to standard to carry vehicles.. you need to be specific on the type of heavy vehicles and exceptions to vehicles like water trucks for example would need to be applicable. Any heavy vehicle associated with hi quality should be banned. It will stop the vehicles that have continued to use Bardwell Drive as a short cut. A very dangerous practice.
6670	Live on one of the roads	Support		1	
6671	Live on one of the roads	Support		1	
6672		Oppose		1	Many heavy vehicles try (many unsuccessfully) to turn in or out of bardwell rd causing a dangerous situation also several trucks have been stuck on konagadera rd hill and need specialist help to proceed also a danger and I don't believe the roads are built for ongoing truck movements due to weight and size
6673	I drive along one (or more) of the roads	Support		1	
6674	I drive along one (or more) of the roads	Support		1	These roads are unsafe for trucks and heavy vehicles
6675	I drive along one (or more) of the roads	Support		1	Dumping of rubbish, throwing of rocks busting windscreens and the general size of the roads are not suited to trucks.
6676	I drive along one (or more) of the roads	Support		1	Trucks belong on larger roads for safety reasons the roads in question are narrow and these heavy vehicles are damaging the surface and surrounding area, also killing local wildlife. Unsafe driving for small cars as these trucks pass.
6677	I drive along one (or more) of the roads	Support		1	The roads are too narrow and not maintained. It could also prevent the dumping of illegal rubbish.
7118	Live on one of the roads; I am a heavy truck driver	Oppose	1		I own property in Bardwell drove and I am a truck driver
6679	Live on one of the roads	Oppose		1	We own a concreting business and live on bardwell drive how are we meant to run our business if you are putting in a submission to stop trucks. Trucks are not an issue to any of these streets. I am against the truck ban as if the trucks don't move and get there work done everyone will no longer be working. 95% of people in all the streets advised have trucks what is the purpose of a ban.
6680	Live on one of the roads	Oppose		1	I own a business and live on bardwell drive how am I supposed to operate my business if you are trying to put a truck ban in place. This is unacceptable and I do not agree with this. Everyone has a truck and you are wanting to ban it this is not right.

6681	Live on one of the roads	Oppose	1	My parents own a concreting business and have trucks on the property along with many other home owners on these streets who own trucks. I oppose to the truck ban as if trucks stop Australia will stop there is no alternative to this matter. DONT STOP TRUCKS
6682	I drive along one (or more) of the roads	Support	1	Roads are ruined. Speeding trucks. Dangerous. After rain large dirt clumps all over roads creating driving hazard.
6683	Live on one of the roads; I drive along one (or more) of the roads	Support	1	Bardwell Drive is so dangerous for my elderly parents who have lived here for 46 years
6684	I drive along one (or more) of the roads	Support	1	I frequently use konagaderra road to commute to and from work and have for many years. The road and infrastructure on this road is not built for heavy vehicles and it is destroying the road making it hazardous to drive on with giant potholes or with regular truck breakdowns that then take up the narrow roads when they become stuck and make it hard to navigate or create a traffic jam. I fully support a truck ban on this road.
6685	Live on one of the roads; Own/work in a business on one of the roads; I drive along one (or more) of the roads	Oppose	1	
6686	I drive along one (or more) of the roads	Support	1	There are simply too many trucks and cowboys driving said trucks on our roads. You might want to consider Blair Street also. Too many trucks use it as a rat run. They completely run over the little roundabouts along the street because they are simply too big to go around them. This causes damage to the roundabouts. Which the rest of us ultimately pay for.
6687	I drive along one (or more) of the roads	Support	1	I live in the Kingsfield Estate which usually only has trucks on the roads of the estate servicing those living in the estate.
6688	I drive along one (or more) of the roads	Oppose	1	
6689	I drive along one (or more) of the roads	Support	1	Trucks in these roads cause traffic to slow due to the topography of the land such as steep hills and steep gradients. Trucks are usually driving at speed which is causing the road to become broken. The congestion caused by trucks is leading to other drivers being frustrated and has lead to many near misses on these roads and or severe accidents

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6551	Live on one of the roads; I drive along one (or more) of the roads	Support	1	All members of our household have experienced near misses with trucks who veer into our lane, travel way too fast or don't stop at intersections. With the Bardwell/Konagaderra intersection, trucks try not the slow down for other uses as they require the speed to get up the hill, very dangerous. I have also received stone chips in my windscreens from trucks who leave a mess on roads as they enter/exit their destination. These local roads are narrow, have many driveways that come directly off them and not made for this traffic, please ban trucks.
6691	Live on one of the roads	Support	1	They damage the roads and cause a lot of traffic congestion
6692	I drive along one (or more) of the roads	Support	1	These roads are just not wide enough, safe enough or maintained well enough for permanent and continual use by trucks.
6693	Live on one of the roads	Support	1	Our driveway is on the one lane bridge, the trucks are too loud and they speed. Some don't give way
6695	Live on one of the roads	Oppose		
6696	I drive along one (or more) of the roads	Support	1	
6697	I drive along one (or more) of the roads	Support	1	These Roads have become dangerous and it will not be long until there will be a death; this due to the speed of some trucks and roads not being big enough or maintained properly.
6698	I drive along one (or more) of the roads; Live on one of the roads	Support	1	
6700	I drive along one (or more) of the roads	Support	1	I live off one of these roads and have nearly been hit in my car many times by quarry trucks. These roads are just not built for semi trailer loads of heavy materials. Roads are continuously damaged and very dangerous to drive on.
6701	Live on one of the roads	Support	1	
6703	I drive along one (or more) of the roads	Support	1	Trucks not only damage roads not built for trucks, they also hold up traffic causing delays. They can't take the right turn into Bardwell Drive, again, putting safety at risk.
6704	I drive along one (or more) of the roads; Other: Live not very far from these roads	Support	1	

6705	I drive along one (or more) of the roads	Support	1	<p>Totally support this ban!! Numerous amount of times I've been nearly taken out by Tandem tippers that turn right from mickleham Rd onto Bardwell drive and cut across and nearly cause a big accident.</p> <p>We know that these trucks shouldn't be on these roads but the amount of tips that have opened up within the Hume city council has caused it to come to this.</p>
6706	I drive along one (or more) of the roads	Support	1	The roads are too narrow for large trucks and I have noticed an increase recently. They are slow going up and down Bardwell Drive in particular. The roads are rather damaged in winter as well.
6707	I am a heavy truck driver; Live on one of the roads; I drive along one (or more) of the roads	Oppose	1	I drive stockfeed trucks and as it is rural area with farms needing stockfeed, we need these roads to be able to do our job for the livestock to supply feed to.
6708	I drive along one (or more) of the roads	Support	1	the road are being damaged and are are very dangerous for cars and people.
6709	Live on one of the roads; I drive along one (or more) of the roads	Oppose	1	
6710	I drive along one (or more) of the roads; Other: Live in the vicinity of the roads	Support	1	Use of heavy trucks on the roads outlined has posed a major danger since the development of the surrounding area. Many of the major accidents that have occurred have involved a heavy vehicle, and they often cause traffic obstructions when becoming stuck on these roads. Banning trucks from these roads will allow for an appropriate response to these situations.
6711	Other: Live near by	Support	1	
6712	I drive along one (or more) of the roads	Support	1	<p>I drive this road daily between Mickleham and New Gisborne, as well as regularly visiting family in Riddells Creek.</p> <p>The road is in constant disrepair due to the number of heavy vehicles and I have witnessed many accidents and near misses by trucks forcing their way through narrow turns into oncoming traffic. The gradient of many of the hills mean that some heavy vehicles actually stop or worse, roll backwards.</p> <p>The latest incident witnessed was just last week where a marked Road Train tried to squeeze through the cliff faces on Konagaderra Rd, forcing a Honda Jazz off the road and squashed it into the cliff face.</p> <p>These roads become even more dangerous after rains etc</p>
6552	Live on one of the roads; Own/work in a business on one of the	Support	1	

	roads; I drive along one (or more) of the roads				
6714	I drive along one (or more) of the roads	Oppose		1	<p>Hume Shire planning have over developed existing major roads which has resulted in slower speed limits, traffic lights and increases traffic (Eg Sunbury Rd, Lancefield-Melbourne Rd, Craigieburn Rd).</p> <p>You only have yourselves to blame for trucks using the roads in question. They have become a better option.</p> <p>We need the outer ring road now! Focus on advocating for that instead of cramming more development into the shire.</p>
6715	I drive along one (or more) of the roads	Support		1	100% support this brilliant idea which help increase safety on these roads
6716	Live on one of the roads; Own/work in a business on one of the roads; I drive along one (or more) of the roads; I am a heavy truck driver; I own a heavy truck company	Oppose		1	
6717	Live on one of the roads; Own/work in a business on one of the roads; I drive along one (or more) of the roads; I am a heavy truck driver; Other: Local farmer	Support		1	<p>Corporate trucking and construction companies are using the road as though it is an arterial thoroughfare. The road is fundamentally a rural road without the base to handle these quantities of traffic, and load capacities. The road is easily damaged and it is the landholders on the road that bear the consequences. Ability of agricultural machinery to travel on these roads is also restricted by the heavy traffic and the road condition. Trucks tend to push cars off the road when passing farm machinery. Dumping of rubbish is also another factor that has come about from increased access and awareness of the area by skip bin and other tip trucks. This rubbish blowing into farm properties also limits agricultural viability.</p>
6718	I drive along one (or more) of the roads; I am a heavy truck driver; Other: I have a farm in Donnybrook and Often require to take my truck to deliver or pick up fodder and livestock to	Oppose		1	<p>Require to take fodder and live stock from Donnybrook to Oaklands Junction</p> <p>MY Truck REQUIRES service repairs IN bulla</p> <p>I Often hire 20t excavator in Oaklands Junction for my farm in Donnybrook and truck ban in my route doesn't offer any safe alternative trip and travel</p>

	several farmers in oaklands Junction				
6719	I drive along one (or more) of the roads	Support		1	
6720	I drive along one (or more) of the roads	Support		1	
6721	I drive along one (or more) of the roads	Support		1	
6722	I drive along one (or more) of the roads	Support		1	These roads are not made for accommodating large vehicles, some places are quite narrow and I've had quite a few near misses from trucks being on the wrong side of the road. Trucks also speed along this road which is a danger to the wildlife in the area
6723	I drive along one (or more) of the roads	Support		1	I am constantly getting stuck behind semi trucks, even a couple of b doubles driving on Bardwell drive trying to get to and from work.
6554	Live on one of the roads; Own/work in a business on one of the roads; I drive along one (or more) of the roads	Support	1		The roads are so damaged. There are so many rip trucks using the road. I have multiple stone chips on my car and windscreens from tippers using this road.
6725	I drive along one (or more) of the roads	Support		1	Konagaderra Road and Bardwell Drive are already relatively dangerous roads with dips and crests and blind corners. Trucks and heavy vehicles driving along these roads increase the danger posed to smaller vehicles. Bardwell Drive especially is narrower than most roads and the shoulders are not appropriate to veer onto when there is larger oncoming traffic. I would also propose to ban trucks and heavy vehicles driving on Forest Red Gum Drive between Ellsworth Boulevard and Mount Ridley Road. The road experienced increased traffic during Mickleham Road works and continues to experience increased traffic as more residents move into Mickleham. The road is narrow, cars are parked on the shoulder adjacent to houses, and road degrades more quickly resulting in potholes and eroding shoulders. Heavy vehicles on Forest Red Gum Drive lengthen the driving time between Mickleham and Craigieburn. If not to be considered alongside this road, I would highly encourage this move when the extension of Aiken Boulevard opens later this year.

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6726	I drive along one (or more) of the roads	Support		1	I have traveled this section of roads many times and the condition of the these country roads is very disappointing due to heavy trucks using them. If the trucks are stopped from using those roads, will the roads be upgraded and return to the 100 kph?
6555	Live on one of the roads; I drive along one (or more) of the roads	Support	1		Roads are narrow. Have had many near misses with trucks veering onto the wrong side of the road. Many driveway's coming off the main road. Constantly having stone chip damage to vehicle and windscreens due to dirt and debris left from trucks. Intersection of Bardwell and Konagaderra Rd particularly dangerous as trucks need the speed to get up the incline and do not stop at the intersection regardless of traffic signs.
6728	I drive along one (or more) of the roads	Support		1	
6729	Live on one of the roads; I drive along one (or more) of the roads	Support		1	I'm sick of being stuck behind a BIG truck going up our hills, also the pot holes which are VERY VERY BAD!! Also trucks and cars don't seem to look right when coming out of Bardwell drive, why do I have to always slow down.....
6730	Live on one of the roads; Own/work in a business on one of the roads; I drive along one (or more) of the roads	Support		1	Dangerous to have them on roads not designed for such vehicles
6731	I drive along one (or more) of the roads; I am a heavy truck driver	Oppose		1	Some of roads mentioned are shortcuts to get to jobs in Sunbury, Gisborne, Diggers Rest and further. We already work huge hours a day and want to get home to our families as quick as possible. With the Mickleham Rd Somerton Rd intersection complete, traffic will slowly & naturally use that route again. We pay enough rates every year, how about using that money to maintain and repair the roads instead of throwing lazy bans and signs on the roads?
6732	Live on one of the roads; I drive along one (or more) of the roads; I am a heavy truck driver	Support		1	I support the truck ban on these roads as I feel the roads are not made to take all the trucks and is dangerous for people in the area. I called Hume City Council and spoke to Marvin Chen to explain I drive a truck for work and bring truck home every night. I was advised by Marvin I will have an exemption to drive my truck home due to living in the area.
6733	I drive along one (or more) of the roads	Support		1	These roads are small and degrading quickly due to excess truck use.
6734	I drive along one (or more) of the roads	Support		1	They slow down all the cars behind them and create so much traffic and noise on small roads.

6735	I drive along one (or more) of the roads	Support	1	Trucks are dangerous on these small roads. The amount of near misses daily is unbelievable.
6736	I drive along one (or more) of the roads	Support	1	
6738	I drive along one (or more) of the roads	Support	1	Support ban Incorrectly answered before Accident hazards Noise and pollution Damage to road
6739	I drive along one (or more) of the roads	Support	1	
6740	I drive along one (or more) of the roads	Oppose	1	Trucks have run me off the road twice in konegederra rd
6741	I drive along one (or more) of the roads	Support	1	Since these are narrow roads it's not safe for other road users when trucks on these roads.
6742	I drive along one (or more) of the roads	Support	1	I drive along Bardwell & Konagaderra daily. Trucks driving along these roads: 1. Cause heavy congestion, slowing down traffic significantly 2. Trucks often are too long for the sharp turns and winding road 3. Trucks speeding along the roads and around turns cause near misses given narrow roads.
6743	I drive along one (or more) of the roads	Support	1	All the tip trucks on these roads are a danger to all other rd users and housing been banned years ago. The loads in the trucks are not covered even though they should be with dirt and rocks flying everywhere. Ban them all!!!
6744	I drive along one (or more) of the roads	Support	1	The danger the truck cause on the road to other drivers The road conditions The type of road is to narrow
6745	I drive along one (or more) of the roads	Support	1	I travel via bardwell drive and Konagaderra drive everyday for work. The amount of near misses, speeding, tail gating by irresponsible truck drivers is one too many. The maintenance of the road is unsafe also due to heavy trucks daily.
6746	I drive along one (or more) of the roads	Support	1	

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6562	Live on one of the roads	Support	1		These roads have not been designed to handle the traffic that now plagues them. Trucks coming down to the bardwell intersection are not able to make the turn unless taking up the whole road which has lead to an increase of traffic incidents.
6748	I drive along one (or more) of the roads	Support	1		
6749	I drive along one (or more) of the roads	Support	1		Trucks entering & exiting bardwell drive are too large , take up too much space in corners making the road very dangerous for oncoming traffic. The steep hills also prove disastrous for traffic as these trucks can't climb at a reasonable speed (always 20-30km/hr) causing major traffic delays as you head towards mickleham road, and a recipe for disaster as they head towards the airport down hill before tackling yet another slow/steep traffic delayed hill (on a dangerous corner to merge).
6750	Other: Resident	Support	1		Badly damaged roads because of large trucks using them
6751	I drive along one (or more) of the roads	Support	1		I drive Konagaderra Road everyday sometimes up to 4 times a day. The trucks using this road hold traffic up due to not being able to pick up the speed of 80ks up and around the hills. I've come across so many semi trailers or mud carters driving down the hill towards Oakland's junction and seen so many time people nearly have head on accidents with cars due to them pulling right over to the opposite side off the road trying to turn down Bardwell road I'm scared to say I don't want to see someone killed due to this. Or going the opposite direction driving towards Clark field direction the trucks don't stop to turn right and have just turned in front of on coming cars either going straight or turning left onto Bardwell Road. It's a dangerous road to have any type of heavy vehicles driving.
6752	Live on one of the roads	Support	1		
6753	I drive along one (or more) of the roads	Support	1		
6754	I drive along one (or more) of the roads	Support	1		It can be dangerous with trucks driving along those roads.
6755	I drive along one (or more) of the roads	Support	1		The state government is wholly responsible for the total carnage to these roads by allowing all These new developments in the Craigieburn Mickleham Donnybrook area without any thought for the sheer volume of vehicles required for such a task.
6756	I drive along one (or more) of the roads	Support	1		These roads are narrow country roads, not designed for heavy vehicles. Roads are being destroyed. Intersections are not catered for large vehicles.

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6566	Live on one of the roads	Support	1	I have lived in the area for over 10 years and the fear of driving on our narrow local roads with huge trucks driving recklessly has been an ongoing point of concern and anxiety for me and my family. We have had several near collisions with heavy vehicles who have little regard for the limited space on our narrow roads and are constantly encroaching into on coming lanes especially around bends. Another concern is the damage these heavy vehicles are doing to our roads which in turn is destroying our vehicles with huge ruts and pot holes everywhere. These roads were never designed for this type of frequent heavy traffic. Something has to change before there is a life changing accident or fatality.
6758	I drive along one (or more) of the roads	Support	1	Trucks need to stay on freeway not back roads like Bardwell, they are wrecking it for everyone
6760	Live on one of the roads; I drive along one (or more) of the roads	Support	1	Too many trucks, truck Drivers think it's a freeway and do not drive within the speed limits, they exceed it and it definitely makes it a very dangerous road for other road users. There's been a lot of dumping of rubbish on the side of the road from trucks and trailers. Trucks are the main cause of potholes, not to mention how narrow these roads are that cars are being forced to go off road to make room for the trucks/B Doubles.
6761		Support	1	In peak hours the roads are already packed with cars and trucks in the uphill roads makes traffic more bad.
6762	Live on one of the roads; I drive along one (or more) of the roads	Support	1	Bardwell Drive is a steep curvy hill, it has 24 driveways and trucks speeding down Bardwell Drive makes it very dangerous. Many accidents have occurred on this road especially at Mickleham Rd. intersection and at the other end where there is a hook turn leading to Konagaderra Rd. Maybe a better option would be to close Bardwell Drive at the hook turn junction and use Mt. Ridley Rd. instead. As Mt. Ridley Rd. and Mickleham is a controlled intersection (traffic lights). A roundabout placed at Konagaderra Rd. and Mt. Ridley Rd. would be a much safer option. Another option would be to put a 10 ton load limit on Bardwell Drive.
6764	Live on one of the roads	Support	1	The speed at which some trucks travel at going eastwards to Deep Creek bridge on Konagaderra Road is a disaster waiting to happen.
6765	I drive along one (or more) of the roads	Support	1	The trucks on these roads drive too fast & do not stick to their lane, I have personally had many scary moments due to them driving irresponsibly on these roads. The roads mentioned are simply not designed for vehicles that size. I have often wondered why they are allowed on these small roads.
6766	Live on one of the roads; I drive along one (or more) of the roads	Support	1	The local road work has become too busy with trucks creating several near misses over our one way bridge on bardwell drive. Use of exhaust brakes has become a common practice.
6767	I am a heavy truck driver	Support	1	The road is narrow and it does slow down the traffic if loaded truck is using the road.

6768	I drive along one (or more) of the roads	Support	1	
6769		Oppose	1	Wildwood rd south should stay open to all traffic as it is safer to turn to bulla from intersection
6770	I drive along one (or more) of the roads	Support	1	
6771	I drive along one (or more) of the roads	Support	1	
6773	I drive along one (or more) of the roads	Support	1	
6774	I drive along one (or more) of the roads	Support	1	As a former Mickleham resident and as someone who uses these roads regularly I am in full support of a truck ban. Currently it creates unnecessary congestion which in turn could result to people being at harm as they attempt to try and overtake. Given many of these roads are sign posted at 80 and many trucks fail to do even 60.
6775	I drive along one (or more) of the roads	Support	1	
6776	I drive along one (or more) of the roads	Support	1	
6777	I drive along one (or more) of the roads; Other: I am often forced off the road by trucks veering onto the other side of the road forcing me to move off onto the nature strip resulting in damaged tyres	Support		
6778	I drive along one (or more) of the roads; Live on one of the roads	Support	1	
6779	I drive along one (or more) of the roads	Oppose	1	Why are you trying to ban heavy vehicles off these roads when there are so many small concerns and family run businesses who rely on this type of transportation to conduct their business. A truck ban will only hurt them.

6780	Live on one of the roads; I drive along one (or more) of the roads	Support	1	
6781	I drive along one (or more) of the roads	Support	1	There are trucks constantly causing congestion on these roads, as well as the fact that they really aren't big enough for trucks and cars to coexist safely
6782	I drive along one (or more) of the roads	Support	1	
6783	I drive along one (or more) of the roads	Support	1	They are a nuisance, struggle to make it up the hill and cause unnecessary traffic
6784	I drive along one (or more) of the roads	Support	1	It's a death trap. So many trucks going up and down bardwell drive that go 10km speeds because they struggle and also coming down the hill taking it wide. It's only a matter of time before someone is killed.
6785	I drive along one (or more) of the roads	Support	1	It is extremely dangerous for trucks to be flying around the roads mentioned. They flick dirt and rocks up at cars, while also ruining the road and making them brittle with lots of potholes.
6786	I drive along one (or more) of the roads	Support	1	Many of these roads cannot support the weight nor size of bigger trucks. The roads especially bardwell drive are being damaged.
6787	I drive along one (or more) of the roads	Support	1	Firm 10000% support. The roads are largely in poor condition and the additional of trucks along these roads is adding to the degradation of the roads. Additionally the truck drivers themselves largely drive unsafely often hogging the middle of the road making it unsafe for oncoming traffic.
6788	I drive along one (or more) of the roads	Support	1	
6789	I drive along one (or more) of the roads	Support	1	<p>The roads that would be affected by the proposed truck ban are in general in poor condition and quite narrow.</p> <p>I have had multiple instances where I have been forced off the road at speed by oncoming trucks that are over the centreline of the road.</p> <p>There is also the issue of the steep hills on Bardwell Drive in particular that has on many occasions caused traffic to be held up significantly by heavy vehicles that are unable to maintain much more than walking pace up the hills.</p> <p>This creates a major problem with impatient drivers attempting dangerous overtaking maneuvers whilst being unable to see if there is oncoming traffic.</p>

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6791	I drive along one (or more) of the roads	Support	1	These roads are now being used by truck drivers as short cuts when they clearly weren't made for trucks. Damage to the roads causes significant delays to everyone. Unable to safely overtake trucks on these roads. I have personally experienced more near misses than I can count (in the last 12 months) due to trucks driving on the unsuitable roads and not driving to the conditions.
6792	I drive along one (or more) of the roads	Support	1	Please extend the ban to Craigieburn Road west of Mickleham road and Oaklands road to Holcim quarry. Oaklands road has just been resurfaced in sections and within 6 months it is already full of potholes and the mud, stones, dirt, and dust strewn all over the road from uncovered loads is ridiculous. The ResourceCo dirt site needs to clean up their drivers and find an alternative route to site. Oaklands road north of the Holcim quarry with 2 huge hills is not fit for taking heavy trucks. Similarly, Craigieburn Road west of Mickleham road has been resurfaced multiple times and is always filled with new potholes. Again, it's a large hill and the road is not fit for heavy trucks. The Holcim site seems to be capable of keeping the roads clean and free from debris.
6793	I drive along one (or more) of the roads	Support	1	These roads are already poorly maintained, the trucks using these roads just destroy them further as well as slowing the flow of traffic exponentially. With minimal overtaking space and the rough roads I'm often stuck behind trucks doing less than half the already low speed limit.
6794	I drive along one (or more) of the roads	Support	1	
6795	I drive along one (or more) of the roads	Support	1	Stops debris from hitting my windscreen less traffic through there
6797	I am a heavy truck driver	Oppose	1	This section of highlighted road is crucial for carting heavy loads and a ban will just cause heavy vehicles to travel longer distances and cause congestion on other roads
6585	Live on one of the roads	Support	1	I live in Wildwood, I have had a semi driver distracted nearly ran me off the road from the opposite direction, repetitive stone chips when they don't have a cover on, excessive damage to the sides of the roads, potholes, dumping and worst of all running the one way bridge illegally, not giving away and constantly driving over the speed, dangerous driving and hogging the road. Put simply they constantly drive recklessly and irresponsibly. The bridges were previously weight limited and once council removed these then the trucks came !
6799	Other: I ride, or used to ride, a bicycle on the named roads.	Support	1	I used to enjoy riding a bicycle on these roads. The roads are cycling routes to Riddells Creek and Macedon Ranges from Craigieburn, as well as a nice route across to Sunbury. I hardly ever ride these roads now, for a handful of reasons, but the perception of more traffic these days is a major reason. There appears to be much more traffic on these narrow country roads nowadays. Minimising the amount of large heavy vehicles using

					these roads will help to maintain a reliable condition of road and assure safety of all road users.
6800	I drive along one (or more) of the roads	Support	1		I have lived here for 25 years. These roads were not designed for the large vehicles. It is so dangerous.
6801	Live on one of the roads; I drive along one (or more) of the roads	Support	1		
6803	Live on one of the roads	Support	1		The trucks along bardwell drive can be incredibly loud, and often wake me up. I have also seen numerous unsafe situations evolve due to the trucks moving so slow going eastbound up Bardwell Drive. I thoroughly support a truck ban on the proposed roads.
6605	Live on one of the roads; Own/work in a business on one of the roads; I drive along one (or more) of the roads	Support	1		Trucks make the road much more dangerous, especially at the blind turn at Bardwell Drive. They can't make the whole turn properly, so will often stop on the other side of the road to let all the traffic out of Bardwell Drivr before completing their turn. This is incredibly dangerous and I've nearly been involved in an accident because of this, also having watched multiple close incidents.
6805	I drive along one (or more) of the roads	Support	1		Way too many trucks on this road flying through during peak hours, and barely any space for them
6806	I drive along one (or more) of the roads	Oppose	1		
6807	I drive along one (or more) of the roads	Support	1		Trucks are causing damage to the roads and engine braking noise is not pleasant to people living in these areas. Some of these roads are tight when it's two cars but truck add an extra level of danger and accident risk.
6808	I drive along one (or more) of the roads	Support	1		You should impose this for Forest Redgum drive too.
6809	I drive along one (or more) of the roads	Support	1		I support a ban of trucks on these roads. The roads are barely safe enough for cars let alone heavy vehicles that are too wide for the unsealed shoulder. Heavy vehicles will continue to contribute to the deterioration of the roads in question (not that they are in the best condition anyway). Truck drivers continually speed, tailgate and intimidate other drivers on this road. I would also support a ban of trucks using Forest Red Gum drive as a conduit between

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					Craigieburn and Mickleham. This road is even worse and definitely not safe for the amount of traffic it has. Trucks shouldn't be using these roads at all.
6811	I am a heavy truck driver; I drive along one (or more) of the roads	Oppose	1		Being a heavy vehicle driver carting Building materials into these new estates being built, I oppose the Ban for drivers doing there jobs in a timely manner trying to avoid traffic utilising these roads that our bosses pay thousands of dollars in registration for.
6812	I drive along one (or more) of the roads; I am a heavy truck driver	Support	1		The intersection and one way bridge on bardwell drive can not support the increase in trucks, it causes traffic to bank back into the intersection of konagaderra road. There has also been an increase in dangerous driving by trucks on these road, travelling way above the speed limit and even over taking multiple cars with a tipper and dog. It also has the adverse effect of slow moving trucks up the hills in this area causing lines of traffic and unsafe over taking.
6813	I drive along one (or more) of the roads	Support	1		This is very dangerous on road especially on extreme weather day such as rain and fog
6615	I drive along one (or more) of the roads	Support	1		the trucks are extremely dangerous, and the roads are terrible, get them off those roads.
6816	I drive along one (or more) of the roads	Support	1		Heavy vehicles pose a hazard to other road users with the steep inclines and declines. Inexperienced drivers can also bring traffic to a standstill on the steep inclines which leads to unsafe behavior from impatient drivers. Heavy vehicles also accelerate road damage on already inadequacy maintained roads.
6817	I drive along one (or more) of the roads	Support	1		
6818	I drive along one (or more) of the roads	Support	1		In Bardwell drive, the road were so narrow and steep. It's very dangerous for wide and long truck to drive there. I have seen a lot either they brake down due to going to deep curve or eating other lane. Also, difficulty pulling big load causing major traffic issues on both Bardwell and Konagaderra road.
6819	Live on one of the roads; I drive along one (or more) of the roads	Support	1		
6617	I drive along one (or more) of the roads	Support	1		Trucks traveling along these roads are dangerous and due to them traveling at lower speeds this promotes poor behaviour from other road users causing multiple near misses.

6618	I drive along one (or more) of the roads	Support	1		In addition to the ban on these roads, trucks should be banned during peak hour traffic on Donnybrook Rd and Hume Highway as this not only causes major congestion but also dangerous for other road users.
6822	I am a heavy truck driver	Oppose		1	I regularly use these roads to travel home and for work
6823	I drive along one (or more) of the roads	Support		1	
6824	I drive along one (or more) of the roads	Support		1	The truck drivers are a menace on the road. Driving beyond the speed restrictions and not covering their loads. My windscreen has been cracked from falling debris from a truck in Sunbury.
6825	Live on one of the roads; I drive along one (or more) of the roads	Support			Please also, as per many emails I have sent before, lower the speed limit for all
6827	I drive along one (or more) of the roads	Oppose		1	Make road better so it is able to handle the traffic instead of banning heavy vehicles
6828	I drive along one (or more) of the roads	Oppose		1	Why don't you make the road better instead of wasting our time with these useless proposals. How about you push vicroads to fasttrack the outer ring road's construction. Stop trying to ban everything.
6830	Live on one of the roads	Support		1	Trucks not adhering to speed limits on bends in roads in question Trucks taking up more than their lane constitute constant danger Trucks coasting down downhill sections of these roads and unable to slow down safely to allow residents of these roads to turn into their properties safely; countless incidents of this nature experienced by visitors and trades people to our property Numerous B-Double trucks using road with their huge loads make any of these incidents very dangerous Trucks not giving way at one-lane bridge at end of Bardwell Drive
6831	I drive along one (or more) of the roads	Support		1	My partner and I drive along this road to and from work every day and the large trucks are such a hazard to passenger vehicles. There have been many times I've almost had to drive off road to avoid trucks overhanging into my lane. They also cause such a large amount of congestion on these roads. Months ago we had to call the police for a broken down truck just after the one lane bridge, where the road bends, on Bardwell Drive as there was traffic having to give way to possible oncoming traffic around the blind corner.

6832	I drive along one (or more) of the roads	Oppose		1	<p>The condition of the roads and their inappropriate level of maintenance is a much greater impact on residence on these roads than heavy vehicles using them.</p> <p>Maintain the roads properly and this won't be a major issue.</p> <p>Konagaderra road in particular is a major link between places like Craigieburn, Clarkefield, Sunbury, Gisborne etc. banning large vehicles from this is silly.</p>
6834	Live on one of the roads	Support		1	<p>The local roads for which a ban is being proposed are now much busier than before.</p> <p>Removing trucks from these roads would make them safer. I have observed trucks with trailers absurdly attempting to navigate the hairpin turn at the Bardwell Drive/Konagaderra Road intersection. Trucks transporting fill have used Wildwood Road north at dangerous speeds. Some of the fill trucks using these local roads shed debris, including clay onto roads, making them unsafe, as well as shedding gravel that has damaged our windshields (twice) that has required replacing. Trucks are creating excessive wear and tear on local roads which must be a strain on Council finances which are sorely needed for other priorities, such as removing rubbish or policing the dumping of rubbish.</p>
6836	Live on one of the roads; I drive along one (or more) of the roads	Support		1	<p>Trucks are continually speeding down Bardwell dve from Mickleham rd and then come to a single lane bridge with a give way sign just prior to the konagaderra rd intersection .It is only a matter of time before a fatality occurs at this bridge,there have already been a number of collisions occur here. Trucks do not realise that after the bend on Bardwell dve there is a single lane bridge just metres ahead and that they may need to stop in a hurry.</p> <p>Also as a resident trying to access konagaderra rd from Mt Ridley rd in peak hours it is very difficult and quite dangerous to enter Konagaderra rd due to the number of speeding vehicles including trucks coming down Konagaderra rd from either direction.</p>

6837	I drive along one (or more) of the roads; I am a heavy truck driver	Support	1	<p>I drive a truck, a b double. And nothing over 6 tonne should be on Bardwell Drive. So drivers are using it not even realising as it's where there "Car" GPS is taking them. The same for Konagederra Rd north of Craigieburn Rd. There is NO NEED for them to use it at all.</p> <p>They should be turning right onto Craigieburn Rd to head back to Mickleham Rd if their intended destination is the Mickleham Area.</p> <p>All the roads you've mentioned above should ALL have a 6 tonne limit on them. There is no reason at all why anything bigger should be on them. There is definitely plenty of other and easier options to get to those destinations. Like I mentioned before, you'll find that a lot of these drivers are using a GPS designed for a car. They are not using a truck, heavy vehicle GPS which wouldn't take them on these roads.</p> <p>When using a truck gps you need to put in your configuration details pertaining to the size, height and weight of the vehicle.</p> <p>One other major point is what are the Load (Weights) Limits on the bridges on Konagederra Rd north of Bardwell Drive and the bridge on Bardwell Drive?</p> <p>And Wildwood Rd</p> <p>I have actually witnessed a B Double on Bardwell Drive and you must realise that a B Double can weigh anything between 55 to 66 tonne depending on the vehicle certification. You'll be able to see the weight configurations on the NHVR.GOV.AU web site for all National Heavy Vehicle Mass and Dimension Limits.</p> <p>Hope this information is of assistance.</p> <p>And again, I drive a B Double and have for 30 years and I am a resident of Mickleham and would not be on these roads with anything weighing more than 6 tonne. These roads weren't and aren't built for anything heavier or with more than a three axle group.</p>
6838	I drive along one (or more) of the roads	Support	1	Have witnessed reckless driving by trucks along this road several times. The risk to all on these smaller roads is increased by poorly operated trucks and trucks in general. More policing is also required to reduce reckless truck driving.
6649	Live on one of the roads	Support	1	The truck drivers are so dangerous that I see them regularly coming over onto the other side of the road as they are speeding and going at least 100 km/h. They are even at times on their phones or looking down at a device at the same time. These roads are narrow and they are also coming off or onto Bardwell Drive without giving way. It is so dangerous and extremely stressful as I have a learner driver learning to share the road with these idiots and it's getting out of control. They are breaking up the roads and something seriously needs to be done about it. I moved here 15 years ago and these were designed to be country roads and as a pathway for local traffic. They are taking advantage of this diversion in order to get somewhere so quick that they have no respect or regard for others on the road.

6840	Live on one of the roads; Own/work in a business on one of the roads; I am a heavy truck driver	Oppose		1	<p>With development comes requirement for heavy vehicles. We regularly travel in heavy vehicles for our business on Bardwell Dve to access Mickleham rd as Mt Ridley rd b/w Parkland cr & Mickleham rd is too narrow & the damage to vehicles from stones is great. All our rural properties throughout this area constantly require heavy vehicles for deliveries ie: bulk water, sewerage clean out, hay deliveries, stock deliveries, even courier deliveries. Any truck ban must be clearly obvious that for all rural deliveries, heavy trucks are allowed.</p> <p>Craigieburn rd West is in extremely poor condition with pot holes & high patch-ups so in the truck, damage to suspension parts and other is extremely likely.</p> <p>Trucks travelling b/w Mickleham rd & Lancefield rd use Konagaderra rd. A ban would force trucks to divert along Sunbury rd & up Lancefield rd, a considerable extra distance with significant cost.</p> <p>Council needs to be aware that all these rural roads were never designed to handle busy traffic at all and the width of these roads does not allow for heavy vehicles to pass safely without reasonable margins between mirrors.</p> <p>Blind Freddie could see what was to happen to our roads the moment the council decided to allow subdivisions in Donnybrook rd without upgrading the necessary local roads in anticipation for the inevitable heavy vehicles.</p>
6841	I drive along one (or more) of the roads	Support		1	One large truck turning from Konagaderra into Bardwell completely blocks both lanes and obstructs all traffic in both directions.
6842	I drive along one (or more) of the roads	Support		1	The roads are narrow and side of the roads are no longer graded. On one of the roads the ruts next to the asphalt of the road are large and dangerous.
6843	I drive along one (or more) of the roads	Support		1	
6844	I drive along one (or more) of the roads	Support		1	
6845	Live on one of the roads; I drive along one (or more) of the roads; I am a heavy truck driver	Oppose		1	I live at the end of Konagaderra Road, I occasionally have to drive my delivery truck down Konagaderra Road to get to the eastern suburbs of Melbourne.
6846	Live on one of the roads	Support		1	It appears that the roads in this area cannot handle the use of heavy vehicles and continue to breakdown. It is far too dangerous to have these sorts of vehicles on these roads that were never built to handle that sort of traffic.

6690	Live on one of the roads	Support	1		As a resident of Bardwell Drive I strongly support the truck ban due to the damage to the roads, speed of trucks travelling with near misses on a daily basis. Us in vehicles stand no chance of survival if we were to be hit exiting our driveways. Also, the amount of times trucks have broken down and staged their vehicle on our crossover leaving no access in or out of our properties is ridiculous. If there were to be a fire or any other incident, emergency vehicles would not be able to enter our properties to save us. With that said, when you make contact with the police to have them remove the vehicles they cannot do anything as most cases trucks are registered to businesses and they cannot make contact with them outside of business hours. This ban must be enforced for everyone's safety. The sheer volume of trucks using these roads I obsurd.
6851	I drive along one (or more) of the roads	Support	1		The trucks driving on these roads cause traffic build up and cause more potholes
6852	Live on one of the roads; I drive along one (or more) of the roads	Support	1		3 insurance claims in 2 years from windscreens damage from rocks falling from trucks. 1 happened today 3/3/25. 2 near misses due to trucks pulling out in front of traffic. In 17 years we have never seen the roads so badly damaged from tip trucks, buses, heavy haulage and thousands of cars using Bardwell and Konagederra since the Mickleham are upgrade.
6854	Live on one of the roads; I drive along one (or more) of the roads; I am a heavy truck driver	Support	1		These roads are not safe to drive heavy vehicles on,
6855	I drive along one (or more) of the roads	Support	1		These roads are narrow and very poorly maintained. They are clearly not engineered for the volume of traffic (heavy truck or otherwise) that they are now required to support given the degree of development in the area. Over the last couple of years, driving along these roads has become more and more dangerous with people un-safely trying to overtake trucks and slower vehicles on these narrow roads. Banning heavy vehicles is at least a start to addressing the major traffic issues along these and other roads in the Mickleham area.
6857	I am a heavy truck driver; I drive along one (or more) of the roads; Other: Captain and driver for the Country Fire Authority	Oppose	1		Restrictions planned for the tabled road network appears to limit primary producers and supporting services i.e. grain/feed delivery/water carts etc., emergency service agencies and supporting roles i.e. maintenance trucks/services, council operations including road side slashing whereby tractor and slasher combo may exceed 4.5t, and civil operations - garbage trucks, removalists, delivery drivers.

6858	I drive along one (or more) of the roads	Support	1	<p>I live off Bardwell Dr and have to use it daily to turn into Brassey Crt. Bardwell Drive was a road made in the 1970's for light local traffic not 1000's of cars, trucks and now truck and trailers. The difficulty we have is trying to turn right into Brassey Crt, waiting for the break in the oncoming traffic and the trucks coming down the hill speed up behind you. The loaded trucks coming down the hill have no way of stopping, it is an accident waiting to happen. Secondly the difficulty we have in collecting our mail. The mail boxes are located on Bardwell dr. standing next to the letterbox is a danger, the road is not wide enough for 2 trucks to pass and they verge off the bitumn onto the gravel making mail collection a life threatening occupation.</p> <p>The give way sign for the bridge traffic at the bottom of the hill in Bardwell drive located just around the corner is hugh safety issue the trucks come screaming around that corner with little ability to stop, frewquently not stopping at that sigh putting all car drivers at risk. Bardwell drive was never designed for these vehicles, as is clearly seen by the degradation of the edges of the road,often cracked edges 30cm deep a safety problem if you are forced off the road by these trucks as locals clearly can testify too.</p>
6727	Live on one of the roads	Support	1	I fully support it
6747	Live on one of the roads	Support	1	<p>Supports the idea of a truck ban but I do not support the ban as proposed. Would only support the ban for through trucks as long as residents/businesses within these roads are exempt from the truck ban. I have a a truck over 4.5 tonne, so do not support the proposal as is, as it would prevent me from using my truck on these roads.</p> <p>Also are agricultural trucks exempt?</p>
6868	Live on one of the roads; I drive along one (or more) of the roads	Support	1	<p>Oaklands Road and Konagaderra roads have deteriorated in the past 10 years. There has been no upgrades to these roads, only minor surface and pot hole fixes. Everyone is now utilising these roads from Mickleham/Donnybrook/Greenvale areas due to Michleham road upgrades and increase of population in the northern suburbs. Trucks are utilising these roads due to the quarry which is understandable but also to the new land fill site located just after the Horse Inglass property. Bardwell Drive is distgusting, you cant even call that a road, the edges are caved in, no material to stay in place especially after rain, hence making the edge of the road very dangerous to drive on. Bardwell drive should only be for locals in the area and not for trucks or other residents from Mickleham/Donnybrook or Greenvale should be using this road. The bottom of Barwell Drive intersection with Konagaderra road is also very dangerous, drivers come down the hill of Konagaderra road at high speed and fail to realise that there is a turning vechile into Bardwell Drive. Trucks also struggle to turn into Bardwell drive, they cannot get a full swing and almost end up doing a 6 point turn, causing congestion through the single lane bridge and intersection. Bardwell drive is also not wide enough for a car and truck or a car and car. More bitumen needs to be layed to widen the road instead grinetin sand is in place to make up the wider road. This is not good enough. From Tuesday to Thursday (when everyone is back in the office), Oaklands road can take me an extra 40 minutes to get to Tullamarine Airport from</p>

					the corner of Craigieburn road and Oaklands Road. In the past, it would only take me 15 minutes.
6877	I drive along one (or more) of the roads	Support	1	Trucks take up a huge amount of time going uphill which causes a lot of unnecessary traffic build up.	
6879	I drive along one (or more) of the roads	Oppose	1	I do not think it is necessary	
6880	I drive along one (or more) of the roads	Support	1		
6884	I drive along one (or more) of the roads	Oppose	1	Trucks are the life blood of the country. Free flowing heavy vehicle movement is necessary for economic growth. Trucks have gotten quieter, block out shutters and home noise cancellation has improved. People have gotten further from understanding how our high quality of life is built and maintained. People need to be less selfish, and more tolerant and accepting of our hard working transport industry	
6757	I drive along one (or more) of the roads	Support	1		
6886	Live on one of the roads; Own/work in a business on one of the roads; I drive along one (or more) of the roads; I am a heavy truck driver; I own a heavy truck company	Oppose	1	just d Bardwell and Gellies	

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6888	I drive along one (or more) of the roads	Support		1	Heavy vehicles are the cause of significant damage in the quality of roads and drive ability through the highlighted areas. The amount of uneven surfaces, broken road edges and dangerous conditions which these heavy vehicles cause can cause significant damage to other vehicles, as well as the risk of road accidents for locals. Trucks RARELY do even close to the speed limit, often causing dangerous conditions whilst driving 20-30ish under the speed limit.
6798	Live on one of the roads; Own/work in a business on one of the roads; I drive along one (or more) of the roads; I am a heavy truck driver; I own a heavy truck company	Support	1		I believe residents who own trucks in these areas should be exempt from this proposal but do agree the the mud carters from the estates should be banned
6913	I am a heavy truck driver	Oppose		1	With continued growth both sides to this, the Alternative routes are Carparks. (Oakland's road, Hume freeway) adding Major times to runs. Costing businesses and Fatigue to drivers. Trucks are bound by NHVA regulations and Log Book Hours. The extra time using these alternate routes can Blow out a drivers legal working Hours. With all the continued growth, there has been no alternative provided for Bulla bridge & no wring road extension. Big regos and Big insurances are paid for trucks to use the roads. Trucks are behind ALL Services., roads need to be Truck worthy!
6914	Live on one of the roads; I drive along one (or more) of the roads	Support		1	I have been driving these roads for 10 years, There is a very noticeable increase in road deterioration from these heavy vehicles, throughout these highlighted areas, I'd even mention after Craigieburn road. Another point id like to mention is; Since that road closer on Mickleham road the intense traffic increase from Donny brook leading down to bardwell Dr then to Kondagaderra Rd, is chaotic! Numerous car accidents myself included, large trucks having to make dangerous U-turns Just to mention a few issuesâ€!

6915	I drive along one (or more) of the roads	Oppose	1	If this becomes a banned area for trucks, I believe the cowboys will continue to drive it, but not wanting to get caught they will be even more reckless than they currently are. Instead of wasting money banning trucks, I'd rather see these roads & some of the arterial roads upgraded to entice them onto them. Sunbury road from Bulla to the Tullamarine Freeway would alleviate these issues if it was suitable for the traffic that uses it!
6919	I drive along one (or more) of the roads	Support	1	The trucks don't belong on this rd as they are too big and cause rd damage (pot holes, and knock up gravel). Very unsafe.
6804	I drive along one (or more) of the roads	Support	1	<ul style="list-style-type: none"> - Large trucks often block the line of sight for other drivers, making it difficult to see around them, especially at intersections or on winding residential roads. - Trucks require a greater distance to stop than smaller vehicles, increasing the risk of rear-end collisions or accidents when a sudden stop is required. - Narrow or single-lane roads don't allow these vehicles to manoeuvre safely. Turning onto side streets or into driveways can become a major hazard, potentially leading to blocked traffic or collisions. - Constant truck traffic can deter potential homeowners, reducing property values and harming the overall appeal of the neighbourhood. - Lower traffic noise, fewer emissions, and decreased worry about children's safety create a more liveable neighbourhood environment. - With fewer large trucks on the roads, more residents may feel comfortable using active modes of transportation, supporting public health and sustainability goals.
6922	I drive along one (or more) of the roads	Support	1	
6815	I drive along one (or more) of the roads	Support	1	Roads are narrow, I believe it is dangerous having large vehicles travelling on small road
6924	I drive along one (or more) of the roads	Support	1	I use these roads every day and hate when you see heavy trucks attempting to use these roads. They cannot use these gears properly and struggle every time getting up Bardwell and Konagedara roads. They slow up traffic making it impossible to pass them and dangerous. The need to stop using these roads as they aren't built for trucks. They need to stick to Michelham and Craigieburn roads to access Oakland's road.

6925	I drive along one (or more) of the roads	Support	1	<p>Trucks travel fast down Bardwell Drive. This makes our entry and exit to Brassey Crt, or even our collection of mail from the north side of Bardwell, life threatening. There is an enormous number of heavy trucks use this road and these vehicles have limited vision because of the curves. Heavy vehicles have no chance of stopping on the steep downward run into the valley. Bardwell Drive road was made as a local traffic road through a farmlet estate.</p> <p>The current situation is a disaster waiting to happen. Of equal importance are the utterly inadequate entrances and exits from Bardwell, which are already high accident zones.</p> <p>The only question I can see is when will council make these changes, now or wait for the inevitable massive tragedy before making the change.</p> <p>Another issue is the narrow one lane culvert neat the lower intersection of Bardwell and Konagderra rd. The give way sign here makes is a death trap for car and truck drivers.</p>
6926	I drive along one (or more) of the roads	Support	1	<p>Trucks cannot reach the speed limit of 80km on bardwell drive going towards mickleham. The drive is way to steep and this clogs up cars behind them. They should be using craigieburn road instead. The road condition/surface is no where near up to standard for cars let along massive trucks.</p>
6927	I drive along one (or more) of the roads	Oppose	1	<p>The trucks pay an enormous amount in registration and heavy vehicle charges and are entitled to use whatever roads they choose</p> <p>Whilst I don't 'like' trucks on a road I'm using myself, they are entitled to be there</p> <p>If you want to ban them from using the road halve their registration</p>
6928	Live on one of the roads; I drive along one (or more) of the roads	Support	1	
6929	I drive along one (or more) of the roads	Support	1	Unsafe, road conditions are getting so bad
6933	I drive along one (or more) of the roads	Support	1	
6934		Support	1	Truck drivers drive recklessly and over speed, or too slow and block the traffic.
6935	I drive along one (or more) of the roads; Other: Live nearby	Support	1	I can hear trucks on craigieburn road west from my house. The noise from this traffic has increased over recent years.

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Attachment 2 - All Submissions

COUNCIL MEETING

6937	I am a heavy truck driver; Live on one of the roads; I drive along one (or more) of the roads; Other: I'm also part of the cfa that managers and looks after those sections of road	Oppose		1	<p>I have lived in the area for 15 years I am a local But I am also a heavy vehicle driver and who sometimes after a long day of work takes the truck home instead of driving an hour back to the yard adding this ban would no longer allow me to use those roads to get the truck to my area without detouring another 30-60 minutes</p> <p>I am also the 1st lieutenant at Clarkefield Cfa and if you look in the last 5-10 years of vehicle accidents there has only been 2-3 in those areas and those are mainly caused by cars</p> <p>Having that area blocked off for trucks would mean everyone would need to detour via Sunbury road which adds a lot more time and Sunbury road and bulla are already bad enough as it is without detouring everyone that way thought 1 lane of traffic without the bypass done</p> <p>There isn't any other viable truck routes</p> <p>But I do admit that at the bottom of bardwell drive and top of kongederra road isn't the best for trucks but with caution and some common sense from car drivers we make it work</p>
6940	I drive along one (or more) of the roads	Support		1	These roads are small roads that aren't designed for larger trucks
6943	I drive along one (or more) of the roads	Support		1	
6945	I drive along one (or more) of the roads	Support		1	the roads are damaged days after being fixed and is wrecking the cars

6950	Live on one of the roads; I drive along one (or more) of the roads	Support		1	<p>This was a poorly executed implementation by Major Road Projects Victoria with no thought as to the potential side effects experienced by those living in the area. Bardwell Drive in particular is a disaster.</p> <p>* The steep incline of this section (junction between Bardwell Drive and Parkland crescent) has caused heavy and multiple carriage trucks to get stuck at the top of the hill and in some cases require 'rescuing' by emergency services. These type of heavy vehicles were never meant to scale such a large gradient and when they are not getting stuck, hold up traffic significantly as they try and navigate to the top of the hill.</p> <p>* Many heavy vehicles are also using my street (Parkland Crescent) as a shortcut to Craigieburn from Bardwell drive, rather than have to turn right at the end of Bardwell Drive onto Mickleham road. This has caused significant erosion on the shoulders of the road leading to potholes that I have fallen into and caused damage to my vehicle.* The road is not sufficiently wide enough to support heavy vehicles with trucks using the shoulders to stay in the lane when turning sharply and avoid oncoming traffic (such as the entrance to Bardwell drive from Konagaderra Road). During periods of during heavy rain, the shoulders of the road simply wash away leaving large holes that are dangerous for regular traffic and never get repaired.</p> <p>* The same erosion has caused significant damage to the road at the junction of Bardwell Drive and Mickleham Road. Trucks turning left in particular from Bardwell Drive onto Mickleham Road are not able to execute the turn without running onto the shoulder of the road. Trucks trying to turn right onto Mickleham Road can hold up traffic for as much as 15 minutes as they wait for a gap due the turning space they require.</p> <p>* Local residents have faced significant vehicle repair costs due to poor road conditions caused by such vehicles. Increased tyre wear, suspension damage and windscreens cracks from heavy vehicles that pass are among some of the extra costs won by residents.</p> <p>* The extra noise caused by trucks straining up the hill, braking using air brakes at the bottom of the hill and higher volumes of traffic, has significantly affected native wildlife in the area, with many birds and native species barely seen anymore.</p> <p>* Traffic noise, pollution from heavy diesel engines, increased road wear and erosion, reduced visibility of road markings (lines have been erased in many sections for road) have all contributed significantly to poor quality of living for residents - not only during peak hours but on weekends too.</p> <p>* Signs are good, but how do you propose to enforce the new ban?. There are (were) many signs warning of illegal rubbish dumping in the area, that have done little to prevent it. Without the use of visible cameras etc. there is little incentive for heavy vehicles to comply with the proposed ban.</p> <p>While it is good that council is finally taking notice of this issue that has frustrated local residents for years, there are also other concerns that compound the use of heavy trucks on the road:</p> <p>* Increased traffic from new Merrifield estate onto Bardwell Drive will only get worse as the population grows. Residents from this area will continue to use Konagaderra road as a way of getting to the airport rather than Mickleham Road. Bardwell drive was never meant</p>
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					to be a high service road to the airport. Council should ask VicRoads what they propose to do about the exponential increase in traffic that is continuing to build along Bardwell Drive as this will also require an increased budget for road repairs in future.
6951	Live on one of the roads	Support		1	Being local to these roads and using them, it's frightening the speed and lack of care taken by these heavy rigs on roads. These roads were never built to cope with amount of traffic , let alone these trucks.
6958	Live on one of the roads	Support		1	Trucks drive
6959	Live on one of the roads	Support		1	Destroy our roads, damage our cars

6968	I drive along one (or more) of the roads	Support	1	I use these roads regularly. They are very busy during peak times with large vehicles and the roads are only single lane and very narrow in places. Moreover they are in disrepair and dangerous for commuters. I don't think these roads are suitable for these large trucks on going. The trucks are often travelling faster than the advised speed limit and is very intimidating. It has become a "rat run" through to the Hume Hwy and many building sites and quarries along the way. The "industrial trucks" should be banned.
6820	Live on one of the roads; I drive along one (or more) of the roads	Support	1	Roads are not wide enough or built well enough to support vehicles of this weight and size. The steepness/grade of Bardwell drive and Konagaderra Road has led to several trucks brakes failing which has led to accidents in this area. Two prime examples were a large low loader with a dozer on it failed to achieve the steepness of the climb creating a dangerous situation where the vehicle had to reverse back down the hill. A truck and dog recently lost its trailer on Bardwell drive smashing into the embankment. These trucks can also not legally make the turn at the Bardwell drive and Konagaderra Rd intersection without going in the wrong side of the road. This has led to numerous near misses and several accidents. I have lived in this area for over 50 years. I was living here when the original dirt roads were constructed and these roads were never meant for the volume of traffic and size of the vehicles they now take daily.
6970	Live on one of the roads	Support	1	Traffic has become dangerous ever since all the new estates have grown, volume of traffic has quadtripled but worst part is people overtaking on hills,bends with solid lines,when on coming traffic is way to close to overtake..... These roads have become so dangerous I fear for my wife and kids when driving on them.....our road's are not suitable for traffic of today
6978	Live on one of the roads; I drive along one (or more) of the roads	Support	1	
6986	Live on one of the roads; I drive along one (or more) of the roads	Support	1	
6988	I drive along one (or more) of the roads	Support	1	The trucks and volume of traffic are damaging and destroying the roads leaving them in poor condition and dangerous. Trucks struggle to accelerate the hills and control their vehicle down hill, which there are many. This causes danger to other drivers, potential loss of load and loss of control of vehicle.

6990	Live on one of the roads; I drive along one (or more) of the roads	Support			<p>The letterboxes for all residents in Brassey Crt are on the corner of Brassey and Bardwell Drive and it is quite dangerous trying to access the box and especially turning right into Brassey crt as the trucks hurtle down Bardwell Drive, speeding with no intention of slowing down.</p> <p>The roads are deteriorating considerably with the volume of traffic on these small roads which were not designed for such huge vehicles, pot holes are rampant on both sides of the roads because the trucks are simply too wide for the roads.</p> <p>I definitely support the truck bans on these local roads</p>
6839	I drive along one (or more) of the roads	Support	1		<p>The roads are not built to support the amount of trucks passing through. The condition of those roads are making it very unsafe for residents to travel on and are causing so much damage to cars.</p>
6997	I drive along one (or more) of the roads	Support		1	<p>Need to ban trucks for the safety of other drivers and also because the roads have deteriorated immensely since trucks have used these roads.</p>
6998	I drive along one (or more) of the roads	Support			<p>I think the proposed truck ban should be extended to include the section of Craigieburn Road between Oaklands Rd and Mickleham Road, and the section of Oaklands Road from Craigieburn Road to the entrance to the Holcim Oaklands Junction Quarry, 290 Oaklands Road. There is no legitimate reason for large industrial trucks to use any of the roads proposed in the ban, nor is there a need for a truck to use the sections of Craigieburn Road and Oaklands Road mentioned above. From my experience I have never encountered a truck entering or exiting the quarry using the northern portion of Oaklands Road. The condition of the roads is poor and getting worse, which likely indicates that these roads were not constructed to accommodate the mass of large trucks. Increasing frequent, heavy truck usage is, in my opinion, a major contributing factor to the ongoing deterioration of these roads.</p> <p>Considering that Mickleham Road, (south of Craigieburn Road) and Craigieburn Road, (between Mickleham Road and Hume Highway) have been extensively upgraded, and included up to three lanes in each direction at some points, it would be more appropriate for trucks to use those roads instead.</p>
7000	I drive along one (or more) of the roads	Oppose		1	<p>Nearly all the roads in the proposal are rural and as such require to be serviced by trucks. It's a silly proposal and obviously driven by an influential rate payer. Before proceeding council should make public any studies that have been done on the proposal.</p>
7003	I drive along one (or more) of the roads	Support		1	
7006	I drive along one (or more) of the roads	Support		1	<p>The heavy vehicles and increased traffic on these roads result in significant and continued damage to the roads (mainly pot holes). This has resulted in damage to both our family vehicles as a result.</p>

REPORTS – OFFICERS’ REPORTS**14 JULY 2025**

Attachment 2 - All Submissions

COUNCIL MEETING

7007	Live on one of the roads	Oppose		1	I am happy for trucks to travel on these roads As we live in a farm area not a city area.
6849	Live on one of the roads	Support	1		We have had a broken windscreen from a truck something falling off the back. My son's been run off the road and got a puncture from a truck dumped rubbish with big truck loads of asbestos material and finally dirt being moved by a truck cause a slippery surface and my wife ran off the road please get them off before somebody ends up losing their life
6865	I drive along one (or more) of the roads	Support	1		With Normal traffic it takes only 30 minutes to get my work- sunshine hospital, With industrials truck adds causes the road to deplete and too often after rain road is bad condition, There is heavy traffic in this roads now between 0730AM to 1030 am and 1600 to 1830. It takes now 90 minutes instead of 30 minutes to get home and to work . This morning 3 big trucks joined this queue of traffic and the derbies from the truck was falling onto cars when I was driving along these road.
7010	I drive along one (or more) of the roads	Support		1	Bardwell Lane has deteriorated immensely- so much so that it is nearly unsafe to drive a normal car - especially as the speed limit is still 80 .
7011	I drive along one (or more) of the roads	Support		1	I support this ban, I don't believe trucks are suitable on these roads. The road conditions are poor, and they don't appear to be built to withstand these levels of truck movements. It feels unsafe driving along these roads when I cross paths with a truck.
7015	Live on one of the roads	Support		1	
7019	I drive along one (or more) of the roads	Support		1	I travel in my car along the full length of both Konagaderra Road and Bardwell drive daily for my commute to and from work. The congestion caused by trucks is unbelievable, as they're unable to maintain the speed limit, creating huge lines of traffic. Moreover, they often do not stay within the lane on the turns and curves, often going over the middle line where oncoming traffic is appearing. Their presence is both dangerous and inconvenient.
7020	I drive along one (or more) of the roads	Support		1	Having driven down bardwell drive, konagaderra road, gellies road and wild wood road every day to and from work for the past 7 months. I can tell you at least 4 times a week where I've had near misses with trucks on these roads. As they are too small to fit even 2 large passenger vehicles on it at times. And it is especially dangerous as a lot of them don't pay attention when pulling out and forcing opposing traffic to slow down and/or pulling out and not getting up to the speed limit. There are especially some scary moments especially on bardwell drive and gellies road after the bend before it becomes wild wood road. On gellies road these trucks tend to stick to the middle as there are no road markings causing myself and other commuters to either come to a stop or be pushed off onto the side of the road. And on bardwell drive alot of these trucks take the turns over the centre divider pushing vehicles off the road onto the very small and dangerous shoulder.

7021	I drive along one (or more) of the roads	Support		1	
6923	I drive along one (or more) of the roads	Support	1		
7040	Live on one of the roads; I drive along one (or more) of the roads; I am a heavy truck driver	Oppose		1	I myself live on this road and use these roads to get to and from my destination along with at least 6 other people who have the luxury of being there truck home these trucks are our lively hood and sometimes it's a lot easier and quicker for us to bring them home and see our families instead of driving to our yards and then driving cars home along with the extra time we get at home because we don't have to commute to and from work
7047	I drive along one (or more) of the roads	Support		1	The trucks speed along those roads. They have unsecured loads with broken windscreens on these roads. They are dangerous.
7050	I drive along one (or more) of the roads; Live on one of the roads	Oppose		1	Noise and trucks breaking down causing chaos with traffic. Damaging roads and unsuitable for large trucks. Trucks struggle getting up the hill outside corner or Mt Ridley and Konagaderra Road
7053	I drive along one (or more) of the roads	Support		1	Freeways and major roads were created for trucks to use. They skirt this by travelling down suburbans rds which are deemed quicker. Sick and tired of it. No cops anywhere no rules...no chaos.
7054	Live on one of the roads; Own/work in a business on one of the roads; I drive along one (or more) of the roads; Other: It is not safe while the trucks are on the roads	Support		1	I have been here for 31 years and at the present time I have never been so frightened to drive on our local roads with the trucks.
7055	Live on one of the roads; I drive along one (or more) of the roads	Support		1	

6969	Live on one of the roads; I drive along one (or more) of the roads	Support	1	<p>I frequently use all of the roads listed in the proposed ban to access employment and essential services, and I use all the roads for lifestyle and leisure pursuits relating to the rural surrounds and visitation to towns in the region, that are accessed using these roads. With recent development of high density housing estates in Hume, many trucks moving soil from local building sites use these roads on weekdays with high frequency, seemingly as a back way to cut across to major roads.</p> <p>Larger semi trailers dangerously use these back roads as well, seemingly as a way to cut across to the Hume Highway.</p> <p>The result being that there is an increased risk with regard to road-safety to myself and my family when using these roads to access our land holding and residence, as trucks frequently drive across both lanes on the two-lane roads - at speed; stall going uphill between Bardwell Drive and Craigieburn Road; overturn when turning the corner at the intersection of Konagaderra Road and Bardwell Drive, as I have witnessed.</p> <p>The noise and dust plumes that the trucks create pollute a locality where many have chosen to live for the lifestyle benefits of clear air, low industrial noise, and a non-contaminated water supply- noting that water is caught from the roofs of residences and out-buildings adjacent to the listed roads.</p> <p>I have noticed increased sizeable/major damage to the listed roads since late 2021 until now, although I cannot verify that the increased road use by trucks has caused this.</p> <p>Unfortunately repair intervention is not as prompt as it should be, as outlined in the Hume City Council - Road Management Plan, and I do wonder if the bridges across Deep Creek and Emu Creek have the structural integrity required to support the high frequencies of current use by trucks.</p> <p>Thank you for considering my submission.</p> <p>[name redacted]</p>
7073	Live on one of the roads	Oppose	1	<p>It would be difficult for businesses located on the Roads that rely on trucks eg. animal transport and others.</p>
7078	I drive along one (or more) of the roads; Own/work in a business on one of the roads; Live on one of the roads; I am a heavy truck driver	Oppose	1	<p>I use all these roads to travel for work and my farm and have cattle and a semi I use for transportation</p>
7079	I drive along one (or more) of the roads	Support	1	<p>The roads too narrow for large trucks. Also most trucks cannot maintain a safe speed limit on these roads due to the hills</p>
7080	I drive along one (or more) of the roads	Support	1	<p>Traffic is getting out of control along these roads especially during peak hour traffic and trucks are leaving behind large amounts of dirt and wear and tear on these roads</p>

7082	I drive along one (or more) of the roads	Support	1	In support to ban trucks on these roads. I've driven behind a big truck coming off Bardwell Drive, turned left on Konagaderra Road and the truck was unable to go up hill, myself and drivers behind me had to go in the other lane to overtake.
7084	Other: Family live in area	Support	1	Bardwell drive is dangerous with trucks speeding and insufficient space on roads and terrible road design It's unsafe turning out of my parents street in brassey crt so fully support no trucks on these streets
6996	I drive along one (or more) of the roads; Other: Live in Parkland cres whis is used by heavy vehicles to take a short cut from Bardwell drive to Mickleham road	Support	1	Parkland crescent should also be included in the ban, heavy traffic and speed is a major concern, cars and trucks now use this road as a short cut between Bardwell drive and Mickleham road. The intersection of Bardwell drive and Konagaderra Road must be the worst of any intersection. Trucks cannot turn without veering on the wrong side of the road. Bardwell drive is too narrow for industrial trucks to use with other's safety in mind.
7087	I drive along one (or more) of the roads	Support	1	The roads are damaged, get fixed and are damages quickly again. Also a truck ban on those roads will help minimise the amount of large illegal rubbish dumped. The trucks also cause long delays at both ends of Bardwell when waiting for a break in traffic to turn.
7089	I drive along one (or more) of the roads	Support	1	Trucks significantly slow traffic on Bardwell Drive. At the top of Bardwell Drive, trucks struggle to find a gap to turn onto Mickleham road resulting in a line up of traffic waiting to turn. Trucks are causing road to be damaged and when fixed or patched it is only a matter of days until the road is damaged again.
7090	I drive along one (or more) of the roads	Support	1	The roads are narrow and it is highly dangerous. It also causes traffic jams and it wrecks the integrity of the roads which causes more risks to drivers eg: having rocks flick into the windscreen and pot holes.

7057	Live on one of the roads	Support	1	I have lived in wildwood rd for nearly 40 years and over the past 5 years our road has seen considerable deterioration due to the high volumes of trucks now utilising it. I would strongly encourage the council to also consider widening this ban to include Wildwood South, all the way to Somerton Road, as they tear up the road edges significantly in Lighthouse Gully, are often way over the centre line, and there is no shoulder to the road in the gully. The bridge (rebuilt after the last flood) on Jackson's creek, also should not be used by trucks, many are B doubles. Our daughter has been forced to reverse back the entire length of the bridge by truck drivers, and in one instance this resulted in damage to her car. It is not the fleet trucks that are the issue, they drive with a professional code and consequences should they break that code. Rather it is the owner - drivers/operators, who get paid by the load, so they drive fast to deliver as many loads as possible. Banning of the trucks would also reduce not only road damage, but rubbish dumping, as many, many trucks dump loads of soil and other matter on Wildwood and other surrounding roads. You can identify the dump by the shape and volume of the matter dumped and council will have records testifying to this practice. Whilst the speed limit has been reduced in recent years from 100 to 80 kph, trucks continue to push the speed limit. From a road safety perspective, there are often large quantities of soil left on the road, either from rapid breaking or turning, or just from filthy trucks (again not the fleet/corporate trucks, but the owner operators). I respectfully ask the council to consider implementing the proposed ban, and extending it to include Wildwood Road South up to the Somerton Road junction. thank you.
7115	Live on one of the roads	Support	1	Heavy truck and trailers fully loaded use our roads 24 hours a day. The engine noise and air brakes are extremely load, especially before day break. They come down Bardwell Drive so fast and out of control they can't take the turn at the bottom of the hill. There have been so many accidents with the trucks , we worry there will be a fatality soon. They have no respect for local traffic. I fully support the truck ban on the roads you have named.
7120	I drive along one (or more) of the roads	Support	1	
7124	Live on one of the roads	Support	1	It is too dangerous on these roads. Trucks drift over lines as they are speeding and have no respect for other users. They also move onto the gravel area which causes them to rip up the roads which is also a major issue. I have children who are learning to drive and it is a nightmare for them to navigate themselves safely as trucks come into their lane.
7125	Live on one of the roads	Oppose	1	
7127	Live on one of the roads	Support	1	Trucks driving on these roads are dangerously taking these roads at fast speeds, taking up more than one side of road. Holding up traffic when climbing the hills. Fatal accident waiting to happen

REPORTS – OFFICERS’ REPORTS**14 JULY 2025**

Attachment 2 - All Submissions

COUNCIL MEETING

7128	N/A - emailed	Support		N/A - emailed	<p>Yes I do support the banning of trucks on the local roads as being a resident in Brassey Crt off Bardwell Drive I see many risky manoeuvres of cars trying to overtake trucks on the upwards incline on Bardwell Drive towards Mickleham Rd. I have personally felt the intimidation on the downward side when trying to take a right hand turn into Brassey Court.</p> <p>There are so many trucks entering and exiting properties on Bardwell Drive, engaged in illegal dumping of soil(of unknown origin) which makes it quite dangerous for the flow of the increased traffic now traversing this area.</p> <p>The intersection of Bardwell Drive and Konagaderra Rd is one of 2 dangerous intersections in the area , trucks have great difficulty turning here & when doing a left turn have to negotiate a steep hill but on turning right the trucks with trailers almost jack knife , making it dangerous for oncoming traffic.</p> <p>The other intersection that causes trouble is Bardwell Drive and Mickleham Rd , huge potholes appear on both sides of the road , there are no traffic signs of any sort, not even a STOP sign or a light, many accidents have occurred here.</p> <p>Damage to roads is ongoing along all these minor roads , (sides crumbling and potholes etc) which were not built for this amount of traffic or such huge vehicles.</p> <p>SO I SUPPORT THE BAN ON TRUCKS!!!</p>
email	N/A - emailed	Oppose		N/A - emailed	<p>My apologies for not responding earlier but had been away and wasn't handed our mail til this morning.</p> <p>We reside in Konagaderra Road Wildwood and I must say we are excited that we are getting town water out here. Also we appreciate the Hume council as they coordinate and insure free of charge a parking spot for those of us out here for the parking of business trucks at no cost. I also need to know where we will be able to walk our stock to be loaded onto cattle trucks as required. This really needs to be a secure area with the required equipment that is needed. Also thank you for supplying the traffic management for moving said stock st a moments notice in some instances.</p> <p>Also how will you be delivering our feed? Do we get it delivered to a certain point then you bring it from there?</p> <p>Now to be serious.</p> <p>I don't know who in the council thinks that this is a good idea. We are primary producers situated in a green wedge and we make our living from breeding cattle for the markets. We also live in an area that has no town water and do require the need to have truck loads of water carried in at times. We also purchase truckloads of fodder throughout the year and also firewood. We have large cattle trucks come for transporting our stock to market. I DO NOT believe that you have thought this through and it is a bit of an insult towards those of us who you as a council say are a part of this community.</p>

email	N/A - emailed	Support		N/A - emailed	<p>I live at 200 Konagaderra Road, Oaklands Junction and have done so for over 30 years. Our home unlike the properties around us has the house situated right on the road. We have enjoyed living a lovely rural lifestyle in a green wedge zone for over 25 years, however the last 3-4 years with the increase in traffic, particularly trucks we now find it dangerous just to enter our property let alone the noise and spoilt amenity.</p> <p>The photos I have attached below show many of the ongoing situations and concerns we have experienced the last few years, safety being the biggest concern.</p> <p>The first two photos show one of the 10 tonne trucks which lost its trailer and crashed into the embankment along Bardwell drive taking out a sign post with it. An absolute miracle nobody was injured or killed. I have two teenage sons, both platers who have had several near misses along with my husband and I on this road and Konagaderra Road. I have written to council on several occasions over the last few years about safety concerns due to increased traffic and inappropriate vehicle size with little action from council. [photo 1,2]</p> <p>The photo below shows a loaded 10 tonne truck which has broken down trying to get up the steep grade of Bardwell drive. I was taking my son to work on this particular day and all traffic coming up the hill had to go on the wrong side of the road to pass him. An incredibly dangerous situation.[photo 3]</p> <p>The photo below shows a large piece of heavy machinery that again couldn't make the incline on Konagaderra Road! This vehicle actually reversed back down the road blocking both streams of traffic! [photo 4]</p> <p>The photo below shows the regular congestion at the intersection of Bardwell Drive and Konagaderra Road. These roads were never made to take this volume of traffic and there are accidents at this intersection just about weekly.[photo 5]</p> <p>The next two photos clearly show that 100 tonne truck and trailers can not make the turn into Bardwell drive legally without going on the wrong side of the road. I have had to reverse back on many occasions while sitting in Bardwell drive to turn right to go home otherwise the truck would have hit me. This is unacceptable.[photo 6,7]</p> <p>The next two photos show the closeness of these large noisy trucks to my letterbox and house. At one stage there was more than 200 trucks a day ran by Windslow going past the house, vibrating windows and the noise so severe we couldn't leave windows open. These trucks were moving soil from one council land development in Sunbury to one in Mickleham. It was sending us all crazy listening to constant exhaust brakes coming down the hill and large engines going up the hill. Our whole family has to turn right into our property across the stream of oncoming traffic. It is meant to be an 80km road but on a blind bend should be dropped to 60kmph, for the safety of the 3 homes having to enter and exit these properties. The trucks fly down this hill. We have already had two cars smash into the power pole and tree out the front of our home due to excess speed. I just hope my family isn't outside next time.[photo 8,9]</p> <p>This photo shows the intersection of Bardwell drive and Mickleham Road with a large spill of dirt on the road, making it dangerous for all road users. I recently got a large chip on my windscreen from the trucks entering the sites on Konagaderra Rd. When I rang the</p>
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					<p>company, I was basically told bad luck, not my problem. I have just traveled the same section of road today, which I do daily and the road is covered in rocks and dirt again. Surely it's council's responsibility to ensure the trucking sites keep the road clean and safe for all users.[photo 10]</p> <p>So as you can see I more than support the proposed truck ban on these rural roads, not only for safety reasons but for amenity for residents who have lived in their homes for along these roads for many years.</p> <p>Due to councils in action on these issues in the past, I do question if approved how council manages to enforce this ban, as as can be seen by the state of the properties on Bardwell drive, even when there are laws and rules in place most new property owners don't care and do what they want anyway without council doing anything.</p> <p>Also why does Vic Roads have to approve this truck ban, as my understanding these are local council roads not Vic Roads roads?</p>
?	chose all options [not other]	Oppose		N/A	If one extra truck is to be redirected over the Bulla Bridge the ban should not be implemented for safety reasons. Trucks will need to cross the Deep Creek at Bulla or Darraweil Gium

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Photographs of Heavy Vehicle Related Issues









REPORT NO:	8.3
REPORT TITLE:	Tree Management Policy
SOURCE:	Mark Doyle, Manager City Parks & Open Spaces
DIVISION:	Infrastructure & Assets
FILE NO:	-
POLICY:	-
STRATEGIC OBJECTIVE:	SO1.3 Safe and well-maintained places
ATTACHMENT:	1. <i>Tree Management Policy 2025</i>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 The current Street and Reserve Tree Policy was approved by Council in November 2022.
- 1.2 The draft Tree Management Policy was presented to Council at the meeting on 11 June 2024 and approved for community consultation through the Participate Hume platform.
- 1.3 The Street and Reserve Tree Policy has provided guidance for Council on the management of the street and reserve trees within the Municipality. Amendments have been made to the updated policy (Attachment 1).

2. RECOMMENDATION:

That Council:

- 2.1 **Revoke the current Street and Reserve Tree Policy adopted by Council in November 2022**
- 2.2 **Adopt the Tree Management Policy as drafted in Attachment 1.**

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 Road Safety Act 1986 Victoria
- 3.2 Road Management Act 2004
- 3.3 Electrical Safety (Electrical Line Clearance) Regulations 2020

REPORT NO: 8.3 (cont.)

4. OVERARCHING GOVERNANCE PRINCIPLES:

4.1 This Report supports Council is giving effect to the following Overarching Governance Principles:

- a) Council decisions are to be made and actions taken in accordance with the relevant law;
- b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- c) the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
- e) innovation and continuous improvement is to be pursued;
- g) the ongoing financial viability of the Council is to be ensured;
- h) regional, state and national plans and policies are to be taken into account in strategic planning and decision making;
- i) the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

The human rights relevant to this Report are:

1. Mental Health

The above rights are not being limited by the recommended action in this Report.

5.2 GENDER EQUALITY ACT 2020

The policy, program or service in this Report does not have a direct and significant impact on the public; therefore a Gender Impact Assessment was not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1 Council has allocated \$9.024m for the management of the urban forest for 2024/25
- 6.2 This budget allows Council to maintain the urban forest to the current standards and meet the requirements under this policy.

7. OPPORTUNITIES & RISKS:

- 7.1 Tree management is of significant interest to the community
- 7.2 The management of the urban forest is critical to ensure risks are reduced for the public and Council
- 7.3 Opportunity exists to improve and strengthen the urban forest canopy and improve the environment for future generations.

REPORT NO: 8.3 (cont.)

8. COMMUNITY ENGAGEMENT:

- 8.1 Following the Council meeting on 11 June 2024, the draft Tree Management Policy was advertised for community consultation through the Participate Hume platform. This provided the community with the opportunity to provide feedback on how Council manages the urban forest across the municipality.
- 8.2 The community consultation opened on 17 June 2024 and closed on 14 July 2024.
- 8.3 There were 31 responses via the Participate Hume platform and 44 comments via social media. The majority of these responses and comments were related to site specific issues rather than the overall management of the Urban Forest.
- 8.4 As a result of the community consultation, the Urban Forest team will be reviewing the process of notifying residents of impending tree removals and plantings to improve communication with residents.
- 8.5 The Urban Forest team will also look at providing a Frequently Asked Questions section on Councils website which will look to address a number of the comments received through the community consultation.
- 8.6 There were no changes required to the policy based on the feedback from the community consultation.
- 8.7 Where issues were raised through the community consultation and the address was provided by the resident, these matters were investigated by Councils Urban Forest team and if required, works were carried out.

9. DISCUSSION:

- 9.1 The previous Street and Reserve Tree Policy was adopted by Council in November 2022.
- 9.2 This updated policy has been renamed Tree Management Policy as it relates to all trees on Council land and how they are managed.
- 9.3 The Urban Forest canopy cover across Hume is currently only 4%. Greater tree planting and protection in streets and open space will help to reduce heat impacts across the city.
- 9.4 Tree planting is completed each year, generally between April – September. Tree planting is done by selecting species of tree for planting that are suitable for, and perform well within the site, and that have the ability to contribute positively to the city’s environment.
- 9.5 Council has a legal obligation to manage trees under powerlines as per the Electric Line Clearance Management Plan. This is reviewed and approved by Energy Safe Victoria on an annual basis.
- 9.6 This policy does not relate to management of trees on private property.
- 9.7 Following feedback and discussions with Councillors at previous briefings and the meeting on 12 May 2025, the draft policy was altered to provide for pruning of trees for solar access in certain circumstances. The policy now states that Council may undertake pruning of trees to allow for solar panel infrastructure and access only if the resident can provide photographic evidence of shading and the pruning will not adversely affect the structure and health of the tree. Where tree planting occurs in residential streets and solar infrastructure is in place, tree selection will take this into account.

REPORT NO: 8.3 (cont.)

- 9.8 Changes to the tree removal formula have been made in the updated policy to ensure that the value of trees in the community are acknowledged.
- 9.9 Council will undertake property clearance from a building as part of cyclic maintenance.
- 9.10 Upon request from a resident, Council will undertake clearance from the property line up to 3.5 metres from ground level where the tree is overhanging the property line and the pruning will not negatively impact the structural integrity of the tree.
- 9.11 In the 12 months from December 2023 to November 2024, Council received 7925 requests for trees.
- 9.12 Trees are assessed by qualified arborists. Trees are given a ranking between 1-5 on inspection for Tree Health and Structure. These rankings provide guidance for Council’s Arborists when determining if tree removal is supported.
- 9.13 Proactive inspections and pruning are undertaken on an average of 6-year cycles. This frequency can depend on factors such as storm events, seasonal growth conditions, contractor availability etc.

10. CONCLUSION

- 10.1 Responsible management of Councils urban forest is critical to ensure Hume can continue to provide an environment that will reduce urban heat effects, improve amenity for the community and enhance biodiversity in the urban setting.
- 10.2 The policy has been updated to reflect industry best practice and feedback from community consultation to ensure it meets the needs of the community.



TREE MANAGEMENT POLICY

Policy Reference No.	POL/202
File No.	HCC04/794
Strategic Objective	2.2: Design and maintain our City with accessible spaces and a strong sense of place
Adopted by Council	
Date for Review	February 2028
Responsible Officer	Manager City Parks and Open Spaces
Department	City Parks and Open Spaces

TREE MANAGEMENT POLICY

1 POLICY STATEMENT

- 1.1 This policy defines how Hume City Council will manage trees in the City and will assist residents, property owners, authorities, Council officers, contractors, developers and those working with Council to understand the City's requirements for the planning and management of street and reserve trees.
- 1.2 This policy is guided by aspirations expressed in the Hume City Council Plan 2021-2025, Hume's Urban Forest Principles 2020 and Hume's Open Space Strategy 2025.
- 1.3 Trees contribute to the appearance of the City through their aesthetic value, by providing identity and character. In addition, trees contribute to improving urban environments by absorbing heat, providing shade, reducing solar radiation, providing habitat, utilising storm water run-off and assisting in air purification.
- 1.4 Council currently has an average canopy cover across the municipality of 4%, which is very low when compared to other municipalities across Melbourne.
- 1.5 In order to sustain this contribution, trees need to be consistently managed according to current 'best practice' in arboriculture and Council's commitments, as documented in the Council Plan.
- 1.6 Community engaged tree management at Hume City Council includes tree planning, tree planting, managing tree health and structure and tree removal.

2 PURPOSE

- 2.1 The aim of this policy is to provide consistency with decision making in regard to planting, protection, pruning, and removing trees and to document Hume City Council's commitment to improving the natural shade and other benefits to the City through the maintenance and enhancement of its street and reserve trees.

3 SCOPE

- 3.1 The scope of this Policy covers the planning, planting, maintenance and removal of trees on Council owned parks, reserves, open space and road reserves.

In Scope	Out of Scope
<p>Council owned and/or managed parks and open spaces.</p> <p>Council owned and/or managed road reserves as defined in the <i>'Code of Practice Operational Responsibility for Public Roads'</i></p> <p>Crown land that Council is the gazette committee of management, to the extent of Council's obligations under the Crown Land (Reserves) Act 1978</p> <p>Land to which Council has entered into an agreement/licenses/leases requiring management of tree.</p>	<p>Private land.</p> <p>Public land owned by other agencies where Council has no formalized agreement for tree management or maintenance.</p> <p>Vegetation planted for the purposes of being a hedge, shrub border or shrub garden, native revegetation or regeneration.</p> <p>Sites of ecological significance and natural areas, including those that are on legal road, currently or proposed to be managed in accordance with ecological principles.</p> <p>Crown or other land that the Council does not own or have a legal responsibility or agreement to.</p>

Policy Reference No:	POL/202	Responsible Officer:	Manager City Parks and Open Spaces
Date of Re/Adoption:	10 February 2025	Department:	City Parks and Open Space
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TREE MANAGEMENT POLICY**4 OBJECTIVE****4.1 Tree Planning**

4.1.1 Planning for new trees occurs continuously throughout the year and high profile avenues, parks and activity areas as well as areas with low tree numbers will be prioritized for large scale tree planting.

Resident requests for small scale localised tree planting will be considered as a priority particularly when it is adjacent to their dwelling following a site assessment.

Community engagement is an important part of planning for the trees of the future. A replacement tree will be planted when a tree is removed in the same location whenever possible.

4.1.2 Any construction or other activity that affects street or reserve trees is subject to approval from the City Parks and Open Spaces department. Trees are to be protected from development in accordance with the Australian Standard AS4970 The Protection of Trees on Development Sites

4.1.3 Hard assets, e.g. indented parking bays, constructed on soil growing media on Council land should be done in a manner that minimizes the impact of the construction on the soil and tree roots, utilising permeable surfaces and a structural soil base to retain and enhance tree canopy where possible.

4.2 Tree Planting

4.2.1 Tree planting season is generally between the months of April – September as this has optimal climatic conditions to ensure planting success.

4.2.2 All tree planting undertaken on Council managed land throughout the City must comply with Council requirements

4.2.3 Council will select species of tree for planting that are suitable for, and perform well within the site, and that have the ability to contribute positively to the City’s environment. A broad diversity of species is required to mitigate against climate impacts, pest and disease outbreaks, and to support local wildlife. Council’s Recommended Species list provided guidance to land developers on suitable tree species and where they should be used in the landscape.

While this list aids tree selection in Council’s planting programs, there may be situations where non listed species/cultivars are selected for use i.e. where trials new species and cultivars are undertaken and to maintain the integrity of existing landscapes.

4.2.4 Proposed tree planting for new developments and subdivisions must comply with Council’s ‘Recommended Species List’ and ‘Tree Planting and Establishment Specifications’ and/or *HUME CITY COUNCIL LANDSCAPE GUIDELINES* - Landscape processes for developers, unless approved by City Parks and Open Spaces Department.

4.2.5 Residents are not permitted to plant trees within the nature-strip, sites within the road reserve or in a Council managed park.

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TREE MANAGEMENT POLICY

4.2.6 Council will endeavor to inform residents living immediately adjacent to replacement tree planting works and provide general information to surrounding residents via council's website. Residents who live in the street where a renewal tree planting is planned may be consulted on the character of the street. The final decision as to the positioning and species of the tree will be made by the Council.

4.2.7 No compensation will be available to residents for the removal of trees planted by the resident. Notification will be given to allow residents to remove the tree. If not actioned within three weeks, Council staff or contractors will remove the tree to allow a new tree to be planted.

4.3 Tree Pruning

4.3.1 Tree pruning by Council will be in accordance with Australian Standard AS 4373- 2007 Pruning of amenity Trees or its successor.

4.3.2 Council will maintain tree clearances in accordance with the current and relevant State Government legislation (i.e. the minimum clearance between trees and services, road signs etc.). Council will prune trees under powerlines in compliance with the Electric Line Clearance Management Plan.

4.3.3 Tree height (of the tree crown) reduction pruning, or crown lifting (removing lower branches) will not be used to alleviate tree issues such as shading or debris (leaves, bark, fruit, flowers) unless the branches are within 2 metres of a building, or the establishment or retention or enhancement of views.

4.3.4 Council will undertake crown modification including crown reduction pruning of trees for:

- Trees with poor or very poor health and structure and it is appropriate that the tree be retained; or
- to provide clearance of overhead electrical conductors; or
- where there are environmental reasons for the retention of the tree (e.g. slope stability, habitat, providing shelter for new planting); or where an approved landscape plan requires trees to be pruned to meet specific landscape design outcomes.

4.3.5 Council will prune trees to alleviate identified hazards such as:

- overhead services clearance; and
- removal of broken, dead, dying, or diseased branches; and
- branches obstructing footpaths, cycle ways, carriageways, vehicle crossings, car parks; and
- any other pruning required to maintain the health and structural integrity of the tree; and
- emergency situations.
- Safety sight lines for traffic management.

4.3.6 Property clearance will be undertaken as part of cyclic maintenance pruning. This property clearance will include any tree branches that are within 2.0 metres of a building.

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TREE MANAGEMENT POLICY

4.3.7 Property owners and residents may request a tree be inspected for additional pruning outside of the Council's planned cyclic pruning program. Additional pruning requirements will be assessed using the criteria listed above. Property clearance pruning will be done to a height of 3.5 metres from ground level where the tree is overhanging the property line.

4.3.8 Council has no jurisdiction over encroachment by private trees across private boundaries. This is considered a civil matter between private parties, however advice and assistance can be sought from Dispute Resolution Victoria on how best to handle these interactions.

4.3.9 Council's City Parks and Open Spaces Department does not have jurisdiction over any aspects of private tree management, issues, or disputes.

Council's City Laws Department can enforce against some private tree encroachment but only when it affects the public realm or Council managed easements.

4.3.10 If a resident or property owner damages a Council street or reserve tree, causes a structural defect in the tree or reduces the aesthetics of the tree through inappropriate pruning, Council will, where possible, seek reimbursement of the lost amenity value of the tree. The cost of repair to the damaged tree will be based on the amended Maurer-Hoffman Formula as detailed in the Street and Reserve Tree Guidelines

4.3.11 While Council is a strong advocate for renewable energy, it does not support the pruning or removal of existing trees to facilitate solar panels and access. The impact of mature, establishing and future tree planting should be considered by the solar feasibility assessment prior to the installation of solar panels by the potential owners.

4.4 Tree Removal

4.4.1 Council will only remove trees if one or more of the criteria set out in its 'Tree Removal Criteria' in 4.4.5 or 4.4.7 are met.

4.4.2 Council will inform and consult with residents on non-urgent street tree removal decisions, when appropriate. When consulted, residents may be given 7 days to respond. Residents may make a submission about the decision to remove a tree, which will be considered before any works occur.

4.4.3 If a tree is found to be in poor or very poor condition and/or presents an imminent risk to the public the tree will be removed within 7 business days from the date of Council's assessment, and the nearest resident will be notified.

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4.4.4 Tree removal must be approved by a suitably qualified Council arborist from within the urban forest team if the tree meets one or more of the criteria set out below. Safety is the priority, however, aesthetic, and ecological factors, including wildlife habitat will be considered when making all tree management and removal decisions. The tree or tree group will be inspected and assessed by a suitably qualified Council arborist from within the urban forest team for tree health, structure, Useful Life Expectancy (ULE), potential risk and species appropriateness.

4.4.5 Trees and groups of trees may be removed when one or more of the following criteria are met:

- The tree is in a poor or very poor condition, except where a tree is indigenous or in a conservation site.; or
- Infected with a pest or disease where the recommended control is not applicable, and removal is the recommended practice to prevent transmission; or
- Poses a high or extreme safety hazard that cannot be corrected by pruning, transplanting or other treatments; or
- Severely interferes with a neighbouring tree or tree group to the extent that neither tree can develop to its full potential. The more desirable tree will be preserved; or
- The tree is proven to be causing damage, Private nuisance to public or private property and there are no arboricultural or engineering or property maintenance and there are no viable abatement options available; or
- The tree or group of trees is included in a Council approved Precinct Plan; or the street tree rejuvenation program as identified by Council’s City Parks and Open Spaces Department; or
- Any invasive species of tree under the Catchment and Land Protection Act 1994.
- Non-approved tree plantings.
- Where the Chief Integrity Officer, Manager Customer Experience and Manager City Parks and Open Spaces considers there are exceptional circumstances, and the tree should be removed.

4.4.6 Council acknowledges that some residents have concerns with leaf litter, fruit, bark, or other debris that trees may shed over the seasons. However, it also recognises that trees drop leaves, bark, sticks, flowers, fruit and sap as part of their normal life cycle. They are natural occurrences therefore tree removals will not be authorised based on this reason alone.

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4.4.7 Trees and groups of trees may also be removed when one or more of the following criteria are met:

- Council approved work improvements or infrastructure repair or maintenance required to be made around the tree (s) will kill or render the tree(s) a risk or significantly impact on the tree(s) condition and useful life expectancy, and there are no arboricultural, engineering or alternative maintenance solutions available to retain the tree; or
- Vehicle crossings, indented parking bays, footpaths and road upgrades where tree removal has been approved by a suitably qualified Council arborist within the Urban Forest team.

4.5 Cost Offset for Tree Removal

4.5.1 The cost offset for tree removal is calculated using the industry standard method of Amenity Tree Valuation based on the Maurer-Hoffman Formula. The formula equals Tree Removal Costs plus Amenity Value plus Tree Reinstatement Costs. The tree removal costs, and the replacement costs can be found in the Schedule of Fees and Charges in the Hume City Council Annual Budget Report. These fees and charges are subject to change and will be set at the commencement of the new financial year.

Amenity Value is a base value modified by tree condition, tree location, tree impact on the landscape and tree species suitability. The values used in the formula will be updated from time to time according to variations in the cost of living and consumer price index. The cost offset value must be calculated by a qualified council arborist. The decision as to whether or not the tree is removed remains the sole discretion of the Urban Forest Coordinator.

Protected Trees

4.5.2 Trees with tree controls listed on sites within the schedule to the Heritage Overlay in the Hume Planning Scheme must not be removed without the approval of Council. Residents must first apply for a planning permit through Council on these sites as per the Victorian State Planning and Environment Act 1987.

4.5.3 Trees within the Significant Landscape Overlay, Environmental Significance Overlay or Vegetation Protection Overlay in the Hume Planning Scheme must not be removed without the approval of Council. Residents must first apply for a planning permit through Council on these sites as per the Victorian State Planning and Environment Act 1987.

4.5.4 The destruction or lopping (pruning) of native vegetation including trees is not permitted without the approval of Council and is governed by Victorian statewide policy. Residents must first apply for a planning permit through Council to obtain permission to lop (prune) native vegetation as per the Victorian State Planning and Environment Act 1987.

4.6 Community Engagement

4.6.1 Council is aware that there is widespread community interest in tree management decisions therefore community engagement is an important consideration.

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In line with Council’s Community Engagement Policy POL/289 the engagement processes scales depending on the expected level of community interest i.e. if only a single tree is affected or Council is replacing trees then Council may just inform the directly affected resident.

Whereas if a whole or significant part of a gateway or boulevard is affected, and the character of the area may be changed then directly affected and broader community views may be sought through a project consultation process.

4.7 Tree Related Complaints/Private Nuisance/Property Damage Handling

4.7.1 Tree related complaints are handled in line with the Hume City Council’s Complaints Policy POL/299.

4.7.2 Private Nuisance/Property Damage Handling

All private nuisance and private damage need to be referred to Council’s Risk Management Team for assessment and review on a case-by-case basis.

5 RELATED DOCUMENTS**5.1 Related Policies**

5.1.1 Complaints Policy POL/299

5.1.2 Community Engagement Policy POL/289

5.1.3 Open Space Strategy 2025

5.1.4 Parking on Narrow Street Policy POL/184

5.1.5 Vehicle Crossings Siting Policy POL/205

5.1.6 Hume Planning Scheme

5.2 Guidelines

5.2.1 Street and Reserve Tree Guidelines

5.2.2 Electric Line Clearance Management Plan

5.2.3 Landscape Guidelines

5.2.4 Code of Practice Operational Responsibility for Public Roads

6 DEFINITIONS

Easement - A property right to make limited use of land by someone other than an owner.

Growing media – a substance through which plant roots can grow and extract water and nutrients.

Infrastructure – relates to infrastructure on public land and includes:

- In-ground services (Utilities)
- Cross overs
- Roads (including traffic devices) and Footpaths
- Electrical wires and power poles

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- Street Lighting
- Drainage systems

Native vegetation - plants that are indigenous to Victoria, including trees, shrubs, herbs and grasses.

Renewal tree planting – replacing a tree that was removed or placing a new tree in a location that is substantially different to the previous tree or streetscape.

Replacement tree planting – replacing a tree that was removed with the same or similar species

Risk (trees) – made up of three components the likelihood of impact, the likelihood of failure and the consequences of impact.

Structural defect (tree) – feature, condition or deformity of a tree that indicates a weak structure or instability that could contribute to tree failure.

Private Nuisance - A private nuisance is when your use and enjoyment of your land is affected by another person’s act or omission. A private nuisance can only be decided at court

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REPORT NO:	8.4
REPORT TITLE:	Contract No. 30 24 3593 - Tree Services - Electric Line Clearance
SOURCE:	Mark Doyle, Manager City Parks & Open Spaces
DIVISION:	Infrastructure & Assets
FILE NO:	-
POLICY:	-
STRATEGIC OBJECTIVE:	SO1.3 Safe and well-maintained places
ATTACHMENTS:	<ul style="list-style-type: none">1. <i>Electric Line Clearance Confidential Report - Confidential</i>2. <i>Electric Line Clearance Tender Evaluation Matrix - Confidential</i>3. <i>Electric Line Clearance Schedule of Rates - Confidential</i>4. <i>List of Company Directors and Officeholders - Confidential</i>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 Tenders have been called for Contract No. 30 24 3593 - Tree Services - Electric Line Clearance
- 1.2 This report recommends that the tender submission from Aspect Tree Management Pty Ltd for Contract No. 30 24 3593 - Tree Services - Electric Line Clearance be accepted by Council.
- 1.3 Pursuant to the Instrument of Delegation to the Chief Executive Officer, the value of this contract exceeds their financial limit and a Council motion is now required to accept the recommendation to award the contract.

2. RECOMMENDATION:

That Council:

- 2.1 **Resolves to award contract number 30 24 3593 - Tree Services - Electric Line Clearance to Aspect Tree Management Pty Ltd.**
- 2.2 **Awards the contract the attached tendered schedule of rates (incl. GST)**
- 2.3 **Authorises CPI adjustments in accordance with the conditions of contract**
- 2.4 **Awards the contract for a term of 3 Years with extension options of 1 x 2 years + 1 x 1-year.**
- 2.5 **Authorises for Variations to be managed in accordance with the confidential attachment**
- 2.6 **Delegates to the Director Infrastructure and Assets to finalise and execute the contract documentation.**

REPORT NO: 8.4 (cont.)

2.7 Delegates to the Director Infrastructure and Assets the powers to review and exercise the extension options. The use of this authority is to be reported to Council within 3 months

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 Local Government Act 2020 S108(1) requires that a Council must prepare and adopt a Procurement Policy which specifies the principles, processes and procedures applying in respect of the purchase of goods and services by the Council, including for the carrying out of works.
- 3.2 Local Government Act 2020 S109(1) requires that a Council must comply with its Procurement Policy before entering into a contract for the purchase of goods or services or the carrying out of works.
- 3.3 The Council adopted a Procurement Policy (ref. POL189) on 15 November 2021 which is effective from 1 December 2021. Under this Policy, procurement of goods, services or works valued at \$300,000 or greater shall be undertaken by a tender process.

4. OVERARCHING GOVERNANCE PRINCIPLES:

- 4.1 This Report supports Council is giving effect to the following Overarching Governance Principles:
 - 4.1.1 Council decisions are to be made and actions taken in accordance with the relevant law;
 - 4.1.2 priority is to be given to achieving the best outcomes for the municipal community, including future generations;
 - 4.1.3 the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
 - 4.1.4 innovation and continuous improvement is to be pursued;
 - 4.1.5 the ongoing financial viability of the Council is to be ensured;
 - 4.1.6 the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

- 5.1.1 The Charter of Human Rights and Responsibilities Act 2006 sets out the basic rights and responsibilities of all people in Victoria. The Charter places obligations on public authorities by requiring them to act compatibly with human rights and give proper consideration to human rights when making decisions.
- 5.1.2 The obligation to give proper consideration to, and act compatibly with, human rights does not apply where:
 - under another law you could not reasonably have acted differently or made a different decision. For example, where you are giving effect to another statutory provision that is incompatible with a human right;
 - the act or decision is of a private nature; or

REPORT NO: 8.4 (cont.)

- the act or decision would impede or prevent a religious body from acting in conformity with religious doctrines, beliefs or principles.

5.1.3 The Charter of Human Rights and Responsibilities Act 2006 and Hume City Council’s Social Justice Charter were considered and there are no issues to be considered in this regard.

5.2 GENDER EQUALITY ACT 2020

5.2.1 Under the Gender Equality Act 2020 a Gender Impact Assessment is required to be completed in relation to the development or review of a policy, program or service, where that policy, program or service has a direct and significant impact on the public.

5.2.2 This Report does not relate to a development or review of a policy, program or service; therefore a Gender Impact Assessment was not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

6.1 The contract is sought to deliver Electric Line Clearance services predominantly outlined in Council’s annual Electric Line Clearance Program.

6.2 From time to time, the contract may be required to perform emergency, repair-type works (eg: Storm response in declared areas) to ensure Council’s assets and infrastructure are meeting the intended operational requirements for the Community.

6.3 The contract may be utilised by any division of Council to deliver the above-mentioned services

6.4 Services will be delivered on a combined lump sum and annual supply schedule of rates contract with all rates reviewed annually in line with the Consumer Price Index (CPI).

6.5 There is sufficient funding available for this contract in the Council Urban Forest Powerline Management program.

6.6 Further financial assessment is in the attached confidential reports.

6.7 This is a combined lump sum and schedule of rates contract; therefore, Officer’s undertook modelling to understand the total costs over contract term, including extension options.

7. COLLABORATIVE PROCUREMENT

7.1 In Accordance with section 108(3c) of the Act, Council will give consideration to collaboration with other councils and public bodies or utilise Collaborative Procurement Arrangements, when procuring goods, services and works in order to take advantage of economies of scale.

7.2 The evaluation panel considered any opportunities for collaborative procurement in relation to this procurement process undertaken by Council, including

7.2.1 The nature of those opportunities, and the public bodies with which they are

7.2.2 Why Council did, or did not, pursue the identified opportunities for collaboration in relation to that procurement process.

7.2.3 Council did not pursue opportunities for collaboration as there are currently no collaborative procurement arrangements available for this type of service and this contract relates to a unique need for Hume City Council.

REPORT NO: 8.4 (cont.)

8. OPPORTUNITIES & RISKS:

- 8.1 Council’s objectives in establishing a Tree Services – Electric Line Clearance contract is to:
 - 8.1.1 Ensure the successful delivery of high-quality, Electric Line Clearance within timeframe and budget that meet desired community outcomes.
 - 8.1.2 Establish a collaborative partnership arrangement underpinning the delivery of Council’s Electric Line Clearance Program.
 - 8.1.3 To mitigate risks, the contractor selected for appointment establishes shall have OH&S, Quality and Environmental Management systems embedded within their organization a minimum.
 - 8.1.4 Systems must have designated Company Representative/s to manage these systems.

9. COMMUNITY ENGAGEMENT:

- 9.1 Community engagement will be undertaken during the services where relevant.
- 9.2 For all services affecting the public, appropriate temporary traffic management will be utilised by contractor.
- 9.3 Social media posts will be utilized to communicate works associated with Electric Line Clearance.
- 9.4 If shut down of power is required to safely undertake Electric Line Clearance works, those residents affected will be informed prior to the works.

10. DISCUSSION:

10.1 Technical Specification

- 10.1.1 Hume City Council’s urban forest consists of approximately 210,000 street and reserve trees and includes a diverse range of species, size and ages. Of those, approximately 32,000 trees in declared areas within the City of Hume are underneath or adjacent to overhead electric conductors.
- 10.1.2 This requires annual assessment for compliance with the prevailing Electricity Safety (Electric Line Clearance) Regulations.
- 10.1.3 Historically on average 5,000 trees per annum require pruning to ensure that Council’s trees are compliant with the Regulations.

10.2 Background

- 10.2.1 Council invited tenders from suitability qualified and experienced contractors for Contract for 30 24 3593 – Tree Services - Electric Line Services.
- 10.2.2 The contract will be utilised to perform Tree Line Clearance Services to ensure Council’s parks and other assets/infrastructure are meeting the intended operational requirements for the Community.

10.3 Tender Details

- 10.3.1 The tender was published on Councils eTendering portal and an advertisement was published in The Age newspaper on Saturday 15 March 2025.

REPORT NO: 8.4 (cont.)

- 10.3.2 An optional Tender briefing meeting was held on 19 March 2025 at the Craigieburn Global Learning Centre - 75-95 Central Park Ave, Craigieburn VIC 3064, Conference Room 2.
- 10.3.3 Tenders closed 1 May 2025 resulting in three (3) suppliers submitting a formal response.
- 10.3.4 The tender evaluation panel (TEP) consisted of:

Officer Title	Role
City Arborist	Chairperson
Manager Parks and Open Spaces	Scoring member
Area Arborist	Scoring member
Coordinator Parks Asset Management	Scoring member
Coordinator Urban Forest	Non Scoring member
Area Arborist	Non Scoring member
Area Arborist	Non Scoring member
Area Arborist	Non Scoring member

- 10.3.5 Probity and procurement support was provided by a Procurement Officer throughout the tender process.
- 10.3.6 All tender evaluation panel members completed the required conflict of interest declarations, with no conflicts declared and committing to maintaining the confidentiality of tender information.

10.4 Selection Criteria

- 10.4.1 The evaluation involved scoring of conforming tenders according to the following pre-determined criteria:

Selection criteria	Weighting
Compliance - Compliance with specification - Compliance to agreement	Yes/No
Mandatory Criteria - Schedule of Rates submitted	Yes/No
Price	45%
Capability – Quality Assurance	10%
Capability – Management	10%
Capability – Methodology	10%
Capacity – Plant and Equipment	15%
Local Business Social Procurement	10%

- 10.4.2 Only compliant tenders received full scoring, while those identified as non-compliant were excluded from further evaluation. Any instances of non-compliance are explained in the confidential attachment.

REPORT NO: 8.4 (cont.)

10.5 Recommendation

10.5.1 The final weighted score for each tenderer is summarised below:

Tenderer	Conforming	Score
Tenderer A - Aspect Tree Management Pty Ltd	Yes	83%
Tenderer B	Yes	45.54%
Tenderer C	Yes	43.38%

10.5.2 Refer to the confidential attachment for further details of the evaluation of all tenders.

11. CONCLUSION

- 11.1 The process described in this report is in accordance with the Council’s Procurement Policy, the relevant provision of the Local Government Act 2020 – section 108 (Procurement Policy) and section 109 (Procurement).
- 11.2 The tender submission from Aspect Tree Management Pty Ltd was determined to be best value and it is considered that Aspect Tree Management Pty Ltd can perform the contract to the required standards.

REPORT NO:	8.5
REPORT TITLE:	Coonamar Street, Gordon Street and Eumarella Street, Tullamarine - Parking Investigation
SOURCE:	Christopher Pawluk, Engineer Marvin Chen, Coordinator Traffic
DIVISION:	Infrastructure & Assets
FILE NO:	-
POLICY:	-
STRATEGIC OBJECTIVE:	SO1.1 Liveable places that are inclusive and accessible
ATTACHMENTS:	Nil

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 This report is in response to a petition received on 17 April 2025 containing 31 signatures requesting the removal of the 1P parking restrictions that were recently installed on Gordon Street, Tullamarine.

2. RECOMMENDATION:

That Council note that:

- 2.1 **Gordon Street, Eumarella Street and Coonamar Street (between Sharps Road and Spring Street) have met warrants for timed parking restrictions due to excess parking generated by construction activity along Sharps Road.**
- 2.2 **in response to the petition, consultation for an alternate proposal has been undertaken with affected residents along Gordon Street, Eumarella Street and Coonamar Street.**
- 2.3 **arrangements have been made to install temporary 2-hour parking restrictions (8am-5pm Monday to Friday and 8am-12pm Saturday, Resident Permits Excepted) along both sides of Gordon Street, Eumarella Street and Coonamar Street (between Sharps Road and Spring Street).**
- 2.4 **affected residents along Gordon Street, Eumarella Street and Coonamar Street will be provided with one permit per household.**
- 2.5 **the parking restrictions will be removed once construction activity along Sharps Road has been completed.**
- 2.6 **affected residents have been advised accordingly.**

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 Council has the power under the Local Government Act 2020; Road Safety (Traffic Management) Regulations 2019; Road Safety Road Rules 2017; and the Road Safety Act 1986 to install and modify traffic control devices on local roads where authorities have been delegated to Council.

REPORT NO: 8.5 (cont.)

3.2 Parking signs are included within the definition of traffic control devices under the Road Safety Road Rules 2017.

4. OVERARCHING GOVERNANCE PRINCIPLES:

This Report supports Council is giving effect to the following Overarching Governance Principles:

- 4.1 priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- 4.2 the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

5.1.1 The human rights relevant to this Report are:

- (a) Every person has the right to life.
- (b) Every person has the right to freedom of thought, conscience, religion and belief.
- (c) Every person has the right to freedom of expression which includes the freedom to seek, receive and impart information and ideas of all kinds, whether within or outside Victoria.
- (d) Every person has the right of peaceful assembly.
- (e) Every person in Victoria has the right, and is to have the opportunity, without discrimination, to participate in the conduct of public affairs, directly or through freely chosen representatives.

5.1.2 The above rights are not being limited by the recommended action in this Report.

5.2 GENDER EQUALITY ACT 2020

5.2.1 This Report does not relate to a development or review of a policy, program or service; therefore, a Gender Impact Assessment was not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1 The estimated cost of implement the Permit Zone signage on Coonamar Street, Gordon Street and Eumarella Street is \$10,000 excluding GST.
- 6.2 The signage is proposed to be funded from Council’s Operational 2025/2026 Responsive Road Safety Program.

7. OPPORTUNITIES & RISKS:

- 7.1 The timed parking restrictions aim to address parking spillover issues that are limiting availability for residents, visitors, and tradespeople who require convenient and close-proximity parking.
- 7.2 The inclusion of resident permit exemptions ensures that local residents retain equitable access to on-street parking while discouraging long-term parking by non-residents.

REPORT NO: 8.5 (cont.)

7.3 These changes will assist in reducing congestion caused by parking on both sides of each street, which will contribute to safer and more efficient vehicle movements along the streets.

8. COMMUNITY ENGAGEMENT:

8.1 Initial Proposal:

- 8.1.1 In March 2025, letters were distributed to all properties along Gordon Street, Eumarella Street, and Coonamar Street (between Sharps Road and Spring Street) proposing the installation of 1P (1-hour) parking restrictions on the eastern side of each street from 8am–5pm Monday to Friday and 8am–12pm Saturday.
- 8.1.2 Residents were invited to complete and return a questionnaire indicating support or opposition to the proposal.
- 8.1.3 Due to an administrative oversight, the two-page map accompanying the letter was only partially included. This led to a misunderstanding among many residents who believed the restrictions applied only to a smaller section of each street.
- 8.1.4 As a result, Council determined that the initial consultation was invalid.

8.2 Current Proposal

- 8.2.1 Following receipt of a petition opposing the initial proposal, revised parking restrictions were proposed: 2P (2-hour) limits on both sides of each street from 8am–5pm Monday to Friday and 8am–12pm Saturday, with exemptions for resident parking permit holders.
- 8.2.2 In May 2025, a second letter, including the correct two-page plan, was distributed to all affected properties along Gordon Street, Eumarella Street, and Coonamar Street.
- 8.2.3 Residents were again invited to complete a questionnaire to indicate their position on the revised proposal.
- 8.2.4 The following number of submissions were received in response to the revised proposal:
 - (a) Gordon Street: 16 in favour, 9 against
 - (b) Eumarella Street: 16 in favour, 9 against
 - (c) Coonamar Street: 9 in favour, 4 against
- 8.2.5 The results indicate majority support across all three streets for the proposed 2P restrictions with resident permit exemptions.
- 8.2.6 All affected residents along Gordon Street, Eumarella Street, and Coonamar Street have been notified in writing of Council’s final decision.

REPORT NO: 8.5 (cont.)

9. DISCUSSION:

9.1 Background

- 9.1.1 Council has received ongoing feedback from multiple residents regarding a lack of on-street parking availability and poor traffic flow on Gordon Street, Eumarella Street, and Coonamar Street. Residents reported that these issues were being caused by construction worker vehicles associated with nearby development sites.
- 9.1.2 Council officers investigated these concerns and confirmed that construction activity near Sharps Road was generating a high level of non-resident parking in the area. This led to restricted parking availability for residents, visitors, and service providers, and compromised traffic flows due to continuous parking on both sides of these streets.
- 9.1.3 In accordance with Council’s ‘Parking Restrictions Policy’, it was determined that the installation of 1P (one-hour) 8am–5pm Monday to Friday and 8am–12pm Saturday parking restrictions on the eastern side Gordon Street, Eumarella Street, and Coonamar Street (between Sharps Road and Spring Street) would be an appropriate measure to manage parking demand and improve traffic flow.
- 9.1.4 In April 2025, Council received a petition with 31 signatures stating the following:
‘Removal of 1 hour parking restrictions on Gordon Street Tullamarine – East side, until the Hume City Council provide residents with permits!’
- 9.1.5 Council resolved at its meeting on Monday 28 April 2025 ‘That the petition be received, circulated to Councillors, and the nominated contact of the petition be advised that the matter has been referred to Manager Assets.’

9.2 Existing Conditions

- 9.2.1 Gordon Street, Eumarella Street, and Coonamar Street are classified as local access streets.
- 9.2.2 All three streets have a road width of approximately 7.2 metres wide, allowing for parking on both sides of the street whilst allowing through traffic to pass on the remaining road width. They are designed to deliver traffic from the local area to the arterial road network.
- 9.2.3 1P (one-hour) 8am–5pm Monday to Friday and 8am–12pm Saturday parking restrictions have been installed on Gordon Street, Eumarella Street, and Coonamar Street (between Sharps Road and Spring Street).
- 9.2.4 In response to the concerns raised in the petition, enforcement of these restrictions was ceased pending the changes outlined in this report.

9.3 Analysis

- 9.3.1 Community consultation on the proposed 1P restrictions was undertaken in March 2025, with letters and questionnaires distributed to affected residents. However, due to an administrative error, one page of the attached parking plan was omitted from the mailout. This resulted in confusion, with some residents being unaware of the extent of the restrictions.
- 9.3.2 Although the original consultation indicated majority support, a subsequent petition received by Council highlighted community opposition to the street-length 1P restrictions, citing the miscommunication.

REPORT NO: 8.5 (cont.)

- 9.3.3 In response, a revised consultation was undertaken in May 2025, proposing 2P (two-hour) restrictions on both sides of each street from 8am–5pm Monday to Friday and 8am–12pm Saturday, with resident permit exemptions. This option sought to address both the parking concerns, and the feedback received through the petition about the need for resident parking.
- 9.3.4 Under the proposed 2P restrictions, each eligible household within the affected streets will be issued one residential parking permit, allowing them to park beyond the signed time limits.
- 9.3.5 The revised consultation showed majority support for the 2P restrictions across all three streets.
- 9.3.6 Based on community feedback and the outcomes of the revised consultation, it is appropriate to proceed with the implementation of the 2P restrictions with resident permit exemptions.
- 9.3.7 The parking restrictions and associated resident permits will remain in place until April 2026. At that time, a review will be undertaken to assess whether ongoing construction activity continues to justify the need for these restrictions.

10. CONCLUSION

- 10.1 Based on resident feedback, the existing 1P parking restrictions on Gordon Street, Eumarella Street, and Coonamar Street (between Sharps Road and Spring Street) will be replaced with 2P restrictions (8am–5pm Monday to Friday, 8am–12pm Saturday) with resident permit exemptions.
- 10.2 Each household will be issued one resident parking permit.
- 10.3 A review of the restrictions will be undertaken in April 2026 to determine if the restrictions remain necessary.

REPORT NO:	8.6
REPORT TITLE:	Audit and Risk Committee Meeting Minutes - 14 March 2025
SOURCE:	Peter Faull, Coordinator Governance
DIVISION:	Finance & Governance
FILE NO:	HCC14/403
POLICY:	-
STRATEGIC OBJECTIVE:	SO4.1 A high performing organisation that prioritises continuous improvement, safety and accountability.
ATTACHMENT:	1. <i>Audit and Risk Committee Meeting Minutes - 14 March 2025</i>

1. RECOMMENDATION:

THAT Council notes the confirmed minutes of Hume City Council’s Audit and Risk Committee Meeting which was held on 14 March 2025.



**AUDIT AND RISK COMMITTEE MEETING OF
THE HUME CITY COUNCIL**

FRIDAY, 14 MARCH 2025

9:30AM

**COUNCIL CHAMBER - HUME GLOBAL LEARNING CENTRE
BROADMEADOWS**

CONFIRMED - 30 May 2025

HUME CITY COUNCIL**Minutes of an****AUDIT AND RISK COMMITTEE MEETING OF THE HUME CITY COUNCIL**

held on Friday, 14 March 2025

at 9:30AM

at the Council Chamber, Hume Global Learning Centre Broadmeadows (1093 Pascoe Vale Road, Broadmeadows 3047)

To: a: Committee Members	Ms Jenny Johanson Mr Bruce Potgieter Mr Peter Smith Cr Jarrod Bell Cr Ally Watson	Chairperson Mayor
b: Officers	Ms Sheena Frost Mr Fadi Srour Ms Holly de Kretser Mr Peter Faull Mr Robert Costa Mr Rodney Cann Ms Andrea Taylor (Online) Ms Claire Radbourne Mr Darren McGuane Mr Chris Bradbury Mr Brendan Clifford Mr Chris How Ms Ashlee Milich Ms Rachel Daparin	Chief Executive Officer Chief Financial Officer Manager Governance Coordinator Governance Manager Finance Manager Project Management Project Manager Organisational and Performance Manager Customer Experience Coordinator Planning & Development Support Coordinator Integrity Support Chief Information Officer Head of Cyber & Information Security Risk Management Lead Director City Planning and Places
c: Internal Auditors	Mr Mark Holloway Mr Kundai Mtambwa Ms Amrit Kuar (Online)	HLB Mann Judd HLB Mann Judd HLB Mann Judd
d. External Auditors	Mr Travis Derricott Mr Chris Wong	Victorian Auditor General's Office Victorian Auditor General's Office

ORDER OF BUSINESS**1. ACKNOWLEDGEMENT OF TRADITIONAL OWNERS**

The Chairperson, Jenny Johanson read the following:

Hume City Council would like to acknowledge that we are meeting on Country for which the members and Elders of the Wurundjeri Woi-wurrung people and their forebears have been custodians for many thousands of years. The Wurundjeri Woi-wurrung, which includes the Gunung-Willam-Balluk clan, are the Traditional Custodians of this land. Hume City Council would also like to pay its respects to their Elders, past and present, and to all Aboriginal and Torres Strait Islander peoples who may be here today.

The Chairperson welcomed the attendees to the meeting and advised that the Committee would have an in-camera discussion with the External Auditors, Mr Travis Derricott and Mr Chris Wong, following item six of the agenda.

MINUTES**14 MARCH 2025**
AUDIT AND RISK COMMITTEE**2. APOLOGIES**

Nil.

3. DISCLOSURE OF INTEREST

- 3.1 The Chairperson drew the attention of the Committee Members to the provisions of the *Local Government Act 2020* and Council’s Governance Rules in relation to the disclosure of conflicts of interest. Committee Members’ are to disclose any conflict of interest immediately before consideration or discussion of the relevant item. Committee Members are then required to leave the meeting during discussion and not vote on the relevant item.
- 3.2 All people present at the meeting were required to advise the Committee of any matter that the Committee should be aware of.
 - a. The Chairperson advised the Committee that her Personal Interest Register will need to be updated as she has been appointed as a member of the Board of Bank First.
 - b. No other person present declared a conflict of interest, nor advised that there was any matter that should be brought to the attention of the Committee.

1. AUDIT AND RISK COMMITTEE WORK PROGRAM

Audit and Risk Committee Work Program (Updated 20 February 2025)

The Committee noted the following recommendation, and there were no objections raised:

The Committee noted that the ‘Review the Performance of the External Auditors’ report will be removed from the Annual Work Program.**NOTED****5. CONFIRMATION OF COMMITTEE MINUTES**

Minutes of the Audit and Risk Committee Meeting held on 6 December 2024.

Moved Mr Bruce Potgieter, **Seconded** Cr Jarrod Bell**That the Minutes of the Audit and Risk Committee Meeting held on 6 December 2024, be confirmed.****CARRIED****In-Camera Session – VAGO and Audit and Risk Committee**

The Chair asked the Chief Executive Officer and Council Officers to leave the meeting so that the Audit and Risk Committee could have a confidential discussion with the External Auditors from the Victorian Auditor General’s Office.

The Chief Executive Officer and Council Officers left the meeting, the time being 9:37am.

The Chair invited the Chief Executive Officer and Council Officers back into the room and resumed the meeting, the time being 10:00am.

The Chair provided details of the items covered in the discussion.

Mr Rodney Cann, Manager Project Management Officer; Ms Claire Radbourne, Manager Customer Experience, and Mr Darren McGuane, Coordinator Planning & Development Support, joined the meeting, the time being 10:00am. Ms Andrea Taylor, Manager Organisational Performance & Strategy, joined the meeting online at the same time.

MINUTES**14 MARCH 2025**
AUDIT AND RISK COMMITTEE**6. REPORTS TAKEN AS READ**

The Committee noted the following recommendation, and there were no objections raised:

The following reports be taken as read and the recommendations made in these reports be adopted:

- Report number 7.1: Matters Arising from the Minutes of the 6 December 2024 Audit and Risk Committee Meeting of Hume City Council
- Report number 7.3: Local Government Performance Reporting Framework - Six Monthly Report 2024/25
- Report number 7.6: VAGO Update
- Report number 7.8: Internal Audit Strategic Plan Status Report - February 2025
- Report number 7.9: Management Status Report March 2025 – Audits
- Report number 7.11: Recent Reports and Publications – March 2025
- Report number 7.12: Reimbursed Out-of-pocket Expenses Paid to Councillors - 1 October to 31 December 2024
- Report number 7.19: OH&S Act 2004 - Quarterly WorkSafe Improvement Notice Report for 1 October to 31 December 2024

NOTED**7. OFFICERS’ REPORTS**

Report No.	Report	Page in Agenda
7.1	Matters Arising from the Minutes of Audit and Risk Committee Meeting - 6 December 2024 REPORT TAKEN AS READ Moved Cr Ally Watson, Seconded Mr Bruce Potgieter 2.1 The Audit and Risk Committee: 2.1.1 noted this report; 2.1.2 provides feedback on any actions already taken or which are scheduled to be taken at a future date.	3

CARRIED

Report No.	Report	Page in Agenda
7.2	Second Quarter Report 2024/25 - Council Plan Strategic Objectives and Actions, Capital Works Program and Budget Mr Robert Costa provided the Committee with an overview of the report associated with his area of responsibility. The Committee thanked Mr Costa, Ms Taylor and Mr Cann for their detailed responses to the Questions on Notice. Moved Cr Jarrod Bell, Seconded Mr Peter Smith The Audit and Risk Committee noted the report.	12

CARRIED

Mr Chris Bradbury, Coordinator Integrity Support, joined the meeting, the time being 10:11am.

REPORTS – OFFICERS’ REPORTS

14 JULY 2025

Attachment 1 - Audit and Risk Committee Meeting Minutes - 14 March 2025

COUNCIL MEETING

MINUTES

14 MARCH 2025
AUDIT AND RISK COMMITTEE

Report No.	Report	Page in Agenda
7.3	Local Government Performance Reporting Framework - Six Monthly Report 2024/25 REPORT TAKEN AS READ Moved Cr Jarrod Bell, Seconded Cr Ally Watson The Audit and Risk Committee noted the 2024/25 LGPRF data provided at Attachment 1.	79 CARRIED Ms Taylor, Mr Cann and Mr McGuane left the meeting, the time being 10:30am.
7.4	External Audit - Audit Strategy Memorandum Mr Robert Costa introduced the external auditor Mr Chris Wong. Mr Wong provided an overview of the report, highlighting the key sections of the Audit Strategy. Mr Travis Derricott advised the Committee he will provide additional feedback to the Question on Notice next week.	102
	Action: That the next report to the Audit and Risk Committee on the Digital Transformation Program includes an update on the transition from current systems to the new system, and in particular the risks associated around year end balances and integrity of data.	
	Action: That a FINPRO paper on AASB13 will be circulated when available.	
	Moved Cr Ally Watson, Seconded Mr Peter Smith The Audit and Risk Committee considered, provided feedback and supported the strategy.	
		CARRIED
7.5	Revaluation Updates Mr Robert Costa provided the Committee with an overview of the report, confirming the response to the Question on Notice. Moved Cr Jarrod Bell, Seconded Mr Bruce Potgieter The Audit and Risk Committee noted the updates on the progress of the revaluation of the infrastructure assets for the year ending 30 June 2025.	129 CARRIED

MINUTES

14 MARCH 2025
AUDIT AND RISK COMMITTEE

REPORTS – OFFICERS’ REPORTS

14 JULY 2025

Attachment 1 - Audit and Risk Committee Meeting Minutes - 14 March 2025

COUNCIL MEETING

MINUTES

14 MARCH 2025
AUDIT AND RISK COMMITTEE

Report No.	Report	Page in Agenda
7.9	Management Status Report March 2025 - Audits REPORT TAKEN AS READ Moved Cr Ally Watson, Seconded Cr Jarrod Bell The Audit and Risk Committee noted the management actions to date.	255 CARRIED
7.10	Legislative Compliance Project Mr Chris Bradbury provided an overview of the report, noting that the report has been taken as read and providing a response to the Question on Notice. Moved Cr Jarrod Bell, Seconded Cr Ally Watson The Audit and Risk Committee noted the Report and provided any guidance considered necessary.	276 CARRIED
7.11	Recent Reports and Publications - March 2025 REPORT TAKEN AS READ Moved Mr Bruce Potgieter, Seconded Cr Jarrod Bell That the Audit and Risk Committee note the Report.	278 CARRIED
7.12	Reimbursed Out-of-pocket Expenses Paid to Councillors - 1 October to 31 December 2024 Cr Jarrod Bell advised the Committee of an oversight relating to Cr Moore’s reimbursement amount. Action: Next meeting to detail the amendment to Cr Moore’s reimbursement amount. REPORT TAKEN AS READ Moved Cr Jarrod Bell, Seconded Mr Bruce Potgieter The Audit and Risk Committee noted the report and reimbursements paid to Councillors from 1 October – 31 December 2024.	290 CARRIED

MINUTES

14 MARCH 2025
AUDIT AND RISK COMMITTEE

Report No.	Report	Page in Agenda
7.13	Annual Self-assessment of Audit and Risk Committee Ms Holly de Kretser provided an overview of the report, answering the Committee's questions. Moved Cr Ally Watson, Seconded Cr Jarrod Bell 2.1 The Audit and Risk Committee noted the report and survey results as presented. 2.2 This report will be tabled at the next Council Meeting in accordance with section 54(4)(b) of the Local Government Act 2020.	293

CARRIED

Report No.	Report	Page in Agenda
7.14	Audit and Risk Committee Business Undertaken – Biannual Report (1 July- 31 December) Ms Holly de Kretser provided an overview of the report. The Committee discussed the content of report, and the Committee Chairperson thanked Ms de Kretser for her assistance with preparing it. Moved Mr Peter Smith, Seconded Mr Bruce Potgieter 2.1 The Audit & Risk Committee approves this report of its activities undertaken for the period 1 July – 31 December 2024. 2.2 That this report be tabled by the CEO at the next available Council Meeting in accordance with section 54(5)(b) of the Local Government Act 2020.	295

CARRIED

Report No.	Report	Page in Agenda
7.15	Quarterly Risk Report Ms Holly de Kretser provided an overview of the report, providing answers to the Committee Members' questions. Moved Mr Bruce Potgieter, Seconded Mr Peter Smith The Audit and Risk Committee noted the report and progress against risk actions.	302

CARRIED

Ms Rachel Daparin, Director City Planning and Places, joined the meeting, the time being 11:24am.

Mr Chris How, Head of Cyber & Information Security, and Mr Brendan Clifford, Chief Information Officer, joined the meeting, the time being 11:29am.

Ms Milich left the meeting, the time being 11:33am.

REPORTS – OFFICERS’ REPORTS**14 JULY 2025**

Attachment 1 - Audit and Risk Committee Meeting Minutes - 14 March 2025

COUNCIL MEETING**MINUTES****14 MARCH 2025**
AUDIT AND RISK COMMITTEE

Report No.	Report	Page in Agenda
7.16	Cyber Security Update Mr Chris How provided an overview of the report and answered questions from the Committee. Moved Cr Jarrod Bell, Seconded Cr Ally Watson The Audit and Risk Committee noted the report and progress made towards the cyber program.	346
		CARRIED
7.17	Information Communication Technology Strategy Update Mr Brendan Clifford provided an overview of the report, and a response to the Question on Notice. Moved Cr Jarrod Bell, Seconded Mr Peter Smith The Audit and Risk Committee noted the report and progress made towards the delivery of the Hume ICT Strategy.	355
		CARRIED
	Mr Low and Mr Clifford left the meeting, the time being 11:43am.	
7.18	Hume Central Program Update Ms Rachel Daparin, Director City Planning and Places provided an overview of the report, and an update on the project. Action: The next report is to address: <ul style="list-style-type: none">• whether a probity auditor is required for this project - if yes why, if not why;• an outline of how project risks are being managed. Moved Cr Jarrod Bell, Seconded Mr Peter Smith The Audit and Risk Committee noted the report.	386
		CARRIED
	Ms Daparin left the meeting, the time being 11:54am.	
7.19	OH&S Act 2004 - Quarterly WorkSafe Improvement Notice Report for 1 October to 31 December 2024 REPORT TAKEN AS READ Moved Cr Ally Watson, Seconded Mr Bruce Potgieter The report be received and noted.	408
		CARRIED

MINUTES**14 MARCH 2025**
AUDIT AND RISK COMMITTEE**8. PULSE CHECK**

Committee members and management considered areas for improvement regarding the meeting conduct and provided the following feedback:

- In-camera element with Committee members only to be added to the start of the agenda moving forward.

Action:

Chairperson Jenny Johanson and Peter Faull to discuss how this will be included in future agendas.

- Quality and depth of papers is useful.
- No issues with time going over, happy for reports to be Taken as Read and/or for longer periods of time to be spent on individual reports where needed.
- The use of desk microphones at this meeting was helpful.

9. CHIEF EXECUTIVE OFFICER’S UPDATE/EMERGING ISSUES (No Report)

The Chief Executive Officer, Ms Sheena Frost, advised the Committee that the Councillor group is functioning together very well, and that the Councillor Induction Program, which has been a very busy time, is now complete and that a report will be presented to Council on the program.

10. CLOSURE OF MEETING

The meeting closed at 12.03pm.

.....
JENNY JOHANSON
CHAIRPERSON

REPORT NO:	8.7
REPORT TITLE:	Councillor Travel Request
SOURCE:	Holly De Kretser, Manager Governance
DIVISION:	Finance & Governance
FILE NO:	HCC13/377
POLICY:	-POL/285
STRATEGIC OBJECTIVE:	SO4.2 An organisation that demonstrates leadership and strong advocacy.
ATTACHMENT:	1. <i>Invitation - Cr Kurt - from Jo Briskey MP</i>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

This report presents a request by Cr Kurt for interstate travel for Council’s consideration.

The travel is to Canberra and is associated with attending the first speech of Jo Briskey MP, Federal Member for Maribyrnong.

2. RECOMMENDATION:

That Council consider the request from Cr Kurt in line with the Council Expense Policy.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

Requests for travel are considered against section 6 of the [Council Expense Policy](#).

4. OVERARCHING GOVERNANCE PRINCIPLES:

This Report supports Council is giving effect to the following Overarching Governance Principles:

- b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- f) collaboration with other Councils and Governments and statutory bodies is to be sought;
- g) the ongoing financial viability of the Council is to be ensured;
- i) the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

The human rights relevant to this Report are:

- 1. 1 Freedom of Movement

REPORT NO: 8.7 (cont.)

The above rights are not being limited by the recommended action in this Report. The report considers the potential funding of travel, not restriction of movement.

5.2 GENDER EQUALITY ACT 2020

This Report does not relate to a development or review of a policy, program or service; therefore a Gender Impact Assessment was not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

It is estimated that if approved, attendance at this event would incur travel costs of approximately \$500. This can be accommodated within the existing budget.

7. OPPORTUNITIES & RISKS:

Attendance in support of the Federal Member for Maribyrnong provides an opportunity to further relationships with federal counterparts in support of future advocacy.

8. COMMUNITY ENGAGEMENT:

Nil.

9. DISCUSSION:

- 9.1 Cr Kurt has received an invitation to attend the first speech of Jo Briskey MP, Federal Member for Maribyrnong on 23 July 2025 at Parliament House, Canberra.
 - 9.1.1 Jo Briskey MP was elected in May 2025 and represents the federal electorate of Maribyrnong which includes within it areas of Hume City Council represented by Cr Kurt in the Tullamarine Ward (Tullamarine and Gladstone Park).
- 9.2 If approved, attendance would require same-day travel facilitated by economy flights to and from Canberra.
- 9.3 Cr Kurt has requested to attend as a matter of Council business in accordance with section 6 of the Council Expenses policy.
- 9.4 Attendance offers the opportunity to further build relationships and enhance advocacy to support the Hume community.

10. CONCLUSION

The request is presented to Council for determination, pending which arrangements will be made to respond to the request.



Invitation to Attend the First Speech of Jo Briskey MP

Jo Briskey MP, Federal Member for Maribyrnong cordially invites you to attend her First Speech to the House of Representatives at the Parliament of Australia.

Date: 23 July 2025

Time: Arrival by 4:00pm

Venue: Parliament of Australia



Dress Code: Business Attire

The speech will be followed by a celebration, details to follow

Please note: Due to security protocols, guests are advised to arrive early to allow sufficient time for screening. Photo identification will be required for entry.

I hope you can join me to commemorate this special moment.

Sincerely,

Jo Briskey MP

Federal Member for Maribyrnong

REPORT NO:	9.1
REPORT TITLE:	NOM25/40 - Cr Ally Watson - Toyon Road
SOURCE:	David Fricke, Manager Assets
DIVISION:	Infrastructure & Assets
FILE NO:	HCC25/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

BACKGROUND INFORMATION:

Toyon Road is a key east-west road in Kalkallo. Providing connections to primary school, community centre, recreation reserve and the shops, both road and foot traffic are high throughout the day and night. Despite the 40km p/h speed limit, vehicles are often witnessed travelling at much higher speeds. Drivers and pedestrians have reported a variety of safety concerns, including near-misses and challenges crossing the road on foot.

1. RECOMMENDATION:

That Council Officers prepare a report on opportunities to improve the safety of Toyon Road between Dwyer Street and Cloverton Boulevard, Kalkallo. That the report should include:

- 1.1 Traffic and speed counts**
- 1.2 Consultation with the local community to understand current issues and concerns**
- 1.3 Options for safety improvements, that could be funded from existing capital works budgets, to improve the road, footpath and crossings for vehicles and pedestrians**
- 1.4 Further options for safety improvements that would require capital works funding to improve the road, footpath and crossings for vehicles and pedestrians.**
- 1.5 A preliminary report be brought to Council in quarter two of the 25/26 financial year.**

2. OFFICER COMMENTS

Officers can arrange an investigation of traffic safety issues on Toyon Road between Dwyer Street and Cloverton Boulevard, Kalkallo.

A report including option(s) will be provided to Council in December 2025, including the consideration of future consultation with the community once suitable options have been identified. Any requirement for consultation would need to be programmed in 2026.

REPORT NO:	9.2
REPORT TITLE:	NOM25/41 - Cr John Haddad - SBS Production Hub in Broadmeadows
SOURCE:	Joel Kimber, Head of Government Relations & Advocacy
DIVISION:	Customer & Strategy
FILE NO:	HCC25/668

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

BACKGROUND INFORMATION

Hume is one of the most culturally and linguistically diverse municipalities in Victoria. With more than half of our residents born overseas or having at least one parent born overseas, and over 140 languages spoken across the municipality, Hume is representative of the vibrant multiculturalism that defines modern Australia.

Broadmeadows, in particular, has long been a home for migrant communities and is a symbolic centre of multicultural settlement for many people in Victoria. It is also well connected to the metropolitan transport network, freeways, airport and is undergoing significant renewal and investment.

In this context, Council notes recent developments at the federal and state level regarding the future of the Special Broadcasting Service (SBS). In December 2024, the Federal Government committed to establishing a new SBS production hub. Subsequently, on 18 June 2025, the Victorian Legislative Council passed a motion recognising Victoria's growing multicultural population and calling for SBS to establish a presence in Melbourne — specifically recommending culturally diverse communities such as Broadmeadows or Dandenong.

Given Hume's unique demographic profile, strategic location, and the significance of Broadmeadows as a multicultural centre, Council has an opportunity to actively advocate to the SBS board and the Minister for Communications to consider Broadmeadows as a viable and compelling location for the future SBS production hub.

1. RECOMMENDATION:

That Council

- 1.1 Notes the multicultural makeup of the Hume community, which is home to residents from over 160 countries, speaking more than 140 languages, making it one of the most culturally diverse municipalities in Victoria**
- 1.2 Acknowledges the Federal Government's recent commitment to establish a new SBS production hub**
- 1.3 Further notes the motion passed by the Victorian Legislative Council on 18 June 2025, which:**
 - a) Recognised Victoria's rapidly growing and multicultural population;**
 - b) Expressed concern at the decision to base the SBS production hub in Western Sydney;**
 - c) Called on the State Government to advocate for an SBS headquarters or production facility to be located in a multicultural Victorian community such as Broadmeadows or Dandenong;**

- 1.4 **Writes to the Federal Minister for Communications, the Hon. Michelle Rowland MP; and The Board and Executive of the Special Broadcasting Service (SBS) requesting that Broadmeadows be considered as a location for the future SBS production hub, in recognition of its significant multicultural character, media potential, and strategic location within metropolitan Melbourne.**
- 1.5 **Writes to the Victorian Minister for Multicultural Affairs, the Hon Ingrid Stitt, the State Members for Broadmeadows, Kalkallo, Sunbury and Greenvale and the Members for Northern Metropolitan Region to seek their support for Council's request of SBS.**

2. OFFICER COMMENTS

As the national broadcaster that delivers multicultural programming, SBS provides valuable multi-lingual information to communities all over Australia.

As one of Australia's most culturally diverse communities, Hume City would present a great and viable location for SBS' new Production Hub as it would truly reflect the people that come from over 140 countries that call Hume City home.

Should Council support this Notice of Motion correspondence will be sent from the Mayor to SBS, the Ministers and our local Members of Parliament.

REPORT NO:	10.1
REPORT TITLE:	Petition - Transform Main St, Craigieburn to a car-free space for pedestrians and bikes, transforming the car parking spaces into garden spaces, secure bike racks, outdoor business spaces, and outdoor seating areas for the businesses currently operating.
SOURCE:	Ruth Robles McColl, Manager Strategic Projects & Places
DIVISION:	George Osborne, Manager Economic Development
FILE NO:	City Planning & Places
	HCC04/13

A petition has been received regarding, and is considered compliant under the Governance Rules, containing at least 12 signatures. The petition is in regards to transforming Main St, Craigieburn to a car-free space for pedestrians and bikes, transforming the car parking spaces into garden spaces, secure bike racks, outdoor business spaces, and outdoor seating areas for the businesses currently operating.

RECOMMENDATION:

That the petition be received, circulated to Councillors, and the nominated contact of the petition be advised that the matter has been referred to the Manager Strategic Projects & Places

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