



LOCAL AREA MOVEMENT PLAN

FINAL STRATEGY

MAY 2020



ABORIGINAL ACKNOWLEDGEMENT

Council acknowledges the peoples of the Kulin nation as the First Custodians of these municipal lands and waterways. For thousands of years, Aboriginal people have cared for the country and managed its resources so that it would sustain life for future generations.

We pay respect to all Elders past and present who can teach us all to be custodians of a future in which all thrive.

EXECUTIVE SUMMARY

The Local Area Movement Plan – West reviews the current issues and opportunities regarding access, connectivity and movement within Altona Meadows, Laverton and Seabrook. It builds on collected evidence obtained through site observations, traffic surveys and the experiences of the local community, and identifies objectives, strategies and actions that will improve the overall transport experience within the study area.

ISSUES

The local context of Altona Meadows, Laverton & Seabrook means that the community have a heavy reliance on private vehicles. Combined with the limitations and layout of the existing road network, the area experiences traffic congestion and inconvenient transport routes on a daily basis across multiple modes.

Overall Issues

- The study area is subjected to unequal access to public transport;
- The existing cyclist network is not well connected;
- The layout of the overall road network results in congested arterial routes;
- Pedestrians face a range of safety concerns, barriers and limitations to free movement;
- Some roads inadvertently provide rat running opportunities and speeding eventuates; and
- High on-street parking demands exist near railway stations and schools.

Altona Meadows Issues

- Limited opportunities exist to access the Princes Freeway placing pressures on local streets;
- Pedestrian and cycling links are missing;
- Demand for pedestrian connections are high with significant road barriers;

- Busy intersections experience demand conflicts between pedestrians and vehicles; and
- Many intersections in Altona Meadows are not suitable for all pedestrians and cyclists, particularly Merton Street.

Laverton Issues

- Access within and beyond Laverton is restrictive;
- Discontinuous pedestrian footpath links;
- Poor cycling links and wayfinding to the Federation Trail and other cycling routes; and
- Poor public transport connections between bus and train services;

Seabrook Issues

- Limited connections to the broader road network;
- Challenging pedestrian crossings and connections to train stations; and
- Indirect public transport links to train stations.

PRINCIPLES

In response to these issues, the strategy identifies the following principles to guide the future implementation and objectives of transport across the study area:

- Connectivity
- Integration
- Equal Access
- Sustainable Travel
- Community Engagement & Partnerships

KEY ACTIONS

The following key actions are recommended as ways to achieve an integrated, inclusive and safer transport experience within the study area:

- Improve amenity and safety for all road users;
- Advocate for improvements to arterial roads;
- Develop on-going plan of streetscape works;
- Improve and extend the pedestrian network;
- Improve pedestrian safety around local schools;
- Improve access for pedestrians on local roads;
- Provide new pedestrian crossing facilities;
- Expand the off-road and on-road cycling network;
- Improve cycling connections between routes and across creeks and watercourse;
- Advocate for increased cycling end-of-trip facilities;
- Advocate for improved local bus services; and
- Plan and install wayfinding signage across the study area.

The Plan includes numerous specific recommendations to fulfil these key actions.

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SECTION 1 BACKGROUND

1 INTRODUCTION

Hobsons Bay City Council (HBCC) is situated within 5 to 20 kilometres south-west of the Melbourne CBD, between the Princes Freeway to the north-west and Port Philip Bay to the east. Covering an area of 66 square kilometres, Hobsons Bay is home to a diverse range of open space areas, including coastal wetlands, creeks and grasslands.

The suburbs of Altona, Seabrook and Laverton are primarily residential in nature, and are surrounded by large encompasses of open space, including Laverton Creek to the north east; Truganina Park and Cheetham Wetlands to the south east; and Skeleton Creek along the east of Seabrook. Access into these suburbs is generally provided by the Princes Freeway, Merton Street, Queen Street and Point Cook Road, however, as these roads are the main links into and out of the area, these roads become highly congested during peak periods.

Recent strategic work conducted by Hobson Bay identifies transport, infrastructure and connectivity as key components in creating an accessible, safe, inclusive and connected community. The Hobsons Bay Integrated Transport Plan outlines a range of projects and initiatives throughout the municipality focusing on improving neighbourhood accessibility and connectivity, including local area traffic management plans, car parking studies and pedestrian network planning.

1.1 VISION AND OBJECTIVES

The Local Area Movement Plan (LAMP) aims to identify and understand the key challenges and constraints surrounding the transport network in Altona Meadows,

Seabrook and Laverton. The LAMP will provide the framework to guide future investment in transport infrastructure, conduct community programs and carry out advocacy on key priorities identified by the community.

The LAMP will deliver a clear program for transport and traffic improvement works with a clear strategic vision to realise safe, sustainable and efficient transport systems that better connect to people to their destinations.

To achieve this, the following objectives have been set:

Objective 1 – A program for key infrastructure improvement works

- To develop a program for precinct-wide infrastructure works across Altona Meadows, Seabrook and Laverton for the next 5 to 10 years.
- To determine high-priority, stand-alone infrastructure to support the vision.

Objective 2 – Identification of advocacy priorities

- To develop and research key advocacy priorities with external authorities. These include, but are not limited to, improved bus services and connections and changes to road user prioritisation on arterial roads.

Objective 3 – A safer road environment

- Develop plans for infrastructure and advocacy in-line with the National Road Safety Strategy and the Safe Systems approach, including effective traffic calming devices and treatments.

- To achieve a reduction in casualty crashes in Altona Meadows, Seabrook and Laverton.
- To increase the adoption of active transport modes within the study area by providing an accessible, safe and connected network for pedestrians and cyclists.

1.2 FOCUS

Local Area Movement Plans (LAMPs) consider the planning and management of the current road and transport networks within a neighbourhood or suburb. In this, LAMPs look at the movements of pedestrians, cyclists, freight and heavy vehicles, private vehicles, motorcyclists and public transport within the area, and identifies opportunities to improve the safety, connectivity, amenity and accessibility for all.

Roads and streets are often unable to accommodate all road users due to physical constraints. To encourage more trips by walking, cycling and public transport without significantly impacting on vehicle mobility, LAMPs consider community concerns, existing conditions, local points of interest and infrastructure requirements to develop solutions to the competing demands.

In contrast to local area traffic management strategies, LAMPs will consider new and improved infrastructure alongside operational changes, policy alterations, education and other initiatives in order to provide a holistic approach to managing traffic and transport demand and access.

1.3 OUTLINE OF THIS REPORT

This report details the findings, outcomes and recommendations for local transport infrastructure within the suburbs of Altona Meadows, Seabrook and Laverton. It aims to provide guidance and direction on future actions and initiatives to improve the transport network across the study area.

All background information, research and analysis is provided in the **Local Transport and Movement Plan Background Report**, included as Appendix 1.

1.4 STUDY AREA

The study area comprises the suburbs of Altona Meadows, Laverton and Seabrook across a total area of approximately 19 square kilometres. It is situated on the far west perimeter of the Hobsons Bay municipality, as highlighted in **Figure 1**.

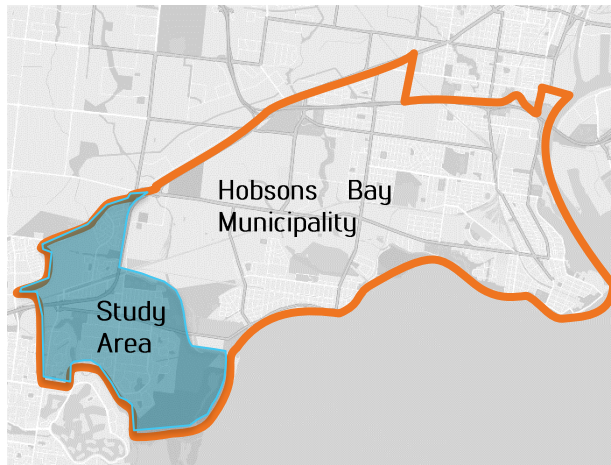


Figure 1 Wider Hobsons Bay City Council Context Map (above)



Figure 2 Study Area (right)

2 CONTEXT

2.1 STRATEGIC CONTEXT

Providing a fully integrated transport system is a complicated process, with the responsibility of planning, building, operating and maintaining the transport network falling to all levels of Government.

The Victorian Government, along with its statutory bodies, is the planner and provider of a wide range of transport services, including arterial roads and freeways, public transport, ports and major transport projects.

Local government is responsible for the planning, operation and maintenance of local roads, some public transport infrastructure such as bus shelters and interchanges (other than those vested to Public Transport Victoria), and local area traffic management in activity centres and neighbourhoods, including providing for pedestrians and cyclists. Councils also play a significant advocacy role for the communities needs where the provision of transport services, facilities fall outside of Council's direct control.

This document recognises the importance of fostering good relationships with other councils, government departments and agencies and other transport providers is also necessary to achieve a fully integrated transport network.

Each level of government has a wide range of transport and land-use strategies that guide the priorities in the region, including the study area and the broader Hobsons Bay municipality.

A detailed review of these influences is provided in the background paper (**Appendix A**), with a brief overview provided below.

State and Regional Policy

While the responsibility for the provision and planning of transport is shared between the different levels of government, the overall direction and principles of the Victorian transport network is set by legislation and Victorian Government policy.

The **Transport Integration Act** sets out the higher order principles of how transport systems in Victoria should be developed. These principles are followed in **Plan Melbourne**, which details the broader metropolitan planning strategy across Melbourne. The plan outlines number of key initiatives and strategies that will improve transport safety, accessibility and reliability. This includes the removal of the Aircraft Railway Level Crossing in Laverton.

At a regional level, the **Western Transport Strategy** outlines the priorities for transport projects in the region that is required to improve transport infrastructure, services and accessibility. This includes a number of arterial road, public transport and regional shared trail network improvements within the broader Hobsons Bay municipality.

Focusing on road safety, the **Towards Zero 2016–2020 Road Safety Strategy** maps out how Victorian road safety partners will work towards a 20% reduction in deaths and 15% reduction in serious injuries in five years. The strategy focuses on creating a safe system for all Victorians, including an increased focus on regional and rural roads, where crashes are more likely to occur.

Towards Zero outlines a multi-faceted approach to reduce the occurrence and severity of crashes on the road network, focusing on road infrastructure and design, speed limits and driver behaviour.

Local Policy

Hobsons Bay City Council has a wide range of policies, strategies and plans that influence the transport, public realm and use of public space within Hobsons Bay and the study area.

At the highest level, the **Hobsons Bay 2030 – Community Vision** and the **Hobsons Bay Council Plan 2017–21** set the long-term direction of Council across all sectors of the community, including transport and land-use planning. The priorities of the transport network are further explored and refined within the **Hobsons Bay Integrated Transport Plan (2017)**.

The broader **Western Metropolitan Region Trails Strategic Plan** identified the Skeleton Creek Trail, the Laverton Creek Trail and the Coastal Trail within the study area as important components of the cycling network.

The design and priorities of the Activity Centres and broader public realm areas across Laverton, Seabrook and Altona Meadows are guided by the **Universal Design Policy (2017)**. This document identified the need to improve accessibility and connectivity to and within the key activity areas across the Hobsons Bay municipality.

Council also recognise the potential impact of the largescale transport projects in the region, and in response prepared the **West Gate Tunnel Project – Council Position** and the **Hobsons Bay Cumulative Impact Assessment** which detail Council's overall response to these significant projects.

2.2 LOCAL CONTEXT

Altona Meadows

Altona Meadows is the largest of the three suburbs within the study area, covering 10 square kilometres and home to over 9,000 residents. Queen Street and Central Avenue provide a key east-west corridor through the suburb, supported by Merton Street as the main north-south corridor. While the Princes Freeway forms part of the northern border to the suburb, there are limited connections onto the freeway, with two interchanges connecting into the local road network.

There are several bus routes that travel through Altona Meadows that provide connections to Laverton Station, however there are some areas to the south of Queen Street and Central Avenue that are not serviced. There are also some on-road exclusive bicycle lanes through the suburb, with the Laverton Creek trail, Bay trail and Skeleton Creek trail linking around the boundary of the suburb.

There are three primary schools located within Altona Meadows (Altona Meadows Primary School, Queen of Peace Parish Primary School, and Altona Green Primary School. Central Square is the main activity node within the suburb and provides a range of retail and other services for the community.

Travelling by car is a popular mode of transport for those living in Altona Meadows, with households owning an average of 1.8 vehicles each, and over two-thirds of the workforce driving to work each day. While most streets have footpaths on one or both sides, there are areas with limited footpath connectivity, forcing pedestrians to walk on the road.

Laverton

Laverton covers an area of seven square kilometres and has both Laverton and Aircraft railway stations located within the suburb, the only two stations within the study area. Aircraft railway station is currently undergoing some accessibility improvement works as part of the Aviation Road level crossing removal project, which will see a new road bridge constructed over the railway line.

The Princes Freeway runs along the southern and eastern boundary, however, like Altona Meadows, there are limited connections onto the freeway. Old Geelong Road provides an arterial connection to the north, with Bladin Street providing north-south connectivity through the suburb. Both the Princes Freeway and the railway line present significant barriers for access to the community, with limited pedestrian and cycling connections within the area.

Key destinations within Laverton include the RAAF Airbase, the Woods Street and Aviation Road neighbourhood activity centres, and four schools (Laverton P-12 College, Jennings Street School, St Martin de Porres Primary School and the Western Autistic School). McCormack Park is also a popular destination with the local community, providing outdoor spaces and activities for a wide range of age groups.

Laverton is home to a both large student population, and a diverse community, with nearly 50% of residents speaking a language other than English at home. Laverton residents are more likely to travel by train than their neighbouring suburbs, however over half of Laverton residents travel to work by car each day.

Seabrook

The smallest of the three suburbs within the LAMP study area, Seabrook has just over 5,000 residents within its two sqm. Bordering Point Cook and Sanctuary Lakes, the main north-south thoroughfare, Point Cook Road, directs thousands of vehicles through the suburb each day towards the Princes Freeway in the north.

The Skeleton Creek trail runs along Seabrook's northern boundary, connecting the suburb to a number of trails to the east and west. Key destinations within the suburb include the Seabrook Primary School, and there are a number of smaller reserves and play grounds within the largely residential suburb that are used by the community.

A popular suburb for young families, nearly half of all households within Seabrook have young children. Most own one or two vehicles, with over 98% households owning at least one vehicle. Over two-thirds of workers drive to work as their primary mode of transport.

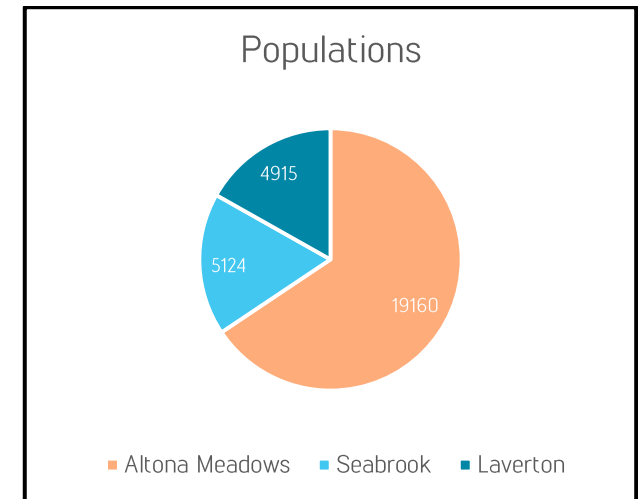


Figure 3 Population comparison over the study area

3 CONSULTATION SUMMARY

In developing the LAMP for Altona Meadows, Seabrook and Laverton, a series of data analysis and community consultation activities were undertaken.

Prior to the preparation of the background report, preliminary data collection was undertaken to gain a high-level perspective on the prevailing issues which underline the transport network.

Following the publication of the background report, background consultation was undertaken through three (3) community drop in events between the 16th of February 2019 and 30th of March 2019 in each of the suburbs of the study area (refer **Table 1**).

In addition, an online interactive map was published which invited the community to pinpoint locations within the study area where they had identified an issue, challenge or constraint within the existing transport network. Approximately 60 people attended the drop-in events. Feedback provided at the events was logged onto the interactive map. In total, Council received 390 submissions via the interactive map.

The intention of this consultation process was to facilitate an approach whereby a common understanding about problems, potential solutions and objectives could be brought about.

This section outlines the results of this collection and engagement and summarises the key findings identified during consultation.

Preliminary Data Collection

A comprehensive analysis of 622 customer requests related to traffic received since 2009, 267 lines of traffic counts and additional crash statistics as provided by Council was undertaken.

The key themes identified included:

- Excessive speeding
- Unsafe pedestrian crossings
- Congested road intersections
- Rat-running through local streets
- Disjointed bicycle network
- Lack of speed control devices

The top 5 most commonly reported streets cited in customer requests were:

1. Merton Street (Altona Meadows)
2. Railway Avenue (Laverton)
3. Point Cook Road (Seabrook)
4. Maher Road (Laverton)
5. Victoria Street (Altona Meadows)

Background Consultation

Results from consultation on the Background Paper revealed that most of the key themes identified during the preliminary data collection are still relevant and pertinent to the top 5 cited streets (above). Unsafe pedestrian crossings were overwhelmingly the most cited issue. In response to the background report, the community cited an oversight in addressing motorcyclists and showed support in relocating the Laverton station bus interchange to facilitate increased safety and public transport uptake.

A summary of the top 12 key issues raised by the community during background consultation is provided in **Figure 4**.

A detailed summary of the responses from the community consultation is provided in Appendix 2 of this report.

Draft Strategy Consultation

The second round of consultation occurred from 6 November 2019 – 20 December 2019. In total, 976 people viewed the website and 10 contributions were received. Council has amended the draft action plan based on the feedback received from the second round of consultation.

Table 1 Drop in sessions

When	Time	Where
16 March 2019	10AM – 1PM	Laverton Community Hub
25 March 2019	5PM – 7PM	Seabrook Community Centre
30 March 2019	2PM – 4PM	Altona Meadows Library

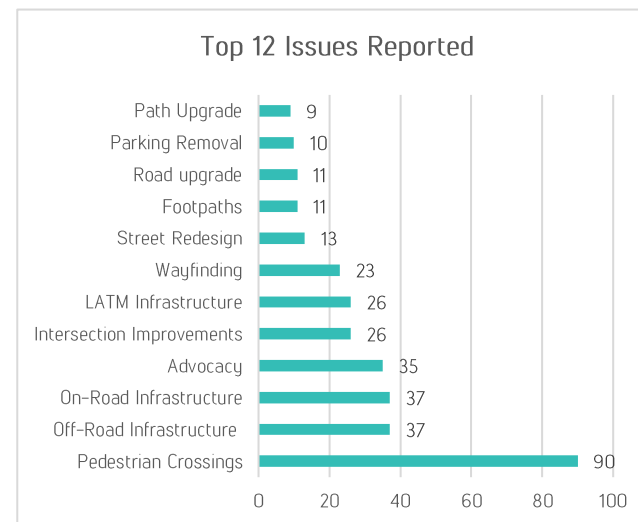


Figure 4 Top issues identified by participants

SECTION 2 ISSUES AND OBJECTIVES

4 ISSUES SUMMARY

The following section provides an overview of the issues pertinent to different transport modes identified during the development and consultation on the Background Paper.

4.1 OVERVIEW

The design of the transport and road network across the suburbs of Altona Meadows, Laverton and Seabrook results in traffic being funnelled along certain key routes, with limited opportunities to alleviate congestion even by upgrading alternative roads in the area. These routes also experience multiple transport modes competing for priority, including cyclists and bus services contending with motorists and freight traffic.

As these routes typically fall under the care and management of the Department of Transport, Council can only provide advocacy for upgrades to support any necessary improvements to the routes.

It is also noted that observations of on-road behaviour and review of community consultation suggests that there is opportunity to educate the local community on existing road rules to minimise risks to vulnerable road users.

Walking

Across the broader study area, pedestrians face a range of barriers and limitations, restricting free movement between key destinations across Laverton, Altona Meadows and Seabrook.

The available footpath width in many areas across the study area does not allow opportunity for two prams or wheelchairs to pass. Crossing opportunities across Princes Freeway and the Railway Line are limited, and existing signalised crossings frequently do not align with desired pedestrian routes.

The safety of pedestrians in some areas are poor, with limited lighting and passive surveillance opportunities along key routes. There are also roads with no footpaths on one or both sides of the road, and there are limited places to pause and rest along shared paths.

As such, where there are interchanges within the study area, commuters and public transport users are often required to walk through vehicles and across traffic to connect to another service. This increases the risk of conflict between vehicles and pedestrians.

Cycling

While the terrain across the study area supports an expansive cycling network, the existing network is not well connected and provides limited direct connectivity to key destinations, such as schools, parks, shopping centres, railway stations and the broader shared path network.

The Princes Freeway and the Werribee Railway Line are also significant barriers to north-south connectivity, with limited road or other user connections. This is seen from the residential areas in Seabrook and Altona Meadows to the south, and the railway stations and Laverton to the north.

Bicycle parking facilities, where provided, are often oversubscribed with cyclists forced to park in unsecured locations. At other destinations, the lack of bicycle parking and end of trip facilities discourage potential cyclists from riding to their destination. This indicates that despite the disconnected network, cycling in the area is still a popular form of travel.

The existing wayfinding signage within the study area provides some information on walking and cycling routes throughout Altona Meadows, Laverton and Seabrook. However, this does not provide uniform connections between key destinations and provides limited direction to other routes and networks within and beyond these suburbs, including to the Federation and Bay West trails.

Public Transport

The study area is subjected to unequal access to different public transport modes. Laverton has excellent access to the train network through Laverton and Aircraft railway stations, while people in Seabrook and Altona Meadows must rely on bus services as the primary mode of public transport. Bus services south of the Princes Freeway are concentrated, with some areas experiencing little or no service during off-peak periods. In addition, there is a lack of direct bus services to train stations causing increased time to commuters seeking to transfer to a train service.

Buses are also required to compete with other road users in constrained environments, with no priority given to these services across the road network. There are also locations where the road width does not accommodate bus services and bicycle infrastructure along through traffic and parked vehicles.

The Road Network

The road network across Altona Meadows, Laverton and Seabrook experiences localised areas of severe congestion due to limited connectivity between access roads and major transport corridors including Princes Freeway and Queen Street.

The configuration of the road network and the alignment of Skeleton Creek (and lack of crossings) provides limited opportunities for motorists to access Princes Freeway and connect with the broader arterial network. For residents of Altona Meadows and Seabrook, motorists are directed through the Aircraft neighbourhood town centre or via Palmers Road to enter the freeway city-bound. This area is designed as in a typical activity centre with pedestrian crossings, low speed limits and angled car parking. As well as directing significant volumes of traffic unsuitable for local activity centres through this node, this places significant pressure on Merton Street, Point Cook Road, Seabrook Boulevard (as a result of congestion on Point Cook Road), Aviation Road and Victoria Street.

Furthermore, the design of some intersections inadvertently provides priority to local road traffic in comparison to arterial road traffic leading to some motorists engaging in rat-run manoeuvres through local streets. Sections of the street network also encourages rat-running and speeding, with ample opportunity for motorists to circumvent congested roads through local streets which do not feature traffic calming devices. Collector roads such as Alma Avenue experience hooning behaviour and high speeds.

Parking

While there is generally sufficient parking across the study area to cater for current and future demands, there are areas, particularly around Laverton and Aircraft Railway Stations, and around local schools, that experience high demand for on-street parking during different times of the day.

In some situations, this forces drivers to circulate the road network to find a suitable parking space. Along other roads, parking restrictions prevent legitimate road users from parking in the area, which results in underutilised road space in some areas and high levels of congestion in others.

Dedicated motorcycle parking should also be provided at key destinations and Council should advocate for this to be included at railway stations and plan to have them integrated at shopping centres and places of assembly. This ensures that motorcycles and scooters are facilitated and supported, which is conducive towards minimising peak hour traffic impacts through their smaller footprint and ability to weave through traffic in congested environments. As such, they have a minimal adverse impact on the road network and their uptake as an alternative and low-cost mode of transport is encouraged from a traffic management and energy saving perspective.

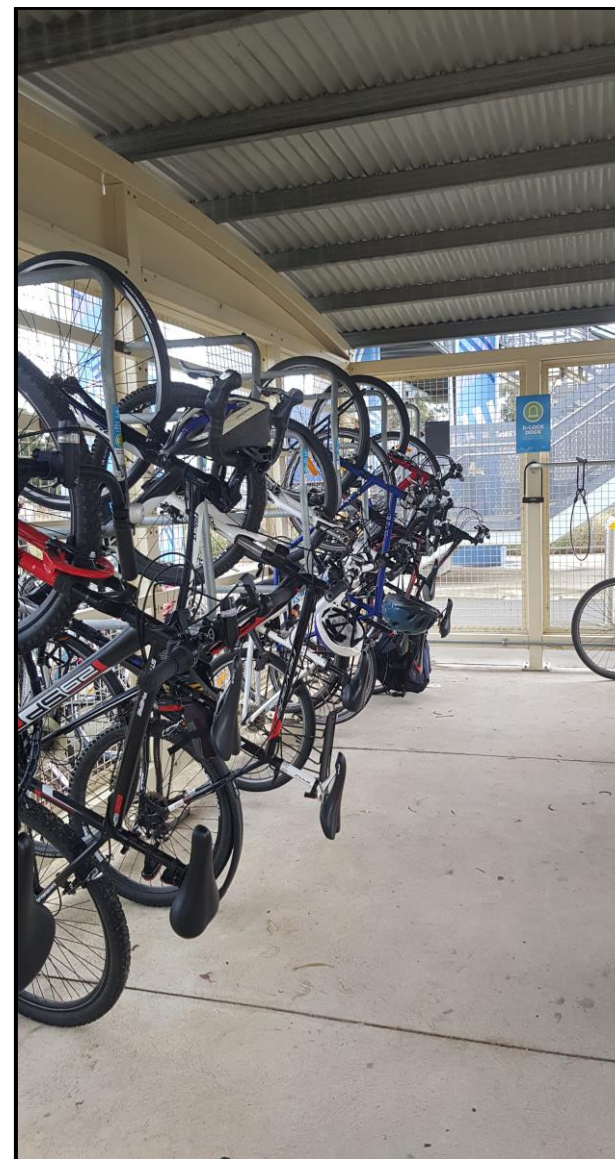


Figure 5 Oversubscribed Parkiteer (Laverton Station)

4.2 ALTONA MEADOWS

When accessing the broader road network, Altona Meadows residents have limited opportunities to access the Princes Freeway city-bound, as they are required to travel via Palmers Road, Aviation Road or Merton Street. This places significant pressure on Merton Street, Seabrook Boulevard, Point Cook Road, Aviation Road and Victoria Street, which provide the only links to the surrounding road network.

The design of intersections along Merton Street are not suited to the type and volumes of traffic experienced in the area. While roundabouts provide a safer environment for motorists by reducing the number of conflict points within the intersection, they do not provide a safe environment for cyclists or pedestrians without adequate treatments. Roundabouts also prioritise some directions over others, which encourages motorists to travel via local streets to get through the intersection quicker.

The intersection of Central Avenue, Point Cook Road, Aviation Road and the Princes Freeway have conflicting demands between pedestrians and motorists. The community consultation highlighted a strong desire to improve pedestrian safety and overall traffic flow at this intersection.

There was also strong demand for improved pedestrian connections across the Central Avenue and Queen Street corridor towards Laverton Station and Central Plaza, as well as Merton Street around Cameron Avenue towards the local primary school.

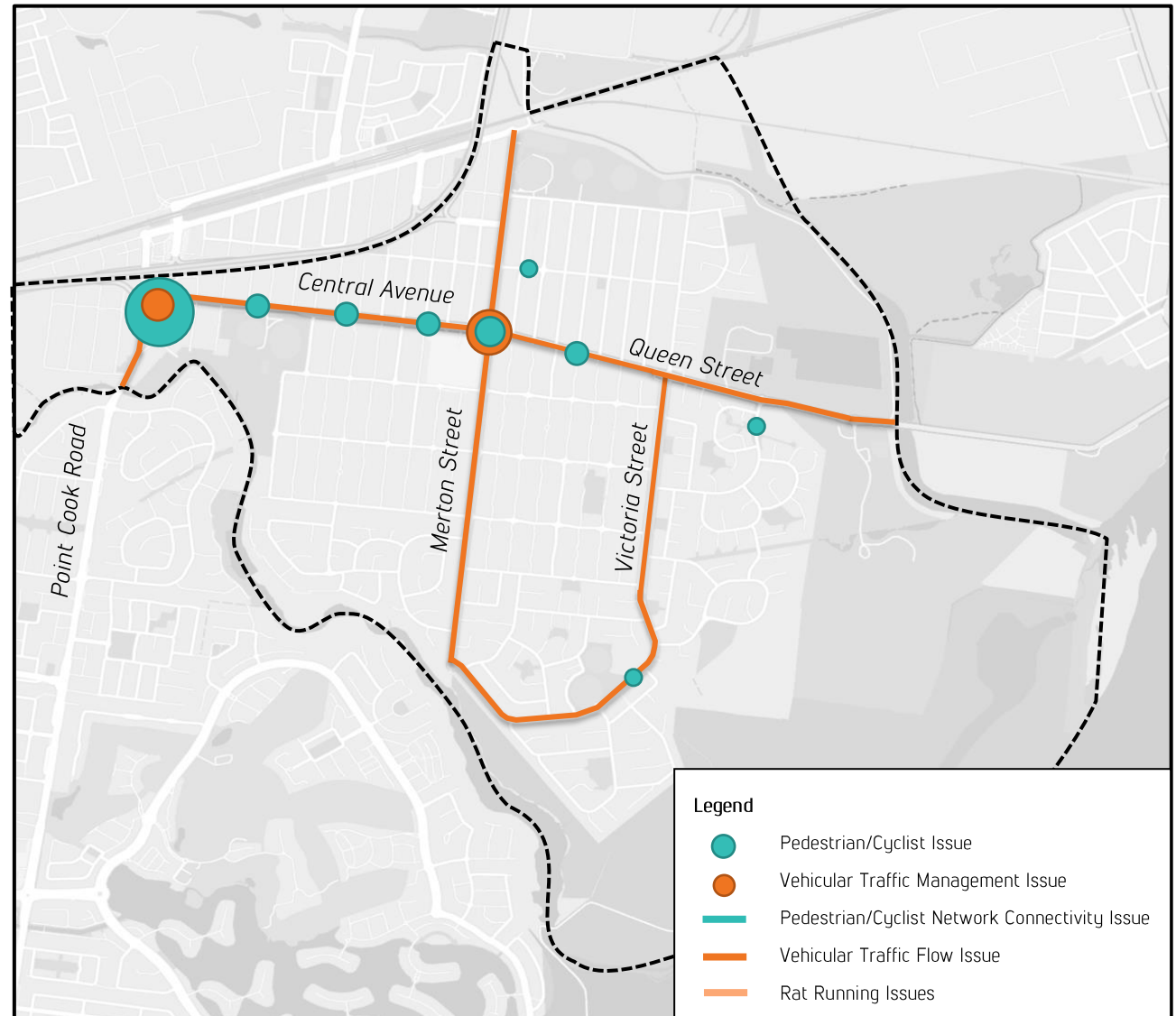


Figure 6 Areas of key issues in Altona Meadows

Existing underpasses at the northern end of Merton Street and along Railway Avenue at the Princes Freeway have limited lighting and low visibility during night-time periods. At these underpasses, the footpath width is limited thereby restricting access for people with prams and wheelchairs.

The Queen Street Bridge across Laverton Creek is also an identified concern, with no infrastructure provided to separate pedestrians from passing vehicles. The bridge also forms a vital link in the broader cycling network, connecting the Laverton Creek Trail and Altona Meadows to Altona and the Bay City Trail to the west.

With regards to parking, the road network around local schools generally experience periods of high parking demand during school hours, particularly during pick-up times. The streets around Central Plaza also experience congestion at times throughout the day.

4.3 LAVERTON

Access within and beyond Laverton is somewhat restricted as a result of the 'barrier' created by the Princes Freeway and the Werribee railway line. While some road congestion around the Aviation Road area is expected to be alleviated with the removal of the level crossing, residents will still have limited opportunity to connect onto the Princes Freeway without travelling through residential areas or activity centres. The Kororoit Creek Road/Leakes Road/Fitzgerald Road interchange provides the only connection access in all directions.

To the south of the Werribee railway line, Railway Avenue provides direct connections to Laverton Railway Station and access to the Princes Freeway via High Street for motorists, cyclists, pedestrians and bus services. These transport modes compete for limited road space along the street, with high levels of congestion and activity during peak periods.



Figure 7 Areas of key issues in Laverton

Mahe Road and Watts Street to the north of the railway line also experience periods of congestion, with commuters parking along the road and within informal off-street parking areas during the day.

The Princes Freeway and Werribee Railway Line also restricts pedestrian and cyclist permeability between the northern and southern sides of Laverton, with access only available via Aviation Road, Laverton Railway Station (via stairs and lifts), Balmoral Street or via Merton Street to the east of the Princes Freeway.

Accessing Seabrook and Altona Meadows to the south of the Princes Freeway is also restricted, with connections available via Railway Avenue to the east, Aviation Road to the west, and via the pedestrian overpass between Fitzroy Street and Cameron Avenue.

Footpaths around the pedestrian overpass are discontinuous, with pedestrians accessing the overpass from the west (i.e. from Epsom Street) required to walk onto the road on Fitzroy Street to access the bridge.

When considering the cycling network within Laverton, there are informal bicycle routes to the south and north of the railway line, as well as along the western side of the Princes Freeway and along Bladin Street. With the exception of the route adjacent to the Princes Freeway, these cycling routes are not marked, and there is no delineation from motorists or parked vehicles.

There is also no direct access or guidance to Federation Trail – a key orbital bicycle trail in the western region. Cyclists are required to ride along Old Geelong Road within traffic in order to access the trail via Sayers Road to the south west or via Leakes Road to the North.

Secure bicycle parking facilities are provided at Laverton Station; however, these are oversubscribed on the southern side of the station, with the surrounding concourse catering for the overflow of bicycles. While there appears to be some available space on the northern side of the station, cyclists would be required to dismount and travel to the other side of the station via the stairs or lifts to access these spaces.

Commuters connecting from bus services at Laverton Railway Station are required to walk through parked vehicles to access the main entrance to Laverton Station. This increases opportunity for conflict between vehicles and pedestrians.

The residential areas of Laverton experience localised demand, particularly around schools in the northern area of the suburb. Some of these streets have been designed to accommodate parking on both sides of the road as well as through traffic. However, there are narrower streets around these schools that, during peak school periods, don't allow parking on both sides of the road and still accommodate traffic flow.

In the south near Aircraft and Laverton railway stations, on-street parking is generally restricted in residential areas, with on-street spaces adjacent to the railway corridor available for commuter parking. While this ensures on-street parking spaces are available to residents and their visitors through a permit parking system, it results in a number of streets in the area being under-utilised, and commuter's circling the area for available car parking spaces.

4.4 SEABROOK

Due to the small area of Seabrook, there are limited connections for residents to access the broader road network. Point Cook Road, as the only north-south arterial road in the suburb, provides the only link between Seabrook and the broader neighbourhood by

funnelling traffic from these residential areas towards Aviation Road and Princes Freeway or out via Dunning Road to the west.

Due to existing traffic volumes along Point Cook Road during peak periods, adjacent local streets, including Seabrook Boulevard, experience high volumes of motorists utilising them as rat runs to avoid congestion on the main roads. As the intersection of Seabrook Boulevard and Point Cook Road is a roundabout, motorists travelling along Seabrook Boulevard are prioritised above the main arterial road. As such, motorists are enticed to travel via local streets to get through the area quicker.

In general, the surrounding road network around Seabrook Primary School experiences periods of high parking demand during school hours, particularly during school pick-up times along Mintaro Way which reflects the popularity of the school. Traffic flows are nonetheless managed well.

Point Cook Road also presents challenges to pedestrians seeking crossing opportunities along the road. There are often limited breaks in traffic to cross safely which contributes to a negative perception of walking. In addition, where crossing points are provided, they often are misaligned from the preferred pedestrian roads, such as the connection between Pipeline Reserve to the west and Seabrook Linear Reserve to the east – a key crossing which connects through to the Skeleton Creek Trail.

There are also no accessible pedestrian connections through to Aircraft or Laverton Railway stations, with the footpath along the Aviation Road bridge too narrow to safely accommodate pedestrian movements in both directions.

Public transport access is also limited by Point Cook Road, with bus services travelling along the congested corridor before connecting through to Laverton Station via Central Square. For residents in Seabrook wishing to access the train, this deviation results in an additional 10 minutes travel time, making a bus-to-train connection unattractive to most commuters. Given the direct opportunities to pass over the Princes Freeway via Aviation Road to both Aircraft or Laverton railway stations, current bus services within Seabrook and Altona Meadows do not run direct/express to railway stations

Bicycle infrastructure within Seabrook is anchored by Point Cook Road which features on-road dedicated bicycle lanes on both directions between Homestead Run and Seabrook Blvd (north). However, further north from Seabrook Blvd, there is no dedicated bicycle lane, bringing cyclists travelling onwards from Seabrook Blvd to share the lane with on-road traffic.

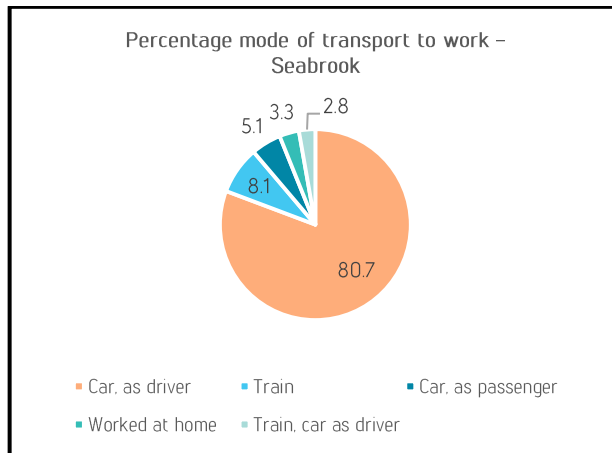


Figure 8 Mode of transport to work – Seabrook



Figure 9 Areas of key issues in Seabrook

SECTION 3 LOCAL AREA MOVEMENT PLAN

5 VISION & PRINCIPLES

The vision of the **Local Area Movement Plan** for Altona Meadows, Seabrook and Laverton is to:

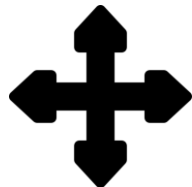
“Guide future investment in transport infrastructure and establish a platform for advocacy to improve transport access, foster economic prosperity and create local amenity to support sustainable transport choices”

In response to the identified issues and the overall aspirations of the LAMP, five principles have been developed to guide the future implementation and objectives of transport across Altona Meadows, Laverton and Seabrook.



Connectivity

To create a unified and uninterrupted transport network for all road users which makes movement within the study area seamless, safe and attractive.



Integration

To ensure the future transport network meets its role in efficiently connecting services and destinations with users



Equal Access

To develop and promote the delivery of transport infrastructure which is accessible by the most vulnerable road users



Sustainable Travel

To recognise the importance of providing a high level of service to public transport, walking and cycling infrastructure and amenity to foster healthy communities



Community Engagement and Partnerships

To continuously recognise the value of community engagement in identifying future priorities and improvements in the transport network

6 ROAD USER HIERARCHY

Road space plays a vital role in transport planning, influencing how people travel from one destination to another, and how people interact with the adjacent land.

Historically, road space has been predominately allocated to the movement of private vehicles, motorcycles and trucks, as well as providing for on-street parking. While these are all legitimate users of road space, the increase in vehicle trips adds to, in some areas, an already congested road network and there are few opportunities to expand or build new roads. Accordingly, roads and how they are used must be reconsidered to provide the most efficient and effective use of space so that traffic congestion and travel times are reduced.

As buses, bicycles and walking require less space than private vehicles to move the same amount of people, there will be times where road space may be allocated to these modes over cars, trucks and motorcyclists.

The Victorian Government's Movement and Place approach seeks a balance between the competing interests of all road users for road space. It recognises that roads offer both movement for transport modes, and places for people to spend time. This allows the consideration of the adjacent land-uses to influence how a road space may be used, as well as prioritise which types of transport modes should use which streets.

Using this philosophy, a Road User Hierarchy has been developed to guide the allocation of road space across Altona Meadows, Laverton and Seabrook. The Road Hierarchy aims to reflect the preferred movement of

transport modes and vehicles throughout the network to best manage the limited road space available.

The LAMP Road User Hierarchy looks to provide road users with facilities along the critical routes within the study area balanced against competing road users.

Along key routes, certain modes of transport will be given a higher priority. This doesn't mean higher priorities will have access to all the available road space. Rather, space will be designed to facilitate reasonable access to the higher priority users. When a higher priority user is reasonably satisfied, the other user groups can then be considered in the allocation of road space.

The Road User Hierarchy will also be used to guide the planning and delivery of infrastructure within the study area. Infrastructure projects that contribute to prioritising the preferred mode of transport for a street or area will have a higher priority, ensuring that projects progressively build towards a cohesive transport network for all modes of transport.

The Road User Hierarchy for Altona Meadows, Laverton and Seabrook is provided in Figure 10.

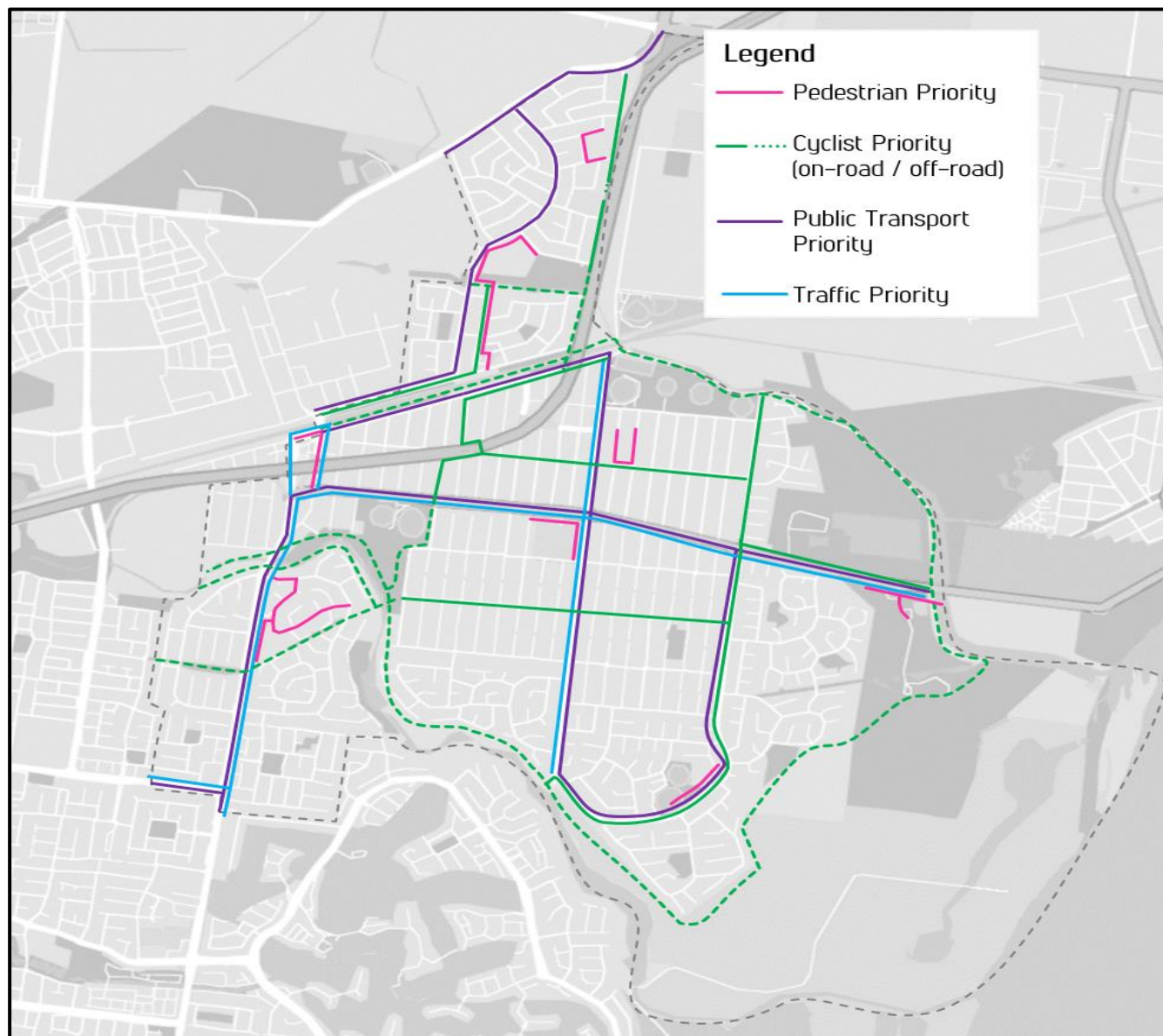


Figure 10 Road User Hierarchy

7 ACTIONS AND STRATEGIES

There are many opportunities available to improve transport access and connectivity across Altona Meadows, Laverton and Seabrook.

This section outlines the recommended strategies and actions that should be implemented across the study area in order to address the issues and achieve the vision for the area.

7.1 ROADS AND PUBLIC SPACE

Roads and streets are not just about facilitating vehicle movement and access, they are dynamic spaces that provide for a variety of uses and activities. They can adapt over time to support environmental sustainability, public health, economic activity, and cultural significance.

The road network throughout Altona Meadows, Laverton and Seabrook experiences periods of high congestion during peak periods. While there are limited opportunities within the LAMP to reduce congestion on the arterial network, improvements have been identified as part of this strategy for future advocacy.

Maintaining arterial traffic movements is important and there is opportunity to plan for and upgrade the local road environment to change motorist behaviour and reduce the negative impacts of traffic and carbon emissions within local streets. This could also be reinforced through the adoption of lower speeds through high pedestrian and cyclist areas and encouraging alternative modes of transport through improvements to infrastructure and amenity.

Within a road network as diverse as that across Altona Meadows, Laverton and Seabrook, the street design must meet the needs of people walking, cycling, taking

public transport, doing business, providing community services, driving and riding, all in a constrained space.

It is noted that while there are no significant generators of freight within the study area, the reliable movement of goods is critical for the going concern of local shops and other businesses. Adequate provisions should therefore be made to ensure efficient and safe loading and delivery zones can cater for these vehicles without impeding on the movement flow and amenity of other road users.

Action 1. Consider implementing slower speed zones in areas of high pedestrian activity, including:

- a. 50km/h long Railway Avenue adjacent to Laverton Station;
- b. 40km/h along Maher Road adjacent to Laverton Station;
- c. 50km/h along Victoria Street;
- d. 40km/h along Skehan Boulevard, Macneil Drive and Henry Drive adjacent to Bruce Comben Reserve; and
- e. 40km/h along Merton Street, adjacent to Central Plaza.

Action 2. Improve amenity, increase safety for all road users, and deter through traffic on local roads by upgrading streetscapes and introducing traffic calming treatments, including:

- a. Consider additional or modified calming devices along Seabrook Boulevard between the Point Cook Road intersections;

Action 3. Advocate for improvements to the arterial road network including:

- b. Traffic calming devices along Shane Avenue between the Point Cook Road intersections;
- c. Traffic calming devices along Alma Avenue;
- d. Upgrading Aviation Road within the activity area to prioritise pedestrian movement and reduce vehicle speeds;
- e. Redesign the intersection of Victoria and Merton Street to reduce vehicle speeds and improve pedestrian and cyclist safety;
- f. Consider the partial closure of Kiora Street by closing off left-out traffic movements onto Newland Street;
- g. Consider the partial closure of Linden Street by closing off left-out traffic movements onto Newland Street;
- h. Consider making Alma Avenue one way east to west to make room for a bicycle lane and to improve traffic flow at school times;
- i. Consider traffic calming devices along Wackett Street.
- a. Improving traffic flow and pedestrian access along Point Cook Road by upgrading key intersections including:
 - The intersection of Point Cook Road and Central Avenue;

- The intersections of Point Cook Road and Seabrook Boulevard (north and south)
- b. Duplicating Central Avenue between Skehan Boulevard and Point Cook Road;
- c. Requesting Department of Transport to consider improvements for High Street (between Railway Avenue and Princes Freeway) such as rezoning this land to allow for commercial development (inc. potential railway commuter car parking) and giving control of High Street to Department of Transport, and/or constructing an improved link to Merton Street; and
- d. Requesting Department of Transport for upgrades to Point Cook Road.

Action 4. Ensure the safety of all road users is considered in new infrastructure works by undertaking a Road Safety Audit of the design prior to construction.

Action 5. Develop an on-going plan of streetscape improvements and use every opportunity to make improvements to the public realm.

7.2 WALKING

As identified in the previous sections, pedestrian infrastructure within the study area can be improved to encourage walking and other local activities. This includes addressing the actual and perceived barriers that may be in place for these types of transport, across the area.

To be useful, footpaths and pedestrian crossings must offer a continuous clear path. Even short stretches of

path that are unpaved, uneven, obstructed, or that end abruptly, disincentivize walking and create serious barriers for wheelchair users and people with prams. While the footpath network within the townships of the study area are relatively well connected, outside of these areas' footpaths are either not present, too narrow or impeded by physical obstructions.

Safe and frequent pedestrian crossings support a walkable urban environment. Pedestrian crossings should be located at all intersections within areas where high pedestrian activity is sought.

Unlike normal intersections, pedestrians are required to give way to all vehicles entering and exiting the roundabout unless there is a formal pedestrian crossing. This reduces the opportunities for pedestrians to cross in high demand areas, including at the roundabout at Central Avenue and Point Cook Road, and at Central Avenue and Merton Street. Improving pedestrian access at these intersections will be critical to improving the overall pedestrian network.

Mid-block crossing points are also desirable where pedestrian traffic is anticipated, or desire lines are observed. This includes along arterial roads such as Central Avenue, Queen Street and Point Cook Road, where traffic volumes and speeds may discourage some pedestrians from crossing the road.

Action 6. Look at opportunities to improve and extend the pedestrian footpath network and ensuring footpath network is continuous, clear of fixed objects and other obstacles and is at least 1.8m wide, focusing on:

- a. The Railway Avenue underpass, at Princess Freeway;
- b. The footpath along Fitzroy Street and the connection to Epsom Street;

- c. The south side of Wenlock Avenue and Roser Drive.

Action 7. Improve pedestrian safety around local schools by upgrading school crossing infrastructure to raised pavements crossings, including at:

- a. The school crossing on Bladin Street near Chave Court;
- b. The school crossing on Bladin Street near Campbell Street;
- c. The school crossing on Alma Road near Nicholson Street;
- d. The school crossing on Everingham Road near Lady Nelson Crescent;
- e. The school crossing on Victoria Street, near Hoddle Way;
- f. A pedestrian refuge at Queen Street/Hook Street

Action 8. Provide raised shared path crossings on:

- a. Shane Avenue, at Pipeline Reserve;
- b. Seabrook Avenue, at the Seabrook Linear Reserve;

Action 9. Provide and improve access for pedestrians on local roads, including:

- a. Relocate the pedestrian crossing on Railway Avenue to align with pedestrian desire lines exiting from Laverton Station towards Fitzroy Street;
- b. Kerb ramps at the junction of Maher and Watts Road and the shared path.

- c. At the roundabout intersection of High Street and Railway Avenue, across the western leg of Railway Avenue;
- d. At the roundabout intersections in the vicinity of Altona Meadows Primary School, including raised crossings.

Action 10. Work with Department of Transport to provide new and/or improved pedestrian crossing facilities on arterial roads including;

- a. A pedestrian refuge on Point Cook Road, at Pipeline Reserve;
- b. A pedestrian refuge on Central Avenue, at Epsom Street South;
- c. A pedestrian refuge on Central Avenue, at Jamison Street South;
- d. At the roundabout intersection of Central Avenue / Queen Street / Merton Street;
- e. At the roundabout intersection of Queen Street and Victoria Street;

Action 11. Consider the installation of seating and other amenities along popular walking routes, including between activity nodes, schools and parklands.

7.3 CYCLING

Promoting and encouraging cycling is also good for the economy. Many recent studies demonstrate the impact of cycling on local economies. Places that increase the cycle accessibility of their commercial areas attract new customers, generating more spending in local shops and

businesses, and ultimately creating jobs and economic activity.

Given the terrain, the local and arterial road network, and the surrounding shared path network, there is potential to create a comprehensive local bicycle network across Altona Meadows, Laverton and Seabrook. While there are some constraints with the presence of the Werribee railway line, Princes Freeway and the surrounding water courses, there is also opportunity to improve connections across these barriers through working with neighbouring Councils and the Victorian Government.

Additional cycling facilities are proposed to expand the current on- and off-road bicycle infrastructure network, connecting the Merton Street and Victoria Street on-road cycling lanes through the Altona Meadows neighbourhood towards Laverton Station, and the surrounding shared path network.

These include routes through local streets, with improved crossings between residential roads that allow for cyclists and pedestrians to move freely within the area. A map of the proposed network is provided in Figure 11.

Within local residential streets, low vehicle volumes and speeds support combining cyclists with motorists on street, allowing both modes to share the space without the provision of formal bicycle lanes.

As well as providing a safe route for cyclists away from heavy traffic volumes and high speeds, this allows on-street parking to be retained. On collector and arterial roads, where vehicle speeds and volumes are much higher, separated facilities are required to accommodate cyclists safely, either in the provision of separate on-road bike lanes, or via off-road shared path facilities.

This can extend to improving existing on-road bicycle facilities such as Victoria Street and Merton Street,

which currently provide shared parking/bicycle lanes that provide little in the way of separation from cars, and which are not conducive towards encouraging cycling by people of all ages and abilities.

Existing signalised intersections and roundabouts can potentially be upgraded to provide bicycle lanes and bicycle boxes. This can be achieved through kerb alterations and/or a reduction in the number of traffic lanes through the intersection. Detailed traffic modelling will confirm the viability of doing so.

Action 12. Expand the off-road cycling network by building new shared path links, including:

- a. Along Pipeline Reserve towards Skeleton Creek
- b. Along Mayer Road adjacent to the Werribee Railway Line
- c. Along the southern side of Old Geelong Road
- d. Along Laverton Creek

Action 13. Upgrading of existing paths to Shared path standards, including:

- a. Alongside Henry Drive, Macneil Drive and Skehan Boulevard
- b. Along Mayer Road adjacent to Laverton Station
- c. Between Epsom Street South and Fitzroy Street South
- d. Along the Skeleton Creek trail between under Point Cook Road to St Anthony Court
- e. Along Railway Avenue adjacent to Laverton Station and the Werribee railway line

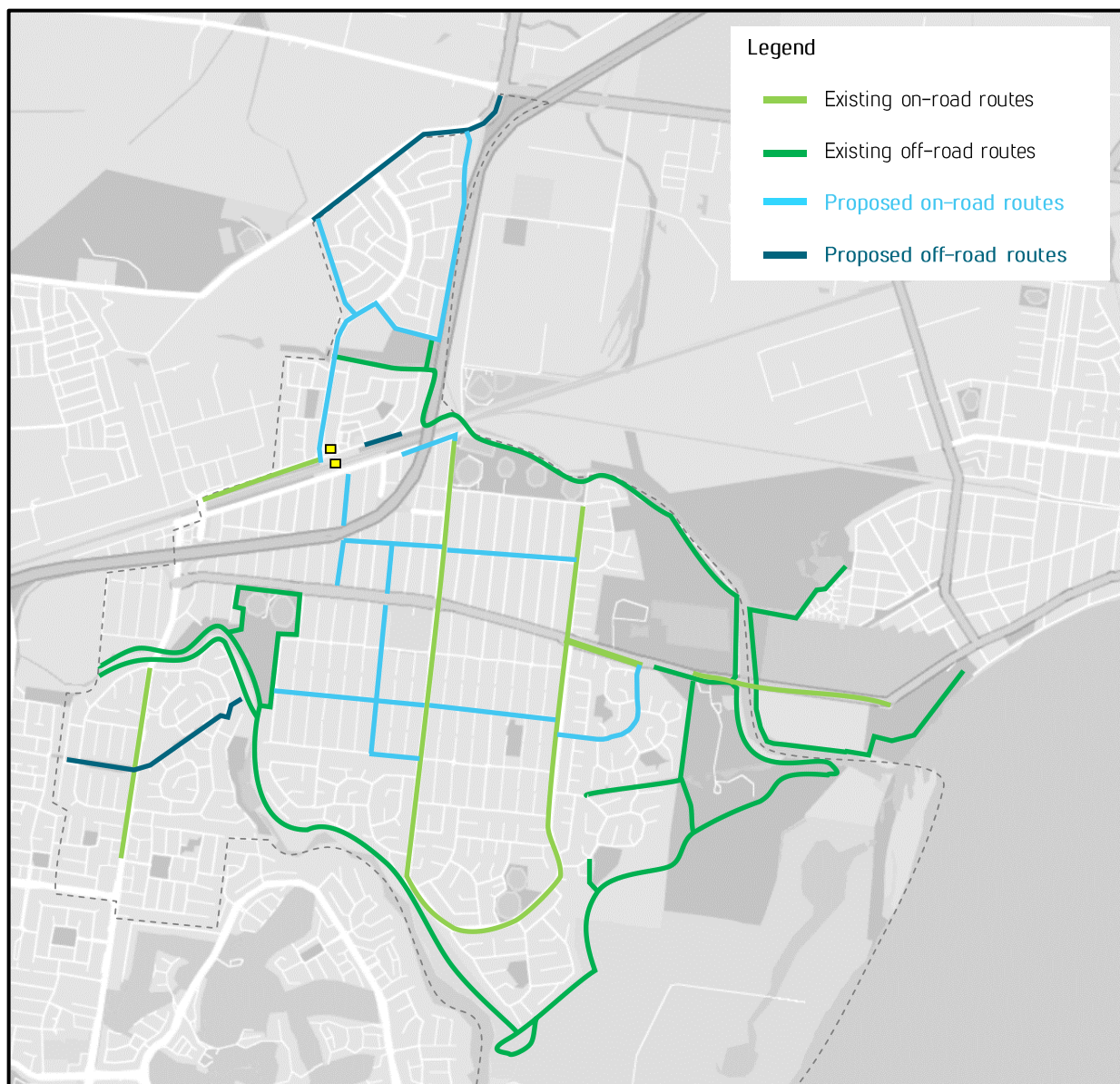


Figure 11 Proposed Cycling Network

- f. Along the Princes Freeway adjacent to McCormack Park
- g. Between Watts Street and Merton Street under the Princes Freeway
- h. Along Point Cook Road between Shane Avenue and Pipeline Reserve
- i. Along Roscommon Place

Action 14. Expand the on-road cycling network through local streets, including:

- a. Along Fitzroy Street between Railway Avenue and the Princes Freeway
- b. Along Epsom Street South between the Princes Freeway and Central Avenue
- c. Along Cameron Avenue, between the Princes Freeway and Merton Street
- d. Along Alma Avenue, between Merton Street and Victoria Street.
- e. Along Everingham Drive between Victoria Street and Queen Street
- f. Along Jamison Street South between Cameron Avenue and Central Avenue.
- g. Along Myers Parade between Central Avenue and Reddrop Court
- h. Along Reddrop Court between Myers Parade and May Avenue
- i. Along Mary Avenue, between Reddrop Court and Merton Street
- j. Along Lan Avenue, Roser Drive and Wenlock Avenue

- k. Along Trafalgar Avenue between Merton Street and Victoria Street
- l. Along Bladin Street, between Mayer Road and Jennings Street
- m. Along Wackett Street between Old Geelong Road and Bladin Street
- n. Along Jennings Street between Bladin Street and Tyquin Street.
- o. Along Tyquin Street between Jennings Street and Old Geelong Road
- p. Along Railway Avenue between Princes Freeway and Merton Street

Action 15. Improve connections between cycling routes, including:

- a. between Lan Avenue and the Skeleton Creek Trail.
- b. between Myers Parade and Reddrop Court.
- c. Between the Everingham Road local route, the Queen Street shared path and the Queen Street on-road bicycle lanes.

Action 16. Investigate the provision of new or improved bicycle lanes at key signalised intersections and roundabouts, including:

- a. Point Cook Road / Seabrook Boulevard.
- b. Merton Street (all roundabouts and signalised intersections).
- c. Queen Street (all roundabouts and signalised intersections).

Action 17. Improve connections across creeks and watercourses, including,

- a. Upgrading the existing Skeleton Creek bridge to accommodate pedestrians and cyclists in all seasons.
- b. Upgrading the Queen Street bridge to accommodate pedestrians and cyclists.
- c. Planning for a new cyclist and pedestrian bridge across Skeleton Creek to connect Victoria Street with Breezewater Reserve.
- d. Bladin Street / Maher Road

Action 18. Upgrade of existing on-road bicycle facilities to provide improved separation between cyclists and motor vehicles, including:

- a. Victoria Street.
- b. Merton Street.
- c. Queen Street.
- d. Maher Road.

This may include studies to examine the impacts of removing on-street car parking as one means of enabling bicycle separation, together with review of local and international best practice treatments.

Action 19. Advocate, support and provide increased and/or better-quality end-of-trip facilities at railway stations, activity centres and sporting precincts, including the following priority locations:

- a. Laverton Station.

- b. Aircraft Station.
- c. Altona Meadows Library.

7.4 PUBLIC TRANSPORT

Across the study area, there is unequal access to different public transport modes. While Hobsons Bay Council can improve access, connectivity and amenity around public transport stops on the road network, improving service frequency, connectivity and reliability is under the control of the Victorian Government and transport providers.

In order to improve these services, Hobsons Bay Council should advocate strongly for improvements to services on behalf of the community, focusing on providing direct services to key destinations such as railway stations for commuters, and increasing the coverage, frequency and reliability of bus services across the study area. This will aid in improving the first and last mile experience of many commuters and subsequently help manage parking demands at railway stations and increase public transport patronage within the study area.

Suggested/indicative routes for expanded bus services are shown in Figure 12.

The community and the background study also highlighted an opportunity to relocate the bus interchange/taxi rank at Laverton Station to a location that would improve safety and encourage a higher public transport uptake.

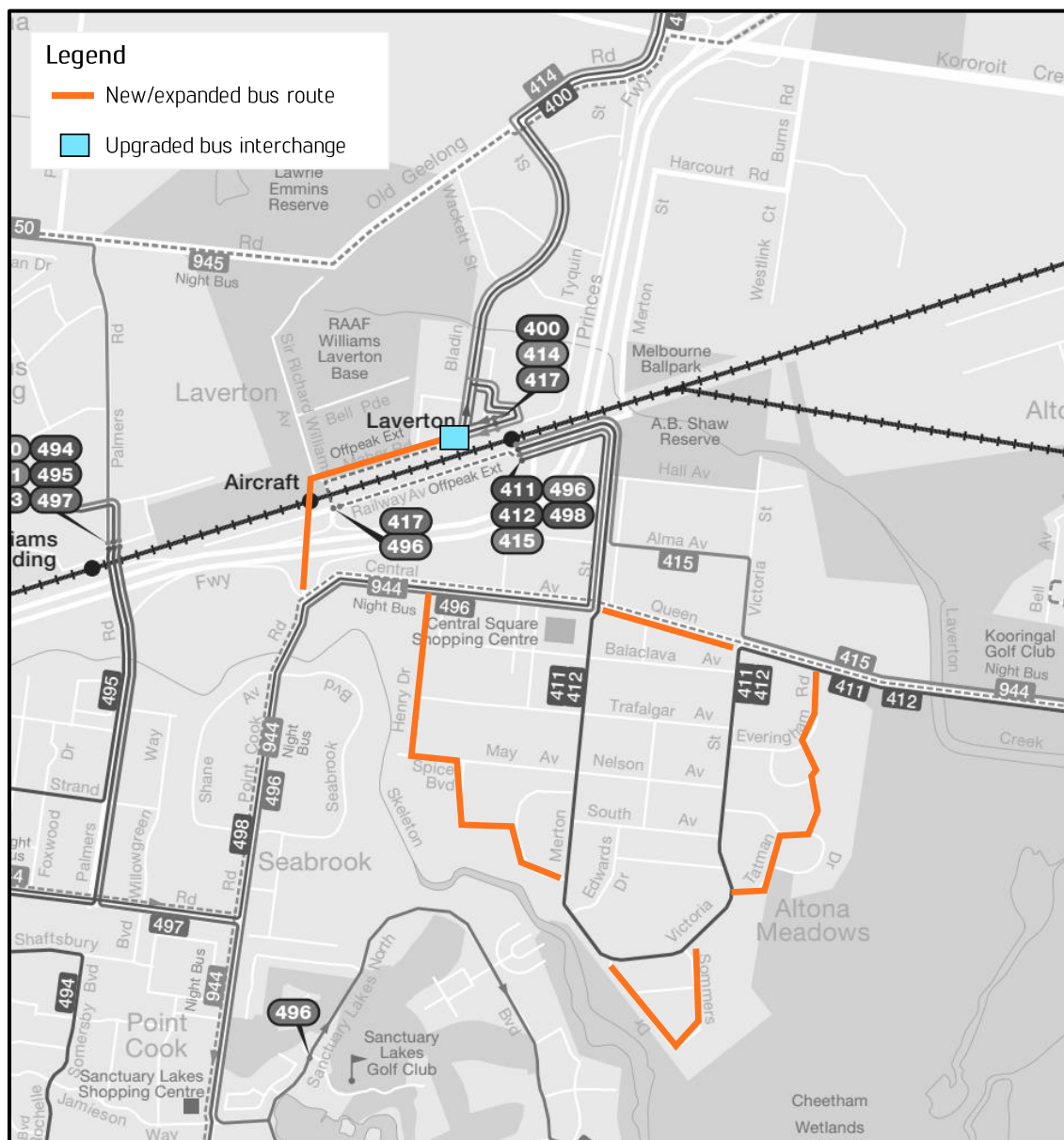


Figure 12 Expanded bus services

Action 20. Advocate to the Victorian Government and Department of Transport for a review of bus services throughout the study area. This could be complemented by advocacy on improvements to the frequency, coverage and accessibility of public bus services across Altona Meadows, Laverton and Seabrook; including:

- Providing direct services between Seabrook and the Aviation / Laverton Railway Stations;
- Expanding the coverage of bus services to the outlying areas of Altona Meadows (to the south of Central Avenue);
- Implementation of new forms of public transportation.

Action 21. Support the provision of safe and comfortable waiting areas at bus stops, prioritising bus stops that are in proximity to schools, activity centres and community facilities.

Action 22. Advocate for the upgrade of the existing bus interchange at Laverton Railway station that allows for the safe and efficient movement for passengers between public and community transport services.

7.5 CAR PARKING

Existing Parking Restrictions & Parking demands

Across the broader study area, the installation of parking restrictions has generally been restricted to improving congestion and safety through the use of No Stopping restrictions and improving turn-over and access to parking around schools, activity centres and train stations. While this has been successful in most areas through the installation of two-hour restrictions, proliferation of parking restrictions in some residential streets has resulted in underutilised road space in areas of high demand.

Reviewing and altering parking restrictions are some mechanisms that can be utilised to achieve better use of existing car parking supply.

In the residential areas around the Laverton and Aircraft railway stations, it will be necessary to review the provision of parking restrictions to ensure all users have opportunity to access on-street parking. In these locations, providing timed parking restrictions on one side of the street and unrestricted parking on the other allows residents and their visitors opportunity to park in the timed parking zones with parking permits, and other, longer term users to use the remaining on-street spaces.

As demand for the timed parking areas increase, these can be extended along the unrestricted areas.

This approach can also be applied around other high parking demand generators, such as sporting precincts and activity centres.

It is important to ensure parking restrictions are clear, understandable, and installed and maintained in accordance with the relevant Australian Standards. Council must continue to undertake regular assessments of their signs.

Action 23. Review parking restrictions around the Aircraft and Laverton railway stations to provide an appropriate balance of long-term and short-term parking.

Action 24. Maintain consistency across parking restriction signs including review of all existing signage.

Action 25. Ensure traders and adjacent property occupiers are consulted on any changes to parking restrictions in the vicinity of their property prior to the restrictions being altered.

Enforcement

Compliance with parking restrictions is an important component of the parking system. Restrictions are put in place to support parking goals such as turnover or access in order to support local businesses, or to ensure residents and their visitors have opportunity to park near their home.

When parking restrictions are not enforced, it can encourage undesirable parking habits and increases the number of parking spaces needed to meet the demands of short and medium stay users. It also increases total vehicle traffic, as motorists are more likely to need to circulate to find an available parking space, increasing traffic congestion, crashes, energy consumption and pollution emissions.

Action 26. Continue to undertake frequent parking enforcement at random times of the day so that regular visitors to the precinct do not become familiar with when parking restrictions will be enforced.

7.6 INFORMATION AND ENGAGEMENT

Wayfinding

Wayfinding at the local level helps people orientate themselves and easily find their way to their destinations. As well as giving visitors confidence to explore the area, it helps people to move easily between transport modes and destinations within the township.

Given the broad range of users accessing Altona Meadows, Seabrook and Laverton, it is recommended that an integrated approach to wayfinding be adopted to ensure consistent messaging between the different modes of transport.

When planning for and installing wayfinding signage, the aim should be to provide high quality, professional and consistent directional signs. Ideally these should be consistent with wayfinding signage across Australian and New Zealand cities and towns to enable pedestrians, cyclists and motorists to use the networks to their full potential and make quick and accurate route choices. AustRoads provides guidance on the different approaches to wayfinding for pedestrians, cyclists and motorists, as well as directions on where signage should be installed.

Action 27. Undertake a detailed audit of wayfinding within the study area to identify current signage and any gaps and inconsistencies in information presented on the signs.

Action 28. Plan for and install wayfinding signage across the study area that provides information to allow users to switch between mobility modes and navigate local street networks to and from key destinations. This should also illustrate walking and cycling times and distances.

Community Engagement

Ensuring the local community are engaged and involved in the planning and design of any streetscape or infrastructure improvement works that change the public realm is an important part of any infrastructure project. Local community members can offer critical insight that can supplement the technical knowledge of design professionals, and engaging the community early in the process can help shape the project's success.

It is necessary to identify and use effective and communication and engagement strategies that are appropriate for each context and stakeholder group. Language barriers and knowledge gaps need to be addressed so that every stakeholder has equal opportunity to have a say and be involved in a project.

Action 29. Facilitate community participation in the process of change to study areas streetscapes and infrastructure, through encouraging community participation in:

- Community events within public spaces (e.g. street parties, garden clubs and nature strip maintenance groups)
- Streetscape design development;
- Streetscape maintenance;
- Community art projects within public spaces.

8 IMPLEMENTATION

Implementation planning is critical to ensure the issues identified in the development of the LAMP are resolved through the proposed actions.

Each action in the LAMP will be implemented through a mix of mechanisms, including through the Council capital works plan, Council planning processes and advocacy initiatives that will deliver on the vision and directions in the Plan.

8.1 IMPLEMENTATION PLAN Timeframe

Indicative timings for actions have been aligned with the Council budgetary process, and are set out as follows:

Immediate	0-1 years
Short Term	2-4 years
Medium Term	5-8 years
Long Term	8+ years.

Some actions are also designated as **Ongoing** to reflect their delivery being achieved through changes to Council process or policy.

In assigning an indicative timing, consideration has been given to the level of benefit of the action balanced against likely cost. In general, high benefit, low-cost actions are accordingly given a higher priority.

Stakeholders

The LAMP identifies relevant partner stakeholders for each action. Key stakeholders are those departments, state agencies, neighbouring councils or organisations considered important partners for implementation. The list of partners is not exclusive and additional

stakeholders may be identified as implementation progresses.

Monitoring and Evaluation

Successful implementation is underpinned by effective monitoring, review and evaluation processes. Hobsons Bay Council will be responsible for the monitoring and evaluation of the actions identified within this implementation plan.

Targeted communications are recommended to ensure government departments, agencies, key stakeholders and the community will remain well-informed and engaged in the process.

Examples include (but are not limited to):

- Major projects/tasks and milestones published via the community publication or via a media release; and
- Council's website being updated (when considered necessary) to advise the community of the achievements and milestones for projects/tasks.

An open and transparent monitoring and evaluation process that allows the community, stakeholders and government agencies access to information about the progress of the management plan increases Council's credibility and accountability.

Progress on delivering these actions will be reviewed as part of any review or adjustment to the Council Plan or associated strategic document.

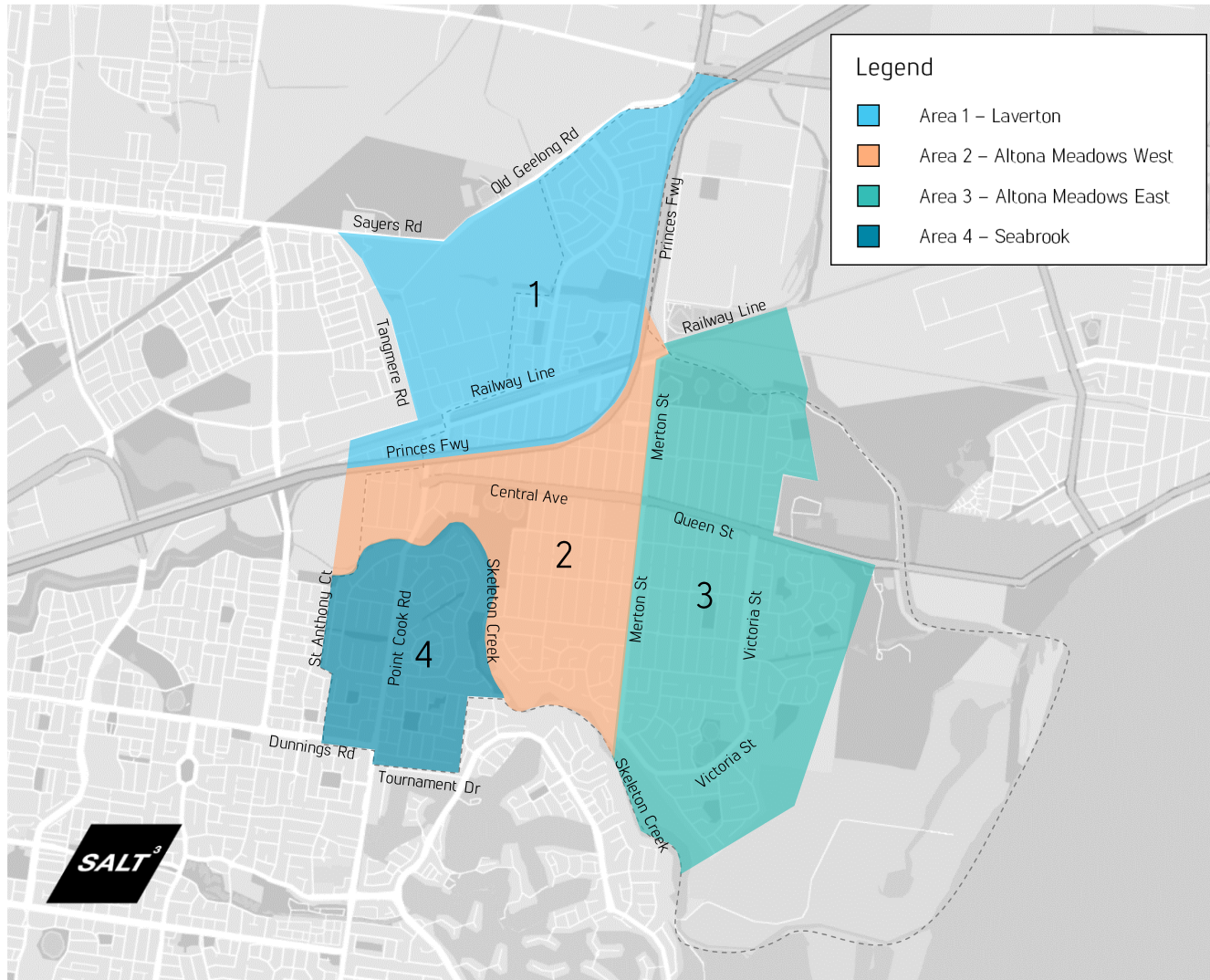


Figure 13 Delivery areas

Delivery Areas

Four delivery areas have been identified across the study area as part of the implementation plan – refer Figure 13. These areas will be used to group Council's capital works and infrastructure advocacy, enabling a more coordinated approach to delivery.

The list of actions is provided in Table 2., with graphical representations provided in Figures 14 – 17 that follow.

Table 2 Local Area Movement Plan – Implementation Plan

No.	Action	Delivery Area	Timeframe	Stakeholders	Cost
1	Consider implementing slower speed zones in areas of high pedestrian activity, including:				
	a. 50km/h along Railway Avenue adjacent to Laverton Station;	Area 1	Immediate	LXRA, COUNCIL	\$10,000
	b. 50km/h along Maher Road adjacent to Laverton Station;	Area 1	Immediate	LXRA, COUNCIL	\$10,000
	c. 50km/h along Victoria Street.	Area 3	Short Term	COUNCIL, LOCAL RESIDENTS	\$10,000
	d. 40km/h along Skehan Boulevard, Macneil Drive and Henry Drive adjacent to Bruce Comben Reserve; and	Area 2	Short Term	COUNCIL, LOCAL RESIDENTS	\$10,000
	e. 40km/h along Merton Street, adjacent to Central Plaza.	Area 2	Short Term	COUNCIL, LOCAL RESIDENTS	\$10,000
2	Improve amenity, increase safety for all road users, and deter through-traffic on local roads by upgrading streetscapes and introducing traffic calming treatments, including:				
	a. Consider additional or modified calming devices along Seabrook Boulevard between the Point Cook Road intersections;	Area 4	Immediate		\$100,000
	b. Traffic calming devices along Shane Avenue between the Point Cook Road intersections;	Area 4	Medium Term		\$150,000
	c. Traffic calming devices along Alma Avenue;	Area 3	Immediate		\$50,000
	d. Upgrading Aviation Road within the activity area to reduce vehicle speeds;	Area 1	Medium Term		\$50,000
	e. Redesigning the intersection of Victoria and Merton Street to reduce vehicle speeds and improve pedestrian and cyclist safety, including an improved bicycle connection between Victoria Street (southbound) and the Skeleton Creek Trail;	Area 3	Short Term	COUNCIL, LOCAL RESIDENTS	\$60,000
	f. Considering the partial closure of Kiora Street by closing off left-out traffic movements onto Newland Street;	Area 2	Short Term		\$25,000
	g. Considering the partial closure of Linden Street by closing off left-out traffic movements onto Newland Street;	Area 2	Short Term		\$25,000
	h. Consider making Alma Avenue one way east to west to make room for a bicycle lane and to improve traffic flow at school times;	Area 3	Short Term		\$50,000
	i. Consider additional or modified traffic calming devices along Wackett Street.	Area 1	Short Term		\$50,000
3	Advocate for improvements to the arterial road network by:				
	a. Improving traffic flow and pedestrian access along Point Cook Road by upgrading key intersections including:				
	– The intersection of Point Cook Road and Central Avenue;	Area 2	Immediate	DEPARTMENT OF TRANSPORT COUNCIL	n/a
	– The intersections of Point Cook Road and Seabrook Boulevard (north and south)	Area 4			

	b. Duplicating Central Avenue between Skehan Boulevard and Point Cook Road; and	Area 2	Ongoing	DEPARTMENT OF TRANSPORT COUNCIL	n/a
	c. Requesting Department of Transport to consider improvements for High Street (between Railway Avenue and Princes Freeway) such as rezoning this land to allow for commercial development (incl. potential railway commuter car parking) and giving control of High Street to Department of Transport, and/or constructing an improved link to Merton Street.	Area 1	Ongoing	DEPARTMENT OF TRANSPORT COUNCIL	n/a
	d. Requesting Department of Transport for upgrades to Point Cook Road	Area 2 Area 4	Ongoing		n/a
4	Ensure the safety of all road users is considered in new infrastructure works by undertaking a Road Safety Audit of the design prior to construction.	All Areas	Ongoing	DEPARTMENT OF TRANSPORT COUNCIL LOCAL RESIDENTS COUNCIL LOCAL RESIDENTS	Up to \$3,000 per audit
5	Develop an ongoing plan of streetscape improvements and use every opportunity to make improvements to the public realm, especially during any routine refurbishment.	All Areas	Short Term	LOCAL RESIDENTS	n/a
6	Look at opportunities to improve and extend the pedestrian footpath network and ensuring footpath network is continuous, clear of fixed objects and other obstacles and is at least 1.8m wide, focusing on:		Immediate		
	a. The Railway Avenue underpass, at Princess Freeway	Area 1	Short Term	COUNCIL LOCAL RESIDENTS	\$40,000
	b. The footpath along Fitzroy Street and the connection to Epsom Street	Area 1	Medium Term		\$70,000
	c. The south side of Wenlock Avenue and Roser Drive	Area 2	Medium Term		\$150,000
7	Improve pedestrian safety around local schools by upgrading school crossing infrastructure to raised pavement crossings, including at:		Long Term		
	a. The school crossing on Bladin Street near Chave Court;	Area 1	Short Term	COUNCIL SCHOOLS	\$30,000
	b. The school crossing on Bladin Street near Campbell Street;	Area 1	Short Term		\$30,000
	c. The school crossing on Alma Road near Nicholson Street;	Area 3	Short Term		\$30,000
	d. The school crossing on Everingham Road near Lady Nelson Crescent;	Area 3	Short Term		\$30,000
	e. The school crossing on Victoria Street, near Hoddle Way;	Area 3	Short Term		\$30,000
8	Provide raised shared path crossings on:				
	a. Shane Avenue, at Pipeline Reserve;	Area 4	Short Term	COUNCIL LOCAL RESIDENTS	\$30,000
	b. Seabrook Boulevard, at the Seabrook Linear Reserve;	Area 4	Short Term		\$30,000
9	Provide and improve access for pedestrians on local roads, including:				

	a.	Relocating the pedestrian crossing on Railway Avenue to align with pedestrian desire lines exiting from Laverton Station towards Fitzroy Street;	Area 1	Short Term	DEPARTMENT OF TRANSPORT COUNCIL LOCAL RESIDENTS	\$300,000	
	b.	Kerb ramps at the junction of Maher and Watts Road and the shared path.	Area 1	Short Term		COUNCIL	\$5,000
	c.	At the roundabout intersection of High Street and Railway Avenue, across the western leg of Railway Avenue (e.g. raised zebra crossing);	Area 1	Short Term		COUNCIL	\$35,000
	d.	At the roundabout intersections in the vicinity of Altona Meadows Primary School, including raised crossings.	Area 3	Medium Term			\$250,000
10	Work with Department of Transport to provide new and/or improved pedestrian crossing facilities on arterial roads including:						
	a.	A pedestrian refuge on Point Cook Road, at Pipeline Reserve;	Area 1	Medium Term	DEPARTMENT OF TRANSPORT COUNCIL	n/a	
	b.	A pedestrian refuge on Central Avenue, at Epsom Street South	Area 2	Medium Term		n/a	
	c.	A pedestrian refuge on Central Avenue, at Jamison Street South;	Area 2	Medium Term		n/a	
	d.	At the roundabout intersection of Central Avenue and Merton Street	Area 2	Medium Term		n/a	
	e.	At the roundabout intersection of Queen Street and Victoria Street;	Area 3	Medium Term		n/a	
f.	A pedestrian refuge on Queen Street, at Hook Street;						
11	Consider the installation of seating and other amenities along popular walking routes, including between activity nodes, schools and parklands.		All Areas	Medium Term	COUNCIL LOCAL RESIDENTS	\$50 – \$200k	
12	Expand the off-road cycling network by building new shared path links, including:						
	a.	Along Maher Road adjacent to the Werribee Railway Line	Area 1	Short Term	DEPARTMENT OF TRANSPORT COUNCIL CYCLISTS	\$170,000	
13	b.	Along the southern side of Old Geelong Road	Area 1	Long Term	COUNCIL CYCLISTS	\$500,000	
	c.	Along Laverton Creek	Area 3	Medium Term	COUNCIL CYCLISTS	TBC	
	Upgrading of existing paths to shared path standards, including:						
	a.	Alongside Henry Drive, Macneil Drive and Skehan Boulevard	Area 2	Medium Term	COUNCIL CYCLISTS	\$90,000	
	b.	Along Maher Road adjacent to Laverton Station	Area 1	Short Term	DOT COUNCIL CYCLISTS	\$70,000	
	c.	Between Epsom Street South and Fitzroy Street South	Area 2	Medium Term	COUNCIL	\$35,000	

	d. Along the Skeleton Creek trail under Point Cook Road to St Anthony Court	Area 4	Medium Term	CYCLISTS	\$450,000
	e. Along Railway Avenue adjacent to Laverton Station and the Werribee railway line	Area 1	Short Term	DEPARTMENT OF TRANSPORT COUNCIL CYCLISTS	\$300,000
	f. Along the Princes Freeway adjacent to McCormack Park	Area 1	Medium Term		\$120,000
	g. Between Watts Street and Merton Street under the Princes Freeway (widening of the underpass, if viable which it may not be)	Area 1	Medium Term	COUNCIL CYCLISTS	TBC
	h. Along Point Cook Road between Shane Avenue and Pipeline Reserve	Area 4	Immediate		\$200,000
	i. Along Rosscommon Place	Area 4	Short Term		\$20,000
14	Expand the on-road cycling network through local streets, including:				
	a. Along Fitzroy Street between Railway Avenue and the Princes Freeway	Area 1	Short Term		\$10,000
	b. Along Fitzroy Street South between the Princes Freeway and Central Avenue	Area 2	Short Term		\$10,000
	c. Along Cameron Avenue, between the Princes Freeway and Merton Street	Area 2	Short Term		\$15,000
	d. Along Alma Avenue, between Merton Street and Victoria Street.	Area 3	Short Term		\$15,000
	e. Along Everingham Drive between Victoria Street and Queen Street	Area 3	Medium Term		\$25,000
	f. Along Jamison Street South between Cameron Avenue and Central Avenue.	Area 2	Short Term		\$10,000
	g. Along Myers Parade between Central Avenue and Reddrop Court	Area 2	Short Term		\$15,000
	h. Along Reddrop Court between Myers Parade and May Avenue	Area 2	Short Term	COUNCIL CYCLISTS	\$10,000
	i. Along May Avenue, between Reddrop Court and Merton Street	Area 2	Short Term		\$10,000
	j. Along Lan Avenue, Roser Drive and Wenlock Avenue, between Henry Drive and Merton Street	Area 2	Short Term		\$30,000
	k. Along Trafalgar Avenue between Merton Street and Victoria Street	Area 3	Short Term		\$25,000
	l. Along Bladin Street, between Mayer Road and Jennings Street	Area 1	Medium Term		\$25,000
	m. Along Wackett Street between Old Geelong Road and Bladin Street	Area 1	Medium Term		\$15,000
	n. Along Jennings Street between Bladin Street and Tyquin Street.	Area 1	Medium Term		\$10,000
	o. Along Tyquin Street between Jennings Street and Old Geelong Road	Area 1	Medium Term		\$30,000
	p. Along Railway Avenue between Princes Freeway and Merton Street	Area 2	Short Term		\$20,000
15	Improve connections between cycling routes, including:				
	a. Between Lan Avenue and the Skeleton Creek Trail	Area 2	Long Term	COUNCIL	\$80,000

16	b. Between Myers Parade and Reddrop Court.	Area 2	Long Term	CYCLISTS	\$10,000
	c. Between the Everingham Road local route, the Queen Street shared path and the Queen Street on-road bicycle lanes. Investigate reconstruction of the roundabout including potential land acquisition.	Area 3	Long Term	COUNCIL CYCLISTS LOCAL RESIDENTS	\$400,000
	Investigate (commission studies and concept designs) for the provision of new or improved bicycle lanes at key signalised intersections and roundabouts, including:				
	a. Point Cook Road / Seabrook Boulevard.	Area 4 Area 3	Medium Term	COUNCIL DEPARTMENT OF TRANSPORT	\$20,000
	b. Merton Street (all roundabouts and signalised intersections).	Area 4	Medium Term	CYCLISTS	\$20,000
	c. Queen Street (all roundabouts and signalised intersections).	Area 3	Medium Term	LOCAL RESIDENTS	\$20,000
	d. Bladin Street / Maher Road.	Area 1	Medium Term		\$20,000
	17 Improve connections across creeks and watercourses, including.				
	a. Upgrading the existing Skeleton Creek bridge to accommodate pedestrians and cyclists in all seasons.	Area 2 Area 4	Immediate	COUNCIL DEPARTMENT OF TRANSPORT	\$500,000
	b. Upgrading the Queen Street bridge to accommodate pedestrians and cyclists	Area 3	Medium Term	CYCLISTS	N/A
	c. Planning for a new cyclist and pedestrian bridge across Skeleton Creek to connect Victoria Street with Breezewater Reserve.	Area 3	Long Term	LOCAL RESIDENTS	\$400,000
	18 Upgrade of existing on-road bicycle facilities to provide improved separation between cyclists and motor vehicles, including:	All Areas	Short Term		
	a. Victoria Street.	Area 3	Short Term	COUNCIL CYCLISTS LOCAL RESIDENTS	\$30,000
	b. Merton Street.	Area 2	Short Term		\$30,000
	c. Queen Street.	Area 3	Short Term		\$30,000
	d. Maher Road.	Area 1	Medium Term		\$30,000
19	Advocate, support and provide increased and/or better-quality end-of-trip facilities at railway stations, activity centres and sporting precincts, including the following priority locations	All Areas	Ongoing	DEPARTMENT OF TRANSPORT COUNCIL	
	a. Laverton Station.	Short Term	Immediate		\$10-\$50k
	b. Aircraft Station.	Short Term	Immediate		\$10-\$50k
	c. Altona Meadows Library.	Area 2	Immediate		\$10-\$50k
20	Advocate to the Victorian Government and Department of Transport for a review of bus services throughout the study area. This could be complemented by advocacy on				

	improvements to the frequency, coverage and accessibility of public bus services across Altona Meadows, Laverton and Seabrook; including:				
	a. Providing direct services between Seabrook and the Aviation / Laverton Railway Stations	Area 2 Area 4	Ongoing	DEPARTMENT OF TRANSPORT COUNCIL	n/a
	b. Expanding the coverage of bus services to the outlying areas of Altona Meadows (to the south of Central Avenue)	Area 2 Area 4	Ongoing	DEPARTMENT OF TRANSPORT COUNCIL	n/a
	c. Implementation of new forms of public transportation.	All Areas	Ongoing		n/a
21	Support the provision of safe and comfortable waiting areas at bus stops, prioritising bus stops that are in proximity to schools, activity centres and community facilities.	All Areas	Ongoing	DEPARTMENT OF TRANSPORT COUNCIL	Varies
22	Advocate for the upgrade of the existing bus interchange at Laverton Railway station that allows for the safe and efficient movement for passengers between public and community transport services.	Area 1	Ongoing	DEPARTMENT OF TRANSPORT COUNCIL	n/a
23	Review parking restrictions around the Aircraft and Laverton railway stations to provide an appropriate balance of long-term and short-term parking.	Area 1 Area 1	Immediate	DEPARTMENT OF TRANSPORT COUNCIL	\$20,000
24	Maintain consistency across parking restriction signs including review of all existing signage.	All Areas	Short Term	LOCAL BUSINESSES COUNCIL	n/a
25	Ensure traders and adjacent property occupiers are consulted on any changes to parking restrictions in the vicinity of their property prior to the restrictions being altered.	All Areas	Ongoing	LOCAL BUSINESSES COUNCIL	n/a
26	Continue to undertake frequent parking enforcement at random times of the day so that regular visitors to the precinct do not become familiar with when parking restrictions will be enforced.	All Areas	Ongoing	COUNCIL	n/a
27	Undertake a detailed audit of wayfinding within the study area to identify current signage and any gaps and inconsistencies in information presented on the signs.	All Areas	Medium Term	COUNCIL LOCAL RESIDENTS	\$20,000
28	Plan for and install wayfinding signage across the study area that provides information to allow users to switch between mobility modes and navigate local street networks to and from key destinations. This should also illustrate walking and cycling times and distances.	All Areas	Medium Term	COUNCIL LOCAL RESIDENTS	\$150,000
29	Facilitate community participation in the process of change to the study areas' streetscapes and infrastructure, through encouraging community participation in: a. Community events within public spaces (e.g. street parties, garden clubs and nature strip maintenance groups) b. Streetscape design development; c. Streetscape maintenance; d. Community art projects within public spaces.	All Areas	Short Term	COUNCIL LOCAL RESIDENTS	n/a

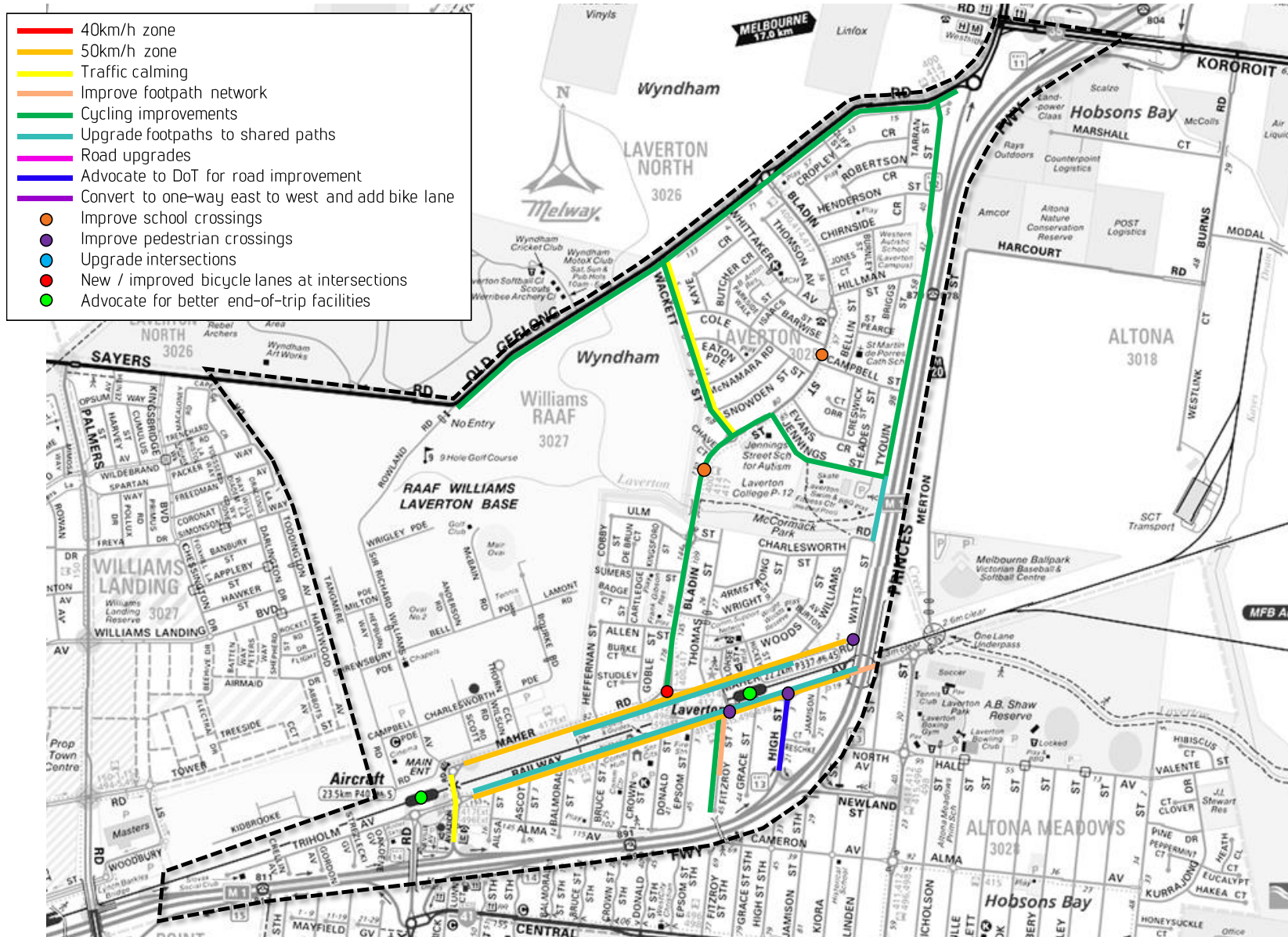


Figure 14 Delivery Area 1 – Laverton



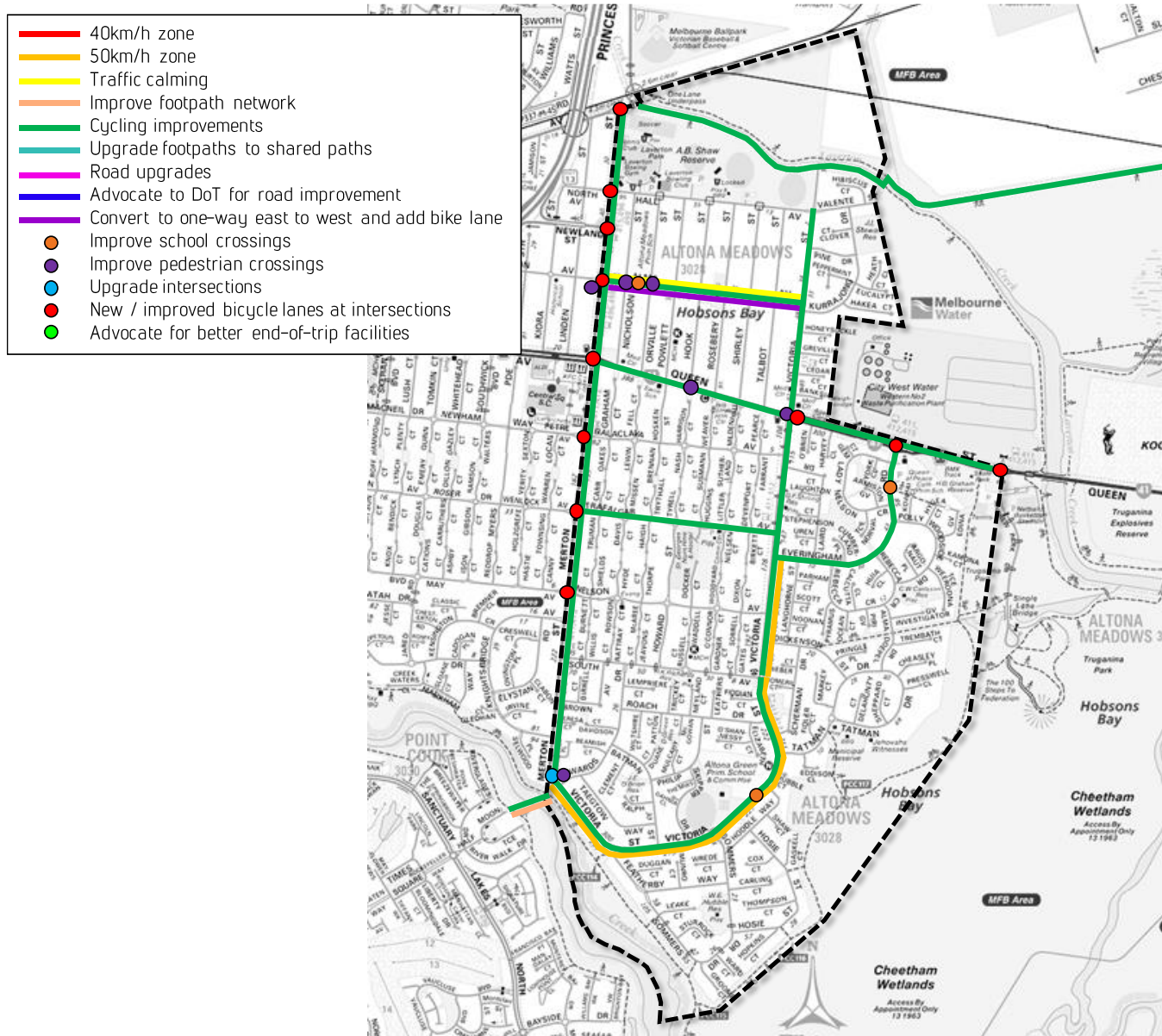


Figure 16 Delivery Area 3 – Altona Meadows East

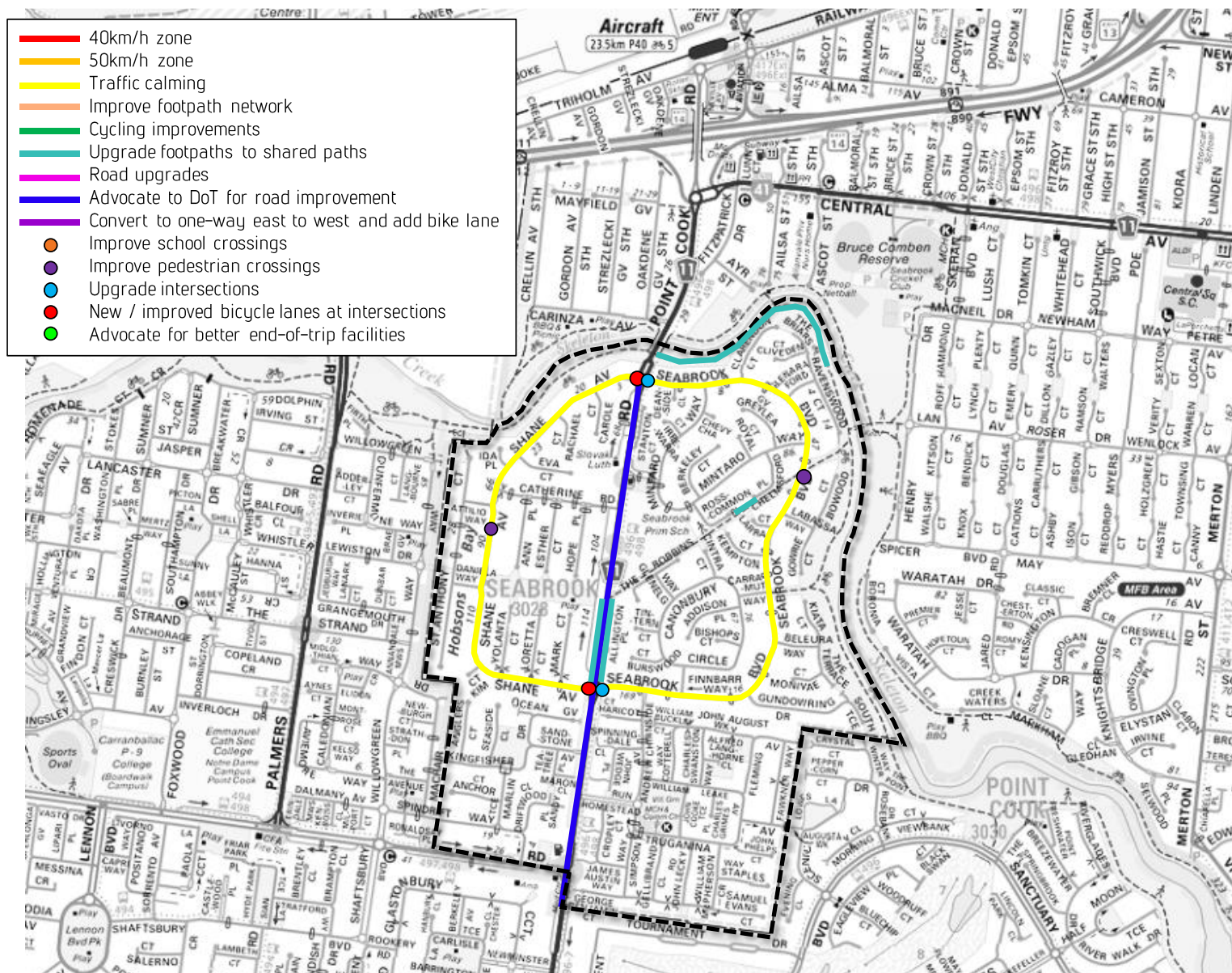


Figure 17 Delivery Area 4 – Seabrook

8.2 INFRASTRUCTURE FUNDING OPPORTUNITIES

There exists a number of viable and supplementary funding opportunities for Council and local residents to apply for to support the delivery of some of the capital infrastructure works outlined above. Most stem from State Government initiatives and policy which primarily serve to improve the safety and user levels of the street network. A means to access funding through developer contribution schemes is also included for consideration. Following is a brief description of each:

TAC Local Government Grants for Small-Scale Infrastructure

About

This grant is designed for Councils in Victoria to receive funding to address pedestrian and cyclist safety. With this, Councils can accelerate their involvement in safety projects which align with the *Towards Zero Action Plan 2016-2020*.

The program offers grants up to the value of \$30,000 (ex. GST) to fund the analysis of pedestrian and cyclist road safety issues and risk factors.

For projects entailing the implementation of infrastructure solutions, or the trialing of innovative new infrastructure solutions, the TAC will fund to a maximum of \$100,000 (ex. GST), with contributions on a 1:1 basis with local government.

Past approved project grants

The following projects were granted approval by the TAC to Hobsons Bay City Council and are an example of the type of work that can be carried out through the funding received from this grant:

2018

- Issue analysis and design work to make Victoria Street, Williamstown safer for vulnerable road users
- Pedestrian improvement works – Harrington Square

2017

- Introduction of raised pedestrian crossing and Refuge Parker Street and Cole Street, Williamstown

TAC Towards Zero Community Grants

The TAC Community Grant enables local residents of Councils to apply and lobby directly with the TAC for funding. Specifically, the program is designed to provide an opportunity for local, not-for-profit community groups to address local road safety issues.

While the grant can serve to address problems which face any road user, each year priority is given to a different class. In 2019, the program will favour projects which yield safety improvement outcomes for pedestrians, cyclists and motorcyclists.

Similar to the TAC Local Government Grants for Small-Scale Infrastructure, it is envisaged that this grant will assist in actioning the *Towards Zero Action Plan 2016-2020*.

Each year there are two funding rounds and the program offers grants up to the value of \$30,000 (ex. GST).

The type of projects which can be carried out include cycling strategies, motorcycle mentoring and education programs and road safety plans.

Department of Transport – Standard Program Grants

This program focuses on delivering funding to run safety education programs that seek to raise the awareness and foster increased understanding of decision making on the roads.

The program offers a grant of up to \$1.3 Million to provide education as part of the *Towards Zero Action Plan 2016-2020*.

A number of programs exist which target specific user groups including pedestrians, cyclists, drivers, and motorcyclists. In addition, programs exist which discuss the safety impacts of road side banners and signs and provide a framework to road safety intervention.

Eligible applicants include not-for-profit organisations which hold an Australian Business Number and Councils.

Department of Transport – Towards Zero Challenge

Similar to the Community Road Safety Grants, the Towards Zero Challenge seeks to provide the opportunity for community-based organisations to lead change making programs which addresses a specific road safety challenge. Eligible applicants include Council, schools, universities and not-for-profit organisations. To be successful, applicants need to demonstrate that their project provides positive strategies and encourages behavioural change in the community in relation to the identified challenge.

For the 2019/2020 Towards Zero Challenge, applicants are invited to develop a program which targets road user awareness and the problem of distractions to reduce road trauma.

Grants up to the value of \$50,000 are offered.

Developer Contribution Schemes

The Developer Contribution Scheme (DCP) is a means for Council to acquire contributions from developers to fund planned infrastructure improvements for the community in association with the development.

The infrastructure works which can be funded by a DCP must:

- Serve a neighbourhood or larger area;
- Be used by a broad section of the community; and
- Serve a wider catchment than the immediate surrounds of the development.

Only new developments can be charged a contributions levy and therefore are most effective when applied to areas which experience a high degree of change.

It can also be effective in acquiring contributions for infrastructure works in established areas that are also experiencing a rapid rise in new developments.

The advantage of this scheme is that it makes provisions for Council to raise levies from the cost to provide the infrastructure without having to recover the whole cost.

8.3 COMMUNITY CONSULTATION

Community consultation constitutes an invaluable source of information and insight to Council which otherwise are not known by those responsible for implementing infrastructure projects and improvements. It is best practice for the consultation process to reflect inclusivity with community engagement to provide the maximum opportunity for people to participate and to reduce any barriers to creating meaningful and engaging connections.

With this in mind, this section seeks to provide a defined methodology and proposed timings for carrying out community consultation. This will also take place in accordance with Council's Community Engagement Policy (2015).

Define & Understand

At the outset, Council should seek to define the purpose and objective of the consultation taking into account the different topics, groups and conversations looking to be covered through each session.

By knowing and clearly communicating the rationale behind the consultation, it can be understood what is being proposed and how this will inform and build on the overall project outcomes.

It is important that the following inclusive engagement principles are adopted when defining the purpose of the consultation:

- Clarity in defining the scope of the project
- Acknowledging the expectations of all involved
- Reach out to the people, don't wait for them
- Be open to creative techniques for consultation
- Identify leaders within the community to assist
- Be aware of varied beliefs, issues and potential biases
- Respect everyone's voice
- Ensure ample time is provided to maximise participation

It is important also to consider that some community members may face barriers to participation, including those related to personal resources, motivation and attitude and culture factors.

Community Consultation Method

Whilst not means an exhaustive list of consultation methods available to Council, the following tools are deemed to be most appropriate for the nature of this study and for achieving the actions in Table 2 in a way that is informed by the community and stakeholders.

Drop-in events

Drop-in events provide participants the greatest flexibility allowing them to decide on what aspects of the project or study they wish to interact with. Held in an informal setting which allows participants to come and leave as they please, a drop-in event gives the opportunity to view exhibits and plans and talk with Council representatives. Provisions for leaving feedback should also be generally made.

Given the above, it is recommended to Council to hold drop-in events similar to those held during the draft strategy consultation phase of this project – refer **Table 1**. Specifically, it is recommended that these drop-in events are held to showcase to all members of the community this study in its entirety, inclusive of all objectives and action items (**Table 2**). Holding these drop-in sessions soon after this strategy is posted online for public viewing will assist in maintaining community interest and expediting the delivery of the works.

Communication

This method of consultation can involve a variety of mediums including displays, letters, media releases, newsletters, posters and fact sheets. The advantage of this method is that it allows Council to engage directly with members of the community directly impacted by the proposed project in a localized area.

This saves time and resources in comparison to drop-in events and gives Council the opportunity to streamline their data capture and feedback activities to the relevant participants.

Online tools

The online platform is a convenient medium to engage with people who are time poor, experience physical disability and find it valuable to participate in online discussions through posting and responding to comments. It can be a source of significant input from community members where anonymity is guaranteed and where people from all social backgrounds can participate in a free manner.

Examples of online tools which can be utilised by Council to carry out consultation include forums, YouTube videos, mapping, social networks, websites and online surveys.

For the purposes of this study, it is recommended to Council to adopt an online platform to showcase this study in its entirety.

Additional tabs or web pages can be made to highlight details of specific projects.

Education

Council may also consider engaging with the community through education to help them become familiar with the proposed infrastructure works and seek to potentially change in-grained perceptions about transport and traffic management. Education can be delivered through a range of mediums including face-to-face seminars or workshops to also being integrated into an online platform.

Capture, Feedback & Evaluation

Capture

It is recommended that Council take a multi-modal approach to capturing the information and feedback given by community members. By doing so, Council will be well placed to provide valuable feedback to the community and decision makers.

Different capturing methods which Council can consider adopting include recording information through tablets, having people put their ideas on post-it notes for display around the room, having participants map their ideas and recording interviews or conversations with participants.

With respect to collecting the data for analysis, some helpful ways to organise the data include synthesizing the findings into key themes and creating visual maps or frameworks of the data collected. The data ought to be well organised and it should be understood how Council wishes to report on the data before commencing the engagement activities.

Feedback

The importance of providing feedback back to the community cannot be understated. Whilst it does not provide tangible benefits to Council, it is powerful in strengthening the relationship between Council and the community and builds trust in the engagement process. If carried out effectively, the feedback provided to the community can increase the impact of the engagement through word of mouth and media reporting.

The delivery of the feedback should be timely and ideally be provided within a timeframe that does not allow interest in the proposals to dwindle.

Further, consideration should be given to its accessibility to all abilities, its ease of access and the

level of detail provided – generally the more detail provided, the more participants will appreciate the transparency of the engagement process.

Some ways in which Council can consider providing feedback include:

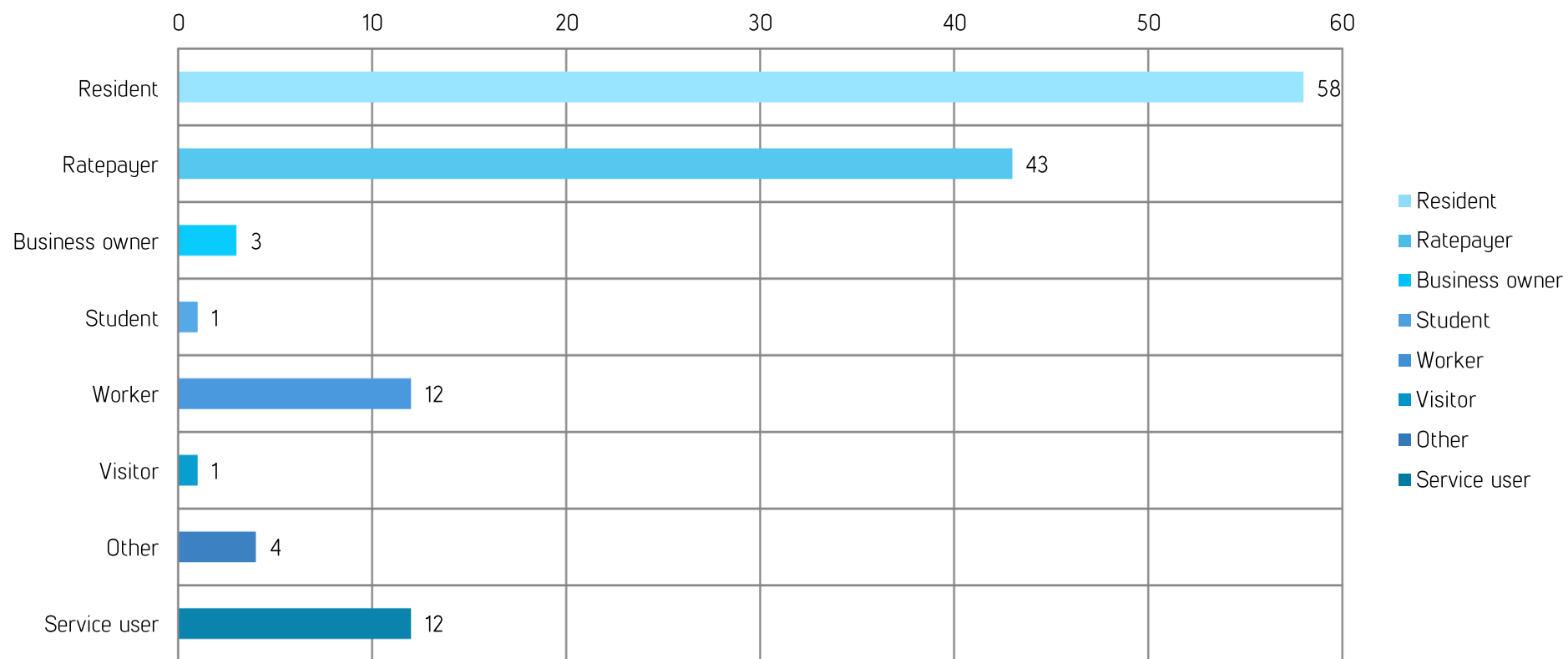
- Sending a follow up email inclusive of key discussion points;
- Publishing the findings online in the form of a report;
- Produce a video which shows interactively what outcomes were yielded from consultation; and
- Offer to deliver a presentation to relevant organisations and community groups.

Evaluation

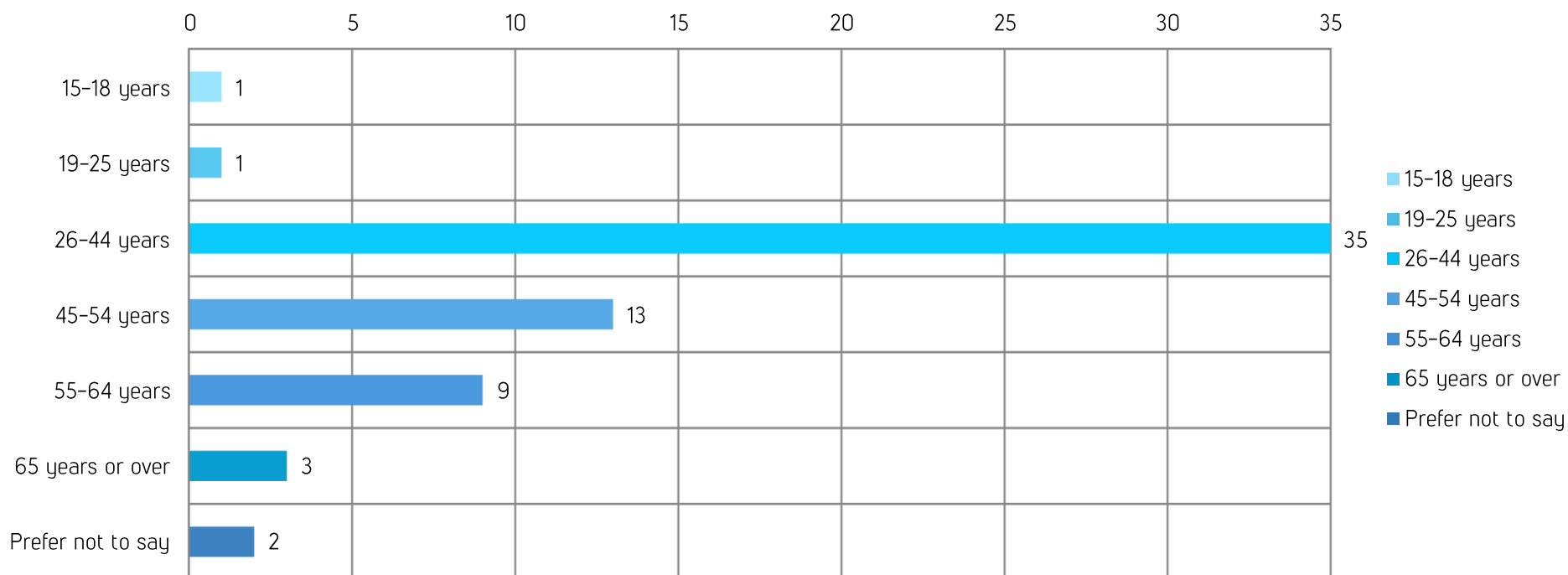
Council are encouraged to engage in an evaluation process post consultation period to help determine the effectiveness of the methods employed. Council can do this inhouse where they can review the initial plan and track how well it was adhered to or whether it required to be adapted to tackle barriers. Moreover, Council can seek evaluations from the participants and stakeholders of the consultation to gauge how comfortable they felt and what could be done differently or better for future consultation activities.

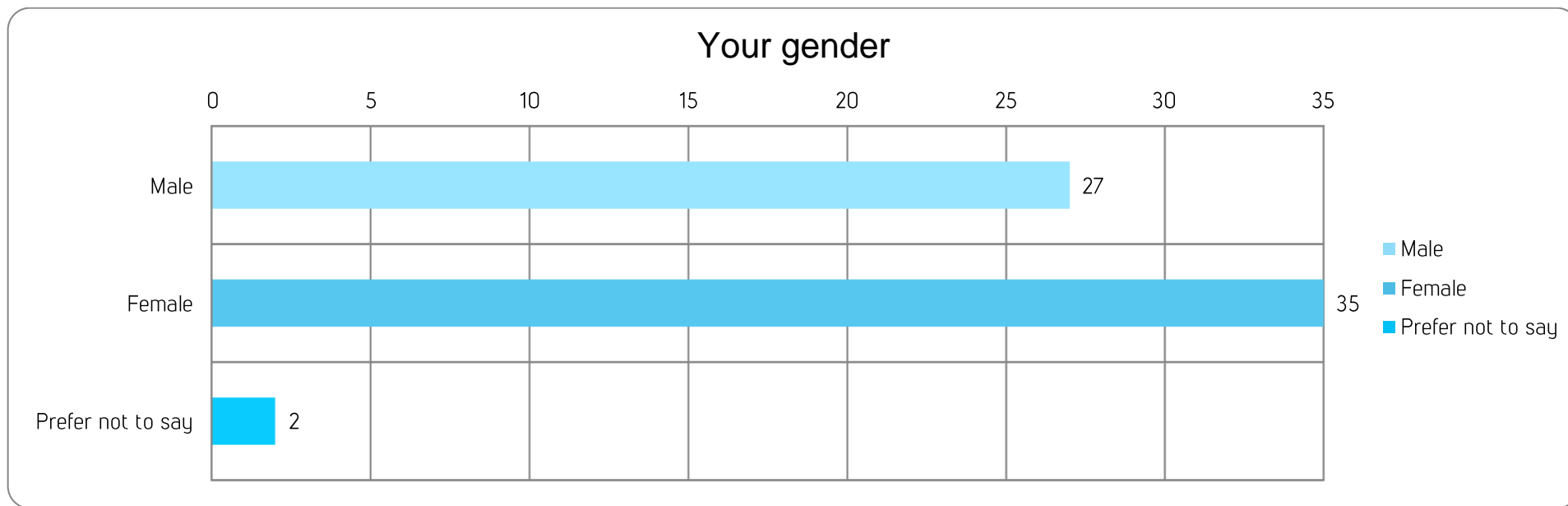
APPENDIX 1 COMMUNITY CONSULTATION RESULTS

What is your connection to Hobsons Bay

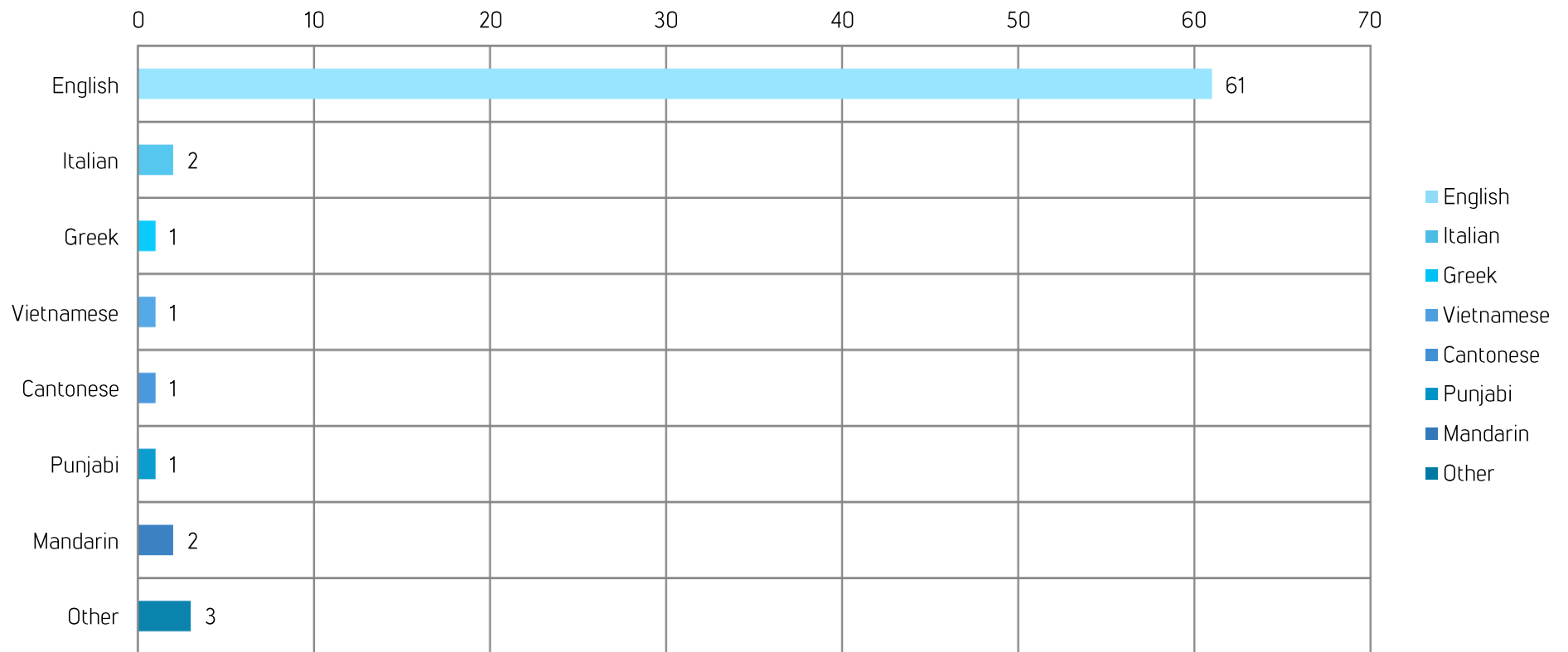


Which age group do you fit into

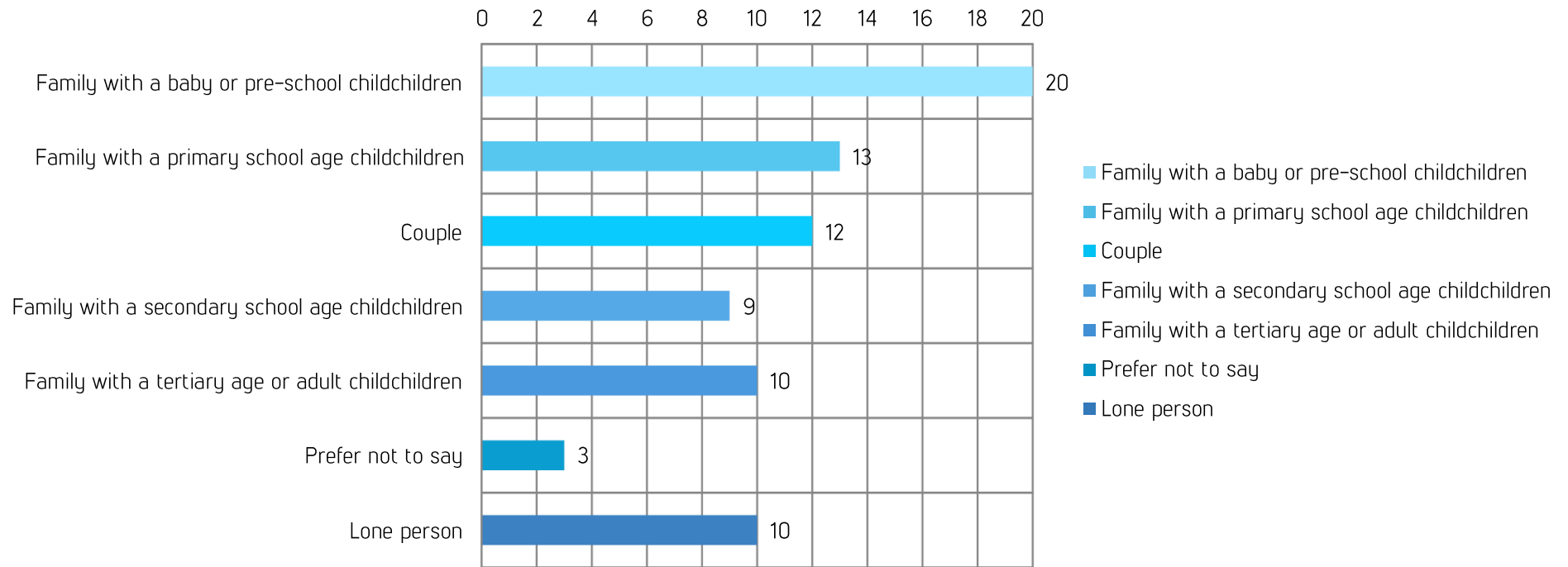




What languages are spoken in your household



What does your household look like

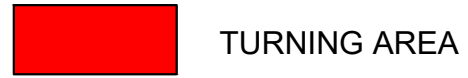


APPENDIX 2 CONCEPT PLANS

LEGEND



ISLAND



TURNING AREA



MOUNTABLE KERB

NEWLAND STREET

OPTION A:
MOUNTABLE KERB
FOR WASTE TRUCKS

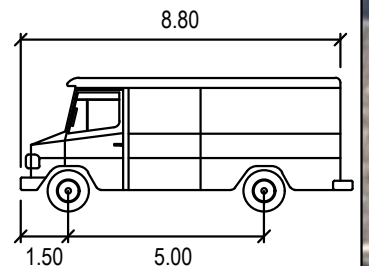
OPTION B: WIDEN
ROAD FOR WASTE
TRUCK TURNING

KIORA STREET

VEHICLE LEGEND

- 8.8m TRUCK 300mm CLEARANCE
- 8.8m TRUCK OVERHANG
- 8.8m TRUCK FRONT WHEEL LINE
- 8.8m TRUCK REAR WHEEL LINE
- 8.8m TRUCK CENTRELINE

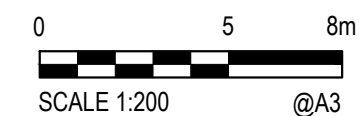
AUSTROADS 8.8m TRUCK



SERVICE VEHICLE		metres
Width	:	2.50
Track	:	2.50
Lock to Lock Time	:	6.00
Steering Angle	:	38.70

CONCEPT DESIGN 2E

KIORA STREET
LEFT-OUT CLOSURE
L.C. 03.06.2019



LEGEND

- ISLAND
- TURNING AREA
- MOUNTABLE KERB
- FOOTPATH

NEWLAND STREET

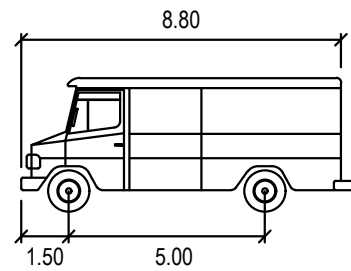
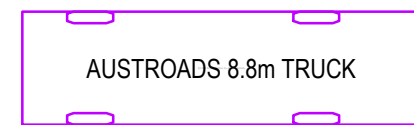
OPTION A:
MOUNTABLE KERB
FOR WASTE TRUCKS

OPTION B: WIDEN
ROAD FOR WASTE
TRUCK TURNING

LINDEN STREET

VEHICLE LEGEND

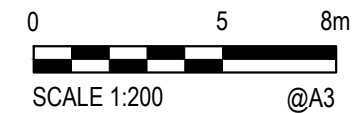
- 8.8m TRUCK 300mm CLEARANCE
- 8.8m TRUCK OVERHANG
- 8.8m TRUCK FRONT WHEEL LINE
- 8.8m TRUCK REAR WHEEL LINE
- 8.8m TRUCK CENTRELINE



SERVICE VEHICLE		metres
Width	:	2.50
Track	:	2.50
Lock to Lock Time	:	6.00
Steering Angle	:	38.70

CONCEPT DESIGN 2F

LINDEN STREET
LEFT-OUT CLOSURE
L.C. 03.06.2019





LEGEND



PEDESTRIAN
CROSSING



SHARED PATH

SHANE AVENUE

CONCEPT DESIGN 8A
SHANE AVENUE
RAISED SHARED PATH CROSSING
L.C. 03.06.2019

0 5m
SCALE 1:150 @A3



LEGEND



PEDESTRIAN
CROSSING



SHARED PATH

SEABROOK BOULEVARD



CONCEPT DESIGN 8B
SEABROOK BOULEVARD
RAISED SHARED PATH CROSSING
L.C. 03.06.2019

0 5m
SCALE 1:150 @A3





LEGEND



PEDESTRIAN
CROSSING



CAR PARKING



ROAD

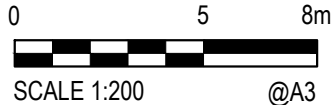


FOOTPATH

RAILWAY AVENUE

FITZROY STREET

CONCEPT DESIGN 9A
RAILWAY AVENUE
PEDESTRIAN CROSSING RELOCATION
L.C. 03.06.2019



LEGEND



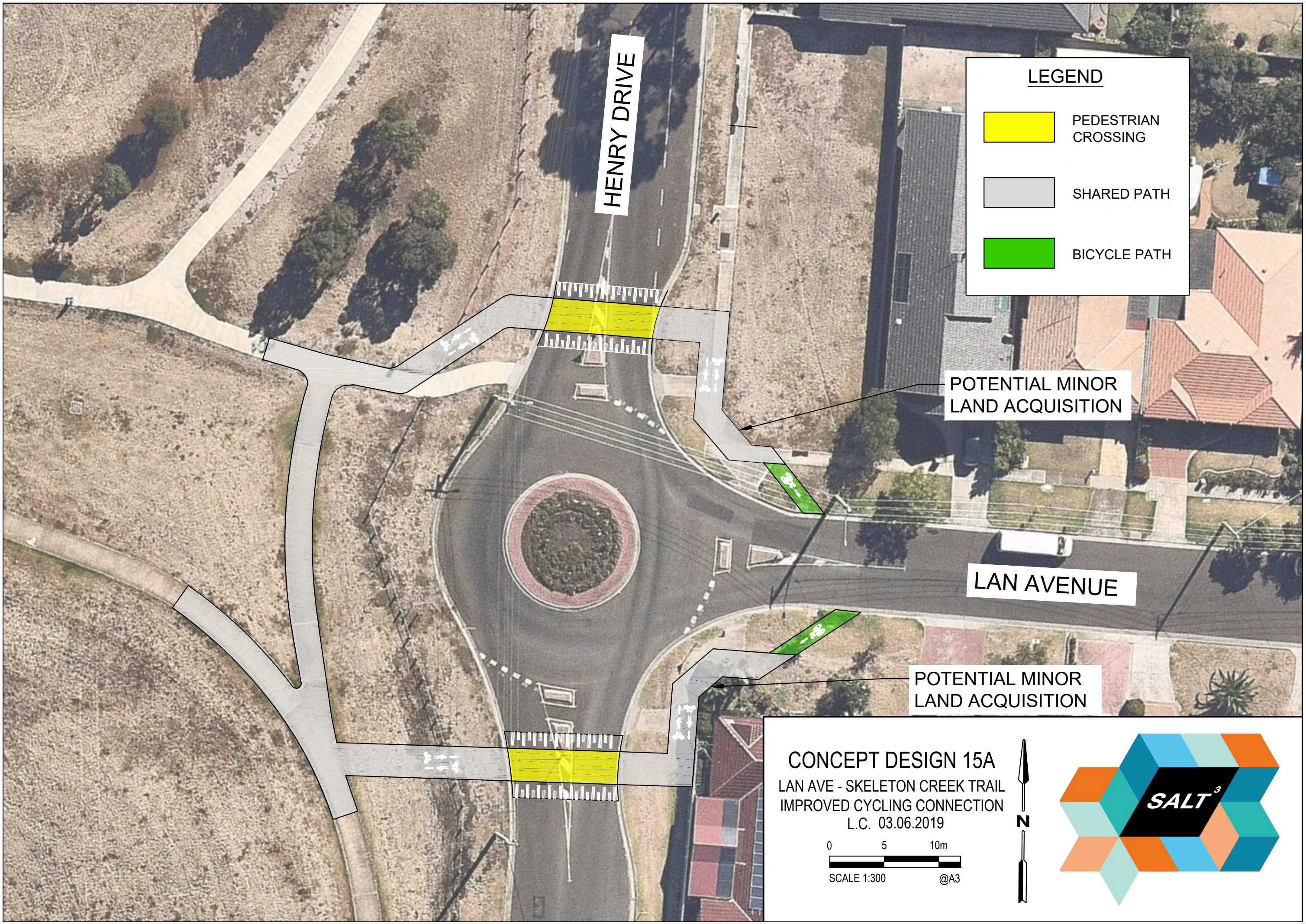
FOOTPATH

RAILWAY AVENUE

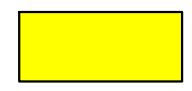
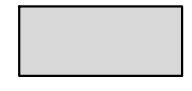

CONCEPT DESIGN 9C
HIGH STREET / RAILWAY AVENUE
RAISED ZEBRA CROSSING
L.C. 03.06.2019

0 5m
SCALE 1:150 @A3





LEGEND

-  PEDESTRIAN CROSSING
-  SHARED PATH
-  BICYCLE PATH

POTENTIAL MINOR LAND ACQUISITION

LAN AVENUE

POTENTIAL MINOR LAND ACQUISITION

CONCEPT DESIGN 15A
LAN AVE - SKELETON CREEK TRAIL
IMPROVED CYCLING CONNECTION
L.C. 03.06.2019

