

Community Engagement Report



Hudsons Road Streetscape Master Plan: Community engagement report.

Saturday 25th February 2023, 9am-1:pm

Mary Street Reserve, Spotswood

Attendees: 50-100



Introduction:

Liz Heath and Rechelle Brookes took our Hudsons Road Streetscape Master Plan to the Spotswood community on Saturday the 25th of February along with 2 council representatives. The draft plans outlined our vision, possible interventions, and material palette for the main street.

Set up under a Eucalypt at the Spotswood Slow Food Market, there was a vibrant atmosphere with many community members milling around. Taking our work to a community event resulted in a large amount of feedback, with many people queuing to see our proposed changes to their village.

There was much interest in engaging on this work, with large groups of people at our stall from 9am-1pm. There was resounding support from the community for 'beautification' works to Hudsons Road, which is clearly a beloved community place.

Those who attended our stall at the market were considered, invested in the Spotswood area, and provided invaluable local insight. Attendees voiced their long, sometimes frustrating, wait for Hudsons Road to be upgraded.

Overall, people appreciated the direction of the aesthetics presented. The diverse range of materials piqued people's interest, and the greenery shown in the inspiration images was liked. The reference to Spotswood's industrial heritage was apparently easily recognisable, and drew out people's strong connections to the local area.

People were interested in the potential new uses that the works would afford them, such as the ability to sit under a tree and enjoy their morning coffee, increased pedestrian amenity, and places for informal social gatherings.

The range of feedback provided at this engagement session can be categorised into four broad categories; the streetscape, landscaping, pedestrian amenity, and traffic.



People appreciated the use of glass in reference the factory, and suggested that Visy might be interested in contributing to the project. The glass itself was well received, but the terrazzo reference image was disliked by many in the community. People requested that signage be incorporated into the streetscape to explain the material choice and how it links to local history.

Attendees really appreciate the representation of local history, and it seemed to be a source of pride for many. One couple requested that references to Spotswood's history of market gardening during the 1920s be incorporated. They also wanted to see the rotunda in the park at the intersection of Hudsons Road and Melbourne Road maintained, and inclusion of a soundscape feature within the urban environment viewed as a good idea by numerous. Finally, the historical aspects of Spotswood Train Station were mentioned as a feature that locals would like to see protected and respected.

Landscaping:

Everyone wanted to see increased greenery along Hudsons Road, especially in the village centre. There was strong preference for local native plant species.

Specific requests included for Crepe Myrtle trees, hay fever-friendly plants, and landscaping that would provide habitat for birds. One local was very concerned about local air-pollution levels, and asked that layered plantings be provided to increase air quality and reduce PM2.5 particles.

The planter boxes were generally well received, with locals appreciating that seating could be incorporated into the structures. People also liked the idea that greenery would be closer to eye-level, and at a height that is easier to interact with. An attendee was concerned, however, that the planters would impede on access getting in and out of parked cars. They requested that the planter boxes be within the parking area, between cars.

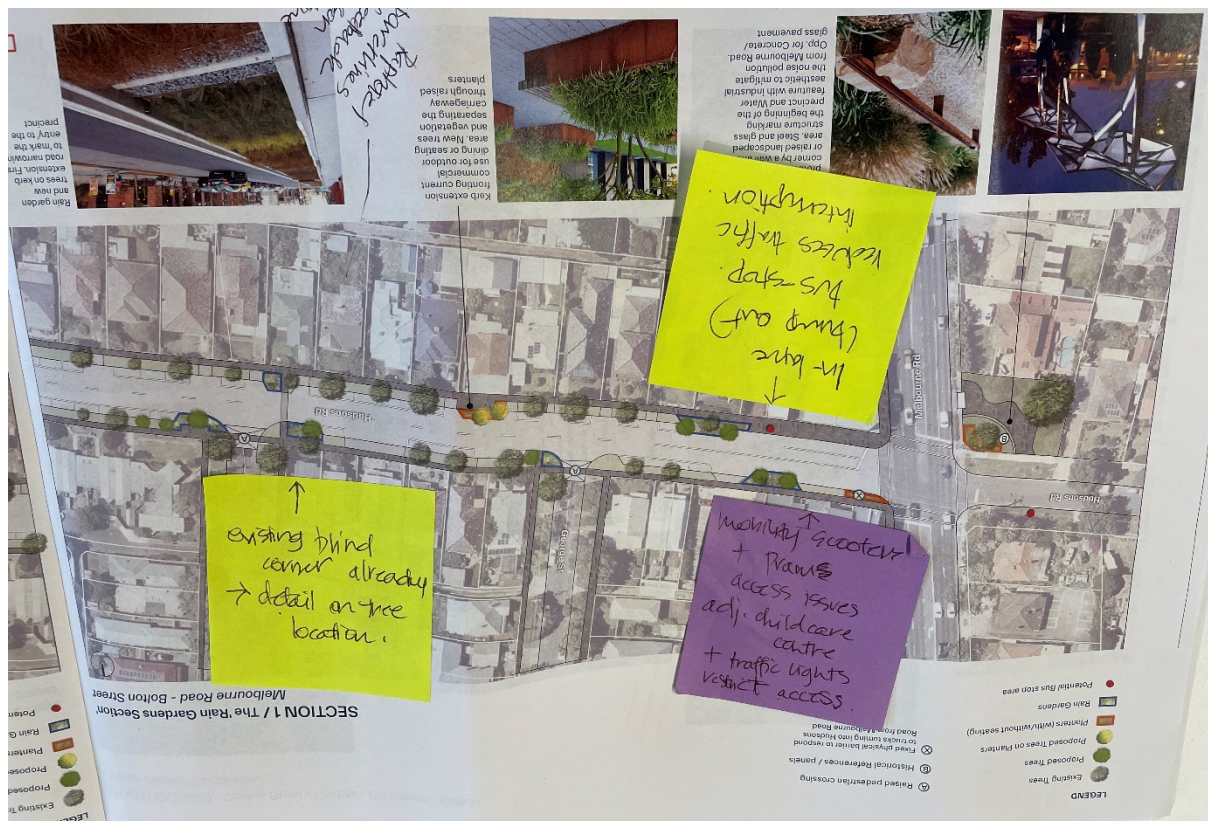
Whilst it was appreciated that upgrades could render the park on the corner of Hudsons Road and Melbourne Road more useable, concerns were raised about the impact of adding further concrete into the area. Specifically, it was identified that the area already gets hot, and adding concrete may only increase the urban heat island effect. A balance would need to be struck between adding in a protected pathway, and increasing greenery. It was suggested that trees planted along the northern boundary could provide needed shade. It was agreed by all that this park is underutilised, and could become a great space. It was also noted that the community expressed a strong attachment to the existing ornamental tree on the corner of that space, and should be protected.

Pedestrian amenity:

The community advocated for Hudsons Road to be made safer for pedestrians. They requested a crossing closer to Melbourne Road, perhaps at George Street, a raised crossing near the pub, and traffic islands in Hall Street. Everyone who commented asked that additional pedestrian crossings be visible, both for people and approaching cars.

One local resident advised that the Bolton Street intersection is already a blind corner, and stated that careful consideration would be required of where to plant trees so as not to exacerbate the already limited lines of sight.


Finally, numerous comments were made about the footpath along Hudsons Road near Melbourne Road. Reportedly it is too narrow, causing accessibility issues for those with mobility scooters and people walking prams. As the corner site houses a childcare, this is a considerable concern for those who walk the area.



Traffic:


There were many questions posed about the impact on traffic, with almost all attendees requesting traffic calming, reduction in trucks driving through, and improved traffic flow. One local resident of Robert St made the interesting suggestion that changing the proposed southbound direction of the one way traffic instead to northbound away from Hudsons Rd could be a much more practical solution, enabling direct access to the Westgate Fwy via The Avenue; as opposed to directing traffic via busy Hudsons Rd to the Westgate – access during peak hour times are of particular concern. Numerous suggestions were also made to preclude truck access along the western half of Hudsons Road (from Melbourne Rd to Hope St); instead diverting via The Avenue to Hall Street and on to the eastern/industrial end of Hudsons Road.

A Word from Cr Bill Tehan



**Hobsons Bay
CITY COUNCIL**

I was honoured to attend a Gateway Community Lunch recently to see and hear what a fantastic service Gateway Social Support Options provides to the community. The Council proudly supports this organisation in collecting donated fruit and vegetables from VicRelief Foodbank and distributing to several community groups in Hobsons Bay. Gateway hosts monthly community lunches at South Kingsville Community Centre for community members to gather and enjoy a nutritious meal in a warm friendly environment. Meals are prepared by a qualified chef, assisted by a team of dedicated volunteers. The lunches are free but can also act as a fundraiser with donations welcome.



In other news, this month the Council will conduct a study to determine current traffic flow conditions and parking requirements in the Vernon Street shopping precinct. The strip was allocated money in 2010-2011 to undertake a design to upgrade the precinct. The Council will meet with traders and residents to discuss the findings and options to determine the appropriate action to alleviate traffic concerns. The Council will also conduct a road safety audit in Hudsons Road, Spotswood from the railway line to Melbourne Road. The Council will install splitter islands at the pedestrian crossing to

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The statewide initiative provides access to electricity for people to recharge the battery of their electric wheelchairs or scooters. It is free to join and the cost of the electricity to charge a battery is less than 30 cents per hour. Currently there are 15 privately run businesses and Council-operated facilities that have signed up to the program, including the Famous Blue Raincoat in South Kingsville, Nosh @ Newport, South Kingsville Community Centre and Spotswood Community House.

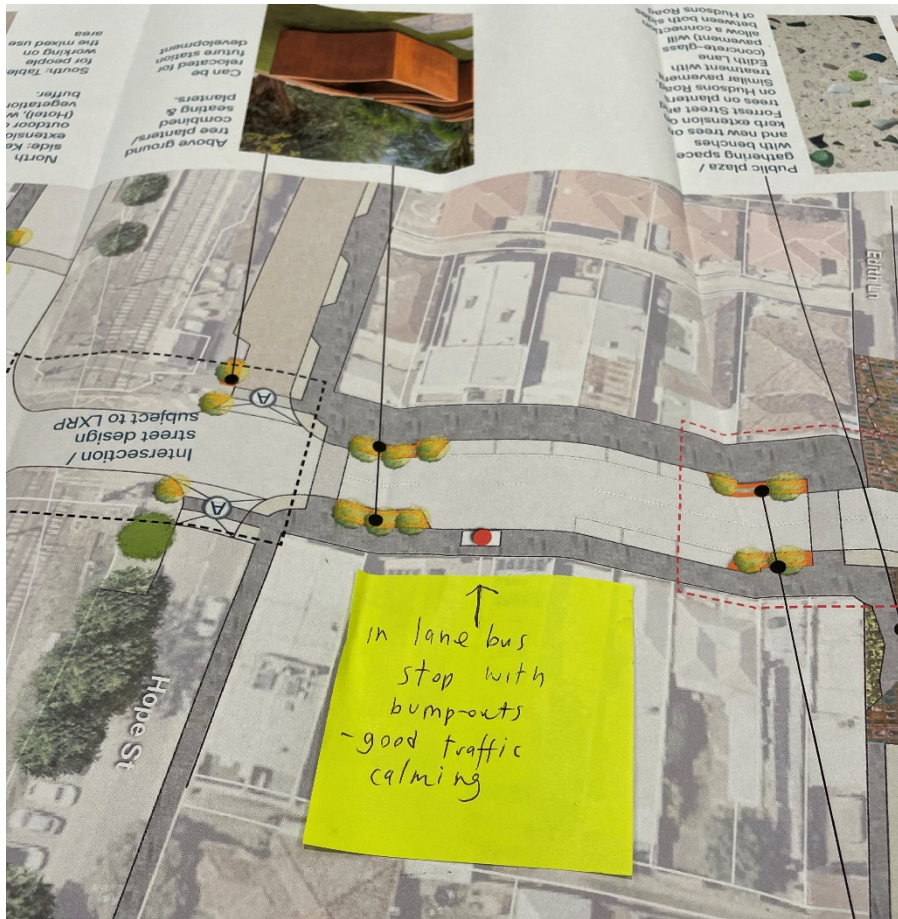
Joining the program is easy. Registration is free and participating businesses will receive an information pack and stickers for their shop front and power point. To be eligible, businesses need to be accessible for people with a disability and willing to provide a power point for recharging. Visit www.rechargescheme.org.au for recharge locations or call the Council's Metro Access Officer on 9932 1000 to register. To discuss any local issues, call me on 0429 013 199 or email btehan@hobsonsbay.vic.gov.au

**Councillor Bill Tehan
Spotswood Ward Councillor**

www.hobsonsbay.vic.gov.au

[6] WEEKLY - YOUR COMMUNITY VOICE June 22, 2011

Whilst there is a lot of work currently underway to address Spotswood's traffic woes, this specific streetscape plan does not propose changes to traffic movements. Clearly, vehicle movement remains a major concern for locals, especially since generation of traffic will increase in the area due to the residential developments proposed for the coming future. Where this project may assist in traffic reduction is through providing a pleasant and usable pedestrian environment that will encourage locals to walk to the shops.



Other matters:

Finally, three more comments stood out. First, numerous attendees requested that the Level Crossing Removal include the train line going under the road, so that pedestrians and cars can continue uninterrupted along Hudsons Road. Secondly, concerns were raised over the draft Structure Plan and its proposed rezoning of the precinct to allow four-storey height limits. Lastly, a request was made for climbers to be planted along the railway line, near the kindergarten on Hope Street. These suggestions were outside the scope of this work, but provide informative comments for the Council to consider.

‘Local Leaders Focus Group’
‘Better West’ recommendations/feedback
‘What We Heard’ - HBCC Website survey





Hudsons Rd Streetscape Masterplan

Better West Inc held an open meeting or get together with local Spotswood residents on 20 March 2023 attended by approximately 30 members and residents. A vibrant discussion on the Hudsons Rd Streetscape Masterplan was conducted with assistance of paper versions of the Masterpan from Ratio provided by Better Place Project. Further comments were provided in the next week on our Facebook site. Better West has also had conversations with older migrant residents some of whom have lived on the road for 40+ years but don't have computers. Despite postcards in their letter box some remained ignorant of the project. They are pleased that the road will be improved but are sceptical of improvements happening soon.

The consensus from those attending gets together and responding to via social media was to support the concepts in the masterplan. They are particularly keen to see the improvement make the road safer particularly from trucks and heavy vehicles using the road when there are other access points via Hyde St to the freeway network, while at the same time greening the road, making it more pedestrian friendly and dealing with routine collection of water at corners through water gardens. They are concerned that speed limits are not observed and vehicles such as petrochemical tankers, containers and other heavy vehicles continue to use the road particularly at night. The improvements to the Booker St end of the road were welcomed particularly wayfinding to prominent features and distractions from the noise and smell of heavy industry.

1 Melbourne Rd Intersection and entrance

1. The safety buffer on Melbourne Rd corner is approved although the intersection remains dangerous for reasons of traffic management.
2. Suggest that the pedestrian crossing be moved back from intersection behind the fixed barrier and be raised to further slow entry to Hudsons Rd.
3. Warnings of conditions on Hudsons Rd could be included at the intersection along with the improved wayfinding signage. We welcome the renovation of the pocket park but want to retain and feature the wisteria arbour which is a signature point of reference for Spotswood.
4. We like concepts to include more seating, noise protection and lighting proposed for the pocket park.

2 Rain Garden Section

1. People with early childhood and school children support raised crossing at Robert St as major route for children walking to school.
2. There are many speed limit signs on Hudsons Rd changing from an assumed 50 kph to 40kph. Within 50 metres it changes to a warning of 40kph ahead (sign on George St) and then 40kph. There are too many signs and a clear signal that speed limit is safest at 40kph or less should be enforced.
3. Better West recommends no uturns in this section. The kerb extensions and rain gardens may discourage this.
4. Some residents at the Melbourne end of Hudsons Rd recommend that alongside the streetscape improvement traffic cameras that can assist enforcement be installed at the same time to enforce the speed limit and approved vehicles for the road particularly of trucks at night.

5. The kerb extensions near the early childhood centre and diagonally opposite is welcome. They improve safe access for delivery of children to the early childcare centre and together, signal narrowing of road prior to reaching The Village section.
6. Kerb extension is welcome in front of Second Hand shop. This is not a suitable place for outdoor dining, but it does, with the shop verandah provide a sheltered stop for pedestrians and cyclists. Could a water fountain be provided here?
7. The kerb extensions and water harvesting at corners of George and Bolton welcomed. Extra greening and kerb extensions will be discouraged of U turns at these intersections. Some concern about visibility for residents turning from side streets into Hudsons Rd.
8. We welcome the indication of a bus service and stops but would in lane stops be better at slowing traffic and deter trucks.
9. Note comments that the projects to look at improvements to residential streets not done concurrently with this project or at least referenced in this masterplan. There are fears that decision about Hudsons Rd will impact traffic usage of side streets and without a more holistic vision and mood pallet to Hope St and Hall St projects.

3 The Village Section

10. Better West likes the plaza feature on Robert St but residents of other streets, particularly Bolton were concerned that the rat run would just transfer from Robert to Bolton with the inclusion of the one-way entry.
11. Is it one way entry to Forrest St? See comments 9. Support the closing of Forrest St as pop up in next years projects as suggested at leaders' group. The tree installation should be repainted so featured with permission or artist. Better West has several suggestions for utilisation of this space.
12. Approve the kerb extensions, raised garden beds raised pedestrian crossing narrowing access the shopping strip at both ends and protecting entry to Hope St.
13. LXP is considerable way off and the design options not yet canvassed. We suggest continuing of greening theme with temporary planters to link with Hope St and Hall St projects.
14. The Hotel has requested the same corner treatment with kerb extension and repaving of footpaths which are currently a trip hazard.
15. Greening of opposite corner (M3) and historical panels. These panels should include first nations acknowledgment and loss as well as industrial history.
16. Can some signage be provided to direct pedestrian to the underpass rather than at grade pedestrian traffic.

3 and 4 Industrial and Resi Precinct and Heritage Area

17. Congratulations on making the trip from Hall to Booker interesting and fun for pedestrians. Hopefully more excursions and trips will be made by train with an interesting walk to Scienceworks or Grazelands
18. Pleased with the raised pedestrian crossing at Booker St, installation of historic boards at entrance and narrowing of intersection to inhibit use of large vehicles.
19. Appreciate the glass footpath as a nice link to the heritage of the glass manufacturing industry in the area.

Rosa McKenna

President@betterwest.org

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Section 5



Section 4



Section 2



Section 1



Ratio Urban Design & Planning RFQ: Hudsons Road Streetscape Master Plan, Spotswood

Hudsons Road - Study Area and Identified sections

OPPORTUNITIES (YELLOW STICKY NOTES)						
SECTION 5	SECTION 4	LXR	SECTION 3	SECTION 1	SECTION 2	SECTION 1
Corner Melbourne / Hudsons SPOTSWOOD SHOPPING VIALLEGE signage on Melb Rd both directions	Traffic calming	Northern Ped X'ing needed to link both sides	Close Hall St off and allow a park area outside the pub	Better connection b/w Spotswood train station and Scienceworks & Grazeland: footpaths, lighting, artwork etc..	Active footpath along warehouses	Historical experiences - Black and white shows - Pop ups from the past - Glassworks - Etc...
Opportunity for a defined "gateway" or better signage to Hudsons Rd shopping precinct	Trees – improve air quality and shading		Maybe some temporary treatments to "see what could be"		Park spaces	Creative signage linking shops (strip) to Scienceworks and Grazeland
Every 200m seating and water fountains for people and animals	More seating for residents and visitors		Can there be an engagement with the pub about using part of the carpark as open space? Very rarely completely full		Allow these walls to paint murals on by local artists	Farmers market at Cadence site (Cnr Hudsons/Bernard STH)
Hudsons Rd west of Melbourne Rd – additional or separate left lane as you can't go straight ahead as queue turning left onto Melbourne Rd	Reduce parking in Spotswood CBD to shorter times to free up drop in parking (10min)		Traffic calming		Profile significant artists and imagery e.g. Wolfgang Sievers photographs in public artworks	Pop up something... parks / events (vacant lot cnr Hudsons and Booker with 'Welcome to Spotswood' tank mural.
Traffic calming	Advocacy for more variety of traders				Wayfinding better b/w Scienceworks and trading strip	Matching signage / gateway opportunity to compliment Melbourne Rd entry point to Hudsons

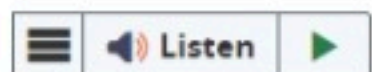
- Section 1: Industrial uses on both sides of the road.
- Section 2: Industrial and Residential uses - big warehouses front residential uses
- Section 3: Industrial and Mixed use uses - immediately next to the train line crossing
- Section 4: The Village Centre - Shops and residential uses above in both sides of the street
- Section 5: Residential uses on both sides of the road, with fine grain lots and more street trees than the previous sections

Tree planting	Night time pop up					Improved pedestrian / vehicle interface / crossing. VERY sketchy when Grazeland is busy.
Better wayfinding	Footpath upgrades in the Spotswood CBD. The Footpaths are currently terrible					Spotswood shopping village signage (near entrance to Grazeland)
Heritage photo exhibition	Advocacy for rent to attract more night time restaurants/takeaway					
	Funky modern signage + streetscape treatments - could be temporary					
ISSUES (PINK STICKY NOTES)						
SECTION 5	SECTION 4	LXR	SECTION 3	SECTION 1	SECTION 2	SECTION 1
Melbourne Rd / Hudsons Rd crossing nightmare for pedestrians	Footpaths in Spotswood need lots of repairs	Dangerous x'ing. No demarcation b/w footpath & road	Drainage. Flooding in front of 'Spoke & Sprocket', Angela Sparks dog groomer etc..			Grazeland needs to have better connection to shopping strip / local traders
Left car turn from Melbourne to Hudsons is dangerous for turning vehicles	Pot holes		Night time pop up			Dangerous intersection. Lights + x'ing over like Footscray
There is no marked pedestrian crossing / lights between the shopping village and Melbourne Rd intersection	Poor air quality					
Pedestrian crossings on Hudsons need a rethink						
Pot holes						



Hudsons Road streetscape plan - what we heard

Home



Community consultation occurred between 23 February 2023 and 27th March 2023, for the Hudsons Road streetscape plan



We collected feedback on the draft streetscape master plan.

[Click here to find out about more >](#)

The community engagement process

Below is a snapshot of the community engagement activities and promotions

34 submissions received

437 visits to the project page

We asked the community if the design captured the feel they would like to see:

Please note: 34 respondents provided an answer for this question, 0 respondents skipped this question.

The below graph shows the number of votes (either yes or no).



We asked the community if all future activities and elements they would like to see had been accommodated in the design:

Please note: 34 respondents provided an answer for this question, 0 respondents skipped this question.

The below graph shows the number of votes (either yes or no).



Below is a selection of comments for future activities the community would like to be included.

”

To be able to safely walk from Hudsons rd village across the railway on both sides of the road. Why do we have to walk 20m out of the way to access the pedestrian crossing on hall street? The pedestrian crossing is located too close to the station.

”

Traffic calming, to stop speeding on hudson and hall street and to stop trucks using Hudson road as a thoroughfare. Has any thought been put into the impact of the additional traffic from the mcclister street development.

”

More detail and design around traffic calming, for example narrower sections, more detail around raised intersections, and possible islands, chicanes or traffic deterring/pedestrian friendly detail. Places for pedestrians to linger... seating. Greenery.

”

No dedicated bike lanes, pedestrian crossings need to be more prominent and traffic islands used on Hope and Hall Streets to avoid vehicles cutting the corners. These are used as rat runs to avoid lights on Hudsons Road

”

No running buses up Hudsons Road. This road is already over congested and impossible to leave your own driveway before 9am. Hudsons Road on the kingsville side of Melbourne Road is too narrow to run a bus up, especially when there are cars parked.

”

A focus on children, healthy environments for children

”

More traffic calming (get trucks off Hudsons Rd).

”

Water Fountain. Recycling bins. Art sculptures, replace the red pavers which are slippery when wet texture.

”

I would like to see the village area extended.

”

Public Toilets, water fountain, additional car parking, bike rack relocation.

”

Space for community gatherings, eg farmers markets etc. The designs are too generic, with nothing to reflect the heritage of Spotswood, such as the railway works, or the agricultural machinery workshops that were once there.

”

Bicycle lanes. Hudson Rd is an essential route for cyclists travelling from spotswood into work and there should be a bike lane, or at least making sure road width isn't compromised so that cyclists are safe. Extra bike racks would also be fantastic!

We asked the community had we missed anything:

Please note: 29 respondents provided an answer for this question, 5 respondents skipped this question.

The below interactive element shows some highlighted comments received throughout the consultation.

”

"I would like to see more green spaces for residents (and business owners) to use during the day time (eg. sit down and have lunch, but not feel forced to sit at a cafe). I would also like to see more uniform pedestrian footpaths - currently bitumen is very uneven and gets dirty very quickly."

”

"I like the wayfinding as that's what Spotswood is missing. Bringing Grazealand pedestrians west is obviously key, and connecting disparate parts of Spotswood to a cohesive whole."

”

"This looks like a lot of positive improvements for this crowded and busy area. I may have missed it, but any improvement of traffic management and slowing traffic would be greatly appreciated, especially closer to Melbourne Road, where I've watched a number of dear-by as well as actual accidents."

”

"Love the area and what a great initiative. Can't wait."

”

"I would love to see even more greenery introduced, if at all possible."

”

"Love the fact that the area can be beautified and have more trees with the upsurge in people living in the area, and hopefully allow reverence for the industrial background and history of the area."

”

"Build in as much traffic calming as possible and it's a win."

”

"Looks good to me. Spotswood is a great little village and would be enhanced with more trees/greenery, focal points of interest & more space for outdoor dining. Improved aesthetics for the walk from station to Grazealand would be great too, might help that section feel more like an extension of the village and less industrial. Looking forward to the implementation!"

Acknowledgement of Country

Council acknowledges the Bunurong People of the Kulin Nation as the Traditional Owners of these municipal lands and waterways, and pay our respects to Elders past and present.

Artist: Elverina Johnson 2018

Name of Artwork: Bandu Gaddaa

Pronunciation: Bun-do Gudd -arrn

Meaning: Come together as one mob

Language: Gungganji of Yarrabah NQ.

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Your Council in your language



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