

# What we heard

**Seabrook Traffic Calming Project**  
April 2020



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## 1. Purpose of this report

The purpose of this report is to provide a summary of findings from the community engagement undertaken in April 2020 to identify the preferred option of the community for traffic calming options for Seabrook Boulevard and Shane Avenue.

## 2. Background information

Seabrook Boulevard and Shane Avenue in Seabrook experience traffic issues during the morning peak as families drop their children to school and commuters try to avoid traffic congestion on Point Cook Road.

Traffic congestion in these streets has been increasing significantly over the last 20 years and is a major cause of concern for residents within the precinct.

Over the last 10 years a number of traffic calming initiatives have been implemented in the nearby residential streets. These include the installation of speed humps, the narrowing of intersections and the creation of a drop off zone in Mintaro Way. Council has also advocated VicRoads to address issues on Point Cook Road to get traffic moving in this area.

## 3. Previous engagement

In November / December 2019, in an attempt to address the increased number of complaints received about congestion and speed, Council sought the insights from the Seabrook community. The engagement process sought to understand the local experience, observations and traffic concerns and also presented two traffic calming options for consideration.

The community advised that the larger issue of congestion caused by Point Cook traffic had not been addressed, and that they did not support the two options. They provided general feedback and also put forward alternate solutions. In the following months Council's Traffic and Transport Team undertook investigation of the alternate solutions to identify those that may help alleviate the problems, are within the remit/jurisdiction of Council and are possible and practical to implement.

## 4. April 2020 Engagement

### 4.1 What was the engagement about?

At the time of the community engagement undertaken in April 2020, Victoria was on Stage 3 restrictions due to the impact of the Coronavirus and was therefore unable to conduct face to face consultations. As an alternative, an online and reply paid postal voting system was developed to allow the community to choose their preferred traffic calming solution.

Over three weeks in April 2020 Council released five options for community consideration – all of which were based on community suggestions received in the November / December consultation.

#### 4.1.1 What were the engagement activities, promotions and results?

Activity	Date	Results
Participate Hobsons Bay (Council's digital engagement platform)	3 April – 20 April 2020	- 1733 site visits - 1355 site visitors of which 85% were new to the site - 309 votes were received
Facebook Live Q & A Sessions	9 April, 6.30 – 8.30 pm	- 2,200 people reached - 71 individual questions and responses - 33 people took part in the event
	18 April, 10am - 12 noon	- 3,300 people reached - 52 individual questions and responses - 23 people took part in the event
Votes received by mail	9 April – 20 April 2020	173 forms were received

Table 1: Engagement activity statistics

#### 4.1.2 What questions were asked?

- Q 1 - Which option do you prefer the most?
  - Option 1: Removable Bollards
  - Option 2: No right / left hand turn
  - Option 3: Permanent restrictions
  - Option 4: Full road closures
  - Option 5: Take no action and keep existing conditions
- Q 2. Where do you live?
- Q 3. What is your age?
- Q 4. Do you have any comments?

Please see Appendix One for a copy of the voting form letter dropped to residents.

## 4.2 What were the results of the engagement?

A total of 691 votes were received (309 online and 382 via mail). Just under half of all votes received were from Seabrook residents (48%) and half (50%) of all respondents are aged between 35 and 54 years of age.

Community opinion as to which is the preferred option is mixed with 31% preferring removable bollards, 27% choosing no right / left hand turns and 20% requesting that no action be taken. Of those that did select an option (552), 38% (213/552) advised they prefer Option 1.

Option	Votes	Percentage
Option 1: Removable Bollards	213	31%
Option 2: No right / left hand turn	189	27%
Option 5: Take no action and keep existing conditions	139	20%
Option 4: Full road closures	108	16%
Option 3: Permanent restrictions	42	6%
<i>Total</i>	691	100

Table 2: Voting results

In addition to their vote, 328 people (or 48% of all submissions) provided additional comment. Of these, 370 individual statements were identified with the top five categories of comment being:

- 38% made general comments about their vote and/or the issues in the area (140/370)
- 9% believe Point Cook Rd is the problem that needs to be fixed (32/370)
 

*“The options presented are only a band-aid solution. Regardless of the options suggested it is not going to alleviate congestion on Point Cook Rd. The permanent fix is to upgrade the Freeway overpass and on ramp.”*
- 9% believe the options unfairly disadvantage residents in Seabrook Ave, Shane Ave, Homestead Run, Chirnside Ave or Canterbury Circle (32/370)
 

*“Traffic of Seabrook residents from feeder streets should not be restricted from using Seabrook Blvd or Shane Ave. As long as these restrictions are for north bound traffic only as otherwise there will be an impact for residents trying to access their homes.”*
- 7% believe Point Cook Rd should be widened (26/370)
 

*“How about widening Point Cook Rd ONLY have 1 set of traffic lights working in peak hours. There is plenty of room to widen the road so use it. This should have been done years ago.”*
- 5% believe that traffic lights should be installed (with suggestions made at several locations) (18/370)
 

*“None of these are a solution. THE solution is install traffic lights in the main roundabout of Centre Rd and Remove the entry / exit to the Highway from Seabrook UNIQUE point of entry.”*

## 5. Next steps

### 5.1 All comments reviewed and a response to all issues and concerns raised

Council's Transport and Engineering Team will review all comments received and respond to any direct issues or concerns raised by the community.

### 5.2 Implementation

Based on the results from the community engagement process, 80% of respondents had put forward a preference option which sought to resolve the issue with only 20% seeking to take no action and keep existing conditions. Taking into consideration the responses within this 80% allocation, the preferred option was for Option 1, the installation of removable bollards to restrict vehicle movements during morning peak times.

It is now proposed to undertake detailed design and obtain necessary approvals for the implementation of this preferred option. The key steps in this process are as follows:

- Completion of detailed design that considers appropriate lighting, prior warning systems and civil infrastructure upgrades;
- Consult with directly impacted residents to mitigate any issues, with particular focus on retaining existing driveway accesses for these properties; and
- Obtain approval from the Department of Transport (DOT) for the installation of this Major Traffic Control Device.

Following completion of this process works will be programmed for installation, which is anticipated to be carried out in September 2020.

The proposed traffic calming treatment will be monitored for effectiveness and efficiency on a regular basis once it is implemented. The proposed solution will not result in a permanent road closure and if in time, it proves to be ineffective in reducing through traffic or other additional inefficiencies become evident, then alterations in function can be applied at the site.