

LOCAL AREA MOVEMENT PLAN

Northern Package

Engagement Report *July 2021*



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1. Background

1.1. The Purpose of a LAMP

A Hobsons Bay Local Area Movement Plan (LAMP) considers the planning and management of current road and transport networks. It seeks to identify opportunities to improve safety, connections, amenity and accessibility on the local network across all modes of transport including walking, cycling, public transport, freight, heavy and private vehicles.

1.2. Study area for the Northern LAMPs

This report should be read in conjunction with the draft LAMPs prepared in May 2021 for the following study areas within Hobsons Bay

- Spotswood and South Kingsville
- Newport and Williamstown North
- Brooklyn and Altona North

These areas are discussed in turn below.

1.2.1. Spotswood and South Kingsville

The Spotswood and South Kingsville study area generally contains two distinct land use areas. East of the railway line, land use is typically industrial with small pockets of residential. To the west of the railway line, land use is generally residential with some retail/commercial properties located along Hudsons Road and Melbourne Road. The mix of land uses within Spotswood and South Kingsville as well as the proximity of the West Gate Freeway creates several traffic and transport related challenges which will be addressed within this report.

The Spotswood and South Kingsville study area is shown in Figure 1.

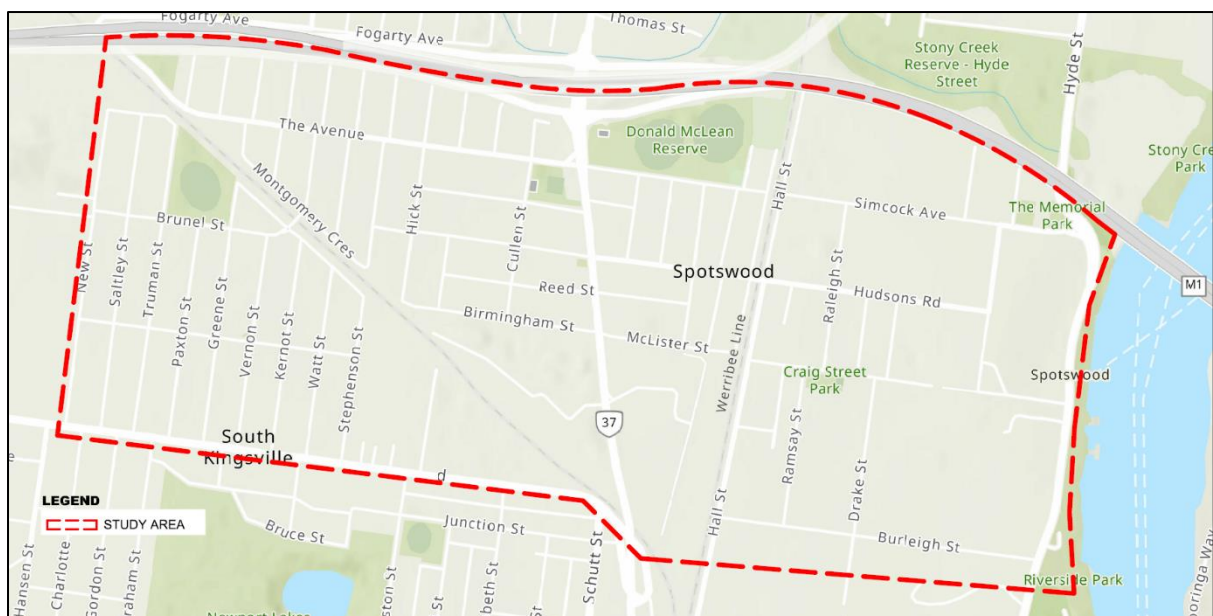


Figure 1: Spotswood and South Kingsville

1.2.2. Brooklyn and Altona North

Brooklyn includes industrial land uses to the east and west of the study area with residential land uses in the centre to the west of Millers Road. The Federation Trail runs through the study area and segregates this area of Brooklyn into two parcels. Altona North generally contains two (2) distinct areas, with industrial uses located to the west of Kororoit Creek and the residential uses to the east.

The Brooklyn and Altona North study area is shown below in Figure 2.

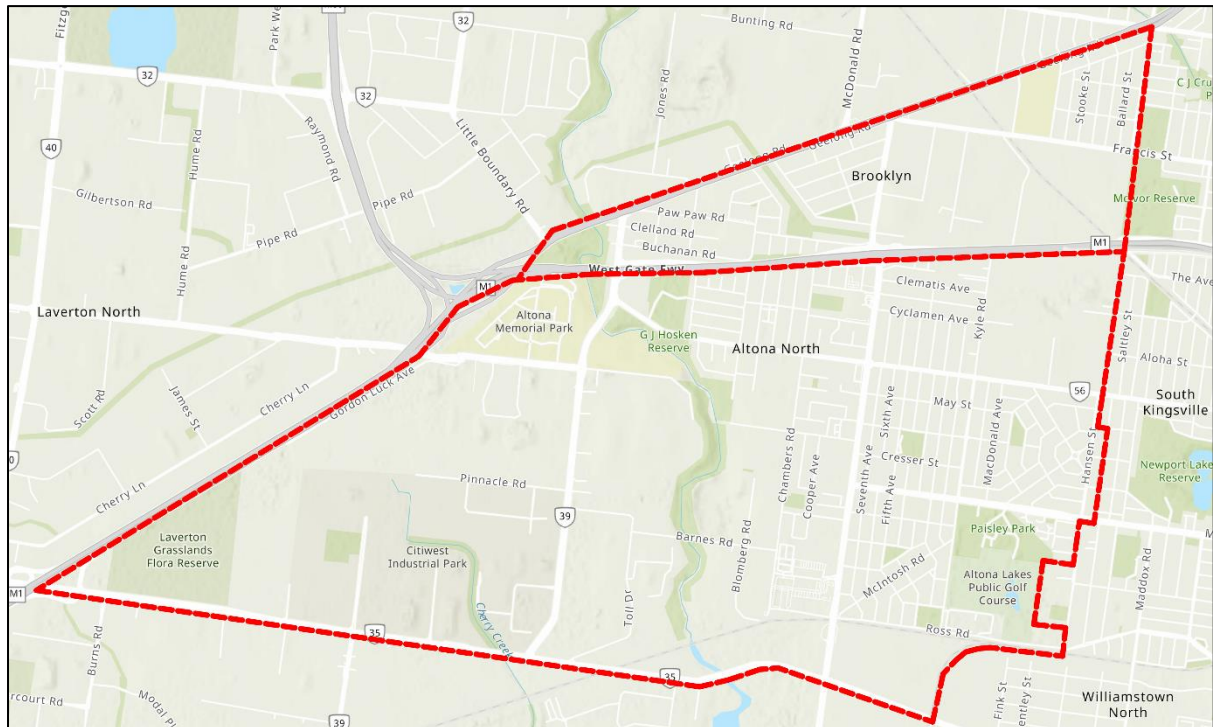


Figure 2: Brooklyn and Altona North Study Area

1.2.3. Newport and Williamstown North

The Newport and Williamstown North study area contains residential areas on either side of Melbourne Road and the railway line with a significant amount of industry located along Kororoit Creek Road to the west of Maddox Road. Commercial/retail is located at Newport Activity Centre, Melbourne Road and Kororoit Creek Road / Champion Road roundabout as well as isolated pockets on Kororoit Creek Road and Champion Road.

The Newport and Williamstown North study area is shown below in Figure 3.

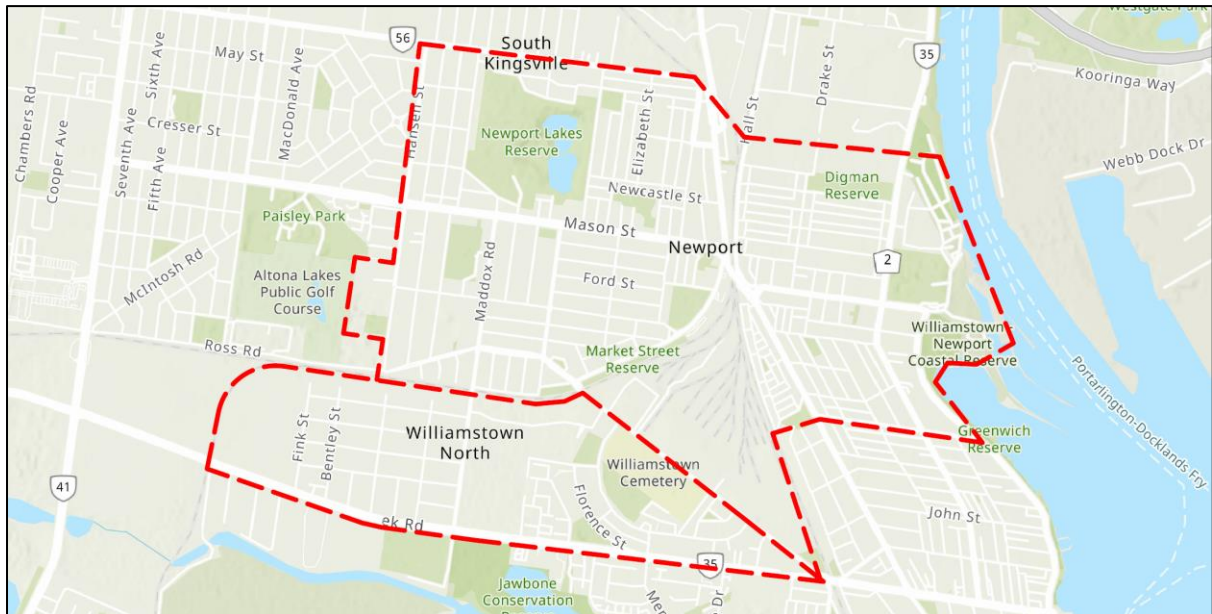


Figure 3: Newport and Williamstown North Study Area

2. Engagement Overview

2.1. Stage One

Stage One consultation ran from Sunday 22 November 2021 through to Tuesday 5 January 2021.

During this phase the community were asked to provide feedback on what they love, what they want to change and what ideas with have on how the transport network could be improved.

Consultation occurred across several mediums including:

- Council's online engagement portal Participate Hobsons Bay
- hard copy maps issued to over 20,000 residential, commercial and industrial properties within the study area
- eight targeted stakeholder workshops were held to help the project team understand some of the bigger issues faced across the transport network
- two community drop-in sessions were held in Newport on Thursday 10 December and Wednesday 16 November 2020 in conjunction with another Council project the Amendment C131 – Updated Planning Scheme and New Residential Zones.
- A Facebook Q&A Live Session ran from Wednesday 15 December 2020 through to Friday 18 December 2020, giving people the opportunity to ask public facing questions of the project team.

Council assessed the feedback received from a traffic management perspective to identify key traffic and transport issues within the study area. From these key issues, Council developed actions, traffic solutions and treatments to inform Stage Two of the consultation.

2.2. Stage Two

Stage Two consultation ran from Wednesday 5 May to Friday 11 June 2021. The consultation presented three draft LAMPs (based on outcomes from Stage One) for Spotswood and South Kingsville, Newport and Williamstown North and Brooklyn and Altona North.

During this phase consultation included:

- Council's online engagement portal Participate Hobsons Bay
- Eight drop-in sessions across the study areas (See **Appendix 2** for a complete list of dates and locations)

This report considers engagement methodology and outcomes for the second stage of community consultation.

2.2.1. Stage Two – Engagement Purpose

The purpose of the second stage of engagement was to seek community feedback on the proposed actions for each LAMP and ideas for additional treatments.

2.2.2. Stage Two – Engagement Promotion and Results

Social media promotion and results are shown in Table 1.

Table 1: Engagement promotion and results

Activity	Date	Results	Reference
Social media commentary	March – June 2021	<p>Facebook Number of posts: 19 Total reach of all posts: 66,321 Total engagement of all posts: 266</p> <p>Twitter Number of tweets: 2 Total reach of all tweets: 1,012 Total engagement of all tweets: 55</p> <p>Instagram Number of posts: 2 Total reach of all posts: 2,192 Total engagement of all posts: 68</p> <p>LinkedIn Number of posts: 1 Total reach of all posts: 1,439 Total engagement of all posts: 8.98%</p>	Appendix 1 for example social media posts and feedback

2.2.3. Stage Two – Engagement Activity

One main method of engagement was chosen for this project – an online survey via Council’s on-line engagement platform, Participate Hobsons Bay. Additional feedback was received via email, social media, and in conversations at the drop-in sessions (discussed in further detail below).

2.2.4. Stage Two – Engagement Questions

For each study area, Participate Hobsons Bay featured

- a copy of the draft LAMP
- an interactive map with details of each treatment proposed
- the option to complete either a ‘one minute’ or ‘long’ survey in relation to the proposed treatments

Questions for the ‘One Minute’ Survey

Q.1 In two sentences, provide your feedback about the proposed actions. Consider the following:

- The location and type of treatments that are being proposed as part of the LAMPs (such as traffic calming devices or pedestrian and cyclist treatments)
- If any additional treatments are required or whether treatments that are proposed are needed
- The staging of the treatments based on community priorities
- Council advocacy positions and the priority of these positions.

Q.2 Do you agree with the nature of these actions? Yes / No

Q.3 Do you agree with the locations of these treatments? Yes/No

Q.4 Is there a treatment you think should be prioritized? (If so, please state below using the alphabet labelling system)

Q.5 Are there any additional treatments needed?

Questions for the 'Long Survey'

- About you
 - Which suburb do you live in?
 - What is your age?
 - What is your gender?
- Please indicate your level of support (Not Supportive/ Neutral / Supportive / Somewhat supportive / Strongly Supportive) for proposed treatments to address
 - Pedestrian connectivity
 - Shared Path Network
 - Cyclist network
 - 40 KM/H Zones
 - Traffic Management
- Please provide further comments about specific actions below. Use the alphabet labels to structure your feedback.

NOTE: each category had up to 26 proposed treatments for participants to consider.

2.2.5. Stage Two: Participation Numbers for Engagement

Submissions in relation to this project were via the online survey, emails and social media, as shown in Table 2 below.

Table 2: Participation Statistics

Activity	Date	Results	Reference
Survey on Participate Hobsons Bay	5th May until the 11th June 2021.	2090 site visits with 81.40% of visitors at the site for the first time 244 contributions from 193 contributors Referral types Direct 29% (473) Social media 57% (924) Websites 9% (149) Search engine 5% (83)	See Section 2.2.4 for details of the questions posed
Face to face 'Drop In' Sessions	Seven sessions between the 8 – 22 May at various locations	Approximately 94 discrete items of feedback received as part of conversations staged Some feedback captured was input directly to Participate page, otherwise comments are captured in specific, suggestion and other feedback Tables below.	Appendix 2 for a complete list of 'Drop-In' dates
Customer enquiries (e.g. CHARMS, emails, phone calls)	March – June 2021	6 emails and 5 CHARMS received specifically related to the LAMPs.	Comments received via these methods, and face-to-face, are summarised in specific, suggestion and other feedback Tables below.

3. Engagement Results – Spotswood and South Kingsville

3.1. ‘One Minute’ Survey Results

Respondents from Spotswood and South Kingsville to the One Minute surveys outlined their overall thoughts about the nature of the LAMP’s as well as the general location of the treatments. The overall results are summarised in Figure 4.

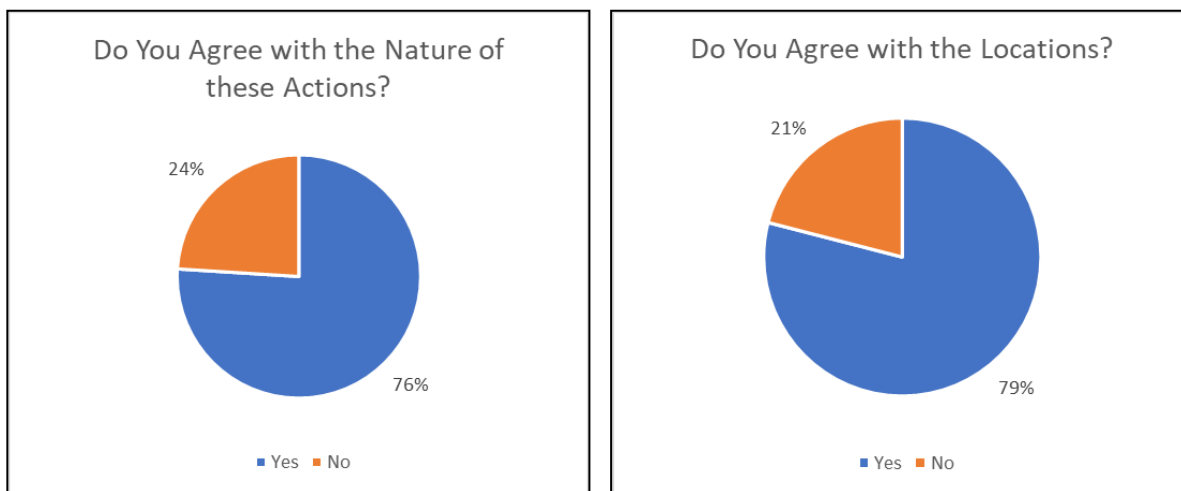


Figure 4: Spotswood and South Kingsville – One Minute Survey Results

The figure above shows that the overall support for the LAMPs is generally high [76% (23/33 respondents) saying yes] and that the treatments are targeted in the right area [78% (25/32 respondents saying yes)].

3.2. ‘Long Survey’ Results

Respondents were also asked to provide their level of support for each of the proposed actions in long survey from Do Not Support’, ‘Neutral’, ‘Somewhat Support’, ‘Support’ and ‘Strongly Support’. Table 3 below provides a summary of this community sentiment.

Table 3: Spotswood and South Kingsville ‘Long Survey’ Results

Treatment	Level of Support (22 Responses)				
	Do Not Support	Neutral	Somewhat Support	Support	Strongly Support
Sharrows <i>Aloha Street</i>	5% (1 Response)	24% (5 Responses)	5% (1 Responses)	14% (3 Responses)	52% (11 Responses)
Sharrows <i>Brunel Street</i>	5% (1 Responses)	24% (5 Responses)	10% (2 Responses)	5% (1 Responses)	57% (12 Responses)
Share Path <i>Stephenson Street</i>	0% (0 Responses)	19% (4 Responses)	5% (1 Responses)	14% (3 Responses)	62% (13 Responses)
Share Path <i>Montgomery Crescent</i>	0% (0 Responses)	24% (5 Responses)	0% (0 Responses)	14% (3 Responses)	62% (13 Responses)
Pedestrian Signals <i>Montgomery Crescent</i>	0% (0 Responses)	29% (6 Responses)	0% (0 Responses)	14% (3 Responses)	57% (12 Responses)

Treatment	Level of Support (22 Responses)				
	Do Not Support	Neutral	Somewhat Support	Support	Strongly Support
Improved Railway Crossing <i>Moresby Street</i>	0% (0 Responses)	10% (2 Responses)	0% (0 Responses)	24% (5 Responses)	67% (14 Responses)
Share Path <i>Birmingham Street</i>	5% (1 Responses)	5% (1 Responses)	0% (0 Responses)	19% (4 Responses)	71% (15 Responses)
Cycling Lanterns <i>Birmingham Street / Melbourne Road</i>	10% (2 Responses)	5% (1 Responses)	10% (2 Responses)	10% (2 Responses)	67% (14 Responses)
Share Path <i>McLister Street</i>	5% (1 Responses)	5% (1 Responses)	0% (0 Responses)	19% (4 Responses)	71% (15 Responses)
Underpass <i>McLister Street</i>	5% (1 Responses)	19% (4 Responses)	10% (2 Responses)	10% (2 Responses)	57% (12 Responses)
On Road Bicycle Lanes <i>Craig Street</i>	10% (2 Responses)	5% (1 Responses)	14% (3 Responses)	19% (4 Responses)	52% (11 Responses)
Overpass <i>Craig Street</i>	10% (2 Responses)	10% (2 Responses)	10% (2 Responses)	0% (0 Responses)	71% (15 Responses)
Separated Bicycle Path and Footpath <i>Hall Street</i>	9% (2 Responses)	5% (1 Responses)	14% (3 Responses)	14% (3 Responses)	59% (13 Responses)
Pedestrian Operated Signals <i>Hall Street</i>	9% (2 Responses)	14% (3 Responses)	5% (1 Responses)	18% (4 Responses)	55% (12 Responses)
Bicycle Lanes and Raised Zebras <i>Hall Street</i>	14% (3 Responses)	5% (1 Responses)	9% (2 Responses)	14% (3 Responses)	59% (13 Responses)
Bicycle Lanes <i>Hall Street</i>	19% (4 Responses)	5% (1 Responses)	0% (0 Responses)	14% (3 Responses)	62% (13 Responses)
Raised intersection <i>Hall Street / Craig Street</i>	18% (4 Responses)	9% (2 Responses)	5% (1 Responses)	9% (2 Responses)	59% (13 Responses)
Share Path <i>Moresby Street</i>	0% (0 Responses)	15% (3 Responses)	5% (1 Responses)	15% (3 Responses)	65% (13 Responses)
Pedestrian Refuge <i>The Avenue / Muir Street</i>	5% (1 Responses)	14% (3 Responses)	14% (3 Responses)	18% (4 Responses)	50% (11 Responses)
Shared Area <i>Hope Street at Spotswood Station</i>	5% (1 Responses)	18% (4 Responses)	5% (1 Responses)	18% (4 Responses)	55% (12 Responses)
Pedestrian Operated Signals <i>Booker Street</i>	5% (1 Responses)	9% (2 Responses)	14% (3 Responses)	27% (6 Responses)	45% (10 Responses)
Safer travel to schools <i>Spotswood Primary School and St Margaret Primary School</i>	5% (1 Responses)	9% (2 Responses)	5% (1 Responses)	14% (3 Responses)	68% (15 Responses)

Treatment	Level of Support (22 Responses)				
	Do Not Support	Neutral	Somewhat Support	Support	Strongly Support
40km/h speed zone area <i>Blackshaws Road / New Street / Stephenson Street / Railway Line</i>	23% (5 Responses)	9% (2 Responses)	0% (0 Responses)	14% (3 Responses)	55% (12 Responses)
40km/h speed zone area <i>McLister Street / Melbourne Road / The Avenue / Railway Line</i>	18% (4 Responses)	9% (2 Responses)	0% (0 Responses)	14% (3 Responses)	59% (13 Responses)
40km/h speed zone area <i>Melbourne Road / Birmingham Street / West Gate Freeway</i>	18% (4 Responses)	9% (2 Responses)	5% (1 Responses)	14% (3 Responses)	55% (12 Responses)
Investigate Traffic Management Options <i>Hudsons Road</i>	14% (3 Responses)	5% (1 Responses)	0% (0 Responses)	14% (3 Responses)	68% (15 Responses)
Road Humps <i>The Avenue East of Melbourne Road</i>	27% (6 Responses)	23% (5 Responses)	0% (0 Responses)	14% (3 Responses)	36% (8 Responses)
Road Humps <i>Reed Street</i>	19% (4 Responses)	24% (5 Responses)	5% (1 Responses)	19% (4 Responses)	33% (7 Responses)
Road Humps <i>Robert Street</i>	27% (6 Responses)	18% (4 Responses)	5% (1 Responses)	14% (3 Responses)	36% (8 Responses)
Road Humps <i>Kernot Street</i>	18% (4 Responses)	14% (3 Responses)	5% (1 Responses)	18% (4 Responses)	45% (10 Responses)
Road Humps <i>The Avenue Kernot Street to Melbourne Road</i>	23% (5 Responses)	14% (3 Responses)	0% (0 Responses)	23% (5 Responses)	41% (9 Responses)

3.3. Commentary on Specific Proposals

During the community consultation period, several concerns and comments were raised in relation to specific proposals within the draft LAMP. The following Table provides a detailed summary of those concerns and a response from the project team.

Table 4: Commentary on Specific Proposals – Spotswood and South Kingsville

Location	Comment	Response
Spotswood and South Kingsville		
Study Area <i>Sharrows</i>	Resident concerns that sharrows as a treatment (pavement bicycle arrows) are ineffective.	Sharrows raise motorist's awareness to the presence of cyclists and (combined with speed reductions) encourage cyclists to 'claim the lane' and ride defensively. Sharrows are used across inner Melbourne where higher order treatments cannot be accommodated due to carriageway widths, parking or services. Retention of sharrows as a treatment solution will remain with the documents.
Study Area <i>40km/h Zones</i>	30km/h speed zones should be implemented.	30km/h speed zones are being trialed in more inner urban locations however their application in this less dense land use context is not considered appropriate at this time. A speed reduction to 30 km/h is not to be considered at this stage.
Craig Street <i>Overpass</i>	Suggestion to install pram ramps as part of the interim solution.	This feedback will be considered as part of the detailed design of the interim solution and will comply with all DDA requirements.
The Avenue <i>Pedestrian Refuges</i>	Concerns that pedestrian refuges create pinch points for cyclists.	Pedestrian Refuges provide significant benefits for pedestrians and the net benefit is high. During the detailed design phase appropriate lane widths will be provided all modes of transport.
	Suggestion to install pedestrian operated signals.	Pedestrian operated signals require formal Department of Transport (DoT) approval who have strict requirements on pedestrian crossing volumes that are unlikely to be achieved at this location. As a result this action will not be included in the documents.
Hall Street <i>Cycling Treatments</i>	Concerns around the significant loss of on-street parking.	The proposal to install cycling treatments along this section is highly supported by the community and net benefit for connectivity and safety is considerable to the community. The exact balance between sustainable transport and car parking is something that will be considered during the detailed design phase with a view to the desired strategic outcomes and the need to support local traders and amenity. This action will remain in the documents.
	Concerns that a two-way bicycle path will result in collisions with turning vehicles.	A two-way separated cycling path has been selected at this location (over two one-way paths) to retain as much parking as possible along this section. This treatment is considered appropriate given that there are no driveways or cross streets on the western side of the road minimising

Location	Comment	Response
		the risks to turning traffic. The separation between the two-way bicycle lane and traffic lane will be designed to maximise the protection of the cyclists. The detailed design will also be subject to an independent Road Safety Audit.

3.4. Items Suggested by the Community

Several suggestions have been made by the community for inclusion in the updated draft LAMPs. These comments are summarised below with a response provided from the project team.

Table 5: Items Suggested by the Community – Spotswood and South Kingsville

Location	Comment	Response
Spotswood and South Kingsville		
Edwards Reserve	Improve pedestrian connections to Edwards Reserve	An additional proposal for connecting pathways to Edwards Reserve will be introduced into the documents to respond to this comment.
Kernot Street	Additional bicycle lanes are requested along Kernot Street.	Bicycle lanes along Kernot Street would result in significant loss of parking which would have a detrimental impact to the local residents. The preferred cycling pathway is along Montgomery Crescent / Moresby Street to Birmingham Street which has been proposed as part of the draft LAMP.
Douglas Parade	Improved bicycle lanes on Douglas Parade	Douglas Parade currently has shared bicycle / parking lanes along its entire length. The conversion of these lanes to bicycle only would result in a significant loss of parking. The draft LAMP proposes an alternative north-south connection along Hall Street which is supported by treatments with the Bay Trail to the east.
Hudsons Road / Melbourne Road	Install 'Watch for Pedestrians' lantern for traffic exiting Hudsons Road	An additional proposal for review of the signaled Hudsons Road / Melbourne Road intersection will be introduced into the documents to respond to this comment.
Blackshaws Road	Request for more Pedestrian operated signals along Blackshaws Road	Several signalised pedestrian crossing points are already being provided along Blackshaws Road as part of separate development proposals. The pedestrian refuges are designed to supplement these crossing points. No additional Pedestrian operated signals along Blackshaws Road will be included in the documents.
Spotswood Station	Requests for drop off / pick up area.	Given the constrained road environment around the station, the focus of the treatments throughout this area has been on pedestrian and cyclist access. Improving the sustainable travel access to

Location	Comment	Response
		the station will indirectly reduce the reliance on motor vehicles. However to respond to this feedback a proposal to investigate time limited parking on the existing 90 degree spaces along Hope Street will be included into the document.
New Street / Blackshaws Road	Poor sightlines due to vehicles parking too close to New Street	An additional proposal for review of the sightlines at intersection of New Street/Blackshaws Road will be included in the documents to respond to this comment.
Melbourne Road / West Gate Freeway	Request for keep clear line marking Review turning lane arrangement at intersection	Improvements at this intersection are the responsibility of DoT and is an interface with the West Gate Tunnel Project. Council will continue to advocate for improved outcomes at this intersection.
Brunel Street	Request for pedestrian crossing in the vicinity of Vernon Street shops	An additional proposal to implement a pedestrian crossing on Brunel Street near the Vernon Street shops will be introduced into the documents to respond to this comment.
The Avenue	Request to resolve traffic congestion on this road	Traffic management has been proposed for The Avenue to discourage through traffic. The treatments proposed for The Avenue will resolve congestion and safety issues on this road.
Hudsons Road	Request to reduce Truck traffic on Hudsons Road	Traffic management measures along Hudsons Road to reduce the number and size heavy of vehicles has been included in the documents. The treatments will reduce truck traffic on these roads.
Blackshaws Road	Speed reduction	Blackshaws Road is an arterial road under the control of DoT and provides a key network link with significant levels of traffic. It is unlikely that a 40km/h speed limit would be appropriate, or approved by DoT, along Blackshaws Road at this stage. Council will continue to advocate for improved outcomes on this road.

3.5. Other Comments

Several other comments have been made that relate to traffic and transport issues and are summarised in the table below.

Table 6: Other Comments – Spotswood and South Kingsville

Location	Comment	Response
Spotswood and South Kingsville		
Stephenson Street	Concerns that Stephenson Street is unsuitable for current bus routes.	Council have adopted a resolution to implement a bus service from Precinct 15 to Spotswood Station. Given that Stephenson Street is a narrow road, it is likely that Council will advocate for a realignment of the existing bus routes from this location during this process.
Grazelands	Concerns around traffic congestion at Grazelands	Additional parking restrictions have been implemented around the site in response to increase in parking demand being generated by this new facility. The impact of Grazelands is being monitored by Council.

4. Engagement Results – Brooklyn and Altona North

4.1. ‘One Minute’ Survey Results

Respondents from Brooklyn and Altona North to the One Minute surveys outlined their overall thoughts about the nature of the LAMP’s as well as the general location of the treatments. The overall results are summarised in Figure 5.

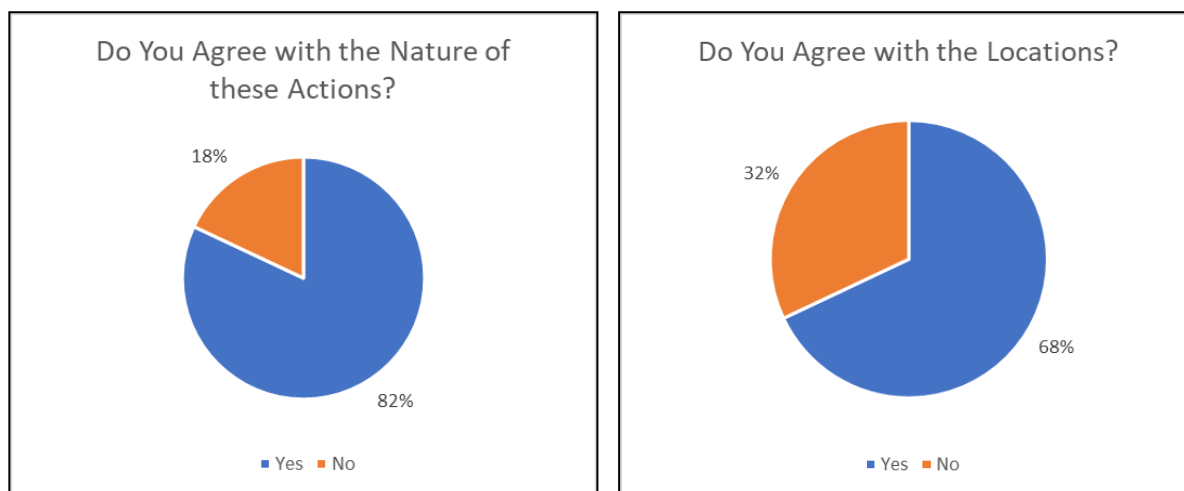


Figure 5: Brooklyn and Altona North – One Minute Survey Results

The figures above show that residents were generally very supportive of the nature of the proposed actions [82% (23/28 respondents) saying yes] but were less supportive, although still generally well supportive, [68% (19/28 respondents) saying yes] of the locations of the treatments.

4.2. ‘Long Survey’ Results

As per the previous section, the following table provides a summary of the levels of support within the community for each of the individual proposals recorded in the ‘long survey’ for Brooklyn and Altona North.

Table 7: Brooklyn and Altona North ‘Long Survey’ Results

Treatment	Level of Support (52 Responses)				
	Do Not Support	Neutral	Somewhat Support	Support	Strongly Support
Pedestrian Refuge <i>Blackshaws Road</i>	6% (3 Responses)	17% (9 Responses)	13% (7 Responses)	23% (12 Response)	40% (21 Responses)
Zebra Crossings <i>Borrack Square</i>	0% (0 Responses)	15% (8 Responses)	17% (9 Responses)	33% (17 Responses)	35% (18 Responses)
Pram Ramps <i>WJ Irwin Reserve</i>	0% (0 Responses)	35% (18 Responses)	10% (5 Responses)	23% (12 Response)	33% (17 Responses)
Footpath Enhancements <i>Brooklyn to Crofts Reserve</i>	0% (0 Responses)	15% (8 Responses)	13% (7 Responses)	27% (14 Responses)	44% (23 Responses)

Treatment	Level of Support (52 Responses)				
	Do Not Support	Neutral	Somewhat Support	Support	Strongly Support
Footpath Enhancements <i>Brooklyn to Altona Gate</i>	0% (0 Responses)	10% (5 Responses)	13% (7 Responses)	25% (13 Responses)	52% (27 Responses)
Fully Controlled Right Turns <i>Millers Road / Marigold Avenue</i>	2% (1 Responses)	13% (7 Responses)	12% (6 Responses)	23% (12 Responses)	50% (26 Responses)
Fully Controlled Right Turns <i>Millers Road / Mason Street</i>	2% (1 Responses)	12% (6 Responses)	19% (10 Responses)	23% (12 Response)	44% (23 Responses)
Safer Schools Program <i>Annunciation Primary School</i>	0% (0 Responses)	23% (12 Response)	17% (9 Responses)	21% (11 Responses)	38% (20 Responses)
Share Path <i>Ross Road</i>	2% (1 Responses)	18% (9 Responses)	18% (9 Responses)	28% (14 Responses)	34% (17 Responses)
Grade Separated Crossing <i>Federation Trail at Millers Road</i>	2% (1 Responses)	6% (3 Responses)	8% (4 Responses)	19% (10 Responses)	65% (34 Responses)
Share Path Extension <i>Kororoit Creek Trail</i>	0% (0 Responses)	8% (4 Responses)	8% (4 Responses)	24% (12 Responses)	60% (30 Responses)
On-road Bicycle Treatment <i>McArthurs Road</i>	10% (5 Responses)	22% (11 Responses)	14% (7 Responses)	22% (11 Responses)	33% (17 Responses)
Sharrows <i>Ross Road to Kororoit Creek Trail</i>	10% (5 Responses)	25% (13 Responses)	20% (10 Responses)	18% (9 Responses)	27% (14 Responses)
Sharrows <i>Chambers Road / Duosa Road</i>	8% (4 Responses)	20% (10 Responses)	16% (8 Responses)	27% (14 Responses)	29% (15 Responses)
On-road Bicycle Treatment <i>Beevers Street</i>	4% (2 Responses)	31% (16 Responses)	16% (8 Responses)	12% (6 Responses)	37% (19 Responses)
Green Pavement Treatment <i>Millers Road</i>	10% (5 Responses)	13% (7 Responses)	15% (8 Responses)	13% (7 Responses)	48% (25 Responses)
Popup bicycle lane <i>Millers Road</i>	13% (7 Responses)	13% (7 Responses)	10% (5 Responses)	19% (10 Responses)	44% (23 Responses)
Popup bicycle lane <i>Kororoit Creek Road</i>	12% (6 Responses)	26% (13 Responses)	14% (7 Responses)	12% (6 Responses)	36% (18 Responses)
Off-road bicycle bypass	6% (3 Responses)	10% (5 Responses)	10% (5 Responses)	21% (11 Responses)	54% (28 Responses)

Treatment	Level of Support (52 Responses)				
	Do Not Support	Neutral	Somewhat Support	Support	Strongly Support
<i>Kororoit Creek Road / Millers Road</i>					
40km/h speed zone area <i>Brooklyn</i>	33% (17 Responses)	15% (8 Responses)	12% (6 Responses)	10% (5 Responses)	31% (16 Responses)
40km/h speed zone area <i>Millers Road / Blackshaws Road / Kyle Road</i>	31% (16 Responses)	21% (11 Responses)	12% (6 Responses)	8% (4 Responses)	29% (15 Responses)
40km/h speed zone area <i>Millers Road / Blackshaws Road / Melbourne Road</i>	37% (19 Responses)	15% (8 Responses)	15% (8 Responses)	6% (3 Responses)	27% (14 Responses)
40km/h speed zone area <i>Millers Road / Blackshaws Road / Knapp Street</i>	35% (18 Responses)	17% (9 Responses)	15% (8 Responses)	6% (3 Responses)	27% (14 Responses)
40km/h speed zone area <i>Millers Road / Blackshaws Road / Cabot Drive</i>	38% (20 Responses)	17% (9 Responses)	15% (8 Responses)	4% (2 Responses)	25% (13 Responses)
Slow points <i>Marigold Avenue</i>	10% (5 Responses)	33% (17 Responses)	12% (6 Responses)	20% (10 Responses)	25% (13 Responses)
Raised intersection platforms <i>Heather Avenue</i>	14% (7 Responses)	34% (17 Responses)	14% (7 Responses)	16% (8 Responses)	22% (11 Responses)
Traffic Signals <i>Millers Road / Eames Road or Nolan Avenue</i>	4% (2 Responses)	29% (15 Responses)	10% (5 Responses)	15% (8 Responses)	42% (22 Responses)
Review intersection safety <i>Primula Avenue / Millers Road</i>	2% (1 Responses)	29% (15 Responses)	10% (5 Responses)	4% (2 Responses)	56% (29 Responses)
Intersection remodel <i>Burgess Street / Paw Paw Road</i>	8% (4 Responses)	49% (25 Responses)	12% (6 Responses)	18% (9 Responses)	14% (7 Responses)
Review intersection sight Distance <i>Eames Avenue / Millers Road</i>	4% (2 Responses)	29% (15 Responses)	12% (6 Responses)	20% (10 Responses)	35% (18 Responses)
Monitor Traffic Conditions <i>Chambers Road</i>	8% (4 Responses)	36% (18 Responses)	12% (6 Responses)	20% (10 Responses)	24% (12 Responses)

Treatment	Level of Support (52 Responses)				
	Do Not Support	Neutral	Somewhat Support	Support	Strongly Support
Monitor Traffic Conditions <i>McArthurs Road</i>	8% (4 Responses)	39% (20 Responses)	16% (8 Responses)	18% (9 Responses)	20% (10 Responses)
Traffic islands / speed cushions <i>McIntosh Road</i>	4% (2 Responses)	38% (20 Responses)	12% (6 Responses)	21% (11 Responses)	25% (13 Responses)

4.3. Commentary on Specific Proposals

During the community consultation period, several concerns and comments were raised in relation to specific proposals within the draft LAMP. The following Table provides a detailed summary of those concerns with a detailed response provided.

Table 8: Commentary on Specific Proposals – Brooklyn and Altona North

Location	Comment	Response
Brooklyn and Altona North		
Study Area <i>On-Road Bicycle Treatments</i>	Prefer off-road treatments.	Off Road facilities cannot always be provided due to other constraints such as limited nature strip widths, number of driveways / property accesses and existing service locations. Nevertheless, off-road facilities have been proposed where feasible.
Study Area <i>Sharrows</i>	Preference for on-road bicycle lanes	Bicycle lanes cannot always be provided where carriageway widths are constrained and / or there is a need to maintain on-street car parking but have been provided in strategic corridors where feasible.
Millers Road <i>Green Pavement Treatment</i>	Concerns that green pavement is slippery.	Council will ensure appropriate products are used and will perform inspections to ensure correct installation against latest DoT (VicRoads) requirements for slip resistance.
Study Area <i>Pop-up bicycle lanes</i>	Clarification of terms.	Pop-up bicycle lane is a term used for the recent temporary protected bicycle lanes installed in locations like Heidelberg Road as a trial by DoT to support the increased interest in cycling created by the Pandemic.
Kororoit Creek Road / Millers Road <i>Off-Road Bicycle Bypass</i>	Suggestions for a bicycle lane.	A bicycle lane through the roundabout is difficult to provide and may not fully address the cycling safety issues at the roundabout. The most appropriate solution for cyclist safety is an off road bicycle bypass.
	Concerns the bypass will only permit left turns.	The bicycle bypass will afford cyclists the ability to perform all turning movements safely, by removing the movements from the roundabout and crossing each leg at the existing pedestrian crossing points

Location	Comment	Response
Marigold Avenue <i>Slow Points</i>	Concerns about bus movements through slow points	Treatments will be designed to accommodate bus movements. It is noted that a review of Bus Route 432 may occur as a result of the development activity in the area, including Precinct 15.
Heather Avenue <i>Raised Intersection Platforms</i>	Concerns they will attract 'hoon' drivers.	Raised intersection platforms reduce vehicle speeds and aim to discourage poor hoon behavior. These treatments are aimed at reducing hoon activity on this road.
Study Area <i>40km/h Speed Zones</i>	Suggestions for better enforcement of speed limits	The 40km/h speed limit is designed to protect pedestrians, reduce vehicle speeds and encourage a safer road environment. Vehicle speeds throughout the area will be monitored and additional supportive measures put in place if required.
	Reducing speed limit is not the solution	Evidence shows that a 40km/h speed limit affords pedestrians a greater chance of survival in the event of a collision and these benefits far outweigh the minor inconvenience of a slightly longer travel time. The 40km/h zones also reinforce the residential nature of the area. This proposal is consistent with the strategic approach to introduce 40km/h zones in all residential areas.
	Concerns that the proposal includes arterial roads.	The proposal does not include arterial roads, rather the local roads bounded by these arterials. Mason Street is subject to a reduced speed limit but that is a result of a separate project.
	Suggestions for a 30km/h speed limit.	30km/h speed zones are being trialed in more inner urban locations however their application in this less dense land use context is not considered appropriate at this time. A speed reduction to 30 km/h is not to be considered at this stage.
Chambers Road <i>Monitor Traffic Conditions</i>	Suggestion to introduce 'Local Traffic Only'	'Local Traffic Only' is advisory in nature and therefore cannot be enforced. Therefore, it is not a preferred treatment to discourage non-local traffic.
McIntosh Road <i>Traffic Management</i>	Preference for speed cushions over traffic islands to avoid cyclist conflict and better reduction of speed.	Traffic islands are the preferred treatments at this stage due to the details of the traffic management device will be developed further based on community feedback.
Millers Road <i>Traffic Signals</i>	Suggestion that traffic lights will increase congestion along the road.	It is possible that traffic lights will attract additional traffic volumes. This factor was balanced against the provision of safe and efficient access into the suburb during the development of this proposal.
Primula Avenue <i>Intersection Review</i>	Suggestion to ban right turn movements.	A review of visibility and safety at this intersection is included as an action with the documents.

4.4. Items Suggested by the Community

Several suggestions have been made by the community for inclusion in the updated draft LAMPs. These comments are summarised below with a response provided from the project team.

Table 9: Items Suggested by the Community – Brooklyn and Altona North

Brooklyn and Altona North		
Annunciation Primary School	One-way street past school.	One-way was considered in this area but is consideration of the interface to the arterial road network and the impacts to local residents' access it has not been included at this stage.
McIntosh Road / Mills Street	Suggestion for pedestrian refuge island at McIntosh Road / Mills Street	An additional pedestrian refuge and path connection at this location will be included in the documents to respond to this comment.
Kororoit Creek Road	Lack of cyclist connectivity across Kororoit Creek Road	Investigation into improved crossing facilities near Racecourse Road will be included in the in the documents to respond to this comment.

4.5. Other Comments

Several other comments have been made that relate to traffic and transport issues and are summarised in the table below.

Table 10: Other Comments – Brooklyn and Altona North

Brooklyn and Altona North		
Stenhouse Avenue	Parking on both sides result in congestion.	The allocation of road space is a critical aspect of transport planning. Given that there is a finite amount of space on the roads, the allocation of the roadway between the different road users guides how people move about the local area. In this instance, given that Stenhouse Avenue is a residential street, priority has been given to the provision of on-street parking rather than increased traffic volumes.
Paw Paw Road	Concerns around hooning	Hooning behavior is a serious traffic offence and should be reported to the police for enforcement. Council work with their local contacts at VicPol on this issue and will continue to do so.
	Truck parking along Paw Paw Road	Residential areas of Paw Paw Road have designated No Parking areas and Council will continue to undertake appropriate enforcement activities where truck parking is occurring illegally.

5. Engagement Results – Newport and Williamstown North

5.1. ‘One Minute’ Survey Results

Respondents from Newport and Williamstown North to the One Minute surveys outlined their overall thoughts about the nature of the LAMP’s as well as the general location of the treatments. The overall results are summarised in Figure 5.

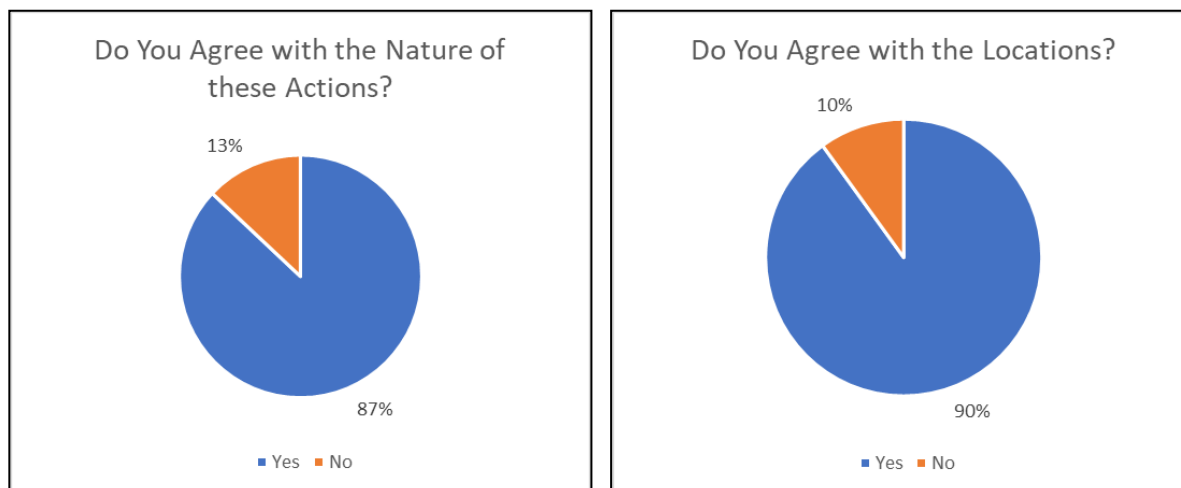


Figure 6: Newport and Williamstown North – One Minute Survey Results

The figures above show that the levels of community support were very high [87% (52/60 respondents) saying yes] as was the proposed location of the treatments [90% (53/60 respondents saying yes)].

5.2. ‘Long Survey’ Results

As per the previous section, the following table provides a summary of the levels of support within the community for each of the individual proposals recorded in the ‘long survey’ for Newport and Williamstown North.

Table 11: Newport and Williamstown North ‘Long Survey’ Results

Treatment	Level of Support (39 Responses)				
	Do Not Support	Neutral	Somewhat Support	Support	Strongly Support
Improve Underpass and install traffic calming <i>Kohry Reserve</i>	3% (1 Response)	8% (3 Responses)	13% (5 Responses)	21% (8 Responses)	56% (22 Responses)
Pedestrian Refuges <i>Blackshaws Road</i>	8% (3 Responses)	10% (4 Responses)	15% (6 Responses)	15% (6 Responses)	51% (20 Responses)
Raised pedestrian Crossings on Roundabout <i>Newport Bus Interchange</i>	5% (2 Responses)	16% (6 Responses)	3% (1 Responses)	16% (6 Responses)	59% (22 Responses)
Shared Area <i>Newport Bus Interchange</i>	8% (3 Responses)	18% (7 Responses)	11% (4 Responses)	13% (5 Responses)	50% (19 Responses)

Treatment	Level of Support (39 Responses)				
	Do Not Support	Neutral	Somewhat Support	Support	Strongly Support
Liaise with PTV and DOT for further Improvements <i>Newport Bus Interchange</i>	0% (0 Responses)	18% (7 Responses)	5% (2 Responses)	23% (9 Responses)	54% (21 Responses)
Kerb Extensions <i>Douglas Parade</i>	5% (2 Responses)	16% (6 Responses)	16% (6 Responses)	18% (7 Responses)	45% (17 Responses)
Undertake Footpath Review <i>Newport Activity Centre</i>	0% (0 Responses)	24% (9 Responses)	11% (4 Responses)	13% (5 Responses)	53% (20 Responses)
Shared Path <i>Champion Road</i>	0% (0 Responses)	16% (6 Responses)	11% (4 Responses)	19% (7 Responses)	54% (20 Responses)
Shared Path <i>Market Street & Railway Parade</i>	0% (0 Responses)	24% (9 Responses)	5% (2 Responses)	14% (5 Responses)	57% (21 Responses)
Shared Path <i>Ross Street</i>	0% (0 Responses)	13% (5 Responses)	8% (3 Responses)	18% (7 Responses)	61% (23 Responses)
Pedestrian Crossing <i>Maddox Road at Railway Line</i>	3% (1 Responses)	18% (7 Responses)	13% (5 Responses)	16% (6 Responses)	50% (19 Responses)
Green Pavement & Sharrows <i>North Road</i>	11% (4 Responses)	8% (3 Responses)	11% (4 Responses)	18% (7 Responses)	53% (20 Responses)
Sharrows and Road Humps <i>Hall Street</i>	16% (6 Responses)	16% (6 Responses)	11% (4 Responses)	18% (7 Responses)	39% (15 Responses)
Popup bicycle lane <i>Kororoit Creek Road</i>	3% (1 Responses)	16% (6 Responses)	16% (6 Responses)	19% (7 Responses)	46% (17 Responses)
40km/h speed zone area <i>Blackshaws Road / Millers Road / Melbourne Road</i>	15% (6 Responses)	15% (6 Responses)	8% (3 Responses)	18% (7 Responses)	44% (17 Responses)
Road Humps <i>Johnston Street</i>	16% (6 Responses)	11% (4 Responses)	11% (4 Responses)	24% (9 Responses)	39% (15 Responses)

5.3. Commentary on Specific Proposals

During the community consultation period, several concerns and comments were raised in relation to specific proposals within the draft LAMP. The following Table provides a detailed summary of those concerns with a detailed response provided.

Table 12: Commentary on Specific Proposals – Newport and Williamstown North

Location	Comment	Response
Newport and Williamstown North		
Kohry Reserve <i>Improve underpass and install traffic calming</i>	Improve Accessibility for cyclists by removing ramp gates	This feedback will be considered during the detailed design of this treatment. In addition, proposed treatments along Hall Street will also improve the amenity at this location.
	Ensure that underpass has improved lighting and CCTV	
Blackshaws Road <i>Pedestrian Refuges</i>	Concerns that a refuge creates a pinch point for cyclists.	Pedestrian Refuges provide significant benefits for pedestrians and the net benefit is high. During the detailed design phase appropriate lane widths will be provided all modes of transport.
	Preference for Wombat Crossing	Wombat Crossings (Zebra line marking) are not suited for arterial roads with high traffic volumes and would not be supported by DoT. The inclusion of this will not be incorporated into the LAMP documents.
Market Street and Railway Parade <i>Shared Path</i>	Concerns around loss of vegetation.	The proposed alignment will minimise vegetation loss, and this will be further reviewed during detailed design to keep this to an absolute minimum.
Maddox Road at Railway Crossing <i>Pedestrian Crossing</i>	Suggest to remove the railway crossing all together.	This has been adopted as an advocacy position by the HBCC and is reinforced in the LAMP.
Hall Street <i>Sharrows and Road Humps</i>	Concerns around road widths and parked cars.	Speed reduction and sharrows have been proposed through this section to encourage cyclists to "claim the lane" and drive in the middle of the traffic lanes. This arrangement is common in inner suburbs with restricted lane widths and heavily parked areas. This treatment will remain with the LAMP documents.
Blackshaws Road <i>Pedestrian Refuge</i>	Preference for pedestrian operated signals.	Several signalised pedestrian crossing points are already being provided along Blackshaws Road as part of separate development proposals. The pedestrian refuges are designed to supplement these crossing points. No additional Pedestrian operated signals along Blackshaws Road will be included in the documents.
	Concerns that prams, scooters and wheelchairs cannot navigate the pram ramps.	Pedestrian refuges will be designed to allow wheelchair users / prams access with the design to be carried out in accordance with DDA requirements.

Location	Comment	Response
	Concerns the treatments will reduce the number of traffic lanes.	The design will consider the impacts to lane widths and will maintain the number of traffic lanes provided.

5.4. Items Suggested by the Community

Several suggestions have been made by the community for inclusion in the updated draft LAMPs. These comments are summarised below with a response provided from the project team.

Table 13: Items Suggested by the Community – Newport and Williamstown North

Location	Comment	Response
Newport and Williamstown North		
Mason Street	Lack of pedestrian crossing points over Mason Street	Investigation into improved crossing facilities across Mason Street will be included in the in the documents to respond to this comment.

5.5. Other Comments

Several other comments have been made that relate to traffic and transport issues and are summarised in the table below.

Table 14: Other Comments – Newport and Williamstown North

Location	Comment	Response
Newport and Williamstown North		
Mason Street	Suggestion to reduce the speed limit along Mason Street.	Speed reduction along Mason Street is already proposed as part of the blackspot project and will be implemented in coming months.
Maddox Road	Cyclist safety along Maddox Road	Maddox Road currently has bicycle lanes generally along the entire length. An action within the LAMP proposes to reduce the speed along Maddox Road to 40km/h north of the railway crossing.

6. Recommended changes to the (Draft) Northern LAMPS

As a result of this stage of engagement, the following specific changes and inclusions are recommended to be made to the respective draft LAMPS:

Spotswood and South Kingsville

- Improve pedestrian connections to Edwards Reserve
- Install 'Watch for Pedestrians' lantern for traffic exiting Hudsons Road into Melbourne Road
- Investigate the conversion of long-term parking spaces adjacent to Spotswood Station to pick up / drop off bays
- Undertaken an investigation on sight lines at New Street / Blackshaws Road
- Provide pedestrian crossing across Brunel Street in the vicinity of Vernon Street

Brooklyn and Altona North

- Investigate pedestrian refuge island and path connections at McIntosh Road / Mills Street
- Investigate additional cyclist crossing points across Kororoit Creek Road

Newport and Williamstown North

- Provide additional pedestrian crossing points of Mason Street

Appendix 1: Social Media Examples

Example of a Facebook post



Example of a Twitter post

 **Hobsons Bay Council**
@HobsonsBayCC

Based on community feedback for our Northern Local Area Movement Plan strategy (LAMPs) we will provide a separated bicycle bypass at the roundabout of Kororoit Creek Road and Millers Road, Altona to improve cyclist safety!

Have your say by Friday 11 June:
participate.hobsonsbay.vic.gov.au/northernlamps



3:10 PM · May 20, 2021 · Twitter Web App

||| View Tweet activity

1 Quote Tweet 7 Likes

 Tweet your reply Reply

Appendix 2: Dates and Locations for ‘Drop In’ Sessions

- Saturday 8 May 2021 10:00 am – 12:00 pm, G.J Hosken Reserve
- Sunday 9 May 2021 09:00 am – 02:00 pm, Williamstown Market
- Thursday 13 May 2021 03:30 pm – 05:30 pm, South Kingsville Community Centre
- Saturday 15 May 2021 09:00 am – 11:00 am, Brooklyn Reserve
- Wednesday 19 May 2021 10:00 am – 01:00 pm, Newport Community Hub
- Thursday 20 May 2021 04:30 pm – 06:30 pm, Williamstown Library
- Saturday 22 May 2021 08:00 am – 01:00 pm, Spotswood Slow Food Market -Spotswood Kingsville RSL