

The Mainlines

Hobsons Bay City Council

HOBSONS
BAY CITY
COUNCIL



Engagement Summary Report
April 2025

Prepared by Conversation Co

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1. Introduction

Hobsons Bay City Council is committed to enhancing active transport options across Seabrook and Altona Meadows through *The Mainlines* project—an initiative identified in the *Better Places* guide for these suburbs. The project aims to establish two primary north-south walking and cycling corridors, connecting residents and commuters to Aircraft and Laverton train stations, complemented by secondary linkages to create a safe, seamless, and convenient active transport network.

To support the development of this network, Council engaged TrafficWorks to oversee the project, with Conversation Co designing and delivering the community engagement. The purpose of this stage of engagement (stage 1) was to gather local insights on key areas of concern and opportunity along the proposed corridors. Community members were invited to provide feedback via an interactive pinpoint map on Council's *Participate Hobsons Bay* page, identifying locations under three categories: *risk areas*, *opportunity areas*, and *safe areas*.

This report presents the outcomes of the Stage 1 consultation, summarising the community's input and key themes emerging from the feedback. These insights will inform the next phase of planning and concept development, ensuring that The Mainlines project aligns with local needs and priorities.

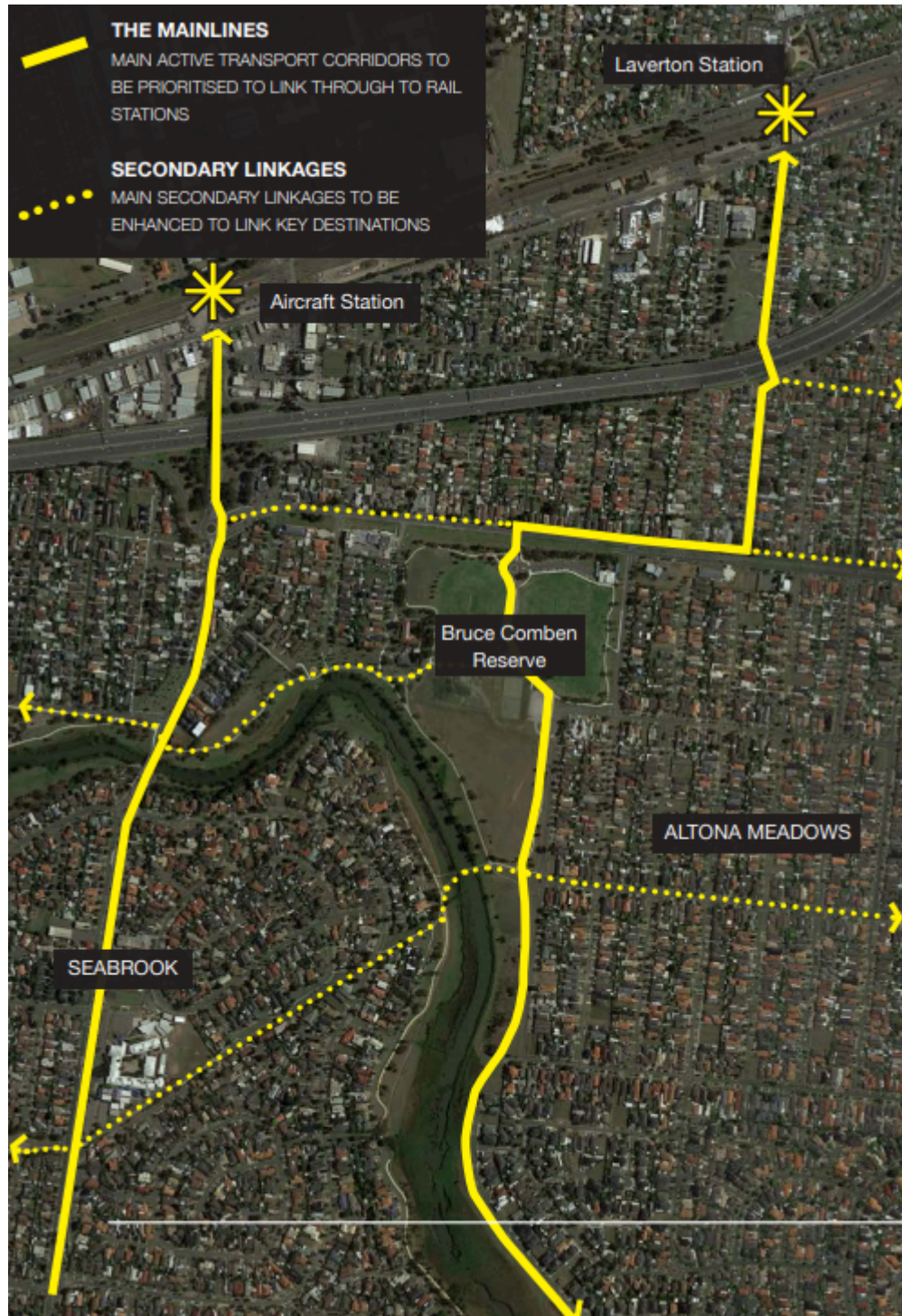
Purpose of the engagement was to:

- Gather local insights on walking and cycling conditions in Seabrook and Altona Meadows.
- Identify key areas of concern (risk areas), potential improvements (opportunity areas), and existing strengths (safe areas).
- Understand community priorities and experiences to inform future planning and design.
- Ensure the proposed active transport network aligns with the needs of residents and commuters.
- Establish a foundation for ongoing engagement and collaboration as the project progresses.

Methodology:

An online project page was hosted on Council's *Participate Hobsons Bay* platform, featuring a pinpoint map for participants to identify key areas attributed to feedback. This page was live and open for feedback from March 4 to March 30, 2025.

Image 1. Proposed routes



2. Participation

There were a total of 107 unique participants¹ in the stage 1 engagement program, with 106 participating in the online survey, and one via email. The online survey saw a total of 207 contributions, as many expressed multiple points of feedback.

2.1 Strategies to support participation

A number of strategies were used by Council's engagement team to promote the uptake of the online pinpoint map during the consultation period. These included:

- **Promotion to interested parties:** An email was sent to Bay West Bug to promote the pinpoint map engagement among its members.
- **Social media promotion:** A geo-targeted ad ran from March 13 to March 24 and was hosted on Hobsons Bay City Council's social media platforms.
- **E-news publication:** A news item was hosted in the Hobson Bay Life publication for the month of March.

The engagement program saw a significantly higher engagement from non-members of the online page (95.6%), as compared to current members (4.4%). Therefore available demographic information regarding the whereabouts of respondents is not representative.

¹ Survey participation numbers were determined through IP address (106) and one email respondent.

3. Key Findings

There were a total of 207 responses from 107 participants. Of these responses, 69.9% were focused on risk areas, 25.2% communicated opportunity areas, and 4.8% were safe areas. Interestingly, these areas often included crossovers, with each area type predominantly discussing road and access issues.

These findings have been categorised into common themes as seen in Table 1 through 3, and displayed under each area of discussion (risk area, opportunity area, and safety area).

It is important to note that some contributions referenced multiple themes, for example, if a participant suggests the need for a new footpath and a safe way to cross a road, this would be categorised as both road safety and access.

3.1 Risk areas

Participants most commonly reported risk areas, with a high focus on road safety (116), and access (25). Feedback by theme, and subtheme where required are seen in Table 1. In addition to this categorised feedback, there are emerging areas of concern that have been identified by multiple contributors. Figure 1 demonstrates the frequency of risk areas by location.

Figure 1. Risk areas by location



Common addresses mentioned by multiple contributors include:

- **290 Queen Street, Altona Victoria 3018, Australia (18):** Unsafe for cyclists and pedestrians to utilise the area, including issues with crossing the road. Suggestions for an underpass or pedestrian bridge. Issues with glass over the road.

- **41, Altona Meadows Victoria 3028, Australia (8):** Safety risks for pedestrians and cyclists, debris over the road, poor sightlines, need for a pedestrian crossing.
- **164 Central Avenue, Altona Meadows Victoria 3028, Australia (5):** Unsafe pedestrian crossing area.
- **1 Point Cook Road, Altona Meadows Victoria 3028, Australia (3):** A demonstrated need for a pedestrian crossing.
- **2 Point Cook Road, Altona Meadows Victoria 3028, Australia (3):** Unsafe for walking and cycling, difficult to cross road.
- **25 Mintaro Way, Seabrook Victoria 3028, Australia (3):** Unsafe to cross the road, particularly for families.
- **4 Finnbarr Way, Seabrook Victoria 3028, Australia (3):** Requests for a pedestrian crossing to be included on the raised speed bump.
- **98 Central Avenue, Altona Meadows Victoria 3028, Australia (3):** Difficulty crossing the road, requests for a pedestrian crossing.
- **168 Shane Avenue, Seabrook Victoria 3028, Australia (2):** Need for a pedestrian crossing.
- **2 Merton Street, Altona Meadows Victoria 3018, Australia (2):** High traffic area that is difficult to cross.
- **298 Queen Street, Altona Victoria 3018, Australia (2):** Issues with merging as a cyclist due to sudden bicycle lane end.
- **31 Mintaro Way, Seabrook Victoria 3028, Australia (2):** Need for a pedestrian crossing, including a suggestion to create a pedestrian crossing on the raised speed bump.
- **32 Ascot Street South, Altona Meadows Victoria 3028, Australia (2):** Difficulty crossing the road, particularly with young children.
- **35 Point Cook Road, Seabrook Victoria 3028, Australia (2):** Walkway needs a barrier to separate the road due to safety concerns.
- **377 Queen Street, Altona Meadows Victoria 3028, Australia (2):** Pedestrian crossing requested.
- **79 Merton Street, Altona Meadows Victoria 3028, Australia (2):** Need for a pedestrian crossing as crossing is unsafe and other pedestrian crossings are a distance away.
- **Queen Street, Altona Victoria 3018, Australia (2):** Cars coming dangerously close to cyclists and a need for a bike lane.

Table 1. Risk areas

Theme	Subtheme	Example comments
Road safety	Pedestrian crossings	"Pedestrian crossing (should be) mandatory at this intersection." - 41, Altona Meadows "Morning rat run traffic is having kids run in front of cars." - 93 Seabrook Boulevard, Seabrook "Pedestrians cannot see the cars exiting from the highway." - 164 Central Avenue, Altona Meadows

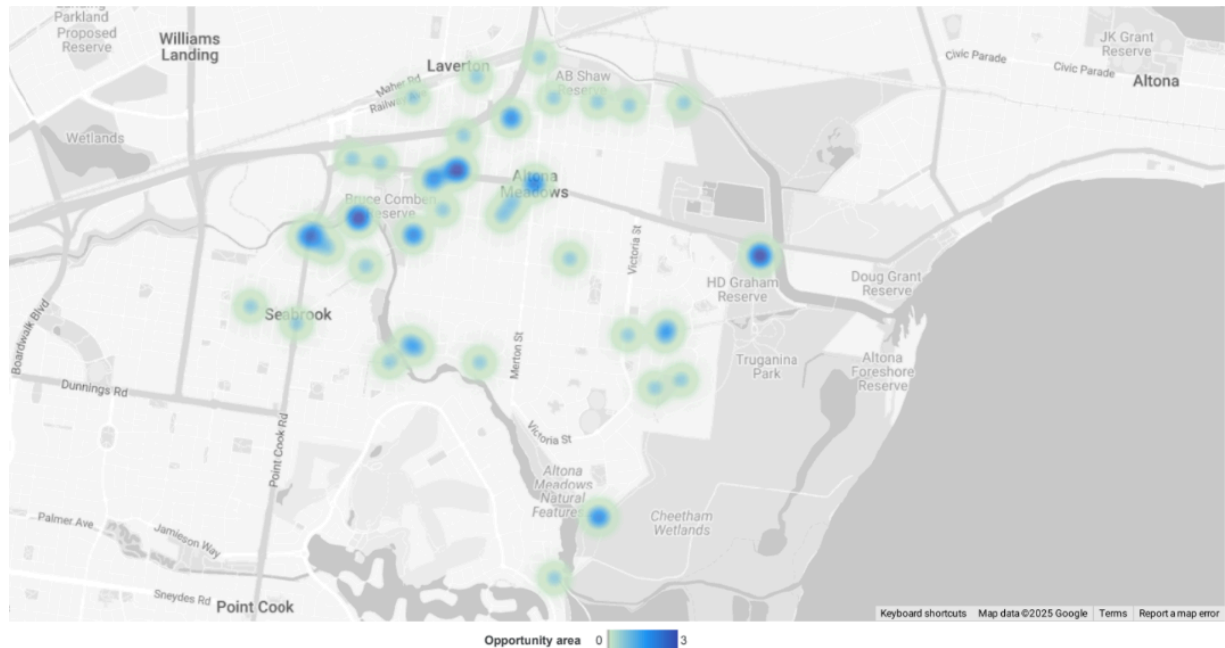
	Roundabouts and intersections	"It is hard to tell which cars are turning sometimes as they drive too fast." - 1 Seabrook Boulevard, Seabrook "(A) busy roundabout with lots of traffic accessing the M1 makes it hard to cross safely." - 39 Railway Avenue, Laverton "The black and white roundabout arrow signs obstruct the view of oncoming traffic." - 41 Altona Meadows
	School zone safety	"This side of the road can be difficult and dangerous for children trying to walk to school." - 168 Shane Avenue, Seabrook "Pedestrian crossing for Altona Primary School students and local families to North and South Altona/swim school." - 377 Queen Street, Altona Meadows
	Cyclist safety and infrastructure	"Bicycle lanes on both sides of this small section of road are desperately needed." - Queen Street, Altona "The section of Queen Street running from Merton to Victoria Street is very narrow and dangerous to cycle along." - 369 Queen Street, Altona Meadows "Bike lanes used to run uninterrupted along Victoria Street." - 236 Victoria Street, Altona Meadows
	Bridges and connectivity	"Crossing this bridge is dangerous. I have seen people with dogs and prams cross here." - 290 Queen Street, Altona "A pedestrian bridge to separate cars and pedestrians would improve risk here." - 290 Queen Street, Altona
	Traffic and visibility	"The speed bumps at every roundabout along Merton Street between Queen and Victoria streets are creating confusion and causing safety issues." - 181a Merton Street, Altona Meadows "Vehicles often drive straight through this roundabout with no regard for pedestrians crossing." - 148 Merton Street, Altona Meadows
	General concerns	"Dicing with death to cross from Point Cook Road." "High traffic area." - 1a Triholm Avenue, Laverton "Crossing Queens Road to get to Altona Meadows Primary from the west side of Queens St is very difficult in the morning." - 389 Queen Street, Altona Meadows
Access	School & Community Facility	"Disconnect between a significant sports field, kinder centre and public transport access." - 96a Central Avenue, Altona Meadows "During school hours, there is very heavy and abrupt cycling / pedestrians in this area." - 7 Allington Place, Seabrook
	Bridges & Underpasses	"Underpass would be great." - 290 Queen Street, Altona "Where's the pedestrian bridge? We've had the photo ops, but still no crossing." - 290 Queen Street, Altona
	Footpath Gaps & Safety	"Very dangerous to walk as there is no pedestrian path on the south side of Central Avenue and crossing the road is like playing Russian roulette with your life." - 164 Central Avenue, Altona Meadows "Carpark ends, no footpath on Northern side of road, people

		often cross here. Also lighting under bridge quite dim." - 17 Railway Avenue, Laverton "Nowhere to cross over to. No footpaths line up. We need more footpaths." - 1 Deanside Close, Seabrook
	Cycling & Mobility Concerns	"This area just has rocks, no kerb and no bike lane, it's very dangerous to ride on a bike." - 349 Queen Street, Altona Meadows "Anywhere along the path now needs to contend with the motorised bikes." - 2 Cliveden Court, Seabrook
	Accessibility & Obstructions	"22 Hosie St Alt Meadows. Large hedge encroaching the nature strip about 18 inches. Mobility scooters are interfered with. Women with prams and children have difficulty." - 24 Hosie Street, Altona Meadows "There are no ramps at Laverton Station for people with accessibility needs and the elevators at the station are often out of order." - 106-116 Railway Avenue, Laverton
Lighting and amenities		"Lights for pedestrian crossing at traffic island." - 381 Queen Street, Altona Meadows "Lighting in this area is non-existent which means the pathways can only be used if the person is willing to be in the dark, or carries a torch of their own." - 16 Gaskell Court, Altona Meadows
General feelings of safety		"This bridge is slippery for bike tyres when cold/ wet." - 43-49 Ravenswood Court, Seabrook "Multiple occasions of teenagers speeding on their motor/e-bikes endangering pedestrians." - 35 Henry Drive, Altona Meadows
Route suggestion		"From this point, routing the Mainline through the middle of Bruce Comben Reserve would divert riders away from the Laverton Station destination. To more directly align with the destination, the Mainline should be routed along the Skehan Blvd boundary of Bruce Comben Reserve." - 1 Henry Drive, Altona Meadows

3.2 Opportunity Areas

There were 52 opportunity area responses. These most often centred around access (26), and road safety (18). Feedback by theme, and subtheme where required are seen in Table 2. In addition to this categorised feedback, there are emerging areas of concern that have been identified by multiple contributors. Figure 2 demonstrates the frequency of opportunity areas by location.

Figure 2. Frequency of opportunity areas by location



Common addresses mentioned by multiple contributors included:

- **16 Clarendon Court, Seabrook Victoria 3028, Australia (3):** High focus on crossing, whether this is a pedestrian crossing, bridge or a creative idea to utilise rocks to cross nearby to old Ford building.
- **290 Queen Street, Altona Victoria 3018, Australia (3):** Requests for a walking and cycling path, particularly to support access for young people going to school.
- **21 - 23 Henry Drive, Altona Meadows Victoria 3028, Australia (2):** A request for a path that leads directly to the playground, another suggestion to widen the footpath if Bruce Comben is going to become a thoroughfare due to children and cyclist needs.
- **41, Altona Meadows Victoria 3028, Australia (2):** Improved pedestrian and cycling access, in particular from Point Cook Road to Railway Station.
- **70 Central Avenue, Altona Meadows Victoria 3028, Australia (2):** A proper crossing and improved pedestrian access to open up linkages to Laverton Station.

Table 2. Opportunity areas

Theme	Subtheme	Example comments
Access	Pedestrian & Cyclist Paths	"A better footpath and bike path along here would make it a lot better for Seabrook residents especially to have a proper route to get to Central Square and the library." - 27 Macneil Drive, Altona Meadows "Footpath ends between railway side of Brice St and railway crossing, opportunity to extend." - 117 Railway Avenue, Laverton "Better infrastructure will help facilitate more active transport. Our suburb was built solely with the car in mind, but this is now out of date with what people want to do." - 30 Kiora Street, Altona Meadows
	Bridges & Crossings	"Essential connection corridor." - 3 Pringle Place, Altona Meadows "Would be good to put in another bridge. Long distance between bridge at base of Bruce Comben and Sanctuary Lakes bridge. Long way to walk/bike around. Having one near the playground to other side of the creek would be beneficial." - 11 Vista Court, Altona Meadows
	Trail & Path Connectivity	"The old ford area has rocks that could be crossed similar to Newport Lakes. Cut back the growth and allow the path to be opened up on both sides." - 16 Clarendon Court, Altona Meadows "The path is confused on both sides here. It would be easier to get rid of the rocks and chainlink to make it a smooth throughput." - 8 South Terrace, Point Cook "The trail here is quite narrow for the amount of foot and bike traffic and it can feel quite dangerous when walking. Consider widening this section of the trail." - 3028, Altona Meadows "If the path along Bruce Comben is going to be a main thoroughfare for cyclists, it would be good to widen it so it's easy to pass pedestrians, and for cyclists to be able to move around the many small children who use the path." - 21 Henry Drive, Altona Meadows
	Active Transport & Safety	"Cycle paths are mostly taking way out long ways. Use these for running which are brilliant and picturesque particularly AM to Altona & Williamstown or to Point Cook but don't feel safe going Point Cook way." - 17 Trythall Court, Altona Meadows
Road safety	Need for Pedestrian Crossings	"Traffic lights are needed to cross Central Avenue to connect to Tomkin Court." - 74 Central Avenue, Altona Meadows "A proper crossing here and paths up Fitzroy St S would really open up a good new route to Laverton Station." - 70 Central Avenue, Altona Meadows "A proper crossing here would make it a much safer and smoother route between Seabrook and Altona Meadows. Especially for getting to Bruce Comben Reserve and the future aquatic centre." - 48 Seabrook Boulevard, Seabrook "Crossing the road anywhere between the Point Cook roundabout and the shopping centre is very difficult,

		especially for children on bikes. A zebra crossing with a pedestrian crossing sign in this area could be a cheap, quick, easy, and effective solution." - 140-144 Central Avenue, Altona Meadows "Clearer safer crossings over the road would open this path up a lot more to Laverton (in conjunction with a bridge to cross the creek)." - 290 Queen Street, Altona
	Cycling Path Needs	"A safe and direct route by bike to Laverton Train Station and Altona Sports Centre please." - 72 Knightsbridge Avenue, Altona Meadows "Please make sure safe cycling to school is a priority for planning." - 290 Queen Street, Altona "Moreover, widening the road for cyclists, especially when riding west, is necessary." - 140-144 Central Avenue, Altona Meadows
	General Accessibility & Safety	"Safe pedestrian crossing here so people can walk to the sports oval and kindly and connecting the pedestrian freeway overpass safe journey route to the Skeleton Creek walk and riding path." - 89-95 Central Avenue, Altona Meadows
Lighting and amenities		"If you look at Strava and the cycling routes completed in the west, it is clear that a lot of cyclists loop either up or down Victoria St. This creates a lot of opportunity to activate this area for that cohort. Outdoor seating and a cafe space would be ideal here." - 2 Dickenson Street, Altona Meadows "The bike lock up is essential at Laverton Station, but could be upgraded to make it more appealing." - 53 Railway Avenue, Laverton "Great trail but more shade / trees would be good." - 8 Tatman Drive, Altona Meadows "No bike parking at the shops. doesn't encourage shop usage, or bike over car." - 1-23 Central Avenue, Altona Meadows "dedicated MTB track with green and red trails. Green trails with a flowtown vibe with some small booms/jumps. red trails to be a bit more technical. perfect spot and close to PT so would attract MTB tourism dollar if done right and tracks made to be fun for beginner level through to medium level riders." - 51 Hall Avenue, Altona Meadows
General feelings of safety		"The connection from the freeway overpass to Fitzroy Street does not feel safe." - 69 Cameron Avenue, Altona Meadows "The trail here is quite narrow for the amount of foot and bike traffic and it can feel quite dangerous when walking." - 3028, Altona Meadows "(I) use (paths) for running which are brilliant and picturesque particularly AM to Altona & Williamstown or to point cook but don't feel safe going point cook way." - 17 Trythall Court, Altona Meadows
Other		"Could this be considered as an off-lead dog walking area?" - 8a Groome Court, Altona Meadows

3.3 Safe areas

There were 10 opportunity area responses. These most often centred around access (4), and an equal two mentions of the themes road safety, general feelings of safety, and reserves and green corridors. Feedback by theme, and subtheme where required are seen in Table 3.

Table 3. Safe areas

Theme	Example comments
Access	"This raised crossing design should be used elsewhere to help slow cars and protect pedestrians." - 57 Shane Avenue, Seabrook "Plenty of paved pathways and accessible to all" - 37 Fitzroy Street, Laverton "So many great trails around this area." - Andrew Park Drive, Altona Meadows "Love the trails around the creek and into Altona and beyond." - 9 Groome Court, Altona Meadows
Road safety	"The marking on how to travel through a roundabout is good. Reminds riders to sit in the middle of the lane so cars don't try to squeeze by." - 95 Nelson Avenue, Altona Meadows
General feelings of safety	"Safer walk for those looking to go down to the creek for a walk." - 23 John August Walk, Seabrook "The creek trail is generally safe to walk/cycle." - 15 Kiata Court, Seabrook
Reserves / green corridors	"This new reserve created by Council is fantastic and great to move through." - 21 Mark Court, Seabrook "This strip between Point Cook Rd and Seabrook Blvd is really good." - 5 Cintra Court, Seabrook

4. Next steps

4.1 Next steps for the project

This stage of consultation marks the initial feedback collection phase required to inform the development of draft concept designs to later be presented to the community through stage 2 consultation.

Stage 2 of the consultation will incorporate an online survey hosted on Council's *Engage Hobsons Bay* page, and a series of drop in information sessions.

4.2 Closing the loop

To maintain transparency and keep the community engaged, Council should ensure participants are informed about how their feedback from Stage 1 has shaped the draft concept plans. This could include:

- Making the engagement report available online on the project page, allowing participants to review key findings and see a summary of community input.
- Explaining how community feedback has influenced the draft plans, demonstrating a clear connection between the ideas shared and the proposed improvements.
- Providing clear next steps, including details on the upcoming online survey and drop-in information sessions, so community members know how they can stay involved and contribute to the next phase.