

# What we heard

**PARKING AND SEAHOLME STATION**  
July 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 July 2020 to ascertain if the community is supportive of the revised proposal to address traffic and parking concerns around Seaholme Station.

## 2. Background information

Commuter car parking in and around Seaholme Train Station on residential streets has increased in recent years. The number of community requests seeking Council intervention to the parking situation has also increased.

Issues relating to increased commuter car parking on Central Avenue, Waratah Street and nearby streets have included:

- blocked driveways and obscured sight lines near intersections
- traffic flow restrictions on residential streets
- restrictions to routine park maintenance as commuters park on reserves
- parking time restrictions and permitted locations to be ignored

To alleviate these issues Council has implemented a number of parking treatments including line marking of parking bays in Waratah Street, two hour parking restrictions and increased patrols by local laws officers.

## 3. Previous engagement

In February 2020, a letter was sent to residents with a proposal of one way traffic for Central Avenue, Acacia Avenue, Wattle Grove and Waratah Street weekday parking restrictions of 2P and 4P hours and line marking or car bays in the residential streets surrounding the train station. Over 80 submissions were received from the community outlining their concerns and providing alternate solutions.

The community advised they had concerns that the proposal could result in

- a reduction on-street car parking spaces available for residents and commuters
- an increase to travel times for residents in the area due to the proposed one way streets
- high speeds from motorists travelling along the proposed one way streets
- restrictions to garbage collection along the proposed one way streets

A revised proposal was developed that seeks to combine community feedback, comply with Victorian Road Safety Road Rules and resolve the issues. This was presented for further community feedback from 2 July to 22 July 2020.

## 4. Current engagement

### 4.1 What was the engagement about?

At the time of this project, Victoria had community gathering restrictions in place due to the impacts of coronavirus (COVID-19) and was therefore unable to conduct face to face consultations. As an alternative, an online survey and hard copy survey (with reply paid envelopes) were used to allow the community to provide feedback.

- Online survey opened from 2 July to midnight 22 July 2020 on Participate Hobsons Bay
- Hard copy survey with reply paid envelopes distributed to 96 households on 3 July 2020

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

There were 434 site visits to the Participate Hobsons Bay project page with 352 individual visitors. The majority of this website traffic was driven from social media posts, accounting for 63% of visitors. Six social media posts shared on Council's Facebook and Twitter pages relating to this project had a reach of at least 12,655 people and generated 315 total engagements (link clicks, reactions, comments and shares).

Activity	Date	Results
Participate Hobsons Bay	2– 22 July 2020	<ul style="list-style-type: none"><li>- 434 site visits<ul style="list-style-type: none"><li>○ 352 individual visitors</li></ul></li><li>- 41 survey submissions</li><li>- Participate Hobsons' Bay traffic<ul style="list-style-type: none"><li>○ Social media: 227 (63.2%)</li><li>○ Direct: 98 (27.3%)</li><li>○ Websites: 23 (6.4%)</li><li>○ Search engine: 11 (3.1%)</li></ul></li><li>- 5 people elected to 'follow' the project</li></ul>
Surveys received by mail	2 – 22 July 2020	32 mail surveys were received
Email enquiries or phone calls	Various	6 additional enquiries

Table 1: Engagement activity statistics

#### 4.1.2 What questions were asked?

##### Q1. To what extent do you agree the refined option will address the concerns of residents?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
1.1. Residential parking will be maintained through keeping 13 car spaces on Acacia Avenue and 26 spaces on Central Avenue					
1.2. Residential parking will be maintained with parking permits available for residents and their visitors					
1.3. Commuter parking will be maintained and improved with 46 additional car spaces (without parking restrictions) on the southern side of Central Avenue					
1.4. There will be minimum impact to residential travel times (estimation of one minute or so) due to proposed one way streets					
1.5. Line markings to show car parking spaces will address concerns of blocked driveways					
1.6. Concerns of obscured sight lines near intersections will be addressed with the 'No stopping' signs installed at intersections					
1.7. Traffic flow on residential streets will be improved with the proposed change to one way streets on Central Avenue and Acacia Avenue					
1.8. Traffic flow on residential streets will be improved with dedicated car spaces (without parking restrictions) on the southern side of Central Avenue					

##### Q2. Do you have any additional comments? [Open ended response]

##### Q3. Which street do you live in?

- Acacia Avenue
- Central Avenue
- Waratah Street
- Wattle Grove
- None of these, but I am a commuter
  - If yes, Q4. Which street do you live in?
- None of these, but I live nearby
  - If yes, Q5. Which suburb are you from?

##### Q6. Which age group do you fit into?

- Under 18
- 18-24 years
- 25-34 years
- 35-44 years
- 45-54 years
- 55-64 years
- 65 years or older

## 4.2 What were the results of the engagement?

### 4.2.1 Who we heard from

A total of 73 survey submissions (41 online and 32 mail submissions) were received over a three week period from 2 July to 22 July 2020. An additional 6 queries were received over email and phone, with many of these complimenting formal survey submissions.

Over half of respondents live on either Acacia Avenue or Central Avenue in Seaholme. Others noted that they either live nearby on streets within or bordering Seaholme, and less than 7% were from outside of this catchment or did not provide a response. People aged 55 years or over made up almost half of all respondents, closely followed by those aged 45 to 54 years.

A petition containing the signatures of 93 residents of Hobsons Bay was received on 22 July 2020 requesting Council abandon its proposal to make Central Avenue and Acacia Avenue one way streets.

### 4.2.2 What you told us

Respondent opinion is divided as to whether the revised proposal will address the traffic and parking concerns of residents around Seaholme Station. Less than 60% of respondents were either supportive or unsupportive of each statement made regarding elements of the revised proposal. Overall, 46% agreed or strongly agreed that the outcomes Council stated would be achieved by the revised proposal, while 39% were unsupportive and 15% were undecided.

Of the 73 survey submissions, 54 respondents provided additional comments that were further broken down into 110 individual comments.

Of the individual comments received, the top three themes commented on related to car parking (36%), one way traffic (20%) and comments made that the proposal requires further revision (13%).

The top five overall comments that were received on the revised proposal include

- unsupportive of one way streets
- unsupportive of current proposal and request for further revision
- increased car parking on southern side of Central Avenue will not solve residents' issues
- request for angled parking on the southern side of Central Avenue
- request for parking restrictions in residential streets north of the station

#### *One way traffic for Central Avenue and Acacia Avenue*

In addition to the petition received on 22 July 2020 requesting Council to abandon its proposal to implement one way traffic for Central Avenue and Acacia Avenue, the majority of respondents to survey were also unsupportive. Feedback suggests that respondents do not agree traffic flow on these residential streets would improve if the proposed changes were to go ahead, and that respondents do not agree that these changes would cause minimum impact to travel times along these streets.

Statement	Feedback
1.4. There will be minimum impact to residential travel times (estimation of one minute or so) due to proposed one way streets	<ul style="list-style-type: none"> <li>- 52% either disagreed or strongly disagreed with this statement</li> <li>- This was followed by 26% being supportive (agreed/strongly agreed), and 22% being undecided (neither agree nor disagree)</li> </ul>
1.7. Traffic flow on residential streets will be improved with the proposed change to one way streets on Central Avenue and Acacia Avenue	<ul style="list-style-type: none"> <li>- 53% either disagreed or strongly disagreed with this statement</li> <li>- This was followed by 34% being supportive (agreed/strongly agreed), and 12% being undecided (neither agree nor disagree)</li> </ul>

Of additional comments received, one way traffic was one of the elements of the revised proposal most commented on. Comments included

- unsupportive of Central Avenue and Acacia Avenue becoming one way streets
- there will be increased congestion with one way traffic
- request for one way traffic on Station Street
- request for one way traffic on Parkside Crescent

Safety concerns were also raised due to increased congestion and poor visibility of oncoming traffic on Acacia Avenue.

#### *Parking restrictions on the northern side of Central Avenue*

The majority of respondents to the survey were supportive of the parking restrictions being implemented, agreeing that these would allow residential parking to be maintained.

Statement	Feedback
1.2. Residential parking would be maintained with parking permits available for residents	<ul style="list-style-type: none"> <li>- 56% either agreed or strongly agreed with this statement</li> <li>- This was followed by 33% being unsupportive (disagreed/strongly disagreed), and 11% being undecided (neither agree nor disagree)</li> </ul>

There were limited comments received relating to parking restrictions on the northern side of Central Avenue, however those who did comment were supportive.

Some respondents expressed their concern that parking restrictions on Central Avenue would push train commuter parking onto Wattle Street and Waratah Street instead.

### *On-street parallel parking on the southern side of Central Avenue*

There were mixed views shared regarding on-street parallel parking on the southern side of Central Avenue.

Statement	Feedback
1.1. Residential parking will be maintained through keeping 13 car spaces on Acacia Avenue and 26 spaces on Central Avenue	<ul style="list-style-type: none"><li>- 47% either agreed or strongly agreed with this statement</li><li>- This was followed by 42% being unsupportive (disagreed/strongly disagreed), and 11% being undecided (neither agree nor disagree)</li></ul>
1.3. Commuter parking will be maintained and improved with 46 additional car spaces (without parking restrictions) on the southern side of Central Avenue	<ul style="list-style-type: none"><li>- 53% either agreed or strongly agreed with this statement</li><li>- This was followed by 33% being unsupportive (disagreed/strongly disagreed), and 14% being undecided (neither agree nor disagree)</li></ul>
1.8. Traffic flow on residential streets will be improved with dedicated car spaces (without parking restrictions) on the southern side of Central Avenue	<ul style="list-style-type: none"><li>- 44% either disagreed or strongly disagreed with this statement</li><li>- This was followed by 41% being supportive (agreed/strongly agreed), and 15% being undecided (neither agree nor disagree)</li></ul>

It is important to note that car parking was the most mentioned theme when respondents were asked if they had any additional comments, with majority of these relating to on-street parking on the southern side of Central Avenue.

Of the comments received relating to car parking, a quarter of these related to respondents being unsupportive of increased car parking on the southern side of Central Avenue.

Another quarter of comments received relating to car parking suggested that angled parking should be installed on the southern side of Central Avenue instead of parallel parking, with reasons for this noted as

- angled parking would allow for more parking spaces to be created
- parallel parking is an insufficient use of space
- for parking practicality and safety reasons

Additional comments received suggested that parallel parking would increase traffic congestion, that additional car parking should be created on Station Street, and that there is insufficient residential parking spaces available in the precinct.

### *Safety concerns of residents'*

Support was shown towards formalised on-street car parking spaces with line markings and that additional street signage would resolve the safety concerns previously raised by residents.

Statement	Feedback
1.5. Line markings to show car parking spaces will address concerns of blocked driveways	<ul style="list-style-type: none"><li>- 57% either agreed or strongly agreed with this statement</li><li>- This was followed by 31% being unsupportive (disagreed/strongly disagreed), and 13% being undecided (neither agree nor disagree)</li></ul>
1.6. Concerns of obscured sight lines near intersections will be addressed with the 'No stopping' signs installed at intersections	<ul style="list-style-type: none"><li>- 53% either agreed or strongly agreed with this statement</li><li>- This was followed by 26% being unsupportive (disagreed/strongly disagreed), and 21% being undecided (neither agree nor disagree)</li></ul>

Of comments received relating to safety concerns, respondents shared concern for car users, pedestrians and cyclists. Comments included

- increased congestion with parking on both sides of Central Avenue
- increased congestion and poor visibility of oncoming traffic on Acacia Avenue
- safety concerns for residents crossing the one way street to put their bins out due to increased traffic
- request to prioritise pedestrian and cycle access to the station

### *Additional feedback*

Other comments received related to amenity, accessibility, roads, council services and public transport. These will all be taken into consideration within the overall feedback received.

## **5. Next steps**

Council would like to thank everyone who participated in the engagement process on the revised proposal addressing traffic and parking concerns around Seaholme Station.

All feedback received will be reviewed and any direct issues or concerns raised by the community will be responded to.

Following the review of all feedback received, recommendations will be presented to Council for consideration. We will then confirm how community feedback has influenced the final design of parking and traffic management solutions around Seaholme Station.