

GREENLINE PROJECT

WHAT WE HEARD (JUNE 2022)

The GreenLine Project is the development of an active transport corridor through the centre of Spotswood and South Kingsville communities.

Community consultation for this stage of engagement occurred between 21st April to 2nd June 2022, running across Participate, a face-to-face session and an online session.

Project Summary

The project is designed to provide connection and linking key destinations including the major future development precincts, schools, Spotswood Station and village centres. This is part of the Better Places Spotswood and South Kingsville Place Guide.

GreenLine is broken into four sections:

- Stony Creek GreenLine
- North/South GreenLine
- Spotswood Station Planning and Advocacy
- East/West GreenLine

One of the key issues identified through the recently endorsed Spotswood and South Kingsville Local Area Movement Plan and Better Places was the lack of cohesive bicycle connections in all directions

The following key actions have been developed to improve the flow of people through Spotswood and South Kingsville:

- East-West Bicycle Routes- an off-road connection providing access from Precinct 15 located on Blackshaws Road to the Spotswood Station and Douglas Parade
- North-South Bicycle Routes – a cyclist connection along Hall Street, Spotswood connecting Federation Trail to the Newport Railway Station.

This stage of the consultation was designed to gather feedback on current concept plans for the Stony Creek Greenline and the East/West Greenline. As well as to inform the community of plans for the North/South GreenLine and the status of the Spotswood Station Planning and Advocacy section of the project.

Community Engagement

Throughout the engagement process, a multi-activity approach was performed:

Activity	Details
In Person Session	28th May 2022 - 8am-1pm, Spotswood Slow Food Market.
Online Session	18th May 2022 – 6pm-8pm, via Zoom.
Survey – East/West GreenLine	Participate, 21st April to 2nd June 2022, seeking feedback on the three proposed concept plans for the East/West GreenLine.
Survey – Stony Creek GreenLine	Participate, 21st April to 2nd June 2022, seeking feedback on the concept plan for Stony Creek GreenLine.

These community engagement opportunities were primarily shared via Council's digital platforms.

What we heard

Respondent statistics:

Platform	Details
Participate	1603 site visits with 95 total survey submissions.
Social	10,188 people reached with 120 engagements across multiple platforms.
Email	1064 emails sent to registered stakeholders.

Interaction Rate: 8.1% (Unique Visits vs participate contributions)

East/West GreenLine Survey:

Community feedback was sought on the concept proposals for the East/West Greenline to aid in the development of the final design plan.

The community were asked their thoughts on three proposed options for the design and implementation of the East/West GreenLine.

(n=83)



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The community were asked, can you outline the issues that are important to you? (n=68)



Proposal A = 47% - n=32

Proposal B = 25% - n=17

Proposal C = 28% - n=19

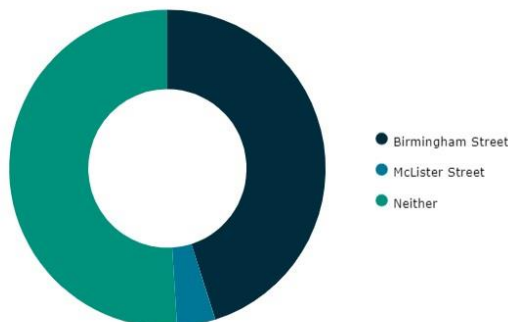
Demographic responses:

There were several key pieces of feedback from this consultation including concerns around road access, driveway access and parking. Due to the varying concerns based on stakeholder demographics a more detailed breakdown of responses is below.

Community were asked about their connection to Spotswood. (n=83)

- Live = 60% - n = 50
- Work = 4% - n = 3
- Visit = 36% - n = 30

The community were asked whether they live on streets affected by the proposals (Birmingham St and McLister St) (n=51)

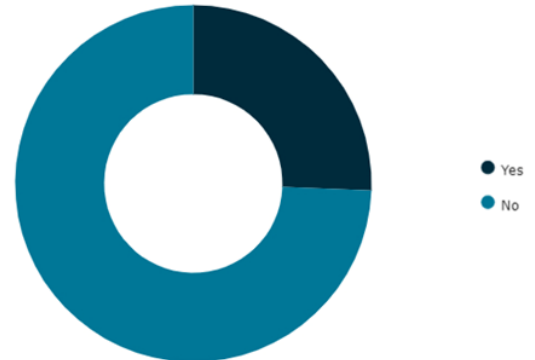


Birmingham St = 45% - n = 23

McLister St = 4% - n = 2

- Neither = 51% - n = 26

The community were asked whether they have children that attend or will attend Spotswood Primary School (n=82)



- Yes = 26% - n = 21

- No = 74% - n = 61

A note on demographic breakdown:

Over 60 per cent (%) of feedback was received by community that indicated they lived within Spotswood, of these respondents 45 per cent (%) indicated they lived on Birmingham St. This means over 27 per cent (%) of all respondents live on Birmingham St.

General Feedback:

The community were asked are there any issues / concerns in any of the proposals that you are most important to you? (n=73)

Responses from this question varied and were often the reasoning behind why a respondent hadn't chosen a specific proposal rather than the issues/concerns with their proposal choice.

It is important to note as no option was given to choose 'no proposal' or other, there were several respondents who skipped/omitted a response for proposal choice and instead provided feedback on their issues and concerns with all the options via the long form text question. Adjustment has been made for graphical interpretation to include the 'skipped' respondents as a category for the rest of the data analysis.



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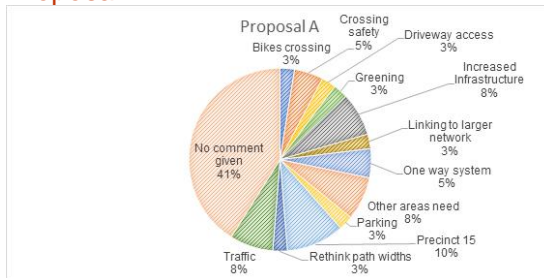
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Topics, issues and concerns have been further organised into more overarching broader terms as a lot of feedback featured central concerns but were rarely written in the same manner.

Feedback vs Proposal Choice:

Proposal A

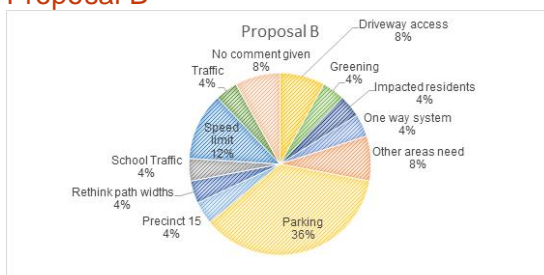


The main concerns featured for those that chose Proposal A were:

- Traffic – congestion and management
- Other areas that need the GreenLine instead/ GreenLine should extend to other areas.
- Increased infrastructure and development in the area with note to Precinct 15

Please note: these issues/concerns tended to explain why other proposals were not chosen rather than issues with the chosen proposal.

Proposal B

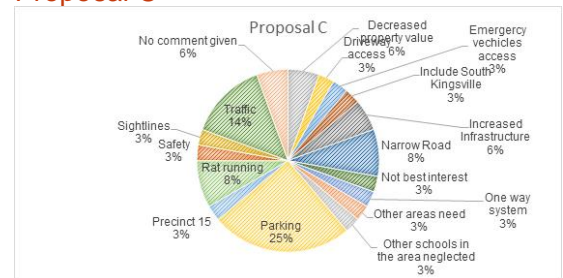


The main concerns featured for those that chose Proposal B were:

- The loss of parking, current parking issues and driveway access
- Other areas that need the GreenLine instead/ GreenLine should extend to other areas.
- Speed limit concerns.

Please note: these issues/concerns tended to explain why other proposals were not chosen rather than issues with the chosen proposal.

Proposal C



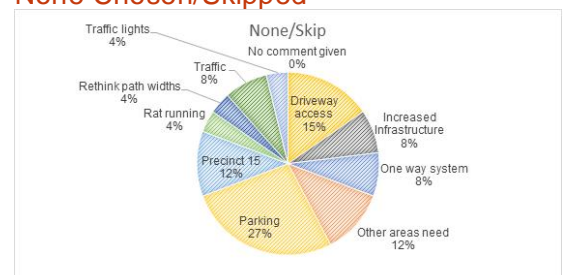
The main concerns featured for those that chose Proposal C were:

- The loss of parking, current parking issues and the road being too narrow.
- Traffic issues and the potential for 'rat-running'
- Decreased property values
- Increased infrastructure and development in the area with note to Precinct 15

Please note:

- *These issues/concerns tended to explain why other proposals were not chosen rather than issues with the chosen proposal.*
- *Feedback for 4 respondents indicated that despite their choice of Proposal C, they did not support any of the proposed designs.*

None Chosen/Skipped



The main concerns featured for those that chose Proposal C were:

- The loss of parking and current parking issues.
- Other areas that need the GreenLine instead/ GreenLine should extend to other areas.
- Driveway access issues
- Increased infrastructure and development in the area with note to Precinct 15



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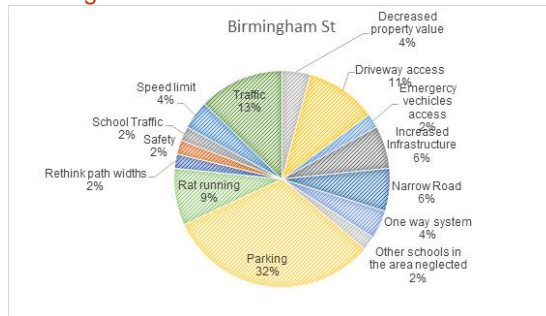


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Please note: these issues/concerns tended to explain why other proposals were not chosen rather than issues with the chosen proposal.

Demographic influence on feedback: Birmingham Street



The main concerns featured for the residents of Birmingham street were:

- The loss of parking, current parking issues and the road being too narrow.
- Traffic issues and the potential for 'rat-running'
- Driveway access issues

Influence on chosen proposal:

Overall Proposal A was the preferred choice for respondents, however there is some skewing in the data based on demographical choices offered in the survey. A breakdown has been provided to further understand specific community concerns (for example from the residents of Birmingham St versus the more general preferred choice of the greater community.)

Further breakdowns:

- Those with children attending Spotswood Primary school had a more even split with Proposal A and C being the preferred choice.
- Those without children attending Spotswood Primary school were more likely to choose Proposal A as the preferred choice.
- Those who indicated they lived in Spotswood had a more even split with Proposal B and C being the preferred choice.
- Those who indicated their relationship to Spotswood was in a visitor capacity were far more likely to choose Proposal A.

- Those who indicated they lived on neither Birmingham St or McLister St had a more even split with Proposal A and C being the preferred choice.
- Those who indicated who indicated they lived on McLister St chose Proposal A.
- Those who indicated who indicated they lived on Birmingham St were more likely to choose Proposal B or C (or to skip the preferred choice).
- Those that skipped the response to this question either through the survey logic (indicated previously they worked or visited Spotswood) or through intentional skipping of the question had a very strong leaning to Proposal A.

Conclusion:

In general consideration needs to be undertaken as to whether demographical data indications have any further influence in the ultimate design decision for this GreenLine. As indicated in communications Proposal A is the preferred design option by Council. However impacted residents, particularly those on Birmingham St have voiced concerns throughout the consultation process over the proposed traffic, one-way system and parking changes on their residential street.

Stony Creek GreenLine Survey:

Community feedback was sought on the concept proposal for the Stony Creek Greenline to aid in the development of the final design plan.

The community were asked, what do you think about the concept plan presented?
(n=12)

The top responses focused around:

- The concept being an improvement for cyclists and pedestrians
- Requests for more safe routes and connections outside of the Stony Creek GreenLine.
- Requests for further streetscapes and greening as part of the project.



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The community were asked, can you outline the issues that are important to you? (n=10)

The top 3 responses were:

- Pedestrian connections – comments focused on connections outside the scope of this project but connect to the Stony Creek GreenLine (n=6)
- Cycling connections – comments focused on connections outside the scope of this project but connect to the Stony Creek GreenLine (n=6)
- Railway barriers and the unfenced exposure to the rail corridor (n=3)

In Person Session:

Council officers facilitated a session with relevant project teams on 28th May 2022 at Spotswood Slow Food Market.

Key feedback of note was:

- Review of traffic signals at Hudson Road and Melbourne Road to make sure they are operating as efficiently as possible
- Emergency service access issues
- Birmingham Street west bound- would be best for emergency services. – ensuring that responders would not be stuck in traffic lights.

Community feedback at the face-to-face sessions overall was quite general with a lot of contributions across various topics and areas within the space. In general, the feedback aligned with the central aims of the Aviation Road Masterplan in terms of the potential issues and opportunities within the area.

Online Session:

Community attended an online session via Zoom on the 18th May 2022. Key feedback of note was:

- Review of traffic signals at Hudson Road and Melbourne Road to make

sure they are operating as efficiently as possible

- Emergency service access issues
- Birmingham Street west bound- would be best for emergency services. – ensuring that responders would not be stuck in traffic lights.

Online – Other Feedback:

Feedback received by email:

Council received 7 (seven) emails in response to the open consultation. These were forwarded to the project manager as received. Key feedback of note was:

- Formal submission for the retention of the current conditions on Birmingham St with a second preference for Proposal B.
- Concerns around Birmingham St changes – with a request for further clarifications around impacts of the options.
- Parking concerns and issues.
- Concerns around access with note to deliveries and other services.

Feedback received by social platforms:

Comments were received on both the Council Facebook posts/page and Instagram posts/page. Key feedback of note was:

- The vital bike route needs to link properly to the Altona Nth Precinct 15 development.

Next steps

Further development of the designs will be undertaken with consideration to community feedback and reported back to community for information and understanding. If you have any questions regarding the GreenLine Project or other Better Places Projects, please email projects@hobsonsbay.vic.gov.au.



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