

9.4 YOUR STREET YOUR SAY ROUND 2 CONSULTATION FINDINGS AND DRAFT CONCEPT PLAN FOR COUNCIL ENDORSEMENT

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EXECUTIVE SUMMARY

This report presents round 2 community consultation feedback, updated proposed projects with draft concept plans and a recommended prioritised list of projects for delivery, for the Your Street, Your Say (YSYS) Group B areas.

The YSYS program supports an integrated, networked approach to transport planning and operations, informed by inclusive community engagement and underpinned by the Darebin Transport Strategy. This approach aligns with the objectives of the *Transport Integration Act 2010* (**Appendix F**), which supports all aspects of the community through a safe transport network that is accessible for people with all abilities.

The second round of community engagement on the YSYS Group B areas was held from 1 March 2024 to 14 April 2024. The community were invited to provide feedback on 22 projects, 11 operational projects and two questions about speed limit changes.

Significant effort was made in delivering an inclusive and welcoming engagement approach. There were 691 people actively engaged across all engagement activities with 597 online responses and over 2,000 pieces of information received.

The round 2 community consultation summary including number of responses for each project and percentage of support, and is included as **Appendix A**.

There have been changes made to some proposals, and removal of one project, as a result of consultation feedback, a 27 May Petition, and technical assessment (including internal review and safe system assessments). The changes were made under the supervision of a registered professional engineer. The full list of updated projects and draft concept plans is included at **Appendix B**.

Consultation also included the Federally funded blackspot project at the intersection of Victoria Road and Mitchell Street. Community feedback has been reviewed and taken into account. After careful consideration of both feedback and the engineering assessment, it is recommended to progress with this blackspot project. Not proceeding with this project carries a significant risk for community, given the historical crash patterns at the location and noting that the proposed treatment is supported by DTP and will be fully funded by the Federal Government.

Following confirmation of significant community interest, officers are recommending implementing additional 40km/h speed limits on local roads and to trial 30km/h zones around activity centres and schools in the Group B area.

Following further investigation, Council endorsement is sought to modify the project description at Broadhurst / Massey intersection in YSYS Group A, to a raised intersection with traffic signals. This approach is required due to the original proposal not sufficiently managing identified safety issues.

This report recommends the Group B *high* and *other priority* projects are endorsed to progress through to the design and implementation stages as funding becomes available through the annual budget process and through grant opportunities.

Officer Recommendation

That Council:

- (1) Endorses the *Your Street, Your Say Group B* concept designs as provided in **Appendix B** for design and delivery subject to the annual budget process. The top 8 projects in the following list are high priority and the remainder being other priority projects:
- a. Install a trial solution along South Crescent near Mason Street to deter rat-running traffic. If the trial is unsuccessful, remove all parking from the south side of South Crescent between Mason Street and Plant Street.
 - b. Investigate a separated bike lane on Dundas Street, between Victoria and Matisi Street.
 - c. Investigate options to improve road safety along Victoria Road between South Crescent and Separation Street (feasibility study), but not physically separated bike lanes.
 - d. Investigate options for separated bike lanes on Victoria Road, between Darebin Road and Separation Street (near Northcote Aquatic and Recreation Centre) and investigate further treatments to provide safe crossing for bicyclists near the entrance to the Northcote Aquatic and Recreation Centre.
 - e. Design and construct a signalised pedestrian crossing on Victoria Road, south of Clifton St (near the Northcote Aquatic and Recreation Centre).
 - f. Install a raised zebra crossing on Clarendon Street, east of High Street.
 - g. Install a raised zebra crossing on Newcastle Street, south of Young Street.
 - h. Install intersection traffic signals at Breavington Way.
 - i. Install raised crossing at Raleigh Street and two speed humps towards the roundabout at St David Street.
 - j. Consult the school and undertake surveys to understand whether people are mostly entering the school off Matisi Street near Collins Street or north of Theobald Street. Reposition and construct the wombat crossing to suit desire-line.
 - k. Investigate and design the most appropriate options for road safety treatment on Separation Street between Hopetoun Street to Bennet Street.
 - l. Install a raised intersection at Jones Street and Collins Street, with zebra crossings across all four sides of the intersection.
 - m. Design and construct raised intersection traffic lights at the intersection of Dundas Street and Newcastle Street.
 - n. Design and install a raised zebra crossing (wombat crossing) on Clarendon Street, east of St David Street in addition to the central median and speed cushions on the concept plan. Also, investigate traffic calming measures along Wales Street and deliver at the same time as the Clarendon Street changes.
 - o. Install a trial one-way (westbound) on Railway place between Station Street to Gillies Street. If safety assessment following the trial still requires the

- zebra crossing on Railway Place near Gillies Street to be straightened and raised then this should be considered for future funding.
- p. Design and install road safety treatments along Newcastle Street between Walton Avenue and Raglan Street.
 - q. Design and install raised zebra crossings on all four sides of the intersection at Raglan Street and Newcastle Street.
 - r. Design and install a wombat crossing across Union Street east leg at High Street.
 - s. Remove all left turn slip lanes at the intersection of Separation Street and Northcote Plaza through an intersection remodel.
 - t. Design and install raised zebra crossings on all four sides of the roundabouts at the intersection of Newcastle Street and Pender Street
 - u. Design and install raised zebra crossings on all four sides of the roundabouts at the intersection of Newcastle Street and Collins Street.
 - v. Investigate and design a T-intersection at Wingrove Street and Arthur Street with raised pedestrian crossing on Wingrove Street and on Arthur Street to the north of Wingrove Street.
 - w. Design and install a raised intersection at Separation Street and Perry Street with zebra crossings across all four sides of the intersection (subject to Department of Transport and Planning approval).
 - x. Construct footpath connections and pram ramps for Habitat Link to be connected safely to the footpath on the south side of Main Drive to the east of Ernest Jones Drive.
 - y. Design and install a raised zebra crossing on Rossmoyne St, to connect Olver Reserve and Jones Reserve.
 - z. Design and install a raised zebra crossing on Gooch St, to connect Jones Reserve and Harry Reserve.
 - aa. Design and install further road safety treatments at Flinders Street near Roberts Reserve.
 - bb. Upgrade raised pedestrian crossing on Mansfield St, between Roberts Reserve and Olver Reserve, to a raised zebra crossing.
 - cc. Design and install a raised zebra crossing across Separation St, east of Sparks Ave (near Alfred Nuttall Memorial Kindergarten)
- (2) Notes that the timelines for design and delivery of projects are subject to annual budget processes and budget availability, including successful grant applications.
- (3) Makes the *Your Street, Your Say Group B Round 2 engagement report* at **Attachment C** publicly available via the Darebin website.
- (4) Endorses the operational project proposals with any proposed changes, if any, as shown in **Appendix A** to be delivered through operating budgets or grant funding.
- (5) Endorses a further reduction in speed limit to 40km/h on local roads, and a trial 30km/h zone around activity centres and schools in the Group B area.
- (6) Notes the consultation for *Your Street Your Say Group C* (Reservoir East, Preston East, and Northcote West) will proceed as soon as practical in 2024/25, but after the caretaker period.
- (7) Thanks community members for their feedback and participation throughout the two rounds of consultation for *Your Street Your Say Group B*.
- (8) Endorses the delivery of the raised crossing on Newcastle Street near Young Street in 2024/25, if the final adopted 2024/25 annual budget includes an additional \$100,000 capital works allocation for delivery of Your Street Your Say Group B projects.

- (9) Endorses the update to the project scope of the Your Street, Your Say Group A project at the intersection of Massey and Broadhurst Avenue to a raised signalised intersection.

BACKGROUND / KEY INFORMATION

The *Road Management Act 2004*, *Transport Integration Act 2010* and the *Local Government Act 2020* sets out Council’s range of obligations to manage roads. Community participation in transport management is a core requirement.

The key objectives of *Transport Integration Act* (**Appendix F**) and the *Darebin Transport Strategy 2027-2027* which underpin the Your Street, Your Say (YSYS) program are listed in Table below.

Objectives of the Transport Integration Act 2010	Objectives of Darebin Transport Strategy 2007-2027
<div>1. social and economic inclusion</div> <div>2. economic prosperity</div> <div>3. environmental sustainability</div> <div>4. integration of transport and land use</div> <div>5. efficiency, coordination and reliability</div> <div>6. safety, health and well-being</div>	<div>1. improve accessibility</div> <div>2. increase the role of sustainable transport</div> <div>3. reduce transport demands</div> <div>4. increase inclusion</div> <div>5. improve health and environment</div> <div>6. improve community safety</div> <div>7. integrate with economic development and engage with stakeholders</div>

YSYS Group B as shown in Figure 1 includes Northcote East/Fairfield/Alphington, Thornbury East and Bundoora/Macleod.

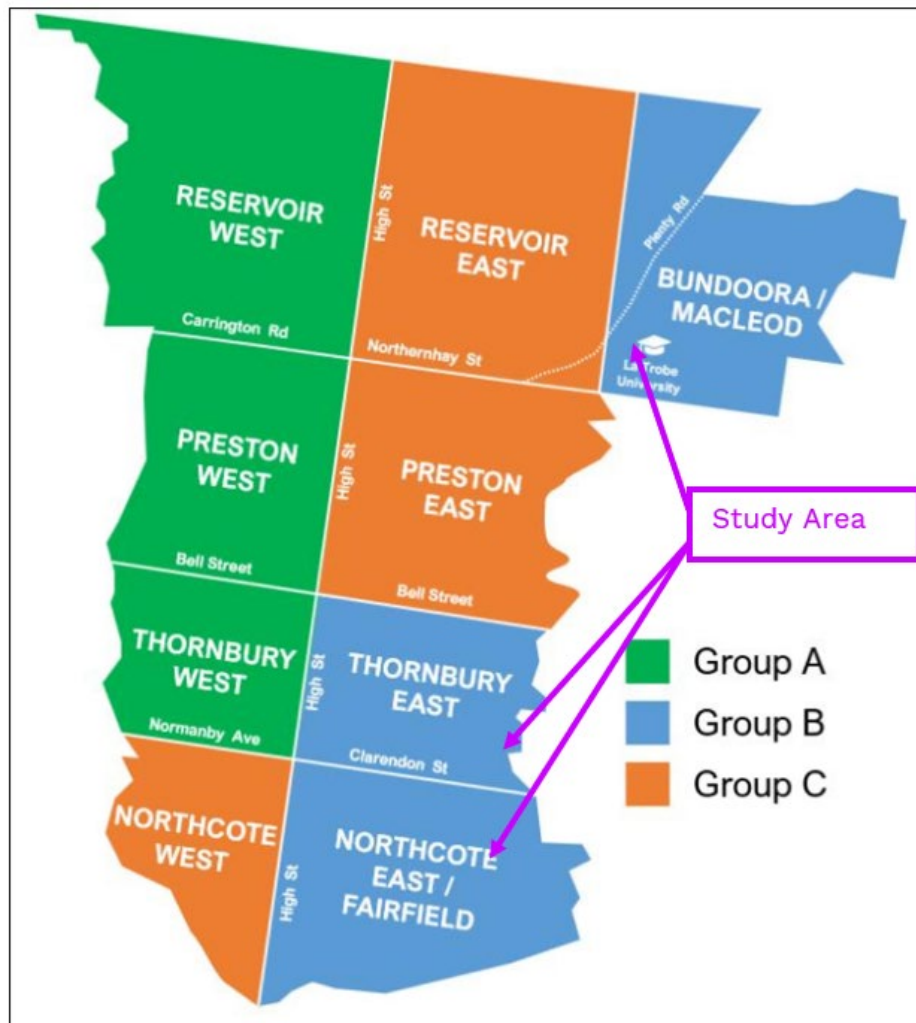


Figure 1: Map of Darebin divided into local area place-making areas and groups.

Previous Council Resolution

At its meeting held on 8 January 2024, Council resolved:

Part 1 of 2

That Council:

- 1) Approves the release of the Your Street, Your Say Group B round 1 community consultation summary report to the public
- 2) Endorses the following projects as adapted from the recommended top 20 projects with draft concept plans with the following amendments to be included in the second round of community engagement for the Group B area of the Your Street, Your Say program:
 - a. Re-orders the top 20 projects to ensure that children's safety is in the top 5 list of priorities to allow children to safely walk, cycle, take public transport or get dropped off at their school, kindergarten or childcare centre:
 - i. Priority 1 (Location 2) - Roundabout at the corner of Dundas and Newcastle Streets, at Thornbury Kindergarten and near Pender's Grove Primary School:
 - design of intersection upgrade
 - installation of traffic signals at the intersection

- ii. *Priority 2 (Location 7) - Install a raised intersection treatment with raised zebra crossings across all legs of the intersection of Separation Street and Perry Street near Perry Street Childcare Centre and Fairfield Primary School, which is also near the bus stop.*
- iii. *Priority 3 (Location 19) - Install a raised zebra crossing across Mitis Street near Thornbury High School.*
- iv. *Priority 4 (Location 20) - Install a raised intersection treatment with raised zebra crossing at the corner of Jones Street and Collins Street near Thornbury High School.*
- v. *Priority 5 (Location 14) - Install raised zebra crossings on Newcastle Street between Dundas Street and Pender Street near Pender's Grove Primary School and Thornbury Kindergarten.*
- vi. *Priority 6 - Install a raised zebra crossing across Separation Street outside Alfred Nuttall Memorial Kindergarten, which is also near the bus stop.*
- b. *Location 4, Dundas Street / Newcastle Street intersection safety improvement project*
- c. *Location 6, safety improvement projects along Dundas Street between Victoria Road and Matisi Streets*
- d. *Location 10, raised crossing on Clarendon Street near Psarakos Market*
- e. *Location 11, pedestrian crossing on Victoria Road near the Northcote Aquatic and Recreation Centre*
- f. *Location 12, safety improvement projects along Clarendon Street between St David Street and Wales Street*
- g. *Location 13, Separation Street / Northcote Plaza Entry intersection safety improvement project*
- h. *Location 15, safety improvement projects along Separation Street between High Street and Victoria Road*
- i. *Location 16, Wingrove Street / Arthur Street safety improvement project*
- j. *Location 17, safety improvement projects along Victoria Road between Darebin Road and Northcote Aquatic and Recreation Centre*
- k. *Location 18, Raglan Street and Newcastle Street intersection safety improvements*
- l. *Location 21, safety improvement projects along Victoria Road between South Crescent and Separation Street*
- m. *Location 22, safety improvement projects at road intersections with the network of reserves connecting Flinders Street and Raleigh Street in Thornbury*
- n. *Location 23, Union Street and High Street safety improvement project*
- o. *Location 24, Railway Place near Gillies Street safety improvement project*
- p. *Removes - "installation of modal filter" along South Crescent that would cost \$200,000, and replaces this with "Removal of limited sections of on-*

street parking at higher risk areas of the south side of South Crescent between Plant Street and Mason Street”

- q. Adds the following safety issue to be included in the second round of community engagement, as Springthorpe has been ignored in the Your Street Your Say Group B list of priority projects:*
 - i. a footpath on Main Drive in Springthorpe near the habitat link so that Springthorpe residents can safely use prams or mobility aids to visit parks as well as get to the Polaris shopping centre.*
- 3) Endorses the 10 operational projects including blackspot project (Appendix F) to be included in the second round of community engagement for the Group B area of the Your Street, Your Say program.*
- 4) Endorses including questions in the round 2 community consultation survey about reducing speed limits on local roads to 40km/h, and, trialling 30km/h zones near activity strips and schools.*
- 5) Notes that the timelines for design and delivery of projects are subject to annual budget processes and budget availability.*
- 6) Sends a letter to the Minister for Roads and Road Safety outlining 4 key advocacy items along the High Street Route 86 Tram Corridor as detailed in Appendix C and 10 other priority locations on Department of Transport and Planning managed roads at Appendix J.*
- 7) Notes the Route 86 Tram Corridor north of Dundas Street will be included in the Group C investigation year, and that the reinstatement of the Tyler Street tram stop continues to be a high advocacy priority.*
- 8) Notes that the Mayor will write to the Minister for Public and Active Transport requesting the reinstatement of the Tyler Street tram stop in 2024/25 and an urgent site meeting to progress the required designs*
- 9) Seeks to accelerate the Your Street Your Say Group A projects adopted by Council on 26 September 2022 by also nominating those projects for grant funding as it becomes available.*
- 10) Thanks the community for their valuable and considered input made during the first round of community engagement.*
- 11) Receives a further report to Council with final recommended priority treatments and concept plans to be considered for delivery through future annual budget processes and grant opportunities.*
- 12) Requests a detailed register of the completed and outstanding Your Street Your Say projects to be available on Council's website that provides regular updates on these projects to ensure effective governance and full transparency.*

Part 2 of 2

That Council:

- 1) Endorses the following project as adapted from the recommended top 20 projects with draft concept plans to be included in the second round of community engagement for the Group B area of the Your Street, Your Say program:*
 - a) Location 5, safety improvement projects along Newcastle Street between Walton Avenue and Raglan Street.*

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 2: Prosperous, Liveable and Flourishing

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 1: Vibrant, Respectful and Connected

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

2.1 We will deliver equitable and accessible infrastructure to provide opportunities for our community to live well

2.2 We will design and create public spaces where our people feel safe, welcome, and respected, including improving lighting and safety for people walking, wheeling, cycling and driving

2.4 We will foster local urban streetscapes and activity centres that connect our community, support economic recovery, and encourage people to live, work and play locally

DISCUSSION***Prioritising projects through Your Street, Your Say (YSYS) program***

YSYS is the primary way projects requiring Council capital funding to improve safety and access are prioritised for investigation and design within Darebin.

The YSYS program identifies projects that deliver the Darebin Transport Strategy. This includes projects to improve safety, allow comfortable active travel and support public transport. Creating an efficient integrated and inclusive transport system involves achieving balance across multiple factors including safety, connectivity, accessibility and efficiency. These factors and the documented outcomes in the Darebin Transport Strategy have been central to how the program has been developed and run through the Group B area investigation phase.

Identifying locations to investigate in Round 1 using Multi-Criteria Analysis (MCA)

YSYS Group B round 1 community consultation received over 2,000 comments. Review of the distribution of comments identified 227 potential project locations. MCA was undertaken to identify which locations Council should investigate first, and proposed treatments. This MCA was not intended to determine the priority of project funding.

The MCA was undertaken using principles from *Infrastructure Australia's Guide to Multi-Criteria Analysis, July 2021*, which also reflects the Transport Integration Act principles. Draft concept plans were then developed at the highest-ranking locations, and those added through the Council decision process, ready for round 2 consultation.

Revised Draft Project Proposals

Based on the level of support, feedback for each project and technical assessment, changes were made to some proposals. The changes were made under the supervision of a registered professional engineer and in some locations included the use of a rapid safe systems assessment. The list of all projects, including updates with draft concept plans is included in **Appendix B**. A table showing how some proposals have changed from the draft concept plan that was taken to the community for feedback are included as **Appendix G**.

Operating Projects

Operational projects are initiatives that were identified through previous work (Clarendon and Northcote local area place making projects), customer requests or a Blackspot project. These road safety improvements can be delivered from existing budget allocations, or with secured grant funding, but require a degree of consultation with the community. This was undertaken through YSYS community engagement. These projects were generally supported by the survey participants with outcomes and recommended approach included in **Appendix A**.

Ranking projects (high and other priority) using the CWP tool

The two rounds of YSYS community consultation have confirmed the locations that require capital investment, as well as proposed concept plans.

To recommend a priority order for progressing with the design phase of the Your Street Your Say program, a Capital Works Prioritisation Tool was used (**Appendix E**).

The CWP tool was used following the updates that were made to some projects in response to the consultation feedback. The CWP tool focuses on community safety, access and value for money. This approach informs which projects should progress through design first, with a focus on areas most in need and where the highest value can be achieved for the community.

The projects have been ordered and grouped into *high priority* and *other priority* transport projects, the same way Group A projects were presented. The High Priority projects have a combined value of about \$1,000,000, the same as Group A. The full list of prioritised projects with estimated project costs is included as **Appendix D**.

A similar approach to the CWP is used to consider all designed projects across Darebin for construction through capital works allocation in the annual budget process.

Speed Limit Reductions

Through this second round of engagement, residents were asked to provide their opinions on reducing the speed limit of local roads in the Group B area to 40 km/h as well as about reducing the speed of local roads near activity centres and schools to 30km/h.

Reducing speed limit to 40km/h on local roads within Group B area were supported by 83% and trialling a 30km/h speed limit around an activity centre and/or school within the project area were supported by 72% of participants.

Victoria Road / Mitchell Street Blackspot Project

Blackspot projects target road locations where crashes are occurring or are at risk of occurring. These road safety improvements can be delivered from existing budget allocations, or with secured grant funding, and require consultation with the community. This was undertaken through YSYS community engagement.

Feedback through the second round of engagement included 41 responses and was mixed. The level of support for the project was 41% of respondents and the main concern being congestion elsewhere. Full details of why survey participants did not support the project are included in **Appendix A**.

It is recommended to progress with the 100% Federally funded blackspot project at the intersection of Victoria Road and Mitchell Street.

The design responds to the collision history of two injury collisions from the 5 years leading up to the application in 2021 and an independent road safety audit that identified safety deficiencies at the site. There are no patterns of the two recorded collisions though there are anecdotal reports of drivers being involved in collisions turning right from Mitchell Street (west) and near misses when vehicles turn left and don't see the pedestrian crossing on Victoria Road.

The scope of the project aligns with community views from the Northcote Local Area Place Making (LAPM) Study from 2019. Community feedback during this project opposed relocating the Pedestrian Operated Signals from just north of the intersection and making the intersection a fully signalised intersection as this would encourage rat-running along Mitchell Street.

Considering the collision history, independent safety audit and traffic impact assessment, the recommended solution is to ban the east-west movement and right turn movements at the intersection by constructing a central island that allows bike access. This has been endorsed by the Department of Transport and Planning.

Not proceeding with this project maintains the current situation where the community is at risk of experiencing a serious injury or fatality.

The Traffic Impact Assessment found that both the intersections of Victoria Road and Separation Street and Victoria Road and Bastings Street are currently underutilised for right turn movements and can accommodate an increase in traffic if the proposed changes at Victoria Road and Mitchell Street are delivered. This solution delivers the most positive outcome for bus travel time along Victoria Road and for people walking and riding.

Trial treatment to deter Rat-Running traffic along South Crescent

Following the January Council meeting, officers undertook transport data collection, site inspections and received an independent rapid safe system assessment for the section of South Crescent between Mason Street and Plant Street. This work confirmed significant safety risks of riders and vehicles, including cars and trucks, passing with less than the 1.5m clearance as required by law.

Instead, riders, including inexperienced riders like school aged children, were observed swerving in and out of gaps between parked cars as oncoming or overtaking vehicles passed them. Officers recommend that these safety risks should be reduced through a treatment.

There were 45 responses through the survey on this location with 67% of responses in favour of the proposal (removal of 4 on-street parking spaces). The reasons participants left for why they do not support the proposal included, would prefer the modal filter (7), and if a dedicated bike lane is required it should be on the land near the train line (4). A petition was also received on 27 May with 160 signatures requesting the trial modal filter.

After considering community feedback, the petition and the additional independent safety comparison of current conditions and design alternatives, officers are recommending a trial treatment that deters rat running traffic and allows people using active travel to go through.

A treatment recommended to be trialled on South Crescent near Mason Street would be similar to the James Street Pocket Park treatment. Planter boxes or bollards are often used to create the modal filter/rat-run deterrent treatment. If the trial treatment is unsuccessful, the recommendation is to prohibit parking on the south side of the South Crescent between Mason Street and Plant Street.



Benefits of rat-running deterrent that allows active travellers through

- Pocket Park creates safer road environment by reducing the conflict between rat-running traffic and people riding.
- Access for active modes of transport is retained. Drivers can still access all properties as required. The route they would need to take would be less direct on local roads or on roads designed for high volumes of cars.
- This treatment allows emergency vehicles through but not other vehicles by using an emergency services bollard that has a generic emergency services key. If access is needed, they can unlock the bollard and proceed.

Benefits of trialling a treatment

Community will have a chance to experience how the treatment will affect their local neighbourhood, while transport engineers will have the opportunity to collect data before and after the implementation to evaluate its effectiveness and asking community for feedback. The option would remain of removing the treatment or making it permanent.

Recommended additional projects to be delivered in 2024-25

Considering the feedback from the community and above prioritisation outcomes, officers are recommending the use of the \$100,000 additional capital works allocation in the draft budget to deliver the raised crossing on Newcastle Street near Young Street.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES**Financial Management**

Planning for transport safety and network improvements through the Your Street, Your Say program is a core council function and has been provided for within the operating budget.

The revised 4-year Capital Works Plan at the beginning of 2023/24 financial year has required an adjustment in the amount of project delivery and sequencing.

While not all identified infrastructure improvement projects can be delivered straight away, projects will continue to be considered in coming years through Council's annual budget process. A similar approach to the CWP will be used to assess identified and designed projects throughout Darebin to ensure resources are directed to the areas most in need and best value is achieved for our community.

Confirming the priority locations and concept plans for investment (informed by an inclusive engagement process and technical assessment) ensures Council is well placed to apply for grant opportunities.

By confirming priority locations and concept plans that are informed by community consultation, Council also maximises its chances of securing grants to increase the number of projects delivered.

Community Engagement**Group B round 2 engagement*****How the community was engaged:***

Six weeks of community engagement on the Your Street, Your Say Group B area were conducted from 1 March to 14 April 2024. The approach included:

Campaign

- Letter box drops of 4-page brochures to 24,500 households in the area (including translations in 6 key languages)
- Email with information sent to 177 people who registered for an update
- Notifications alert sent to 744 followers who followed the Your Say Darebin project page
- 20 schools within project area were sent a short YSYS information text
- Emailed consultation information and link to 72 people of Victorian Sustainable Transport Interest Group
- Councillor e-bulletins; Darebin's website news article, Your Darebin e-newsletter, Departmental e-newsletters, Disability Access Newsletter, Staff to Staff internal newsletter, CEO message
- Customer Service on-hold message

- Posters distributed to religious centres (Mosques and Churches)
- Dedicated social media posts on: 29 March and 11 April
- Referenced in “What’s on Wednesday” social media posts on: 20 March and 3 April
- Clear information written on the Your Say page and Flyers and FAQs to enable submissions via email PDF and hard copy survey

Medium of participation

- Social pin-point online engagement portal via Interactive map
- 2 in-person drop-in sessions were held to facilitate face-to-face discussions
- 2 Focus group targeted engagement sessions (CALD plus older community- Italian and Greek groups)
- email
- Phone
- Hard copy paper survey

Participating in the Survey

The survey invited people to provide the following for each of the 33 projects:

- whether they support or oppose a proposed project, or are neutral
- if they oppose the project, to explain why
- to provide any additional comments regarding a project.

During this round of engagement there were also two questions about speed limit changes as described earlier.

Consultation results**Key stats from the round 2 community engagement are as follows:**

- Through YSYS online engagement portal interactive map there were 2,061 contributions (received over the period 01 March to 14 April 2024).
There were 652 contributors that provided over 2,000 pieces of information
10,023 page views across the data collection period (222 average page views, peaks occurred on 1 March with 779 page views and 13 April with 786 page views).
- Two dedicated social media posts on 29 March and 11 April had a Facebook reach of 4382 and Engagement of 438 and Instagram reach of 3744 and Engagement of 75.
- “What’s on Wednesday” social media posts on 20 March and 3 April had a Facebook reach of 1349 and engagement of 51 and Instagram reach of 629 and engagement of 9 people.

Group C Engagement

Group C engagement will be similar to Group B: the round 1 will seek broad feedback, the round 2 will go back to community to seek their feedback on the recommended treatments. A focus on welcoming and inclusive engagement will remain a priority. A range of online, on-site, and face-to-face communication media will be used to engage with all community member within the Group C.

Stage 1 community consultation in the Group C areas will commence as soon as practical in the 2024/25 financial year following the caretaker period.

Overarching Governance Principles and Supporting Principles

- (b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- (c) the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
- (d) the municipal community is to be engaged in strategic planning and strategic decision making;
- (h) regional, state and national plans and policies are to be taken into account in strategic planning and decision making;

Public Transparency Principles

- (a) Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act;
- (c) Council information must be understandable and accessible to members of the municipal community;
- (d) Public awareness of the availability of Council information must be facilitated

Strategic Planning Principles

- (e) strategic planning must provide for ongoing monitoring of progress and regular reviews to identify and address changing circumstances;

Service Performance Principles

- (d) a Council should seek to continuously improve service delivery to the municipal community in response to performance monitoring;

COUNCIL POLICY CONSIDERATIONS

Environmental Sustainability Considerations (including Climate Emergency)

Eighteen percent of Darebin's greenhouse gas emissions are from transport. Safer streets for local residents will encourage and support more people to walk and ride with personal wellbeing and community resilience benefits. The Your Street, Your Say projects will support Council's response to the climate emergency through making active travel safer and therefore a more viable option for more people.

Where possible, passive irrigation and water sensitive urban design principles and planting of trees will be applied to road safety treatments, along with landscaping to create permeable surfaces and canopy cover.

Increased frequency of extreme weather days may make walking and cycling more difficult, particularly vulnerable people due to age and health. Planning transport treatments with tree planting will help keep streets cool and safe.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

An Equity Impact Assessment was completed in May 2023 before the consultation began. In June 2024, the Equity Impact Assessment was updated after consultation. Findings through the Equity Impact Assessment included:

- Having gone through 2 rounds of community engagement and having heard from our community we consider we have identified a balanced and appropriate way to reach out to all age and groups of community members who are reliant on public transport or sustainable transport networks, older people, Aboriginal and Torres Strait Islanders and people with a disability and public housing tenants were reached.
- Meaningful engagement was delivered with the various culturally and linguistically diverse groups
- Well-designed road safety interventions are proposed/recommended for people of all abilities, gender and age.

Access and mobility are fundamental parts of a free and dignified life.

The local street network plays a crucial role in promoting social and economic inclusion. It forms the connection between people's homes, schools, workplaces, community facilities, social services, and friends and families.

Recent research to inform the Darebin Health and Wellbeing Profile¹ found that a sedentary lifestyle remains a key health risk affecting our community and is above the Victorian average.

This project prioritises walking and bike riding, particularly on the Principal Pedestrian Network and Key Cycling Corridors. Creating streets where people feel comfortable walking and cycling can improve physical and mental health, as well as fostering a greater sense of connectedness with the community.

Economic Development and Cultural Considerations

Management of transport issues, including parking, around activity centres has the potential to impact local businesses positively or negatively. Economic development is one of the factors that is considered with any change that is proposed. Businesses are included in all community engagement relating to projects in their area to ensure their needs are understood.

Improving the quality of cycling and walking routes makes it easier for residents and visitors to use any mode of transport to work, shop, and visit local centres. These supports thriving local economies by activating centres with increased numbers of pedestrians and riders who are more likely to undertake multiple activities and spend more money in the one visit². This approach would also help manage road congestion and parking pressure, which will increase over time with Melbourne's population growth unless preventative action is taken.

Operational Impacts

Capital projects require ongoing funding to maintain the infrastructure. Officers are working across the organisation to ensure best value life cycle products are being used in the right places.

Legal and Risk Implications

Improvements to the street network through the Your Street, Your Say program will improve road safety.

¹ [Darebin Health and Wellbeing Profile 2021](#)

² [Article by Bicycle Network](#) referencing [Research](#) that found people who walk, ride or take public transport spend 40% more each

The prioritisation and treatment selection has been overseen by a Registered Professional Engineer. Road improvement designs in future stages will be done to required standards.

If the Victoria Road / Mitchell Street Black-Spot project does not proceed, there is a risk of a liability claim due to a known documented safety risk not being addressed.

IMPLEMENTATION ACTIONS

Timeline

YSYS Group B

- Council Meeting 24 June 2024:
 - Consider Your Street Your Say Group B final concept design for endorsement to progress through design and implementation as funding becomes available.
 - Consider the release of the Group B Round 2 engagement report and final concept designs to stakeholders and the community
- July 2024 onwards: progressive design and delivery via annual budget process

YSYS Group C

- November 2024
 - Commence Round 1 community engagement
- December 2024 – January 2025
 - Analyse community feedback
- February 2025
 - Prepare draft project proposals
- March – April 2025
 - Commence Round 2 community engagement to consult on the draft proposals.

Attachments

- Appendix A Round 2 community consultation summary outcome (**Appendix A**)
- Appendix B draft concept plans for the revised YSYS projects proposal (**Appendix B**)
- Appendix C YSYS Group B round 2 engagement report (**Appendix C**)
- Appendix D- Prioritised projects for delivery YSYS Group B (**Appendix D**)
- Appendix E Capital Works Prioritisation Tool - YSYS Group B (**Appendix E**)
- Appendix F Transport Integration Act 2010 Objectives and Principles (**Appendix F**)
- Appendix G – Updated proposals, Group B (**Appendix G**)

DISCLOSURE OF INTEREST

Section 130 of the Local Government Act 2020 requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosures have been made or are required.