

9.2 REVISITING YOUR STREET YOUR SAY GROUP B

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Reviewed By: General Manager City Sustainability and Strategy

EXECUTIVE SUMMARY

This report is to provide information about the impacts of suspending four transport projects currently in delivery, and to reprioritise four other projects from the *Your Street, Your Say* Group B project list for delivery. The request for this information was made by Council at its meeting on 16 December 2024.

The *Your Street, Your Say* program is the main way that Council identifies and endorses capital works projects that improve transport safety and access. It is also one of the ways that Council implements its Transport Strategy and fulfils its role as the municipal road authority. Community engagement is a vital part of the program, which is used to support identification of the locations to make changes, and to refine design solutions.

A summary of the 8 projects that make up the scope of this report has been created as **Appendix A**. This summary includes detailed information about the reasons the location was chosen for a safety improvement, community consultation feedback, technical analysis, final proposal and collision information.

There have been collisions resulting in personal injury at some of the project locations within the last 5 years. Patterns of collisions are used along-side industry standards for road safety assessment and safe system design principles. This allows comparison of options and informs recommendations that improve road safety. Without intervention, collision rates are unlikely to improve.

The efficient use of Council’s limited resources to maximise the amount of change in safety, and to prepare for future grant opportunities, is important for Darebin’s road users. The project delivery funding and current expenditure details of all Transport Safety Improvement projects is provided in **Appendix B**. This table provides information about the amount of funding that could be redirected if a decision is made to stop some projects and reprioritise others.

There are reputational, community engagement participation, and sunk and ongoing cost risks of moving away from projects that have been started. There are also liability risks Council will be exposed to if a decision is taken to not act on a road safety risk that has been assessed as extreme using national guidelines.

Considering the collision history and road safety assessments, officers recommend that the current transport projects that have received funding in 2024-25 continue to be delivered, and that Council prioritises the four projects (not currently funded) for upcoming grant opportunities.

Council has the option to reprioritise projects, as foreshadowed in its 16 December 2024 resolution.

If Council chooses to reprioritise four projects (shown at **Attachment A**) to start delivery in 2024-25, \$90,000 and between 6-9 months would be needed to deliver the full scope of the design packages. Due to the limited time remaining in 2024/25, only half of the scope could be delivered requiring \$45,000.

Options for Council to consider for allocating funding include:

- stopping work on some projects funded for 2024-25, and progressing others by redirecting budget allocation from partially completed projects, to projects that Council chooses to reprioritise, or
- continue existing projects in delivery, and commence delivery for the additional four projects this financial year by:
 - accessing capital funding from the 2025/26 financial year by reducing the allocation next year
 - considering grant opportunities to progress certain projects when grant funding becomes available.

Officers are preparing a report to Council for their ordinary meeting in February with information about upcoming grant opportunities that could be used to deliver Council endorsed transport safety improvement projects.

Officer Recommendation

That Council:

- (1) Continues with:
 - a. the trial safety improvement project that will deter rat-running traffic along South Crescent
 - b. the trial safety improvement project to introduce a one-way section of road on Railway Place between Station Street and Gillies Street.
 - c. the road safety feasibility studies informed by community consultation and technical analysis for:
 - i. Victoria Road between South Crescent and Separation Street
 - ii. Victoria Road between Separation Street and Darebin Road.
- (2) Prioritises the following projects for grant opportunities and receives a report in February on how to accelerate the delivery of these and other projects across Darebin:
 - a. 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), near Perry Street Childcare Centre and Fairfield Primary School.
 - b. Consult Thornbury High School and undertake surveys to understand whether people are mostly entering the school off Matisi Street near Collins Street or north of Theobald Street. Then reposition and construct the wombat crossing to suit desire-line.
 - c. Raised zebra crossings across all approaches to roundabouts on Newcastle Street between Dundas Street and Pender Street near Pender's Grove Primary School and Thornbury Kindergarten.
 - d. Install a raised intersection at Jones Street and Collins Street, with zebra crossings across all four sides of the intersection, near Thornbury High School.

BACKGROUND / KEY INFORMATION

The *Your Street, Your Say* program is an opportunity for Council to engage with community and stakeholders to identify transport safety and access needs and priority projects across the

transport network within Darebin. Projects that align with Council's Transport Strategy are recommended.

The program has been set up into three study areas, and Council has engaged a third of the community in each year. The output is a list of Council endorsed projects that can be considered in the annual budget process and for grant applications.

Council endorsed the program in July 2021. Groups A and B have been delivered, and officers are currently delivering [Group C](#).

The below figure summarises the assessment process used for the YSYS Group B project study area investigation phase:



Figure 1: Process used for the YSYS Group B project study area investigation phase

There are four major assessment tools that officers use to analyse the transport network and make recommendations to Council. These tools reflect national standards where relevant to ensure Council is compliant with its statutory responsibilities as the municipal road authority.

A range of data is used across all assessments, including community engagement. In summary:

- The **first round of community engagement** is how officers identify locations that may need a transport treatment. A mapping tool is used, and community can drop a pin in any location, and use a drop-down menu to identify the issue/need. For Group B, over 2,000 comments were provided, which identified 227 potential project locations.
- A **Multi-Criteria Analysis (MCA)** is used to assess potential projects, and to recommend 20 locations Council should investigate first. The MCA uses principles from *Infrastructure Australia's Guide to Multi-Criteria Analysis, July 2021*, which also reflect the *Transport Integration Act 2020* objectives and principles that Council must have regard to as a transport body.
- Of the 20 locations to investigate, if it is not clear what the best treatment is, a **Rapid Safe System Assessment** is used to compare treatment options. This assessment is covered in the *Austroads Guide to Road Safety Parts 1- 5 – Safe System* and *Part 6 – Road Safety Audits*. The objective of using this tool is to eliminate fatal and serious injury crashes.
- After the second round of community engagement, and design updates have been made that reflect feedback from the local community where possible, the **Capital Works Prioritisation Tool** is used to rank projects to recommend the priority of *High* and *Other* for progressing through to funding and delivery. The tool aims to achieve the greatest safety improvement for the greatest number of people from the available funding.

Previous Council Resolution

The previous Council decision about the Your Street, Your Say Group B projects in June 2024 is provided in **Appendix C**.

At its meeting held on 16 December 2024, Council resolved:

'That Council:

- (1) *Notes that council decided to prioritise the Your Street Your Say – Group B projects on the 8 January 2024 "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".*
- (2) *Notes that on 24 June 2024 council voted to reprioritise those projects.*
- (3) *Notes that from community consultation, people expressed most support for the safety projects around schools, kindergarten and childcare centres:*
 - a. *The raised zebra crossing outside Thornbury High School on Matisi Street received 88% support.*
 - b. *The raised zebra crossings outside Perry Street childcare received 86% support.*
 - c. *The raised zebra crossings outside Thornbury Kindergarten on Newcastle Street received 90% support.*
 - d. *The raised intersection at Jones St and Collins St outside Thornbury High School received 84% support.*
- (4) *Notes that the top four priority projects are currently the following. However, from community consultation, people expressed less support for these projects:*

- a. *Separated bike lanes on Victoria Rd before Separation St received 34% support.*
 - b. *Removal of parking on South Crescents to make way for bike riders received 67% support.*
 - c. *Separated bike lanes on Victoria Rd after Separation St received 55% support.*
- (5) *Accordingly, seeks a report at the 28 January 2025 Council meeting that provides advice on the impacts and implementation required to suspend the following projects pursuant to the community feedback of Your Street Your Say Group B:*
- a. *Install a trial solution along South Crescent near Mason Street. If the trial is unsuccessful, remove all parking from the south side of South Crescent between Mason Street and Plant Street.*
 - b. *Investigate options to improve road safety along Victoria Road between South Crescent and Separation Street (feasibility study), but not physically separated bike lanes.*
 - c. *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.*
 - d. *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.*
- (6) *According to the results of the community consultation, also receives a report to reprioritising the following four projects in Your Street Your Say Group B:*
- a. *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), near Perry Street Childcare Centre and Fairfield Primary School.*
 - b. *Consult Thornbury High School and undertake surveys to understand whether people are mostly entering the school off Matisi Street near Collins Street or north of Theobald Street. Then reposition and construct the wombat crossing to suit desire-line.*
 - c. *Raised zebra crossings across all approaches to roundabouts on Newcastle Street between Dundas Street and Pender Street near Pender's Grove Primary School and Thornbury Kindergarten.*
 - d. *Install a raised intersection at Jones Street and Collins Street, with zebra crossings across all four sides of the intersection, near Thornbury High School.*
- (7) *Notes that the concept of a trial one-way (westbound) on Railway Place between Station Street to Gilles Street did not go to community consultation, therefore Council agrees to consult the community on options to improve safety at the intersection of Gillies Street and Railway Place and returns this data to Council, before a trial is implemented.*

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

As outlined under 'Background', officers used a range of data, feedback, and assessments to recommend Group B projects to Council at its 24 June 2024 meeting. To assist Councillor's consideration, a summary of key data, feedback and assessments for the Group B priority projects is included at **Attachment A**.

There are two projects, currently in delivery, that officers strongly recommend continuing because of the significant safety risks that have been identified through the assessment process. These are the section of Victoria Road between Darebin Road and South Crescent, and South Crescent between Mason Street and Plant Street.

Officers have carefully considered community feedback about these two locations and recognise there are diverse views. Assessments indicate that future serious injury at either of these two locations is likely. Officers are recommending that these two projects continue, because this road safety risk cannot be mitigated without introducing new safety treatments.

Further information on these assessments is provided below:

Critical Safety Assessments

Personal injury collisions are recorded across all of Victoria's roads, including those Council has responsibility of managing. Council's responsibility within the *Road Management Act 2004* includes improving safety.

Clusters of collisions are becoming less common on Darebin's roads. This is due to the success of previous Council interventions, the Federal Blackspot program, lower, safer speeds, vehicle technology improvements and other user training related initiatives like behaviour change programs and safety campaigns.

Where there are personal injury collisions on the road network, it is likely the rate of collisions will continue until a change is made. Information about whether there have been collisions recorded over the last 5-years at the 8 project locations is included in **Appendix A**.

Where collision information is not available for the location of concern raised by the community, the *Austroads Guide to Road Safety and Safe System* principles are used in assessing the risk reduction for options that may be available. Relevant parts of the *Austroads Guide to Road Safety* are included at **Appendix D**. Advice in the *Guide to Councils* includes recommendations for how to most effectively reduce the safety risk most efficiently for the most people.

Feasibility Studies on Victoria Road to Improve Safety

At the ordinary meeting of Council on 24 June, Council resolved in part:

‘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:...*
 - 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’*

The two proposals to further investigate bike rider safety along Victoria Road that were taken to community consultation received significant levels of feedback. The feedback highlighted current challenges of accessing on-street parking near the Northcote Aquatic and Recreation Centre (NARC), the community’s view that opposes bike lanes with a physical separator, and unsafe access for people walking, riding and driving at the entrance to NARC. Feedback was also received in support of a change to improve safety for people riding along Victoria Road.

In preparing the alternatives, the option of making no change was considered. Officers did not recommend this option because Victoria Road is listed as a multi-modal street in Darebin’s Strategic Transport Framework Plan (contained within the *Darebin Transport Strategy*, updated in 2022), that prioritised people riding bikes. There are records of collisions including a serious collision within the scope of both projects above.

A reduction to 40km/h was considered for Victoria Road. However, due to the road category being a collector road and the high volume of traffic using it, it is uncertain this approach would be supported by the Department of Transport and Planning. Also, a lower speed limit along Victoria Road that matches or is less than the adjacent local roads may encourage more traffic to use the surrounding local road networks for their journeys, increasing risk. This option was also not progressed.

Acknowledging the mixed feedback received through the community feedback round of consultation in March and April 2024, it was recommended that further work is required. The further work would seek to achieve a balance of improving road safety and community access. The feasibility design has commenced and local engagement with affected properties is planned for February to seek further feedback using an updated plan. Feedback from the community and the final recommended plan will be presented to Council in July for consideration. No work would start on implementing a change until Council has considered an updated feasibility design.

An endorsed feasibility design is also critical for enabling projects to be eligible for future grant opportunities.

Trial Safety Change – South Crescent

At the ordinary meeting of Council on 24 June, Council resolved in part:

‘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....*

The local road of South Crescent in Northcote has unique functions of both providing local access for residents to their homes and regional access for people on bikes.

The State Government's Strategic Cycling Corridors (SCC) uses South Crescent as a primary route to connect the cities of Banyule and Yarra. The relevant part of the SCC is shown in the figure below. The importance of the link along South Crescent as shown in the figure below, and has the same importance as the St Georges Road path and Capital City Trail.

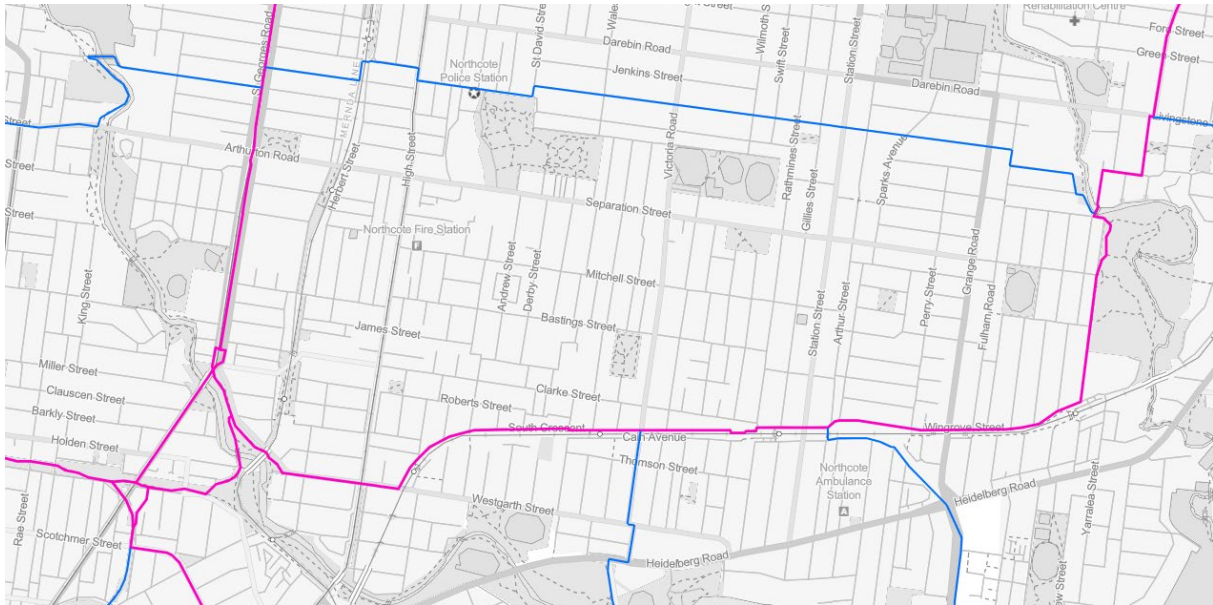


Figure 2: State Government Strategic Cycling Corridors (pink primary, blue secondary)

In identifying the recommended way to address the road safety risk on this road, the *Design guidance for strategically important cycling corridors* has been referenced. This document suggests that where separation of people riding and vehicles cannot be achieved, extensive road surface colour treatment and removal of parking should be delivered. As an alternative that is more cost effective and results in less local disruption to on-street parking, officers have narrowed down options for further assessment to minor removal of parking as per the Council decision on 8 January 2024 and modal filter to deter rat-running traffic on South Crescent. The modal filter alternative would significantly improve safety for a comparably lower cost.

Observations from 1 hour during a morning peak period showed that, for the most dangerous section of South Crescent between Mason Street and Plant Street, there were 208 vehicles and 159 people on bikes. Due to the nature of the SCC and high volume of riders, it was assumed to be catering for people riding to destinations beyond the City of Darebin. It is also known to cater for school children attending Northcote High School and Westgarth Primary School. Parents/carers were observed supporting primary school aged children riding along this road.

To assess the safety risk of the existing layout and operation of the road, the *Austrroads Guide to Road Safety* was used. The collision severity was scored as *serious*, and likelihood was scored as *likely*. Referencing *Table 3: Austrroads RSA Risk Matrix* resulted in a risk score of extreme.

Alternatives that have been considered for improving safety at this location included removing some on-street parking and the modal filter, either as a permanent or trial solution. These two

alternatives were compared using a Rapid Safe System Assessment. This is an industry recognised tool for comparing alternatives with the existing conditions. The reduction in exposure results in a significant improvement in safety, when comparing it to the parking removal option or existing layout. The comparative scoring can be seen in the figure below.

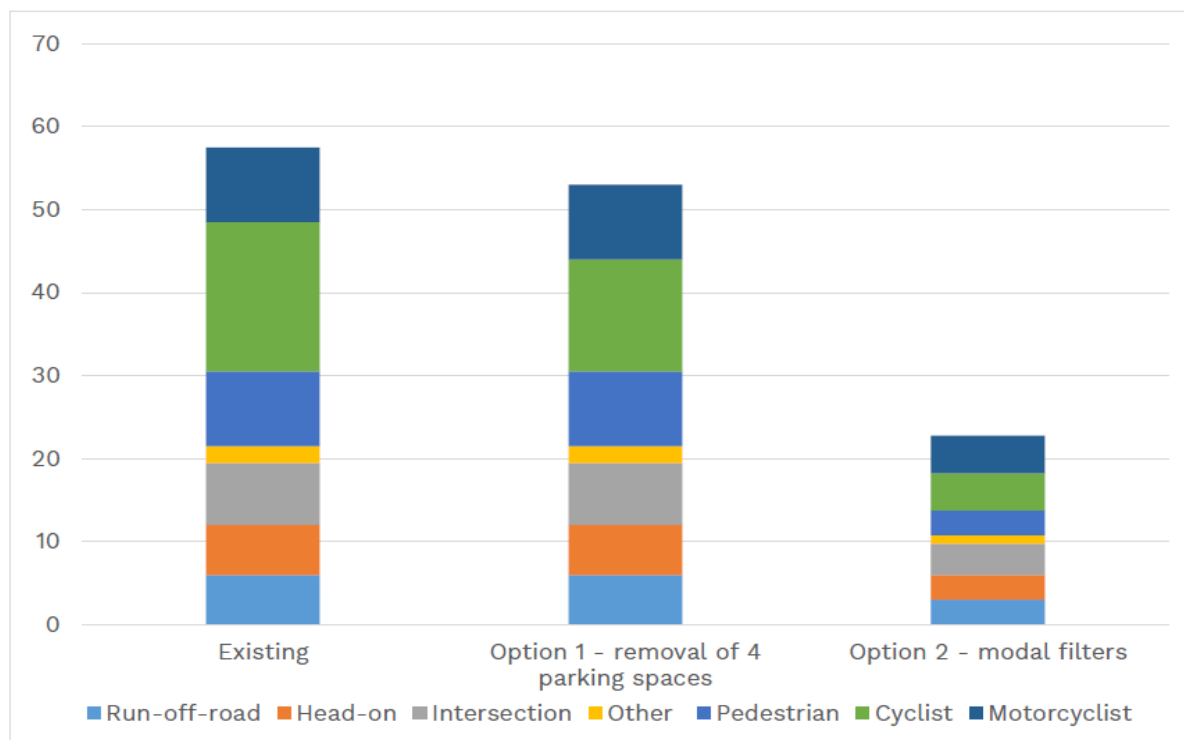


Figure 3: Comparison of options to improve road safety along South Crescent.

Due to the change in exposure, the trial or permanent installation of a road closure that deters rat-running traffic will achieve the same level of safety improvement.

The officer recommendation of trialling a road closure to deter rat-running traffic and improve road safety remains.

Grant Opportunities

Typically, only projects that have Council endorsed feasibility designs, and that have been developed with input from the community, will be considered for grant funding. The Victoria Road projects are still in the development phase and will only be eligible for grant funding if the feasibility design development with the community can be completed.

Funding for Project Delivery

The use of Council's limited resources to maximise the amount of change in safety has been determined through the capital works prioritisation tool and endorsed through Council's budget setting process. **Appendix B** has been prepared to show the value of work completed to date, the estimated cost of design and construction for all transport safety capital works projects this year. The design and construction costs for the 4 projects being considered for reprioritisation are also shown.

There are upcoming funding opportunities for safe system aligned projects, like those 4 being considered for reprioritisation. A further report will be tabled at Council in February about those opportunities.

Time Required for Design

If Council chooses to proceed with the projects being considered for reprioritisation, due to the time left this financial year, only half of the design scope and cost of the projects could be delivered. Typically, these types of projects would take 6-9 months to progress through the design development process.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

\$85,000 was allocated for design, traffic assessments and feasibility studies in 2024-25, contracts have been entered into and \$44,500 has already been spent, see **Appendix B**.

\$90,000 would be required to deliver the full scope of design works for the four projects being considered for reprioritisation. Only half of the scope could be delivered within 2024/25 due to limited time. If Council chooses to proceed with changing direction, \$45,000 would be needed this financial year, and \$45,000 next year. This budget could be redirected from existing projects within the Transport Safety Improvement capital budget for 2024/25. The list of funded projects that could be redirected is included at **Attachment B**.

Stopping contracts before their agreed end is likely to result in inflated design costs in future years. The inflation of prices may be as much as 25% so the provider can mitigate any risks with changes in revenue. This would have an impact on Council's ability to progress designs into the future due to the inflated cost per project.

Community Engagement

Community engagement reports for Group B rounds 1 and 2 can be found in the [18 December 2023](#) and [24 June 2024](#) Council meeting agendas.

Community Petition South Crescent

During the second round of community consultation, a petition was received with 160 signatures as follows:

Support safe cycling and walking on South Crescent, Northcote

My family and I, along with many of our neighbours, rely on South Crescent in Northcote for our daily commutes. We cycle to school or work, walk to the Westgarth shops and use this route to get around the inner north of Melbourne.

Darebin Council is currently considering projects and plans on South Crescent. But they have failed to do anything to make South Crescent a safer cycling or better walking space. All they are currently planning is to remove 4 parking spots near Westgarth Station. This is serious missed opportunity.

South Crescent is popular with cyclists and walkers alike. It connects cyclists to the city, Northcote High and Westgarth Primary, as well as to Fairfield and Alphington. Lots of people walk their dogs or meet friends for a walk too. It could be a really pleasant and safe place in the heart of our community.

Cycling is not only a sustainable mode of transport but also a healthy lifestyle choice. Yet without proper infrastructure and safety measures in place, it can become a risk rather than a benefit. In Australia alone, there were 38 cyclist fatalities in 2020 (source: Bureau of Infrastructure Transport and Regional Economics).

South Crescent is no exception. There is little reason for cars to use South Crescent from one end to the other, but lots of people tell me they've have had near misses riding along it.

Council should be trying to eliminate this unnecessary danger to us all - children going to school, adults commuting to work or anyone simply enjoying a leisurely ride.

We propose that Darebin Council takes immediate action to prioritise cycling and walking along South Crescent. These actions could include:

Installing a vehicle barrier to prevent cars using the whole length of South Crescent.

- *The barrier could be at Mason Street (near the café) so that cars turn north towards Clarke Street.*
 - *The barrier could allow bikes to pass on the sides, but still block cars and trucks.*
- Working with the State Government to get a bike path built along the nature strip by the train line.***

- *There's lots of space for an off-road bike path by the train line, and yet Council hasn't approached the Government for a partnership.*

Counting the bike and walkers along South Crescent.

- *Every time I walk or ride there, I see far more cyclists and walkers than cars and trucks. Darebin has investigated the use of the parking spaces near Dennis and Westgarth Stations, but hasn't counted the bikes and pedestrians along South Crescent as far as I know.*

Darebin should listen to the views of the people that sign this petition and consult with the local community on these proposed actions.

Darebin should find the money for any changes that need to be made in next year's Budget.

By making these changes we can ensure that everyone who uses South Crescent - from my family to yours - can do so safely while promoting healthier lifestyles and sustainability within our community.

Please sign this petition if you believe in creating safer streets for cyclists in Northcote.

The petition is still live on the change.org website and has now reached 221 signatures.

Community Petition Jones Street Thornbury

In March 2023, a petition was tabled at Council seeking improved safety along Jones Street including at the intersection of Collins Street. The petition was signed by approximately 140 people:

We are concerned citizens who urge our leaders to act now to increase signage and install a mix of physical impediments to slow traffic, avoid cars entering one-way streets the wrong way, and install zebra crossings to support the safe crossing of streets.

Safety changes have been made using signs and line-marking. The raised intersection of Collins and Jones Street has also been included and adopted as a priority project.

Further engagement

Officers are planning to engage affected properties to continue the development of endorsed projects. The projects that will return to Council for consideration include both Victoria Road

projects and Railway Place one-way trial. These consultations are operational in nature and the results will be largely from the immediately affected properties.

Officers will be visiting the South Crescent Café to discuss the trial project and ensure the solution integrates with their operations and considers their access needs.

Other Principles for consideration

The projects that are being considered to be stopped are aligned with the Darebin Transport Strategy. The South Crescent road safety project is on a State Government Strategic Cycling Corridor.

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.

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.

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.

Operational Impacts

The effect of changing project priorities at this stage of project development and Council's annual budget cycle will impact other critical transport services and risk non-delivery.

Legal and Risk Implications

Improvements to the street network through the Your Street, Your Say program will improve road safety. The prioritisation and treatment selection has been overseen by a Registered Professional Engineer to ensure Council meets the requirements of the *Professional Engineers Registration Act 2019*. Road improvement designs in future stages will be done to required Australian Standards.

Delaying a solution to remove the known extreme safety risk on South Crescent may expose Council to liability if there were to be an incident, and a decision is made to not address the risk.

IMPLEMENTATION ACTIONS

1. Progress with operational community engagement and bring further decision making to Council on the items covered in this report.
2. If Council resolves to reprioritise projects, project initiation for newly funded projects will occur.
3. Bring a report to the meeting of Council in February with information about funding the projects being considered for reprioritisation through upcoming grant opportunities.

RELATED DOCUMENTS

- Darebin Council Agenda 18 December 2023, 8 January 2024 and 24 June 2024
- Transport Integration Act 2010
- Road Management Act 2004
- Darebin Transport Strategy 2007-2027
- Austroads Guide to Road Safety Part-6

Attachments

- Project Summary for Revisiting Your Street Your Say Group B (**Appendix A**)
- Budget Allocation for Transport Safety Improvement Projects 2024_25 (**Appendix B**)
- Council Resolution Your Street Your Say Group B 24 June 2024 (**Appendix C**)
- Road Safety Assessment – Austroads Guide to Road Safety Part 6 (**Appendix D**)

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 disclosable interests have been raised in relation to this report.