



**ORDINARY COUNCIL MEETING OF  
THE HUME CITY COUNCIL**

**MONDAY, 12 JULY 2021**

**7.00PM**

**TOWN HALL BROADMEADOWS**

**OUR VISION:**

*Hume City Council will be recognised as a leader in achieving social, environmental and economic outcomes with a common goal of connecting our proud community and celebrating the diversity of Hume.*

An audio recording of this meeting of the Hume City Council will be recorded and published in accordance with Council's Audio Recordings of Council Meetings Policy. The live stream of this meeting will not be recorded or published.



# HUME CITY COUNCIL

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**Notice of an  
ORDINARY COUNCIL MEETING OF THE HUME CITY COUNCIL**  
to be held on Monday, 12 July 2021  
**at 7.00PM**  
at the Town Hall Broadmeadows

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To: a: Council	Cr Joseph Haweil Cr Jack Medcraft Cr Jarrod Bell Cr Trevor Dance Cr Chris Hollow Cr Jodi Jackson Cr Naim Kurt Cr Sam Misho Cr Carly Moore Cr Jim Overend Cr Karen Sherry	Mayor Deputy Mayor
b: Officers	Ms Roslyn Wai Mr Joel Farrell  Mr Hector Gaston Mr Michael Sharp Mr Peter Waite Mr Daryl Whitfort	Interim Chief Executive Officer Acting Director Communications, Engagement and Advocacy Director Community Services Director Planning and Development Director Sustainable Infrastructure and Services Director Corporate Services

## ORDER OF BUSINESS

### 1. ACKNOWLEDGEMENT OF THE TRADITIONAL CUSTODIANS OF THIS LAND

*"Hume City Council recognises the rich Aboriginal heritage within the municipality and acknowledges the Wurundjeri Woi Wurrung, which includes the Gunung Willam Balluk clan, as the Traditional Custodians of this land.*

*Council embraces Aboriginal and Torres Strait Islander living cultures as a vital part of Australia's identity and recognises, celebrates and pays respect to the existing family members of the Wurundjeri Woi Wurrung and to Elders past, present and future."*

### 2. PRAYER

Hume City's religious diversity strengthens and enriches community life and supports the well-being of the citizens of Hume City. Hume City Council acknowledges the importance of spiritual life and the leadership offered by the Hume City Inter Faith Leaders Network. In recognition of the religious diversity of residents in Hume City, Council has invited the Inter Faith Leaders Network to take responsibility for the opening prayer at Council meetings. This evening's prayer will be led by Helen Patsikatheodorou, HIN Member, representing the Greek Orthodox Church.

*God our Father we thank you for the gift of life. We thank you for the opportunity you gave us to serve as members of Hume City Council. We prayer for your gifts of wisdom, guidance and protections as we deliberate for the welfare of all. Give us a good sense of direction to be to implement our decisions for the progress, unity and peace of all entrusted to our care. In Jesus name we pray*

*Amen*

**3. APOLOGIES**

An apology has been received from Cr Chris Hollow.

**4. DISCLOSURE OF INTEREST**

Councillors' attention is drawn to the provisions of the *Local Government Act 2020* and Council's Governance Rules in relation to the disclosure of conflicts of interests. Councillors are required to disclose any conflict of interest immediately before consideration or discussion of the relevant item. Councillors are then required to leave the Chamber during discussion and not vote on the relevant item.

**5. CONDOLENCE MOTIONS****6. INFORMAL MEETINGS OF COUNCILLORS**

In accordance with Council's Governance Rules, the Chief Executive Officer must ensure that a summary of the matters discussed at an informal meeting of Councillors are tabled at the next convenient council meeting and recorded in the minutes of that council meeting.

**1. SUMMARY OF REPORT:**

- 1.1 In accordance with Council's Governance Rules, the Chief Executive Officer must ensure that a summary of the matters discussed at an Informal Meeting of Councillors is tabled at the next convenient Council meeting.
- 1.2 In keeping with this requirement, this report provides a summary of matters discussed at the following meetings which were conducted under the auspices of Council:
  - (a) **Monday 7<sup>th</sup> June** – Committee Of Whole Council;
  - (b) **Monday 7<sup>th</sup> June** –Strategy and Policy Briefing Session;
  - (c) **Tuesday 15<sup>th</sup> June** – Discussion on the Submissions on the Draft Annual Budget 2021/22;
  - (d) **Monday 21<sup>st</sup> June** –Strategy and Policy Briefing Session.



**Summary of matters discussed at a MEETING CONDUCTED UNDER THE AUSPICES OF COUNCIL**

**MEETING TITLE: COMMITTEE OF WHOLE COUNCIL**

**Date of Meeting:** Monday 7<sup>th</sup> June 2021

**Time of Meeting:** 6:30pm

**Place of Meeting:** Virtual Zoom Meeting

The ground or grounds for any matter discussed at this meeting which was considered to be confidential is recorded in this meeting summary.

<b>COUNCILLORS PRESENT</b>	
Cr Joseph Haweil (Mayor)	Yes
Cr Jack Medcraft	Yes
Cr Jarrod Bell	Yes
Cr Trevor Dance	Yes
Cr Chris Hollow	Yes
Cr Jodi Jackson	Yes
Cr Naim Kurt	Yes
Cr Sam Misho	Yes
Cr Carly Moore	Yes
Cr Jim Overend	Yes
Cr Karen Sherry	Yes

<b>OFFICERS PRESENT</b>	
Ms Roslyn Wai	Yes
Mr Hector Gaston	Yes
Mr Joel Farrell	Yes
Mr Michael Sharp	Yes
Mr Peter Waite	Yes
Mr Daryl Whitfort	Yes
Mr Fadi Srouf	Yes
Ms Kristen Cherry	Yes
Mr Greg McLaren	Yes
Mr Andrew Johnson	Yes
Ms Bernadette Thomas	Yes
Ms Cathy Marshall	Yes
Mr Joel Kimber	Yes
Mr Mark Gallon	Yes
Ms Sue Haviland	Yes
Mr David Fricke	Yes

**MATTERS CONSIDERED:**

<b>Order</b>	<b>Description</b>	<b>Names of Councillors who disclosed conflict of interest</b>	<b>Did the Councillor leave the meeting?</b>	<b>Confidential ground of grounds</b>
<b>Items for Discussion by exception:</b>				
1	Submissions on the draft Annual Budget 2021/22			

<b>Other matters dealt with:</b>				
<b>Items not dealt with:</b>				

**Meeting Closed at: 8:54 PM**

**RECORDED BY:**

Daryl Whitfort  
Director Corporate Services



**Summary of matters discussed at a MEETING CONDUCTED UNDER THE AUSPICES OF COUNCIL**

**MEETING TITLE: STRATEGY AND POLICY BRIEFING SESSION**

**Date of Meeting:** Monday 7<sup>th</sup> June 2021

**Time of Meeting:** 9.01 pm

**Place of Meeting:** Virtual Zoom Meeting

**The ground or grounds for any matter discussed at this meeting which was considered to be confidential is recorded in this meeting summary.**

<b>COUNCILLORS PRESENT</b>		<b>OFFICERS PRESENT</b>	
Cr Joseph Haweil (Mayor)	Yes	Ms Roslyn Wai	Yes
Cr Jack Medcraft	Yes	Mr Hector Gaston	Yes
Cr Jarrod Bell	Yes	Mr Joel Farrell	Yes
Cr Trevor Dance	Yes	Mr Michael Sharp	Yes
Cr Chris Hollow	Yes	Mr Peter Waite	Yes
Cr Jodi Jackson	Yes	Mr Daryl Whitfort	Yes
Cr Naim Kurt	Yes	Ms Kristen Cherry	Yes
Cr Sam Misho	Yes	Mr Greg McLaren	Yes
Cr Carly Moore	Yes	Mr Andrew Johnson	Yes
Cr Jim Overend	Yes	Ms Cathy Marshall	Yes
Cr Karen Sherry	Yes	Mr Fadi Srouf	Yes
		Mr Mark Gallon	Yes
		Mr David Fricke	Yes
		Mr Yuri Guzman	Yes
		Ms Bernadette Thomas	Yes
		Ms Sue Haviland	Yes
		Stolen Generations Marker Working Group:	Yes
		• Tracey Evans	
		• Nicole Bloomfield	

**MATTERS CONSIDERED:**

Order	Description	Names of Councillors who disclosed conflict of interest	Did the Councillor leave the meeting?	Confidential ground of grounds
<b>Items for Discussion by exception:</b>				
1	Stolen Generations Marker - Location, Concept, and Artist			

## NOTICE OF MEETING

## ORDINARY COUNCIL MEETING OF COUNCIL

2	Roxburgh Park Homestead Community Centre Statistics Update			
3	Upgrading of John Coutts Reserve, Gladstone Park			
4	Sunbury Community Arts and Cultural Precinct Update			
5	Return of General Valuation 2021			
6	Works-in-Kind arrangement with Moremac Property Group for the delivery of Sunbury South and Lancefield Road ICP Item LR-IN-02			Council business information
7	Residential Naturestrip Policy – Review			
8	Street Trees in Craigieburn			
9	Petition – Road Treatments, Craigieburn			
10	Proposed Mixed Use Development – 257 Melrose Drive, Tullamarine			
11	Sunbury Recreation Reserve Netball Court Upgrade			
<b>Other matters dealt with:</b>				
<b>Items not dealt with:</b>				
	Proposed purchase of Part 1-15 Belfast Street			
	Road Management Plan 2021			
	History of Broadmeadows Research Grant Options			
	Solar Opportunities – Council Buildings Leased to Community Organisations			
	NOM411 - Safe Workplace			
	Leisure Centres and Sport Capital Works Project Update–June 2021			
	Status of General Business Arising from the Council Meeting of 10 May 2021			



	Quarterly Update to Councillors on the status of outstanding general business items			
	Fire Season 2020 – 2021			
	Update on Projects Associated with Golden Sun Moth Habitat			
	CEO and Divisional Updates			
Deferred	Public housing properties in Broadmeadows and surrounds (No documents) – Rescheduled to 21 June 2021			

**Meeting Closed at: 10:41 PM**

**RECORDED BY:**

Daryl Whitfort  
Director Corporate Services



**Summary of matters discussed at a MEETING CONDUCTED UNDER THE AUSPICES OF COUNCIL**

**MEETING TITLE: DISCUSSION ON THE SUBMISSIONS ON THE DRAFT ANNUAL BUDGET 2021/22**

**Date of Meeting:** Tuesday 15<sup>th</sup> June 2021

**Time of Meeting:** 9:34pm

**Place of Meeting:** Virtual Zoom Meeting

**The ground or grounds for any matter discussed at this meeting which was considered to be confidential is recorded in this meeting summary.**

COUNCILLORS PRESENT		OFFICERS PRESENT	
Cr Joseph Haweil (Mayor)	Yes	Ms Roslyn Wai	Yes
Cr Jack Medcraft	Yes	Mr Hector Gaston	Yes
Cr Jarrod Bell	Yes	Mr Joel Farrell	Yes
Cr Trevor Dance	Yes	Mr Michael Sharp	Yes
Cr Chris Hollow	Yes	Mr Peter Waite	Yes
Cr Jodi Jackson	Yes	Mr Daryl Whitfort	Yes
Cr Naim Kurt	Yes	Ms Megan Kruger	Yes
Cr Sam Misho	Yes	Mr Fadi Srour	Yes
Cr Carly Moore	Yes	Mr Fausto Volpe	Yes
Cr Jim Overend	Yes	Mr Bruce Fordham	Yes
Cr Karen Sherry	Yes	Mr Greg McLaren	Yes
		Mr David Fricke	Yes

**MATTERS CONSIDERED:**

Order	Description	Names of Councillors who disclosed conflict of interest	Did the Councillor leave the meeting?	Confidential ground of grounds
<b>Items for Discussion by exception:</b>				
1	Submissions on the draft Annual Budget 2021/22			
<b>Other matters dealt with:</b>				

<b>Items not dealt with:</b>				

Meeting Closed at: 10:40 PM

**RECORDED BY:**

Daryl Whitfort  
Director Corporate Services



**Summary of matters discussed at a MEETING CONDUCTED UNDER THE AUSPICES OF COUNCIL**

**MEETING TITLE: STRATEGY AND POLICY BRIEFING SESSION**

**Date of Meeting:** Monday 21 June 2021

**Time of Meeting:** 6:34pm

**Place of Meeting:** Virtual Zoom Meeting

The ground or grounds for any matter discussed at this meeting which was considered to be confidential is recorded in this meeting summary.

COUNCILLORS PRESENT		OFFICERS PRESENT	
Cr Joseph Haweil (Mayor)	Yes	Ms Roslyn Wai	Yes
Cr Jack Medcraft	Yes	Mr Hector Gaston	Yes
Cr Jarrod Bell	Yes	Mr Joel Farrell	Yes
Cr Trevor Dance	Apology	Mr Michael Sharp	Yes
Cr Chris Hollow	Yes	Mr Peter Waite	Yes
Cr Jodi Jackson	Yes	Mr Daryl Whitfort	Yes
Cr Naim Kurt	Yes	Mr Andrew Johnson	
Cr Sam Misho	Yes	Mr Greg McLaren	Yes
Cr Carly Moore	Yes	Ms Dana Burnett	Yes
Cr Jim Overend	Yes	Ms Megan Kruger	Yes
Cr Karen Sherry	Yes	Mr Yuri Guzman	Yes
		Ms Bernadette Thomas	
		Ms Kristen Cherry	Yes
		Ms Sue Haviland	Yes
		Mr James Ingemann	Yes
		Mr Paul Waiting	Yes
		Mr Fadi Srour	Yes
		Mr Fausto Volpe	Yes
		Ms Mieke Mellars	Yes
		Mr Damian Harrison	Yes

**MATTERS CONSIDERED:**

Order	Description	Names of Councillors who disclosed conflict of interest	Did the Councillor leave the meeting?	Confidential ground of grounds
<b>Items for Discussion by exception:</b>				
2	Works in Kind and Land in Kind Agreements in Growth Areas			Council business information

## NOTICE OF MEETING

## ORDINARY COUNCIL MEETING OF COUNCIL

3	Request for dog park in Greenvale			
4	Event Sponsorship Funding Program - Round 1			
5	CCTV Policy Review – 2021			
6	Parking Infringement Notice Internal Review Refund Scheme			Council business information
7	History of Broadmeadows Research Grant Options			
8	Solar Opportunities – Council Buildings Leased to Community Organisations			
9	Merri Creek Trail - delivery of shared path			
10	Invitation to join Refugee Welcome Zone Leadership Group	Cr Haweil	Yes	
11	NOM411 - Safe Workplace			
12	Fire Season 2020 – 2021			
13	Update on Projects Associated with Golden Sun Moth Habitat			
14	Hume Light – Public Art Project Update			
15	Service Planning Update: Hume Libraries and Learning Service Plan			
16	Mayoral Photos and Honour Boards			
<b>Other matters dealt with:</b>				
1	2021-22 Budget Submission – Officer Feedback Update			
<b>Items not dealt with:</b>				
-	Bike rider infrastructure across Hume			
-	Land-in-Kind Agreement with Stockland for the delivery of Craigieburn R2 Development Contributions Plan Item 0S03			Council business information
-	Revised Works-in-Kind and Land-in-Kind Agreement for the delivery of Greenvale Central Development Contributions Plan IT02			Council business information

-	Works-in-Kind and Land-in-Kind Agreement with Stockland for the delivery of Lockerbie Development Contributions Plan Items C103, OS02 and AR04			Council business information
-	Correspondence received from or sent to Government Ministers or Members of Parliament - May 2021			
-	Leisure Centres and Sport Capital Works Project Update – June			
-	Status of General Business Arising from the Council Meeting of 10 May 2021			
-	Quarterly Update to Councillors on the status of outstanding general business items			
-	Community Centre Capital Works Program Updates			
-	Amendment C247 – 225-285 Donnybrook Road, Mickleham			
-	CEO and Divisional Updates as at 7 June 2021			
-	CEO and Divisional Updates as at 21 June 2021			
Deferred	Public housing properties in Broadmeadows and surrounds			

**Meeting Closed at: 10:20PM**

**RECORDED BY:**

Daryl Whitfort  
Director Corporate Services

**7. CONFIRMATION OF COUNCIL MINUTES**

7.1 Minutes of the Special Council Meeting of 3 June 2021, the Ordinary Council Meeting of 15 June 2021, and the Ordinary Council (Town Planning) Meeting of 28 June 2021, including Confidential Minutes.

**1. RECOMMENDATION:**

**THAT the Minutes of the Special Council Meeting of 3 June 2021, the Ordinary Council Meeting of 15 June 2021 and the Ordinary Council (Town Planning) Meeting of 28 June 2021, including Confidential Minutes, be confirmed.**

**8. RECEIPT OF COUNCIL AND COMMUNITY COMMITTEE MINUTES AND RECOMMENDATIONS TO COUNCIL TO BE ADOPTED**

8.1 Minutes of the Audit and Risk Committee Meetings of the Hume City Council held on 26 February 2021, and 28 May 2021.

**1. RECOMMENDATION:**

**THAT the Minutes of the Audit and Risk Committee Meetings of the Hume City Council held on 26 February 2021, and 28 May 2021, be noted.**

**9. PRESENTATION OF AWARDS****9.1 Resident of the Month - Nominated by Cr Jarrod Bell**

Shona Davie

**9.2 Resident of the Month - Nominated by Cr Jack Medcraft**

Dean Duncan

**9.3 Residents of the Month - Nominated by Cr Joseph Haweil**

Ayad Botres and Dunia Botres

#### 9.4 Community Grants Awards

The Hume Community Grants program provides an essential avenue through which Council supports the activities of community groups and larger organisations. The program revisions will enable the program to better meet the needs of the Hume community.

The following recipients have been awarded a Hume City Council Community Grant:

<b>Grant Category</b>	<b>Applicant</b>	<b>Project description</b>
2021 Project Grant Round 2	Assyrian Church of the East Youth Association Melbourne	Volunteer tutors from ACEYA Melbourne will be conducting tutoring services for high school youth which will take place on Tuesdays at St Abdisho's Cathedral.
2021 Project Grant Round 2	Neighbourhood Connect	Community building workshops and individual mentoring to develop residents' leadership/event management skills, so that they become Community Connectors, running simple local gatherings; building ongoing neighbourhood groups.
2021 Project Grant Round 2	Northern Blue Light Inc	New and emerging communities share their cultural food with Broadmeadows, Craigieburn Police Stations and place of worship to enhance police/community relationship.
2021 Project Grant Round 2	Sahara Victorian Association	Sahara means "Support". Sahara Victorian Association's prime aim is to provide support to the Family violence victims, Seniors and to new migrants.
2021 Project Grant Round 2	Some Kind of Squirrel Productions	A local launch and community engagement campaign across Hume for In My Neighbourhood, a Virtual Reality immersive storytelling project, with a focus on building audiences via mobile phones.
2021 Project Grant Round 2	STEM Catalyst	A Climate Science Project in Schools with multifold features that reconnects participants to nature and natural phenomena through technology. An in-depth STEM learning complemented by interactive webinar and hands-on science.



**10. NOTICES OF MOTION**

Nil

**11. PUBLIC QUESTION TIME****12. OFFICER'S REPORTS**

The Mayor will ask the Councillors and gallery at the commencement of this section, which reports they wish to speak to. These reports will then be discussed in the order they appear on the notice paper. Reports not called will be dealt with in a block resolution at the end.

**Item No**   **Title** **Page**

**SUSTAINABILITY AND ENVIRONMENT**

<b>SU569</b>	<b>Planning Scheme Amendment C251 - Environmentally Sustainable Design (ESD).....</b>	<b>25</b>
<b>SU570</b>	<b>Attwood and Westmeadows (East) Local Area Traffic Management Study .....</b>	<b>41</b>
<b>SU571</b>	<b>Goonawarra Local Area Traffic Management Study .....</b>	<b>105</b>
<b>SU572</b>	<b>Petition - Removal of Paving Stones on Central Park Avenue and Bellfield Drive and Trees on the Nature Strip on Bellfield Drive, Craigieburn .....</b>	<b>173</b>
<b>SU573</b>	<b>Update on Hi-Quality proposal to store and treat contaminated spoil from Westgate Tunnel project .....</b>	<b>177</b>

**GOVERNANCE AND ENGAGEMENT**

<b>GE535</b>	<b>Naming Proposals for Three Conservation Reserves in Sunbury with Aboriginal Cultural Heritage Significance.....</b>	<b>181</b>
<b>GE536</b>	<b>Proposed sale of 685 Mt Ridley, Mickleham to the Minister for Education .....</b>	<b>191</b>
<b>GE537</b>	<b>Proposed New Lease to ARLC Vic Limited at 20 Goulburn Street, Broadmeadows (Seabrook Reserve).....</b>	<b>197</b>

**13. ITEMS TO BE TABLED**

That in accordance with section 147(4) of the *Local Government Act 2020*, the arbiter's decision and statement of reasons on the matter of an Application by Councillor Trevor Dance concerning Councillor Jack Medcraft (attached) is tabled and recorded in the minutes of the meeting.

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**INTERNAL ARBITRATION PROCESS - HUME CITY COUNCIL**

In the matter of an Application by Councillor Trevor Dance concerning  
Councillor Jack Medcraft

**HEARING PURSUANT TO DIVISION 5 OF PART 6 OF THE  
*LOCAL GOVERNMENT ACT (2020)***

Applicant:	Councillor Trevor Dance
Respondent:	Councillor Jack Medcraft
Date of Hearing:	24 June 2021
Arbiter:	Helen Buckingham

**DETERMINATION**

The Arbiter determined that there has been no breach of the prescribed standards of conduct, and as such no finding of misconduct has been made.

As there has been no breach of the prescribed standards of conduct, the Application is dismissed.

**STATEMENT OF REASONS FOR DECISION****The Application**

1. The Application dated 20 March 2021 by the applicant seeks a finding of misconduct against the respondent in relation to an alleged breach of the prescribed standards of conduct.
2. The Application alleges that at the Hume City Council meeting held on the 9 March 2021 Cr Medcraft stated to the meeting that the Environment Protection Authority Victoria (EPA) monitors the tip site at 500 Sunbury Road every day; that this statement was false and misleading; and by reason of this, amounted to a breach of the following clauses of the standards of conduct:
  - Clause 1 Treatment of others.
  - Clause 2 Performing the role of councillor
  - Clause 3 Compliance with good governance measures
  - Clause 4 Councillor must not discredit or mislead Council or the public.

**The jurisdiction of the Arbiter in relation to this Application**

3. Section 143 of the *Local Government Act 2020* (the Act) provides that an Arbiter may hear an Application that alleges misconduct by a Councillor.
4. Pursuant to section 147 of the Act an Arbiter may determine whether or not a Councillor has engaged in misconduct.
5. "Misconduct" is defined in section 3 of the Act and is defined as follows:

" ... any breach by a Councillor of the prescribed standards of conduct included in the Councillor Code of Conduct."
6. The standards of conduct are set out in Schedule 1 to the Local Government (Governance and Integrity) Regulations 2020 a copy of which is included below as Appendix A.

**Hearings in this matter**

7. The internal arbitration process in this matter included two hearings, a directions hearing held at 6:00 pm on 17 June 2021, and the hearing held at 6:30 pm on 24 June 2021.
8. Throughout the course of the internal arbitration process the applicant repeatedly requested that hearings in this matter not be held in person due to concerns he had

regarding his safety. However, no evidence was provided by the applicant in support of these requests or explaining the reasons for his concerns.

9. Given the nature of the complaint and the matters in issue in this internal arbitration process, the Arbiter decided that all hearings needed to be held in person to ensure process was able to be conducted fairly and the hearings were not open to the public.
10. The applicant and the respondent were directed to attend both the directions hearing and the hearing in person. Both hearings were held at the Hume Global Learning Centre Sunbury which provided a safe and confidential environment, and additional security was arranged for both hearings to ensure the safety of all participants.

#### **Evidence provided**

11. The applicant provided written evidence set out in his Application, and by email on 24 June 2021. The respondent provided written evidence by email on 17 June 2021 following the directions hearing on that day, and oral evidence at the hearing on 24 June 2021.

#### Evidence of the Applicant

12. The applicant provided evidence in the form of an email from a customer service representative team member identified as Jade from the Customer Service Team of the EPA stating that the Australian Recycling Corporation premises at 500 Sunbury Rd were inspected approximately every two weeks. The applicant also provided an email on 24 June 2021 contesting the evidence provided by the respondent by email on 17 June 2021.
13. The applicant did not attend either the directions hearing on 17 June 2021 or the hearing on 24 June 2021.

#### Evidence of the Respondent

14. Following the directions hearing on 17 June 2021, the respondent provided evidence in the form of emails from Leo from the Australian Recycling Corporation (ARC) confirming that there is a hygienist monitoring the facility each day and that the ARC has engaged five environmental auditors appointed by the EPA providing specialist advice and verification activities.

#### **Findings of the Arbiter**

15. The Arbiter is satisfied that there has been no breach of the prescribed standards of conduct by the respondent, and as such no finding of misconduct is made.
16. As there has been no breach of the prescribed standards of conduct, the Application is dismissed.

**Reasons for the Arbiter's Decision**

17. The Arbiter is satisfied that the respondent was of the opinion that the tip site was being monitored on a daily basis and that he had no intention to mislead fellow councillors or the public when he said this was being done by the EPA. On the evidence provided, it is clear the tip is being monitored on daily basis and reports are being made to the EPA.

**Participation in the Council internal arbitration process**

18. The Council internal arbitration process is an important and serious process and should not be undertaken lightly. The applicant does not appear to have appreciated the importance and seriousness of the process with respect to this matter.
19. Throughout the process in this matter the applicant repeatedly requested that hearings in this matter not be held in person due to concerns he had regarding his safety. However, no evidence was provided by the applicant in support of these requests or explaining the reasons for his concerns.
20. Nevertheless, specific measures were put in place to ensure that the hearings could be conducted in person in a manner that provided a safe and respectful environment for all participants.
21. In light of this, it is concerning that the applicant failed to comply with the Council internal arbitration process (a process which in this case was initiated by him) by not complying the Arbiter's directions that the parties attend the directions hearing and the hearing in person.
22. The cost to Hume City Council of the internal arbitration process in this matter will be in the vicinity of \$3,000. It is important that councillors contemplating applications for an internal arbitration process have proper regard for what the process might require, and are prepared to see the process through.

**Helen Buckingham**  
Arbiter

Date: 1 July 2021

## Appendix A

### Schedule 1—Standards of conduct

#### 1 Treatment of others

A Councillor must, in performing the role of a Councillor, treat other Councillors, members of Council staff, the municipal community and members of the public with dignity, fairness, objectivity, courtesy and respect, including by ensuring that the Councillor—

- (a) takes positive action to eliminate discrimination, sexual harassment and victimisation in accordance with the **Equal Opportunity Act 2010**; and
- (b) supports the Council in fulfilling its obligation to achieve and promote gender equality; and
- (c) does not engage in abusive, obscene or threatening behaviour in their dealings with members of the public, Council staff and Councillors; and
- (d) in considering the diversity of interests and needs of the municipal community, treats all persons with respect and has due regard for their opinions, beliefs, rights and responsibilities.

#### 2 Performing the role of Councillor

A Councillor must, in performing the role of a Councillor, do everything reasonably necessary to ensure that the Councillor performs the role of a Councillor effectively and responsibly, including by ensuring that the Councillor—

- (a) undertakes any training or professional development activities the Council decides it is necessary for all Councillors to undertake in order to effectively perform the role of a Councillor; and
- (b) diligently uses Council processes to become informed about matters which are subject to Council decisions; and
- (c) is fit to conscientiously perform the role of a Councillor when acting in that capacity or purporting to act in that capacity; and
- (d) represents the interests of the municipal community in performing the role of a Councillor by considering and being responsive to the diversity of interests and needs of the municipal community.

**3 Compliance with good governance measures**

A Councillor, in performing the role of a Councillor, to ensure the good governance of the Council, must diligently and properly comply with the following—

- (a) any policy, practice or protocol developed and implemented by the Chief Executive Officer in accordance with section 46 of the Act for managing interactions between members of Council staff and Councillors;
- (b) the Council expenses policy adopted and maintained by the Council under section 41 of the Act;
- (c) the Governance Rules developed, adopted and kept in force by the Council under section 60 of the Act;
- (d) any directions of the Minister issued under section 175 of the Act.

**4 Councillor must not discredit or mislead Council or public**

- (1) In performing the role of a Councillor, a Councillor must ensure that their behaviour does not bring discredit upon the Council.
- (2) In performing the role of a Councillor, a Councillor must not deliberately mislead the Council or the public about any matter related to the performance of their public duties.

**5 Standards do not limit robust political debate**

Nothing in these standards is intended to limit, restrict or detract from robust public debate in a democracy.



**14. PETITIONS AND JOINT LETTERS****15. DEPUTATIONS**

Nil

**16. URGENT BUSINESS****17. DELEGATES REPORTS****18. GENERAL BUSINESS****19. CONFIDENTIAL MATTERS**

The Meeting may be closed to members of the public to consider confidential matters.

**RECOMMENDATION:**

**THAT Council close the meeting to the public pursuant to section 66(2) of the Local Government Act 2020 to consider the following items:**

<b>Report No.</b>	<b>Title</b>	<b>Reason for Confidential</b>
COED017	Contract - Provision of Youth Services Assertive Outreach Service for Hume City Council	(g(ii)) private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage. The specified grounds apply because the report contains commercial in confidence information.
COHE052	Contract - Provision of Toilet, BBQ and Bin Surround Cleaning Services	(g(ii)) private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage. The specified grounds apply because the report contains commercial in confidence information.

<b>Report No.</b>	<b>Title</b>	<b>Reason for Confidential</b>
COSU187	Contract - Supply and Delivery of Quarry Materials	(g(ii)) private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage. The specified grounds apply because the report contains commercial in confidence information.

## 20. CLOSURE OF MEETING

**ROSLYN WAI**  
**INTERIM CHIEF EXECUTIVE OFFICER**

**8/07/2021**

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<b>REPORT NO:</b>	SU569
<b>REPORT TITLE:</b>	Planning Scheme Amendment C251 - Environmentally Sustainable Design (ESD)
<b>SOURCE:</b>	Anita Dimitrijevic, Strategic Planner
<b>DIVISION:</b>	Planning and Development
<b>FILE NO:</b>	HCC20/947
<b>POLICY:</b>	-
<b>STRATEGIC OBJECTIVE:</b>	4.1 Facilitate appropriate urban development while protecting and enhancing the City's environment, natural heritage and rural spaces.
<b>ATTACHMENT:</b>	1. <i>Exhibited Policies - Environmentally Sustainable Development</i>

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**1. SUMMARY OF REPORT:**

Council received authorisation to prepare and exhibit Planning Scheme Amendment C251 ('the Amendment') to the Hume Planning Scheme from the Minister for Planning on 4 January 2021. The Amendment seeks to introduce a local planning policy for Environmentally Sustainable Development (ESD) which will require developments (where a planning permit is required) to meet best practice environmental objectives. Amendment C251 was exhibited from 16 February 2021 to 22 March 2021 and following the exhibition period a total of three submissions were received. One submission objected to the Amendment and has since been withdrawn. One submission sought changes to the amendment however changed their position to fully support the amendment following discussions with Council officers. The third submission was supportive of the Amendment. It is recommended that Council adopts Amendment C251 and submit to the Planning Minister for approval.

**2. RECOMMENDATION:**

**That Council having fulfilled its notification obligations in accordance with Section 19 of the *Planning and Environment Act 1987*:**

**2.1 adopts Amendment C251 as exhibited in accordance with Section 29(1) of the *Planning and Environment Act 1987*.**

**2.2 submits the adopted Amendment C251 to the Hume Planning Scheme Amendment to the Minister for Planning for approval in accordance with Section 31(1) of the *Planning and Environment Act 1987*.**

**3. LEGISLATIVE POWERS:**

*Planning and Environment Act 1987 (the Act).*

**4. FINANCIAL IMPLICATIONS:**

The introduction of the policy into the Hume Planning Scheme will add to the provisions that need to be assessed for multi-unit residential developments and some non-residential buildings. Based on current application numbers for the 2019-20 and 2020-21 financial years, assessment of applications under the proposed policy provisions are considered to be manageable within current resourcing.

**REPORT NO: SU569 (cont.)**

**5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:**

The proposed local Environmentally Sustainable Development (ESD) policy will require multi-unit developments and some non-residential buildings to meet best practice objectives for Environmentally Sustainable Design (ESD). This will result in more sustainable building outcomes across the municipality reducing reliance on fossil fuels.

**6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:**

The proposed local policy will ensure greater resilience of new housing and other buildings against the future effects of climate change such as extreme heat and drought.

**7. CHARTER OF HUMAN RIGHTS APPLICATION:**

The proposed local policy seeks to improve the environmental performance of new housing and other buildings, which will in turn improve the standard of living for our community.

**8. COMMUNITY CONSULTATION:**

8.1 The Amendment was exhibited in accordance with the requirements of Section 19 of the Act from 16 February 2021 to 22 March 2021. This included:

- A notice in The Age newspaper.
- Notice in the Government Gazette; and
- Notices to the relevant referral authorities prescribed under the Act.

8.2 The Amendment was also available for viewing on Council's website and Council's Participate page.

8.3 Hard copies of the Amendment were also available for public inspection at Council customer service offices in Broadmeadows, Craigieburn and Sunbury as COVID-19 restrictions were eased for the length of the exhibition period.

**9. DISCUSSION:**

Background

9.1 From a statutory perspective, there is a gap in guidance on ESD outcomes in the current State Planning Policy Framework (SPPF). Whilst the SPPF recognises the importance of ESD principles, it fails to provide specific guidance and direction on its implementation. Councils are left to utilise voluntary measures to negotiate with developers on each individual permit applications, which has led to poor outcomes and an inconsistent approach within and across councils.

9.2 In the absence of statutory planning policy, environmental considerations are generally left to the building approvals stage when it is too late and therefore more costly to implement ESD principles due to design and layouts being 'locked in'.

9.3 Council has been an active member in the Council Alliance for a Sustainable Built Environment (CASBE) and adopted the voluntary implementation of a framework for a the 'Sustainable Design Assessment in the Planning Process' (SDAPP) framework. The SDAPP framework was developed by CASBE and sets out a range of Environmentally Sustainable Development (ESD) principles and associated measures by which to assess the environmental performance of planning permit applications. Council has only been using this SDAPP framework in the planning process on a voluntary basis.

9.4 Council has a strong commitment to achieve improved ESD outcomes as identified in *Hume Horizons 2040*, the *Pathways to Sustainability Framework* and the *Sustainable Places Action Plan*. More recently, the *Hume Housing Diversity Strategy* provided support for the preparation of an ESD local planning policy to give statutory weight to the SDAPP process.

REPORT NO: SU569 (cont.)

- 9.5 At the Council meeting on 24 August 2020, Council resolved to seek Authorisation from the Minister for Planning to prepare and exhibit Amendment C251 to the Hume Planning Scheme to introduce a new local planning policy to require multi-unit developments and some other non-residential buildings to meet best practice objectives for Environmentally Sustainable Design (ESD).

Amendment C251

- 9.6 The proposed policy will apply at the planning application stage and only apply to developments where a planning permit is required by the Planning Scheme, principally applications for more than one dwelling on a lot and are within floor area size thresholds for non-residential developments.

- 9.7 Specifically, the proposed Amendment will:

- Introduce a new Clause 22.20 Environmentally Sustainable Development (ESD) into the Local Planning Policy Framework of the Hume Planning Scheme.
- Make minor consequential changes to the Municipal Strategic Statement at Clause 21.08-5: Environmentally Sustainable Design to strengthen wording of the Objective and Strategies and insert reference to the new policy as a consideration under 'Policy Guidelines'.

Authorisation conditions

- 9.8 Officers submitted the authorisation request on 17 December 2020 utilising the version of the ESD policy prepared by CASBE at the same time as a number of other councils.

- 9.9 Council received Authorisation to prepare and exhibit Amendment C251 from the Minister from Planning on 4 January 2021, subject to the following conditions:

- *Amend proposed Clause 22.21 to be generally consistent with the formatting and structure of the Planning Policy Framework (PPF) version of the ESD policy. Please see attached template of Clause 15.02-1L for guidance with amending Clause 22.21.*
- *Include a commencement and expiry clause in the local policy.*

- 9.10 The requirements of the first bulleted condition required largely formatting changes which were essentially policy neutral and importantly did not change the requirements for planning permits.

- 9.11 The most significant change that the condition created was to remove the definition of 'Best Practice' for ESD. The term itself however remains within the objective of the local policy.

- 9.12 The proposed ESD policy was updated as required by the Minister's authorisation condition including inserting commencement and expiry clauses and was exhibited. A copy of the exhibited policy is included in Attachment 1.

Submissions to the Amendment

- 9.13 Following exhibition, a total of 3 submissions were received. One submission was in support; one submission (from CASBE) requested changes; and one objected to the policy.

- 9.14 Council officers provided the opportunity to discuss the Amendment with the objecting submitter and in response the submission was withdrawn.

- 9.15 CASBE's submission requested the definition of "Best Practice" for ESD be included in the policy as originally proposed.

**REPORT NO: SU569 (cont.)**

- 9.16 As all planning scheme amendments must be approved by the Minister for Planning, officers discussed this submission with DELWP and their support for reinstating the definition. DELWP confirmed that reinstating the definition would not be supported as it would conflict with their form and content requirements and the specific condition contained in the Minister’s authorisation of the Amendment.
- 9.17 Council officers relayed this advice to CASBE and their submission was subsequently revised and re-submitted to remove their requested changes and confirm their support for the policy as exhibited.
- 9.18 Whilst retaining the definition would be preferable, officers consider that the version of the local policy that was exhibited will still provide the necessary statutory weight to require ESD outcomes in development proposals and improve the quality of new development in Hume. In particular, the policy still calls for best practice responses and many aspects of the definition are referred to and required in the policy.
- 9.19 With all submissions resolved, Council can adopt the amendment as exhibited and submit it for approval to the Minister for Planning.

Forthcoming State Planning Policy on ESD & Further CASBE Research Work

- 9.20 The State Government has developed a roadmap for introducing state-wide planning controls for ESD in Victoria’s Planning Provisions.
- 9.21 Council is also participating in Stage 1 of the CASBE Elevating targets project. This project is exploring how higher targets of ESD could be introduced into planning schemes with the aim of facilitating the delivery of zero carbon development and incorporating aspects of Climate Resilience and Social Sustainability.
- 9.22 The outcomes of these processes may necessitate or give the opportunity for refinements to the local policy proposed to be introduced through this amendment.
- 9.23 However, Council is recommended to adopt the amendment now to insert current practice into the Hume Planning Scheme and give statutory weight to the SDAPP framework.

**10. CONCLUSION:**

- 10.1 Amendment C251 to the Hume Planning Scheme was exhibited in accordance with the requirements of Section 19 of the Act from 16 February 2021 to 22 March 2021.
- 10.2 Two submissions to the Amendment are supportive, and one submission opposed to the Amendment was withdrawn. Council is therefore not required to seek an independent planning panel.
- 10.3 It is recommended that Amendment C251 is adopted and submitted to the Minister for Planning for approval.

## HUME PLANNING SCHEME

**22.21 ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT**

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Proposed C251hume

**Policy application**

This policy applies to residential and non-residential development, excluding subdivision, in accordance with the thresholds detailed in this policy.

**Objective**

To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

**Strategies**

Facilitate development that minimises environmental impacts.

Encourage environmentally sustainable development that:

- Is consistent with the type and scale of the development.
- Responds to site opportunities and constraints.
- Adopts best practice through a combination of methods, processes and locally available technology that demonstrably minimise environmental impacts.

***Energy performance***

Reduce both energy use and energy peak demand through design measures such as:

- Building orientation.
- Shading to glazed surfaces.
- Optimising glazing to exposed surfaces.
- Inclusion of or space allocation for renewable technologies.

***Integrated water management***

Reduce total operating potable water use through appropriate design measures such as water efficient fixtures, appliances, equipment, irrigation and landscaping.

Encourage the appropriate use of alternative water sources (including greywater, rainwater and stormwater).

Incorporate best practice water sensitive urban design to improve the quality of stormwater runoff and reduce impacts on water systems and water bodies.

***Indoor environment quality***

Achieve a healthy indoor environment quality, including thermal comfort and access to fresh air and daylight, prioritising passive design over mechanical heating, ventilation, cooling and lighting.

Reduce indoor air pollutants by encouraging use of low-toxicity materials.

Minimise noise levels and noise transfer within and between buildings and associated external areas.

***Transport***

Design development to promote the use of walking, cycling and public transport, in that order; and minimise car dependency.

Promote the use of low emissions vehicle technologies and supporting infrastructure.

***Waste management***

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Promote waste avoidance, reuse and recycling during the design, construction and operation stages of development.

Encourage use of durable and reuseable building materials.

Ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.

***Urban ecology***

Protect and enhance biodiversity by incorporating natural habitats and planting indigenous vegetation.

Reduce urban heat island effects through building design, landscape design, water sensitive urban design and the retention and provision of canopy and significant trees.

Encourage the provision of space for productive gardens, particularly in larger residential developments.

**Policy guidelines**

Consider as relevant the following:

***Residential***

A Sustainable Design Assessment (including an assessment using BESS, STORM or other methods) for:

- 2-9 dwellings.
- A building used for accommodation other than dwellings with a gross floor area between 100sqm and 1000sqm.

A Sustainability Management Plan (including an assessment using BESS/Green star, STORM/MUSIC or other methods) and a Green Travel Plan for:

- 10 or more dwellings.
- A building used for accommodation other than dwellings with a gross floor area of more than 1000sqm.

***Non-residential***

A Sustainable Design Assessment (including an assessment using BESS and STORM/MUSIC or other methods) for:

- A non-residential building with a gross floor area of 300sqm to 1000sqm.
- An extension to an existing non-residential building creating between 300sqm to 1000sqm of additional gross floor area (excluding outbuildings).

A Sustainability Management Plan (including an assessment using BESS/Green star, STORM/MUSIC or other methods) and a Green Travel Plan for:

- A non-residential building with a gross floor area of more than 1000sqm.
- An extension to an existing non-residential building creating more than 1000sqm of additional gross floor area (excluding outbuildings).

***Mixed use***

Applicable assessments for the residential and non-residential components of the development.

Consider as relevant the following tools to support a Sustainable Design Assessment or Sustainability Management Plan:

- Sustainable Design Assessment in the Planning Process (IMAP, 2015)



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- Built Environment Sustainability Scorecard ‘BESS’ (Council Alliance for a Sustainable Built Environment ‘CASBE’)
- Green Star (Green Building Council of Australia)
- Model for Urban Stormwater Improvement Conceptualisation ‘MUSIC’ (Melbourne Water)
- Nationwide House Energy Rating Scheme ‘NatHERS’ (Department of Climate Change and Energy Efficiency)
- Stormwater Treatment Objective - Relative Measure ‘STORM’ (Melbourne Water)
- Urban Stormwater Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999)
- Waste Management and Recycling in Multi-Unit Developments - Better Practice Guide (Sustainability Victoria, 2018).

In determining an application, the responsible authority will consider as appropriate:

- Whether an ESD plan or framework has previously been approved by the responsible authority

**Commencement**

This policy does not apply to applications received by the responsible authority before the gazettal date of this clause.

**Expiry**

This policy will expire when it is superseded by a comparable provision of the Victoria Planning Provisions.

HUME PLANNING SCHEME

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**21.04-1**

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**BUILT ENVIRONMENT AND HERITAGE**

**Urban Design**

Urban design is the practice of shaping the layout, appearance and function of the built environment. It seeks to ensure that development responds to its context and that buildings, streets and public spaces are designed to work together to create a liveable city that supports a healthy, prosperous and sustainable community.

The image and appearance of the Hume Corridor has been characterised by its industrial history which presents poor visual and amenity outcomes to long sections of the southern arterial road network and to key gateways into the municipality. It is important that investment in the public realm and the redevelopment of housing, industrial and commercial development achieves better urban design outcomes and improves the image and appearance of Hume.

In addition, the scale of development in Hume’s growth areas means that there are new neighbourhoods, employment precincts, activity centres, community and recreation facilities being developed regularly. This provides an opportunity to ensure that right from the start the design and layout of these new areas is of high quality and achieves the best urban design outcomes.

**Key issues**

- Altering the perception of the Hume Corridor as a manufacturing and logistics area and peripheral employment location.
- Improving the interface of development to key roads particularly in industrial areas.
- Improving the design and appearance of built form in industrial and commercial areas.
- Balancing the tension in policy between urban consolidation objectives and the desire to respect residential amenity and neighbourhood character.
- Minimising the loss of backyard areas and established vegetation where this is a strong part of the neighbourhood or landscape character.
- Improving the design quality of infill development.
- Improving the diversity and character of new residential areas.
- Recognising the role of activity centres, particularly in new areas, in creating a sense of place and defining the character of an area.
- Ensuring the design of community facilities maximise their integration with adjoining compatible land uses and their contribution to the public realm.

**Objective 1**

To improve the image and appearance of Hume Corridor’s established areas and deliver high quality development in new growth areas across Hume.

**Strategies**

- 1.1 Ensure development located at key gateways into and within the municipality shown in Figure 2 in Clause 21.01 enhances the visual appearance of that location.
- 1.2 Ensure development adjacent to or visible from major roads and key transport routes is of a high quality and makes a positive contribution to the appearance, amenity and character of the area.
- 1.3 Ensure development addresses the street and provides an active interface to the public realm, including open space and creek corridors.
- 1.4 Ensure development is designed to follow the natural land form in areas with slope to minimise the need for cut and fill and the appearance of visual bulk.
- 1.5 Encourage built form to incorporate architectural treatments and use of colours, materials and finishes that are visually interesting and engaging, particularly for industrial, commercial and high density residential development and in areas with a high volume of pedestrian traffic.
- 1.6 Encourage signage to be innovative, add interest to the locality and where possible be incorporated with built form.
- 1.7 Encourage public art in public spaces which contribute to a sense of place.

**HUME PLANNING SCHEME**

- 1.8 Ensure car parking that is visible from the public realm is designed to positively contribute to the image and amenity of the area.
- 1.9 Establish and maintain boulevard treatments along the entire length of Aitken Boulevard, Donnybrook Road, Sunbury Road/Macedon Street, Riddell Road, Vineyard Road/Horne Street, Gap Road and Lancefield Road.
- 1.10 Ensure the widening of Mickleham Road and Craigieburn Road protects existing trees in the road reserve and provides space for additional planting.

**Objective 2**

To enhance the amenity and appearance of industrial and commercial areas.

**Strategies**

- 2.1 Ensure new business parks and industrial precincts are designed to attract investment and provide businesses and workers with a high quality working environment.
- 2.2 Ensure redevelopment proposals in business and industrial areas enhance the visual appearance of the area.
- 2.3 Ensure that development is designed to carefully manage residential interfaces to minimise the impacts of built form, noise, traffic congestion, safety and pollution.
- 2.4 Ensure that office components of industrial and warehouse development front the street.
- 2.5 Encourage front fencing that is low and/or permeable.
- 2.6 Encourage loading and service areas to be located at the rear of sites, screened from the street and the public realm.
- 2.7 Discourage car parking in site frontages and encourage car parking areas to be located at the rear, softening the visual appearance of these areas through landscaping treatments including canopy trees.
- 2.8 Ensure business and industrial parks incorporate a strong landscaping regime in the public realm.

**Objective 3**

To enable well designed medium and higher density residential development that protects the amenity of existing residents and sensitively responds to identified preferred neighbourhood character.

**Strategies**

- 3.1 Ensure development in Sunbury, Tullamarine and Westmeadows reflects the preferred neighbourhood character identified in Clause 22.13, Clause 22.14 and Clause 22.15.
- 3.2 Ensure multi-level buildings are designed to provide an appropriate transition in scale to adjoining single storey building forms.
- 3.3 Encourage basement car parking in multi-level development where practical.
- 3.4 Ensure that buildings are sited and designed to follow the natural land form and minimise the need for cut and fill in areas of slope.
- 3.5 Encourage split level development on steep sloping land.
- 3.6 Encourage and support well designed infill residential development in areas characterised by single and double storey detached dwellings.
- 3.7 Encourage infill development to retain the backyard realm in areas characterised by large backyard spaces.
- 3.8 Encourage front fencing that is low and/or permeable.
- 3.9 Ensure the redevelopment of corner sites includes side fencing that is designed to achieve a balance between providing privacy and maintaining visual connections to the public realm.

**Objective 4**

To create vibrant and attractive activity centres that contribute to the character of an area.

**Strategies**

- 4.1 Ensure that activity centres are designed to protect the amenity of residential and open space interfaces.
- 4.2 Ensure new neighbourhood activity centres are designed to be predominantly street based and include opportunities for a range of small businesses to locate outside of the supermarket and specialty retail core.
- 4.3 Ensure that the first stages of development in new activity centres are designed to allow for the integration of future development on adjoining land parcels.
- 4.4 Ensure development provides active frontages to the public realm and incorporates a high level of glazing at the ground floor.
- 4.5 Ensure multi storey developments provide windows and balconies that overlook the public realm.

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- 4.6 Encourage on-street dining and entertainment spaces which promote street edge activity and provide passive surveillance to the public realm.
- 4.7 Ensure entrances to buildings are clearly marked and are oriented towards the street.
- 4.8 Ensure that building facades incorporate design detailing and articulation which reflects a human scale at street level.
- 4.9 Ensure development presents a defined street wall and incorporates appropriate weather protection.
- 4.10 Ensure development minimises the adverse effects of wind down drafts and provides wind protection in public spaces.
- 4.11 Encourage a high quality public realm that is safe, accessible and encourages community interaction and activity.
- 4.12 Ensure public spaces are located to act as a focal point and benefit from a high level of pedestrian activity and passive surveillance from surrounding built form.
- 4.13 Ensure public spaces are functional, comfortable and convenient places for people to meet.
- 4.14 Ensure the design of new activity centres considers all road users and prioritises pedestrian and cycle access.
- 4.15 Ensure public transport stops and bicycle parking facilities are conveniently located to building entries and public spaces.
- 4.16 Ensure large scale loading, storage and servicing areas are located at the rear of development and integrated with the main building and that the vehicle access ways are separated from primary pedestrian and cycling routes.
- 4.17 Consolidate car parking in activity centres and ensure it is located to not dominate the visual appearance of the centre.
- 4.18 Ensure car parking areas incorporate landscaping to provide shade and visual relief.
- 4.19 Ensure there are clear pedestrian routes through car parking areas and car park entries/exits are clearly marked to avoid conflict between vehicle and pedestrian traffic.

**Objective 5**

To provide accessible, functional, well-designed and innovative community buildings.

**Strategies**

- 5.1 Ensure community centres are sited and oriented to best address the public realm and contribute to street activity.
- 5.2 Where a range of community infrastructure and open space is clustered together:
  - Ensure the different building parcels are designed to create an integrated design outcome.
  - Ensure built form addresses adjoining development and building entries are oriented to address each other.
  - Encourage each development parcel to integrate into a shared public space.
  - Ensure a safe and attractive path network links each building to each other and to the wider movement network.
  - Encourage consolidated car parking.
  - Provide a consistent landscaping regime that creates an attractive and cohesive visual appearance.
- 5.3 Require new, and upgraded community facilities to be designed using environmentally sustainable design and development principles.

**Objective 6**

To provide a network of well-designed and connected open spaces and waterway corridors.

**Strategies**

- 6.1 Ensure the design of new subdivisions achieves a continuous and connected open space network.
- 6.2 Encourage the use of green links between properties to facilitate direct pedestrian and cycle access to activity centres, schools and community facilities.
- 6.3 Ensure passive and active open spaces are integrated to maximise use of the space, connectivity and passive surveillance.
- 6.4 Ensure open spaces have street frontages to avoid dead interfaces, promote use, increase safety and facilitate cost effective maintenance.
- 6.5 Ensure maximum active and passive design outcomes are achieved where open space is directly adjoined by development.
- 6.6 Where street frontage is not possible, ensure residential, industrial and commercial development directly fronts open space areas, with car parking access provided at the rear of properties.
- 6.7 Ensure pedestrian crossings connect shared paths to open space areas and across arterial and connector roads.

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- 6.8 Ensure walking and cycling routes through open space areas are clearly defined and connected to the wider walking and cycling network.
- 6.9 Encourage open space areas to include well-arranged seating, shelter and other public amenities.
- 6.10 Encourage open space areas to utilise water sensitive urban design and alternative water sources.
- 6.11 Encourage the incorporation of natural landscape features including remnant vegetation, scattered trees and geological features, into landscape design and public art.
- 6.12 Support opportunities for community gardens adjacent to community facilities and open space areas and ensure they do not compromise the active or passive function of the open space.

**Policy guidelines**

When deciding on an application for use, development or subdivision the following matters will be considered, as appropriate:

- Clause 22.01 Industrial
- Clause 22.04 Townships
- Clause 22.06 Sunbury Town Centre
- Clause 22.09 Advertising Signs Local
- Clause 22.10 Macedon Street Office Area
- Clause 22.13 Residential Neighbourhood Character – Sunbury
- Clause 22.14 Residential Neighbourhood Character – Tullamarine
- Clause 22.15 Residential Neighbourhood Character – Westmeadows
- Clause 22.16 Horne Street and Gap Road, Sunbury

**Further strategic work**

- Prepare a Housing Strategy to guide the future planning for housing growth and diversity, including the application of zones and overlays to facilitate preferred housing outcomes.
- Retain and supplement tree planting along Craigieburn Road and Mickleham Road.

**21.04-2**

**Environmentally Sustainable Design and Development**

49/10/2017  
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Planning and building for sustainability and future climatic trends can help minimise the negative impacts of climate change and resource scarcity by enhancing liveability.

There is significant opportunity to ensure that new buildings and development in Hume set high environmental standards and are designed to be more resilient to the impacts of climate change and more resource, energy and water efficient. This will also improve the long term affordability of housing in the region, particularly in light of anticipated increasing utility costs.

**Key issues**

- Recognising the opportunity to implement precinct wide ESD outcomes in master planning and large scale development in new growth areas.
- Implementing ESD outcomes as standard practice.
- Maximising the use of existing water resources in the planning and design of new growth areas.
- Retaining permeable surfaces and reducing the Urban Heat Island effect associated with redevelopment in established areas and new development in growth areas.

**Objective 7**

To encourage ensure environmentally sustainable design and development.

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**Strategies**

- 7.1 Ensure that Precinct Structure Plans, Development Plans, Structure Plans, Urban Design Frameworks and Design Guidelines include environmentally sustainable design principles.
- 7.2 Support development that encompasses environmentally sustainable design principles and operating practices.
- 7.3 Ensure the design of new subdivisions and the siting of buildings maximises passive solar design principles.
- 7.4 ~~Encourage~~Support development that incorporates energy conservation, efficiency and generation.
- 7.5 ~~Encourage~~Support development that incorporates water conservation and water sensitive urban design practices at both an individual site and precinct wide scale.
- 7.6 ~~Encourage development to integrate~~Support development that integrates waste management and recycling facilities and ensure appropriate design and access for waste and recycling collection.
- 7.7 Encourage the use of sustainable building materials including recycled materials.
- 7.8 Encourage the retention of buildings, or parts of buildings, that can be adapted to a variety of uses.
- 7.9 Support development that incorporates opportunities for local food production.
- 7.10 Ensure the design of public spaces considers future climatic conditions and demonstrates environmentally sustainable design excellence.

**Objective 8**

To minimise the contribution of new development to the Urban Heat Island effect.

**Strategies**

- 8.1 ~~Encourage development to maximise~~Ensure development maximises the use of permeable surfaces.
- 8.2 ~~Encourage~~Ensure development to protect existing vegetation and incorporate drought tolerant plants into landscape treatments.
- 8.3 Ensure new growth areas contribute towards an increase in canopy cover across Hume.
- 8.4 Ensure industrial development incorporates canopy tree planting in setbacks and car parking areas.
- 8.5 ~~Encourage~~Ensure canopy tree planting in road reserves and open space areas.

**Policy Guidelines**

When deciding on an application for use, development or subdivision the following matters will be considered, as appropriate:

- Clause 22.21 Environmentally Sustainable Development

21.04-3

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**Landscape Character**

The rural landscape is a key characteristic of Hume’s image and identity. It includes wide expanses of flat open woodland and grassland, cleared grazing land and natural features such as largely undeveloped hills and ridges, and very steep creek valleys. These features are highly valued by the community and are often highly visible, providing an important backdrop to urban areas within the Hume Corridor and the Sunbury township.

Development which is highly visible and insensitive to the surrounding landscape has the potential to diminish the visual qualities of these features and fundamentally change the rural landscape character of Hume. It is therefore important that development is appropriately sited and designed to manage any adverse visual impacts and integrate with the natural characteristics of the site and surrounding area.

**Key issues**

- Managing the pressures to develop land in locations of high scenic value.
- Prioritising the protection of significant landscape values for character and community purposes and enjoyment.
- Protecting landscape values and features in new development areas and on non-urban land.
- Protecting and reinforcing the landscape character of Hume’s Inter Urban Break.
- Protecting and reinforcing the landscape character of the former Victoria University site at Jacksons Hill.

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- Recognising the value of a connected landscape.
- Improving the siting and design of buildings and landscaping in visually prominent areas to minimise the visual impact on the landscape character of the area.
- Improving the interface between development and waterways, landscape and conservation areas.
- Ensuring that landscaping in new growth areas complements the existing landscape character of Hume.

**Objective 9**

To ensure development protects significant and unique landscape values which contribute to Hume’s character and identity.

**Strategies**

- 9.1 Ensure that development adjacent to waterways, conservation and open space areas is sited and designed to protect the conservation and landscape qualities of these spaces and considers the opportunity for improved community access.
- 9.2 Encourage infill development to retain and protect existing vegetation.
- 9.3 Ensure new development in rural areas is sited and designed to consolidate building footprints; minimises visual bulk; follows the natural land form; retains and protects the existing vegetation and complements the surrounding landscape.
- 9.4 Design new subdivisions to maximise the retention of existing vegetation and consider the potential for community access and opportunities for passive recreation.
- 9.5 Incorporate and protect existing vegetation, including scattered trees within open space, road reserves and tree reserves and ensure these areas are linked through the subdivision and connected to the wider landscape.
- 9.6 Ensure the retention of existing vegetation incorporates the necessary buffers to appropriately manage its ongoing protection.
- 9.7 Conservation reserves must be bordered with road frontage wherever possible.
- 9.8 Ensure that development along the Merri Creek is planned in a manner that protects the creek environs and enables the creation of a linear regional park.
- 9.9 Ensure development incorporates landscaping which complements the landscape character of the area.

**Objective 10**

To protect significant views and vistas of hilltops, escarpments, ridgelines, and creek valleys and waterways.

**Strategies**

- 10.1 Restrict development on the upper slopes of Redstone Hill, Bald Hill, Mount Holden, Mount Ridley and Mount Aitken to maintain their visual prominence in the landscape.
- 10.2 Restrict development on the western side of Redstone Hill and the eastern side of Jacksons Hill to maintain a landscape and visual connection between Redstone Hill and Jacksons Creek when viewed from Jacksons Hill.
- 10.3 Facilitate open space connections to maintain view lines and physical connections from the Redstone Hill Town Centre to Redstone Hill and from Jacksons Creek to Redstone Hill.
- 10.4 Protect the deeply incised creek valleys and escarpments of Jacksons Creek, Emu Creek, Harpers Creek, Deep Creek and Merri Creek and their tributaries.
- 10.5 Ensure development is setback from escarpment edges in Sunbury to protect views from the creek valleys and accommodate needs for fire protection, passive open space and walking and cycling opportunities.
- 10.6 Locate and align local subdivision roads and open space areas to capture significant views.
- 10.7 Ensure landscaping is used to soften the visual appearance of development on hillsides.
- 10.8 Ensure that the siting and design development on hillsides responds to contours to minimise its visual impact on the landscape and avoid extensive earthworks which will substantially alter the natural landform.

**Objective 11**

To protect significant vistas and long range views towards the Melbourne CBD and surrounding mountain ranges from Hume’s hilltops, escarpments and ridgelines.

**HUME PLANNING SCHEME**

**Strategies**

- 11.1 Ensure development maintains uninterrupted views in all directions from Redstone Hill, Jacksons Hill, Bald Hill, Mount Holden, Mount Ridley and Mount Aitken.
- 11.2 Ensure road frontage and walking and cycling paths as part of new development adjoining ridgelines and escarpments along Jacksons Creek and Emu Creek in Sunbury.
- 11.3 Maintain views to hilltops, escarpments, ridgelines and creek valleys through the alignment of local subdivision roads.

**Objective 12**

To protect and encourage significant roadside vegetation that contributes to Hume’s landscape character.

**Strategies**

- 12.1 Ensure the widening and upgrade of Mickleham Road, Riddell Road, Gap Road and Macedon Street retains existing vegetation in the road reserve.
- 12.2 Ensure a strong landscaping treatment in the upgrade of Craigieburn Road, Donnybrook Road, Somerton Road, Sunbury Road, Lancefield Road and Vineyard Road.
- 12.3 Ensure a strong informal landscape treatment is established along the north-south connector road through the western end of the Inter Urban Break that reflects a rural landscape character.
- 12.4 Ensure the upgrade on rural roads to an urban standard retains existing vegetation in the road reserve.
- 12.5 Establish new streetscape planting which enhances and reinforces Hume’s landscape character.

**Policy guidelines**

When deciding on an application for use, development or subdivision the following matters will be considered, as appropriate:

- Clause 22.04 Townships

**Further strategic work**

- Prepare Precinct Structure Plans containing cross sections which enable boulevard treatments.
- Prepare Precinct Structure Plans which safeguards significant landscape features, maintain views, protect vegetation, and provide open space and landscape connectivity.
- Update Council’s Scenic Hilltops and Major Ridgelines Policy to identify and confirm significant view lines and areas of significant landscape value that warrant protection, and to determine the appropriate controls to achieve this.
- Prepare masterplans for Jacksons Creek and Emu Creek to facilitate a regional scale parkland outcome that enables public access whilst protecting the visual, environmental and landscape qualities of the creek corridors and tributaries.

**21.04-4**

19/10/2017  
C176

**Heritage**

Hume has a rich and very diverse cultural heritage that includes ceremonial rings, middens, scar trees, heritage bridges, ruins of bluestone cottages and flour mills, pastoral homesteads, the former Industrial School and Asylum, Emu Bottom Homestead, Rupertswood Mansion, wineries, sites reputedly associated with early explorers, and sites associated with community events of State and national significance. This heritage is integral to Hume’s identity and constitutes a significant tourism and education resource.

A large number of Hume’s heritage places are of regional and State significance and any development within these places must ensure the conservation and protection of these heritage buildings and places.

**Key issues**

- Protecting significant heritage places in areas of growth.



**HUME PLANNING SCHEME**

- Incorporating heritage assets into development in a way that optimises their long-term protection and conservation.

**Objective 13**

To identify, recognise and protect places of heritage, cultural and social significance.

**Strategies**

- 13.1 Recognise the importance of the City's heritage assets.
- 13.2 Ensure that new subdivisions do not compromise identified heritage values.
- 13.3 Ensure that the productive use of non-urban land does not compromise identified heritage values.
- 13.4 Ensure that new growth areas protect, and where possible integrate heritage sites into the design of subdivisions, particularly open space areas.
- 13.5 Encourage heritage buildings and places to be incorporated into new development in a manner that optimises their adaptive reuse where appropriate.
- 13.6 Ensure development maintains the visual prominence of historic buildings and local landmarks.
- 13.7 Ensure that additions, alterations and replacement buildings are sympathetic to the heritage place and surrounds.
- 13.8 Ensure that the use and development of heritage places and adjoining land is compatible with and does not adversely affect the significance of the place.

**Further strategic work**

- Prepare Precinct Structure Plans which safeguard heritage features.
- Prepare a heritage local policy to guide the consideration of applications for use and development in areas covered by a heritage overlay.

**21.04-5**

08/11/2018  
C232

**Reference Documents**

- Guidelines for Development of Scenic Hilltops and Major Ridgelines Policy, Hume City Council, 1991 (amended 1995)
- Healthy by Design: a planners' guide to environments for active living, National Heart Foundation of Australia, 2004
- Hume Biodiversity Planning Policy, Hume City Council, 2016
- Hume Corridor HIGAP Spatial Strategy and Delivery Strategy, Hume City Council, 2015
- Hume Open Space Strategy 2010-2015, Hume City Council, 2010
- Hume Walking and Cycling Strategy 2010-2015, Hume City Council, 2012
- Sunbury HIGAP Spatial Strategy and Delivery Strategy, Hume City Council, 2012
- Hume Land and Biodiversity Plan 2015-2019, 2015
- Jacksons Hill Master Plan, Victorian Planning Authority, 2018

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<b>REPORT NO:</b>	SU570
<b>REPORT TITLE:</b>	Attwood and Westmeadows (East) Local Area Traffic Management Study
<b>SOURCE:</b>	Kieran Hogan, Engineer
<b>DIVISION:</b>	Sustainable Infrastructure and Services
<b>FILE NO:</b>	HCC21/631
<b>POLICY:</b>	-
<b>STRATEGIC OBJECTIVE:</b>	4.3 Create a connected community through efficient and effective walking, cycling, public transport and car networks.
<b>ATTACHMENTS:</b>	<ol style="list-style-type: none"><li>1. <i>Locality Plan</i></li><li>2. <i>Traffic Speeds and Volumes</i></li><li>3. <i>Casualty Crashes</i></li><li>4. <i>Keeping Attwood and Westmeadows (East) on the move - Brochure 1</i></li><li>5. <i>Keeping Attwood and Westmeadows (East) on the move - Brochure 2</i></li><li>6. <i>You said, We Propose - Explanation of Treatments - Proposed Traffic Management Plan</i></li><li>7. <i>Final Traffic Management Plan and Details</i></li><li>8. <i>You said, We Propose - Explanation of Treatments - Final Traffic Management Plan</i></li></ol>

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## 1. SUMMARY OF REPORT:

- 1.1 As part of the 2017 – 2021 Hume City Council Plan a commitment was made to undertake a Local Area Traffic Management (LATM) study for the area of Attwood and Westmeadows (East). Council has now completed a second LATM study for Attwood and Westmeadows (East) in consultation with the local community. A Traffic Management Plan has been developed which includes 15 proposed traffic treatments valued at \$919,000.

## 2. RECOMMENDATION:

That Council:

- 2.1 **adopt the Attwood and Westmeadows (East) Local Area Traffic Management (LATM) Study and Final Traffic Management Plan and Details as shown in Attachment 7**
- 2.2 **allocate \$224,000 from Council's 2021/22 Budget for the works listed in Items 1-8 in Table 1, as detailed below:**
- 2.2.1 **\$210,000 from the 2021/22 Capital Works Budget – LATM Works**
- 2.2.2 **\$14,000 from the 2021/22 Responsive Road Safety Works – Operating Budget**
- 2.3 **list the balance of the works in Items 9-15 in Table 1 (valued at \$695,000) for consideration in Council's Capital Works Annualised Program – Traffic Management Facilities for future funding**
- 2.4 **inform the residents within the study area and the online consultation participants of the adopted Attwood and Westmeadows (East) LATM Final Traffic Management Plan (TMP) and Details**
- 2.5 **provide a copy of the adopted Attwood and Westmeadows (East) LATM Final TMP and Details on Council's website for viewing by the general public.**

REPORT NO: SU570 (cont.)

**3. LEGISLATIVE POWERS:**

- 3.1 Council has the power under the Local Government Act 2020; Road Safety (Traffic Management) Regulations 2019; Road Safety Road Rules 2009 and the Road Safety Act 1986 to install and modify traffic control devices on local roads where authority has been delegated to Council.

**4. FINANCIAL IMPLICATIONS:**

- 4.1 The total estimated cost to install the traffic management devices recommended in Table 1 is \$919,000.
- 4.2 There is \$420,000 in the 2021/22 Capital Works Budget – LATM Works for works related to two approved LATM studies, Attwood and Westmeadows (East) and Goonawarra. Of this, it is proposed that \$210,000 be allocated to the Attwood and Westmeadows (East) LATM. Refer to Table 1 items 1 to 4 for projects proposed to be funded in Council's 2021/22 Capital Works Budget – LATM Works.
- 4.3 The allocation of the LATM funds is based on the evaluation of the proposed traffic treatments for the two LATM studies. Priorities were established based on recorded crashes, traffic speeds and volumes of the proposed treatment sites.
- 4.4 It is proposed that \$14,000 be allocated from Council's 2021/22 Operating Budget – Responsive Road Safety Works. Refer to Table 1 items 6 to 9 for projects proposed to be funded in Council's 2021/22 Operating Budget – Responsive Road Safety Works.
- 4.5 The remaining projects, at an estimated cost of \$695,000 will be listed in Council's Future Capital Works Annualised Program – Traffic Management Facilities.

**5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:**

- 5.1 There are no direct environmental implications as a result of this report.

**6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:**

- 6.1 There are no direct climate change implications as a result of this report.

**7. CHARTER OF HUMAN RIGHTS APPLICATION:**

- 7.1 The Attwood and Westmeadows (East) LATM study aims to improve the safety and amenity of the Attwood and Westmeadows (East) areas. This enhances the protected rights under the Victorian Charter of Human Rights, of individuals who use this area, including the right to freedom of movement and right to life.

**8. COMMUNITY CONSULTATION:**

- 8.1 A brochure seeking details of existing traffic issues in the Attwood and Westmeadows (East) area was distributed to residential properties, schools, businesses and community facilities in July 2020.
- 8.2 The brochure directed the community to an online interactive mapping tool which allowed comments to be placed on locations of interest within a map of the LATM area. The recorded casualty crash data for the most recently available 5-year period across the LATM area was also available online for viewing by the public.
- 8.3 The community was encouraged to respond online via the interactive map but were able to respond by email, phone and mail. A copy of the brochure can be found in Attachment 4.
- 8.4 Traffic survey data is typically made available during this stage of consultation for LATM studies. However, during the months leading up to and during the consultation, COVID-19 restrictions were effect. As a result, traffic conditions had changed significantly with reduced traffic volumes and travel behaviour not reflective of typical conditions. Subsequently, the proposed automatic traffic surveys to be undertaken for the LATM study were postponed.

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- 8.5 Typically, during this phase of consultation Council hosts a drop-in session where the local community can attend to provide their feedback and ask questions. Due to COVID-19 restrictions, the drop-in session was postponed.
- 8.6 Approximately 2,600 brochures were distributed to the local community and the online interactive map tool and brochure was available for comment for approximately 4 weeks. A total of 412 responses were received from 186 respondents.
- 8.7 The study and link to the online map was also advertised to the community via the Your Say page on Hume City Council's website.
- 8.8 Taking into consideration the feedback received, a proposed Traffic Management Plan (TMP) was prepared and distributed to residents, schools, businesses and community facilities and made available via the online mapping tool in April 2021 for comment. The automatic traffic survey data was also made available at this stage to the community. Residents were also given the option to provide feedback through email, phone or mail. A copy of the proposed TMP can be found in [Attachment 5](#).
- 8.9 The proposed TMP was also advertised on Council's Your Say page and Facebook page. Council's Your Say page also included a You Said, We Proposed information sheet which detailed what projects were proposed because of community feedback. A copy of the You Said, We Proposed information sheet can be found in [Attachment 6](#).
- 8.10 Approximately 2,600 brochures of the proposed TMP, were distributed to the local community and the brochure was available online for approximately 3 weeks. A total of 77 responses were received.
- 8.11 A summary of all feedback received regarding the Attwood and Westmeadows (East) LATM study can be found in [Tables 4a, 4b, 4c, 4d and 4e](#).
- 8.12 Council was again unable to host a drop-in session due to further COVID-19 restrictions in February 2021. Due to the uncertainty regarding ongoing restrictions, the drop-in session was not rescheduled. This was deemed not to be a significant impact to community consultation as there has been low attendance at recent drop-in sessions with a strong preference from the community to submit comments online.
- 8.13 There was one additional identified traffic treatment after the draft proposed TMP community consultation. To notify and gain feedback on the additional proposal, letters were sent to the adjacent properties who were immediately impacted by the proposed treatment. No responses were received.
- 8.14 A final letter will be sent to all properties in the LATM area advising them of the outcome of the study and adopted traffic treatments. In addition, this information will be provided for viewing by the wider community on Council's website including a You Said, We Proposed information sheet which details what projects are proposed as a result of community feedback. A copy of the You Said, We Proposed can be found in [Attachment 8](#).

**9. DISCUSSION:**

**9.1 Background**

- 9.1.1 A LATM study aims to improve safety and residential amenity in local streets on an area wide approach. It is a proactive way to identify and treat traffic, parking and accessibility issues in an area.
- 9.1.2 A LATM study was previously undertaken for the area of Attwood and Westmeadows (East) in 2007. Most of traffic treatments that were proposed in this study have been implemented, with the remainder listed for funding consideration in Council's Capital Works Annualised Program – Traffic Management Facilities. Those projects identified which had not yet been implemented were reviewed as part of this study to identify if the treatments are still required.

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- 9.1.3 The traffic treatments that were implemented through the previous LATM have been effective in reducing traffic speeds and enhancing road safety in the area. This is demonstrated by the general lack of excessive speeding that was identified by automatic traffic counts that were undertaken for this study.
- 9.1.4 A second LATM study for an area is a good opportunity to identify any areas of concern to the community, particularly safety concerns that may not be evident through analysis of speeds and crash history. LATM studies are evolving to have a greater focus on community input to identify issues, as well as a focus on accessibility and other road users such as pedestrians and cyclists.
- 9.1.5 As part of the 2017-2021 Hume City Council Plan a commitment was made to undertake a LATM study for the area of Attwood and Westmeadows (East) Area bounded by Mickleham Road, Broadmeadows Deviation Road, Ripplebrook Drive and the vacant land under the flight path of the existing Airport Runway Alignment. A locality plan of the area is shown in [Attachment 1](#).
- 9.1.6 The recommendations provided in this report aim to align with relevant Australian Standards, Austroads Guidelines and Council Traffic Management Guidelines. These documents provide the rationale and recommended actions for addressing local traffic and parking issues.

**9.2 Existing Conditions**

- 9.2.1 The Attwood and Westmeadows (East) area is predominately residential. It is located approximately 20km north of Melbourne's CBD and has an area of approximately 2.5 square kilometres. The area includes several community facilities such as Westmeadows Primary School, Westmeadows Pre School, Attwood House Community Centre and Broadmeadows Valley Park.

**9.3 Analysis**

- 9.3.1 Council sought resident and community feedback on existing traffic, parking and accessibility issues within the Attwood and Westmeadows (East) LATM area.
- 9.3.2 One of the common themes in resident feedback was traffic speed and safety issues on the arterial roads, (Mickleham Road, Broadmeadows Deviation Road) and the main trunk collector route through the area (Ardlie Street, Raleigh Street, Linga Street) and their intersections.
- 9.3.3 Automatic traffic counters were placed on numerous roads within the study area to obtain existing traffic speed and volume data. The recorded traffic speeds and volumes for the area are listed in [Table 2](#) and shown in [Attachment 2](#). The majority of these traffic counts were conducted in early February 2021.
- 9.3.4 Crash statistics for the area were also obtained from the Department of Transport (DoT) Road Crash Information System (RCIS) database for the period of 1 January 2015 to 31 December 2019. The locations and number of reported casualty crashes for the study area are shown in [Attachment 3](#).
- 9.3.5 These sites were analysed to determine whether any actions could be taken to reduce the risk of further crashes. A summary of locations or lengths of road with 3 or more crashes in a 5-year period, with any proposed actions, are shown in [Table 3](#).
- 9.3.6 The information provided by residents was analysed in line with the data on traffic speeds, volumes and crashes. A summary of the issues raised, investigations and proposed actions can be found in [Tables 4a, 4b and 4c](#). A draft TMP was developed to address the issues that were identified.
- 9.3.7 The proposed draft TMP was then made available to the community for feedback. The responses received relating to the proposed treatments are detailed in [Table 4d](#).

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- 9.3.8 Community feedback to the proposed traffic management plan was generally unsupportive of the proposed road humps on Harricks Crescent and roundabout at the intersection of Raleigh Street and Wills Street. There were comments on some of the proposals, however many responses included traffic, parking and accessibility concerns about other locations.
- 9.3.9 These additional concerns – some which were issues previously raised - were further investigated and considered as part of the final TMP. All the concerns raised have been included in Tables 4a, 4b and 4c and identified with (\*).
- 9.3.10 The Final TMP included one additional proposal that was not included within the proposed TMP, as this was a new site that was identified.
- 9.3.11 The new proposal is for a pedestrian connection across Ardlie Street opposite Tollkeepers Parade in order to improve access to the bus stop and the Airport Tourist Village.

**9.4 Proposed LATM Treatments**

- 9.4.1 The following treatments are proposed as part of the Final TMP and are detailed in Attachment 6. These treatments have been designed in consideration of resident feedback shown in Tables 4a, 4b, 4c and 4d.

9.4.2 **Re-align intersections of Tylden Place and Forman Street**

- (a) Through the process of the LATM, it was found that the intersection configuration of Tylden Place and Forman Street was irregular.
- (b) Forman Street and Tylden Place are both classified as a Council Access Streets with a default speed limit of 50km/h.
- (c) Tylden Place consist of two separate two-way roads which surrounds an informal parkland.
- (d) The intersection configuration is an unusual “K” shape with both sections of Tylden Place intersecting Forman Street at a high angle.
- (e) The angled approach to Forman Street with two approaches creates additional conflict points within the intersection where the right of way is unclear for several manoeuvres.
- (f) The high angle of entry into Forman Street means that motorists on Tylden Place must give way to vehicles on an oblique angle (known to cause compliance issues and harder for road users to turn their head to that angle).
- (g) The extension of both sections of Tylden place to intersect Forman Street perpendicularly to form two T-intersections reduces the number of conflict points by creating two separate intersections that can function separately.
- (h) The reduction of conflict points will clarify for motorists who has right of way as well as reducing the risk of low speed collisions occurring.
- (i) The configuration of T-intersections are well recognised by motorists and the sight line angles are much more comfortable for all road users which should rectify any compliance issues.
- (j) This proposal was advertised to the community during the proposed draft TMP consultation period. It received no comments suggesting there is no community concern.
- (k) **Proposal** – Re-align both approaches of Tylden Place to intersect Forman Street at right angles by extending the informal parkland and re-linemarking both intersections.

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**9.4.3 Construct court bowl at the east end of Coopers Hill Drive**

- (a) Community feedback raised concerns regarding the parking along Coopers Hill Drive during the peak times of the scout hall. These concerns can be found in Table 4b.
- (b) Currently Coopers Hill Drive ends without any turn around area.
- (c) The existing configuration does not allow for motorists to turn around at the end of the street without conducting a 3-point turn in either a residential crossover or entering the accessway of the scout hall.
- (d) This causes congestion to motorists especially during the peak times of the scout hall.
- (e) By constructing a court bowl end on Coopers Hill Drive, vehicles will be able to safely turn around in a single manoeuvre which will allow traffic to continue flowing. This will also benefit waste collection vehicles and allow the vehicles to turn around without the need to reverse the large vehicles.
- (f) This proposal was advertised to the community during the proposed draft TMP consultation period. It received one comment in favour of the proposal.
- (g) **Proposal** – Construct a court bowl end treatment at the East end of Coopers Hill Drive by modifying existing kerb and channel and constructing new pavement where required.

**9.4.4 Construct roundabout at the intersection of Raleigh Street and Wills Street**

- (a) Community feedback raised concerns regarding speeding along Raleigh Street and some requested the installation of a roundabout to reduce speeds. These concerns can be found in Table 4a.
- (b) Raleigh Street is classified as a Council Collector Road with a default speed limit of 50km/h. It consists of one through lane in each direction separated by a double centreline.
- (c) Raleigh Street between Wills Street and Pascoe Street carries an average daily traffic volume of 7,216 vehicles and has an 85<sup>th</sup> percentile speed of 58.7km/h.
- (d) An analysis of DoT's RCIS database indicated that there has been one recorded casualty crash near the intersection of Wills Street and Raleigh Street in the most recently available 5-year period. The details of the crash are:
  - (i) An eastbound vehicle travelling on Raleigh Street has collided with a school age pedestrian attempting to cross Raleigh Street after departing the bus at the intersection of Raleigh Street and Wills Street. This resulted in serious injury to the pedestrian.
- (e) Bus Route 477 and 484 operates along Raleigh Street between Ardlie Street and Elizabeth Drive.
- (f) A roundabout is proposed at the intersection of Raleigh Street and Wills Street to improve safety at the intersection and reduce through traffic speeds on Raleigh Street. The proposed treatment is consistent with other intersection treatments on Raleigh Street.
- (g) The bus company has provided in-principle support for the construction of a roundabout at this location which is proposed to be constructed with similar geometry to the roundabout at the intersection Riddell Street and Raleigh Street.



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- (h) The construction of a roundabout will include splitter islands on Raleigh Street which can be used by pedestrians to reduce the length of road that pedestrian has to cross in one go. This combined with the slower speed vehicles are required to travel to negotiate the roundabout will improve safety for pedestrians.
- (i) Community feedback has raised concerns regarding the potential removal of the bluestone pavers currently at the intersection. The design of the roundabout will incorporate these pavers where possible without compromising user's safety.
- (j) This proposal was advertised to the community during the proposed draft TMP consultation period. It received seven comments, one in favour and six not in favour of the proposal. The comments not in favour of the proposal indicated that they did not see why this type of treatment was necessary. Although six comments were not in favour of the proposal, the need for the treatment has been outlined above.
- (k) **Proposal** – Construct a roundabout at the intersection of Raleigh Street and Wills Street similar to the existing roundabout at Raleigh Street and Riddell Street. Incorporate the existing Bluestone pavers into the design where applicable.

**9.4.5 Construct pedestrian path on North side of Broadmeadows Deviation Road**

- (a) Community feedback raised concerns regarding pedestrian connectivity along Broadmeadows Deviation Road across Moonee Ponds Creek. These concerns can be found in Table 4c.
- (b) Broadmeadows Deviation Road is classified as a State Arterial Road with a posted speed limit of 70km/h. It consists of one through lane in each direction.
- (c) Broadmeadows Deviation Road east of Moonee Ponds Creek carries an average daily traffic volume of 20,852 vehicles and has an 85<sup>th</sup> percentile speed of 71.3km/h.
- (d) Pedestrians intending on travelling across Moonee Ponds Creek to access Bus Stops, Gladstone Park or Westmeadows Village Shopping Precinct on Fawkner Street are forced to cross the creek via the 1.2m wide shoulder on the bridge of Broadmeadows Deviation Road. This places pedestrians within close proximity to vehicles travelling approximately 70km/h with no physical separation other than a painted lane line.
- (e) It was proposed in the second consultation period to provide a separate bridge to allow pedestrians to cross Moonee Ponds Creek separately to vehicles.
- (f) DoT have since provided in-principle support for the reallocation of the roadway width to include a 2.1m wide footpath with reduced traffic lane widths of 3m. This is similar to the footpath west of Ripplebrook Drive along Johnstone Street, Broadmeadows (Arterial).
- (g) Both proposals will increase pedestrian safety and comfort while crossing Moonee Ponds Creek along Broadmeadows Deviation Road. The cost of reallocating roadway space will be significantly more affordable than constructing a separate bridge.

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- (h) This proposal was advertised to the community during the proposed draft TMP consultation period. It received five comments, four in favour and one not in favour of the proposal. The comment not in favour of the proposal indicated they did not see why this treatment was necessary, however this has been addressed above. Although one comment was not in favour of the proposal, generally this proposal was received well by the community.
- (i) **Proposal** – Construct a pedestrian path on the north side of Broadmeadows Deviation Road across Moonee Ponds Creek by way of reallocating roadway space to include a 2.1m wide footpath on the north side of the traffic lanes. The project is subject to DoT support and requirements for the final design of the pedestrian path.

**9.4.6 Construct a reverse priority treatment at the intersection of Kenny Street and Riddell Street**

- (a) Community feedback raised concerns regarding the narrowing of Riddell Street near its intersection with Kenny Street. These concerns can be found in [Table 4a](#).
- (b) Riddell Street is classified as a Local Access Street with a posted speed limit of 40km/h. It consists of one lane in each direction with a typical road width of 7.2m. The road width is narrowed to 5.0m at its intersection with Kenny Street.
- (c) Riddell Street carries an average daily traffic volume of 1,383 vehicles and has an 85<sup>th</sup> percentile speed of 44.1km/h.
- (d) Westmeadows Primary School is directly adjacent to the intersection of Riddell Street and Kenny Street. With the existing parking restrictions in the area, a number of vehicles park north of Kenny Street and utilise Riddell Street to access Raleigh Street and continue on their journey.
- (e) The high proportion of vehicles turning from Kenny Street left onto Riddell Street as well as vehicles turning from Riddell Street right onto Kenny Street causes congestion at this intersection due to the narrowness of the intersection.
- (f) It is proposed to widen Riddell Street to maintain its typical width of 7.2m as well as providing right of way to vehicles turning right onto Kenny Street by the way of a reverse priority intersection.
- (g) Providing right of way to the more popular vehicle route should ease traffic congestion by allowing through traffic to continue without the need to give way to motorists.
- (h) This proposal was advertised to the community during the proposed draft TMP consultation period. It received five comments, four in favour and one not in favour of the proposal. The comment not in favour of the proposal indicated they did not see why this treatment was necessary, however this has been addressed above. Although one comment was not in favour of the proposal, generally this proposal appears to be accepted by the community.
- (i) **Proposal** – Construct a reverse priority treatment at the intersection of Riddell Street and Kenny Street by modifying the existing kerb alignment, pavement widening, slitter island construction and associated linemarking and signage.

REPORT NO: SU570 (cont.)

**9.4.7 Remove existing roundabouts and replace with flat top road humps on Harricks Crescent intersecting with Lavery Place, Alison Place and the intersection of Erinbank Crescent and Chisholm Avenue.**

- (a) Community feedback raised concerns regarding speeding along Harricks Crescent. These concerns can be found in Table 4a.
- (b) Harricks Crescent is classified as a Local Access Street with a one lane in each direction.
- (c) Roundabouts were constructed in 1992 after concerns regarding vehicle speeds along the road. The roundabouts were constructed at a low cost without modifying kerb alignments and are not in line with current standards for roundabout design. This included raised concrete blocks within the chevron linemarking to ensure vehicles stayed with the traffic lane. The concrete blocks were later removed due to maintenance issue as well as concerns with safety and vehicle damage. However, the removal of the concrete blocks allows vehicles to continue through the roundabout without any horizontal deflection, making them ineffective at reducing speeds.
- (d) The roundabouts are placed at intersections with dead end streets, which do not require the use of a roundabout due to the low volume of traffic.
- (e) The removal of the roundabouts and construction of flat top road humps was proposed in the last Attwood and Westmeadows (East) LATM and has not yet been completed. Due to the current poor horizontal deviation enforced by the roundabouts the need for this project is still current.
- (f) Alterations of the proposed location to the road humps since the last LATM proposal have been made to ensure vehicle speeds are minimised at the locations of the existing roundabouts.
- (g) Flat top road humps have proven to be an effective traffic treatment in reducing vehicles speeds throughout other areas of the municipality.
- (h) Due to the intersection geometry, visibility for motorists at the intersection will be improved by the proposed conversion to a standard T-intersection. This addresses some concerns raised from community feedback on the proposal.
- (i) This proposal was advertised to the community during the proposed draft TMP consultation period. It received four comments shared between all locations and the proposal below not in favour of the proposal. The treatment was investigated in response to four community comments relating to high vehicle speeds and poor roundabout compliance. The comments not in favour of the proposal indicated they did not see why this treatment was necessary, however this has been addressed above. The four objections represent a small number of road users when compared to the 1,000 vehicles that use the road daily.
- (j) **Proposal** – Remove the existing roundabouts and construct flat top road humps within close proximity to the intersection. Convert the intersection to a standard T-intersection with associated linemarking and signage.

**9.4.8 Remove existing roundabout and construct raised intersection at the intersection of Harricks Crescent and Erinbank Crescent.**

- (a) Community feedback raised concerns regarding speeding along Harricks Crescent. These concerns can be found in Table 4a.

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- (b) The intersection of Erinbank Crescent and Harricks Crescent is treated with an existing roundabout. The existing roundabout is ineffective in reducing traffic speeds due to the limited horizontal deflection that the roundabout induces.
- (c) A roundabout is an appropriate treatment for this intersection given the function of Harricks Crescent and Erinbank Crescent, however there is insufficient road reserve to construct an effective roundabout at this location.
- (d) A raised intersection is proposed as this will reduce traffic speeds and improve safety on all approached to the intersection.
- (e) An analysis of DoT's RCIS database indicated that there has been 1 recorded casualty crash near the intersection of Erinbank Crescent and Harricks Crescent in the most recently available 5-year period. The details of the crash are:
  - (i) A southbound vehicle travelling on Erinbank Crescent has had to stop for a vehicle entering the roundabout from the right. A second southbound vehicle has rear ended the first vehicle causing minor injury to second southbound vehicle.
- (f) As Harricks Crescent and Erinbank Crescent carry similar volumes of traffic, a raised intersection is more suitable for this intersection than a single flat top road hump as was proposed in the previous LATM.
- (g) The raised intersection will increase vehicle sight distance while also ensuring that vehicles enter the intersection at a lower speed from all approaches.
- (h) This proposal was advertised to the community during the proposed draft TMP consultation period. It received four comments shared between all locations and the proposal below not in favour of the proposal. The treatment was investigated in response to four community comments relating to high vehicle speeds and poor roundabout compliance. The comments not in favour of the proposal indicated they did not see why this treatment was necessary, however this has been addressed above. The four objections represent a small number of road users when compared to the 1,000 vehicles that use the road daily.
- (i) **Proposal** – Remove the existing roundabout and construct a raised safety platform at the intersection and form a T-intersection with associated linemarking and signage.

**9.4.9 Improve road bend delineation at the intersection of Kenny Street and Harricks Crescent (East) with narrow centre median**

- (a) Community feedback raised concerns regarding the intersection of Kenny Street and Harricks Crescent (East) and vehicle priority. These concerns can be found in [Table 4a](#).
- (b) The intersection is constructed with a reverse priority treatment. The priority is given to Harricks Crescent and Kenny Street (east).
- (c) There is a local Milk Bar on the north-west corner of the intersection which attracts pedestrian activity in the area.
- (d) The current alignment of the reverse priority enables motorists to traverse the intersection at high speeds by travelling into adjacent lanes.

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- (e) The current pedestrian crossing passes in front of the nose of a median island that is 1.2m wide which provides the false sense of ability for pedestrians to store. The median island is only on one side of the pedestrian crossing and inadequately protects pedestrians.
- (f) It is proposed to construct a splitter/median island on Kenny Street to delineate the traffic lanes and ensure that the intersection is traversed at a low speed by keeping vehicles within the traffic lanes.
- (g) The pedestrian crossing is proposed to be relocated further north on Harricks Crescent and have a refuge island 2m wide provided to enable pedestrians to safely stage their crossing of Harricks Crescent.
- (h) This proposal was advertised to the community during the proposed draft TMP consultation period. It received no comments reflecting the general support overall for this proposal.
- (i) **Proposal** – Construct a raised narrow splitter/median island on Kenny Street and construct a pedestrian refuge island on Harricks Crescent approximately 4m north of the existing crossing.

**9.4.10 Road bend widening at the intersection of Kenny Street and Linga Street**

- (a) Community feedback raised concerns regarding the width of the road bend at the intersection of Kenny Street and Linga Street particularly for buses. These concerns can be found in Table 4a.
- (b) This section of Kenny Street and Linga Street are classified as Council Collector Roads. The road has one traffic lane in each direction with a dedicated right turn lane on Kenny Street to turn into Kenny Street (local road).
- (c) Kenny Street east of the intersection is classified as a local access street and carries significantly less traffic than Linga Street or the section of Kenny Street west of Linga Street.
- (d) Linga Street carries an average daily traffic volume of 2,261 vehicles and has an 85<sup>th</sup> percentile speed of 55.3km/h.
- (e) Bus Route 477 operates through this intersection in both northbound and southbound directions.
- (f) A simulated vehicle manoeuvrability analysis as well as observations showed that bus operators are required to encroach entirely into the right-hand turning lane in order to traverse the intersection without mounting the inside kerb.
- (g) The inside kerb is where a pedestrian crossing point is located. It would be unsafe for pedestrians to stand here as any margin of error in the bus drivers encroachment into the entire right hand turning lane will cause the rear tyres of the bus to mount the kerb and cross over the pram crossing. There is prominent damage of the kerb from vehicles constantly mounting it.
- (h) It is proposed to remove the right-hand turning lane and widen the road pavement by modifying the existing kerb alignment to be able to accommodate bus manoeuvres with sufficient clearance to the kerb.
- (i) The removal of the right-hand turning lane will discourage vehicles from continuing through to Linga Street on the left-hand side of the turning vehicle where there is inadequate space.

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- (j) The installation of a narrow centre median further delineates the intersection and provides separation between vehicles travelling in opposite directions.
- (k) This proposal was advertised to the community during the proposed draft TMP consultation period. It received one comment in favour of the proposal reflecting the general acceptance overall for this proposal.
- (l) **Proposal** – Widen the existing road at the intersection of Kenny Street and Linga Street and also provide a centre median for physical separation of opposing traffic.

**9.4.11 Replace existing flat top road hump with raised pedestrian crossing along Erinbank Crescent between Kernot Court and Valley Park Boulevard**

- (a) Through the process of the Attwood and Westmeadows (East) LATM it was found that there was no existing pedestrian crossing facility across Erinbank Crescent between the new developments.
- (b) Erinbank Crescent is classified as a Council Collector Road with a default speed limit of 50km/h.
- (c) Erinbank Crescent carries an average daily traffic volume of 1,178 vehicles and has an 85<sup>th</sup> percentile speed of 50.2km/h.
- (d) As part of the subdivision of the Valley Park estate, a series of reserves and footpaths were constructed running across Erinbank Crescent. Where there this series of footpaths meet Erinbank Crescent, there is no pedestrian crossing point.
- (e) There is an existing flat top road hump in close proximity to where the footpaths meet Erinbank Crescent. It is proposed to relocate and reconstruct the flat top road hump as a flush pedestrian crossing to provide a safe location for pedestrians to continue along the series of footpaths.
- (f) This proposal was advertised to the community during the proposed draft TMP consultation period. It received no comments reflecting the general acceptance overall for this proposal.
- (g) **Proposal** – Remove existing flat top road hump and construct a flush raised pedestrian crossing.

**9.4.12 Linemark turning lane and bike lane at the intersection of Dimboola Road and Valley Park Boulevard.**

- (a) Through the process of the Attwood and Westmeadows (East) LATM it was found that the line marking at the intersection of Dimboola Road and Valley Park Boulevard was not in line with current standards.
- (b) Dimboola Road is classified as a Collector Road and has one traffic lane and one bike lane in each direction.
- (c) Dimboola Road has a 15m long auxiliary left-turn lane into Valley Park Boulevard. The linemarking for the continuation of the bike lane is missing. This does not delineate where bicycles should be riding which may cause motorists to not be aware of cyclists.
- (d) This proposal was advertised to the community during the proposed draft TMP consultation period. It received no comments reflecting the general acceptance overall for this proposal.
- (e) **Proposal** – Install linemarking in-line with current standards to include a bicycle lane to delineate where cyclists may be riding.

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**9.4.13 Give Way/ Stop linemarking and associated signage at various intersections**

- (a) Through the process of the Attwood and Westmeadows (East) LATM it was found that a number of T-intersections would benefit from additional linemarking.
- (b) 'Give-Way' line marking advises motorists of the priority at the intersection, reduces confusion, and can assist in reducing the likelihood of crashes.
- (c) The installation of 'Give-Way' line marking and signage at the proposed locations will be consistent with other T-intersection within the Attwood and Westmeadows (East) area.
- (d) The intersections listed below are proposed to be treated with 'Give-Way' or 'Stop' line marking and associated signage. While give-way/stop line marking and signs are not a requirement and there are other intersections in the area that do not have them, the intersections below were chosen for specific safety issues. The traffic volume on the intersecting roads is greater than 1,000 vehicles per day, the priority through road is unclear or there is a deficiency in sight distance that cannot be rectified.
  - (i) Tylden Place at Tylden Place – (Give Way)
  - (ii) Valley Park Boulevard at Erinbank Crescent – (Give Way)
  - (iii) Miram Court at Erinbank Crescent – (Give Way)
  - (iv) Vista Circuit (West) at Valley Park Boulevard – (Give Way)
  - (v) Vista Circuit (East) at Valley Park Boulevard – (Stop)
- (e) This proposal was advertised to the community during the proposed draft TMP consultation period. It received no comments reflecting the general acceptance overall for this proposal.
- (f) **Proposal** - Install 'Give-Way'/'Stop' line marking and associated signage.

**9.4.14 Line mark hockey stick parking bays on Fawkner Street service lane and Grundy Street**

- (a) Community feedback raised concerns regarding the parking around Fawkner Street shopping strip. These concerns can be found in [Table 4b](#).
- (b) Fawkner Street is classified as a Collector Road and has one traffic lane in each direction.
- (c) Fawkner Street carries an average daily traffic volume of 7,733 vehicles and has an 85<sup>th</sup> percentile speed of 55.0km/h.
- (d) There are no on-street parking opportunities along the main traffic lanes of Fawkner Street, but it has a service road on the southern side that provides access to businesses and also has on street parking spaces.
- (e) The shops to the north side of Fawkner Street have a relatively large number of off-street parking spaces.
- (f) On-street parking occurs regularly on Grundy Street, Coopers Hill Drive and Fawkner Street service road.
- (g) Coopers Hill Drive has line marked parallel parking bays and Fawkner Street service road has line marked 90-degree parking bays adjacent to the shops.

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- (h) It is proposed to install hockey stick linemarking on Grundy Street and Fawkner Street service road where parking regularly occurs and no line marking is present to delineate parking bays.
- (i) Linemarking hockey stick parking bays will indicate to motorist where vehicles can efficiently and safely park without impeding property access.
- (j) This proposal was advertised to the community during the proposed draft TMP consultation period. It received one comment not in favour of the proposal. The comment was in relation to the reduction in nature strip; however, this is not part of the proposal. The comment has been addressed, reflecting the general acceptance overall for this proposal.
- (k) **Proposal** – Install parallel Hockey Stick linemarking on Grundy Street and Fawkner Street service road.

**9.4.15 Install No Stopping parking restrictions on road bends**

- (a) Community feedback raised concerns about road bend visibility at some locations due to parked vehicles. These concerns can be found in Table 4b.
- (b) Parked vehicles are not permanent visual obstructions and therefore are not typically included in sight line assessments. However, the frequency of parked vehicles and road geometry can cause parked vehicles to create an unacceptable level of risk.
- (c) Parked vehicles on the inside lane of road bends can limit motorists' ability to see any oncoming traffic or obstructions ahead, which could lead to head on collisions.
- (d) It is proposed to install "No Stopping" parking restrictions on road bends that have been assessed to generate an unacceptable level of risk due to sight line restrictions caused by parked vehicles. The locations of these restrictions are as below:
  - (i) Outside 8 Grundy Street, Westmeadows
  - (ii) Outside 83-87 Erinbank Crescent, Westmeadows
- (e) This proposal was advertised to the community during the proposed draft TMP consultation period. It received no comments reflecting the general acceptance overall for this proposal.
- (f) **Proposal** – Install "No Stopping" parking restriction on the inside of road bends at proposed locations.

**9.4.16 Construct pedestrian crossing across Ardlie Street near Tollkeepers Parade.**

- (a) Community feedback was received requesting pedestrian crossing facility to access the bus stop on Ardlie Street opposite Tollkeepers Parade. These concerns can be found in Table 4c.
- (b) A review of the intersection identified that the pedestrian crossing accessibility needed improvement to allow access to all types of pedestrian users.
- (c) It is proposed to construct two new pram crossings on Ardlie Street to allow pedestrians to cross Ardlie Street to access the bus stop as well as Melbourne Airport Caravan and Cabin Village. This will include a short section of footpath to link the new pram crossing to the existing bus shelter.



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- (d) Concerns for this intersection were raised during the draft TMP consultation period. This proposal was identified after the draft TMP consultation period. To notify and gain feedback from the immediately affected residents, letters of the proposal were sent out before the Final TMP went to Council. No feedback received during the consultation period.
- (e) **Proposal** – Construct new pram crossings on Ardlie Street near Tollkeepers Parade as well as a short section of footpath to connect to the bus shelter.

**9.5 Feedback outside of the LATM Study area and scope**

- 9.5.1** A total of 132 comments were made during the Attwood and Westmeadows (East) LATM study that were outside the LATM study area and scope and are summarised in Table 4e.
- 9.5.2** A large proportion of issues raised were regarding DoT controlled roads and intersections which have been forwarded to DoT for further investigation.
- 9.5.3** However, the intersection of Johnstone Street (local), Broadmeadows Road and Johnstone Street (Arterial) received a significant number of requests from the community. This location has been previously investigated for traffic signals within report HCC-CM19/518. The report found that it would cost in the order of \$3,000,000 to install traffic signals and duplicate the required length of Johnstone Street (Arterial) and Broadmeadows Deviation Road. Council continues to advocate for state government support for the intersection upgrade.
- 9.5.4** The remaining comments have been raised with the respective Council departments for investigation and forwarded to the relevant road authority where required.

**10. CONCLUSION:**

- 10.1 The works recommended in the Attwood and Westmeadows (East) LATM study address concerns raised by residents within the study area. The proposed TMP sent to residents and made available for community comment online received 13 objections, predominantly for the removal of roundabouts and proposed flat top road humps on Harricks Crescent and Erinbank Crescent (4 objections) and construction of a roundabout on Raleigh Street at its intersection with Wills Street (6 objections.) Given the amount of local traffic that uses these streets, the relatively small number of objections reflects the general support of residents for these proposals.
- 10.2 Otherwise, responses received were generally supportive of the proposed treatments and continual concern for the intersection of Johnstone Street and Broadmeadows Deviation Road. Additional traffic issues raised by residents in their feedback were also incorporated into the Final TMP, as shown in Attachment 6. The proposed treatments will improve safety and residential amenity in the local streets of the study area and have been designed specifically to address resident concerns raised through the LATM process.

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TABLE 1: ESTIMATED COSTS AND FUNDING SOURCE OF TREATMENTS

NO.	TREATMENTS	LOCATION	ESTIMATED COST (\$)
<b>COUNCIL'S 2021/22 CAPITAL WORKS BUDGET – LATM WORKS</b>			
1	Construct reverse priority intersection	Kenny Street at Riddell Street	\$50,000
2	Improve road bend delineation	Kenny street at Harricks Crescent (East)	\$35,000
3	Road bend widening	Kenny Street at Linga Street	\$75,000
4	Replace road hump with raised pedestrian crossing	Erinbank Crescent between Kernot Court and Valley Park Boulevard	\$50,000
<b>TOTAL</b>			<b>\$210,000</b>
<b>COUNCIL'S 2021/22 RESPONSIVE ROAD SAFETY WORKS – OPERATING BUDGET</b>			
5	Re-linemark turning lane	Dimboola Road at Valley Park Boulevard	\$2,000
6	Install Give Way / Stop Sign intersection treatments	Tylden Place at Tylden Place	\$2,000
		Valley Park Boulevard at Erinbank Crescent	\$2,000
		Miram Court at Erinbank Crescent	\$2,000
		Vista Circuit (West) at Valley Park Boulevard	\$2,000
		Vista Circuit (East) at Valley Park Boulevard	\$2,000
7	Linemark hockey Stick Parking bays	Fawkner Street service lane	\$500
		Grundy Street	\$500
8	Install No Stopping parking restrictions	Grundy Street	\$500
		Erinbank Crescent	\$500
<b>TOTAL</b>			<b>\$14,000</b>
<b>COUNCIL'S FUTURE CAPITAL WORKS ANNUALISED PROGRAM – TRAFFIC MANAGEMENT FACILITIES</b>			
9	Construct court bowl at the end of road	Coopers Hill Drive	\$45,000
10	Re-align intersections	Tylden Place and Forman Street	\$30,000
11	Construct roundabout	Raleigh Street at Wills Street	\$300,000
12	Construct pedestrian path on North side of Broadmeadows Deviation Road.	Between Campbell Street and Moonee Ponds Creek Trail	\$150,000
13	Remove existing roundabout and construct flat top road hump	Harricks Crescent/Lavery Place	\$30,000
		Harricks Crescent/Alison Place	\$30,000
		Erinbank Crescent/Chisholm Avenue	\$30,000
14	Remove existing roundabout and construct raised intersection	Harricks Crescent at Erinbank Crescent	\$70,000
15	Construct pram Crossing and footpath	Ardlie Street at Tollkeepers Parade	\$10,000
<b>TOTAL</b>			<b>\$695,000</b>
<b>TOTAL – COST OF ALL PROJECTS</b>			<b>\$919,000</b>

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TABLE 2: EXISTING TRAFIC SPEEDS AND VOLUMES

LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85 <sup>th</sup> PERCENTILE SPEED KM/H	EXISTING SPEED LIMIT
<b>Alanbrae Terrace</b> Between Ardlie Street and Mickleham Road	6/02/2021	4,845	42.9	50
<b>Alanbrae Terrace</b> Between Lamplight Way and Shoemaker Street	6/02/2021	1,364	55.0	50
<b>Ardlie Street</b> Between Alanbrae Terrace and Tollkeepers Parade	6/02/2021	3,195	48.9	50
<b>Ardlie Street</b> Between Kenny Street and Raleigh Street	6/02/2021	5,530	53.0	50
<b>Bent Street</b> Between Fawkner Street and Grundy Street	6/02/2021	344	40.1	50
<b>Black Street</b> Between Raleigh Street and Wills Street	6/02/2021	393	45.8	50
<b>Blacksmith Drive</b> Between Alanbrae Terrace and Shoemaker Street	6/02/2021	157	41.7	50
<b>Broadmeadows Road Deviation</b> Between North Circular Road and Johnstone Street	6/02/2021	20,852	71.3	70
<b>Campbell Street</b> Between Kenny Street and Raleigh Street	6/02/2021	352	47.1	50
<b>Coghill Street</b> Between Kenny Street and Raleigh Street	6/02/2021	257	45.9	50
<b>Coppers Hill Drive</b> Between Fawkner Street and Turner Street	6/02/2021	869	42.1	50
<b>Dimboola Road</b> Between Valley Park Boulevard and Erinbank Crescent	6/02/2021	3,869	52.9	50
<b>Elizabeth Street</b> Between Johnstone Street and Raleigh Street	6/02/2021	6,437	57.5	50
<b>Elizabeth Street</b> Between Raleigh Street and Kenny Street	22/02/2021	3,194	52.7	50
<b>Erinbank Crescent</b> Between Harricks Crescent and MacKinnon Court	6/02/2021	892	45.5	50
<b>Erinbank Crescent</b> Between Hesse Court and Devenish Court	22/02/2021	1,024	53.3	50
<b>Erinbank Crescent</b> Between Ninda Court and Haven Court	6/02/2021	1,216	56.4	50
<b>Fawkner Street</b> Between Mickleham Road and Bent Street	6/02/2021	7,733	55.0	50
<b>Fawnkner Street (service Lane)</b> Between Fawkner Street and Coopers Hill Drive	6/02/2021	385	27.3	50
<b>Forman Street</b> Between Turner Street and Tylden Place	6/02/2021	402	50.6	50
<b>Harricks Street</b> Between Haig Place and Erinbank Crescent	6/02/2021	842	50.2	50

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TABLE 2: EXISTING TRAFFIC SPEEDS AND VOLUMES

LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85 <sup>th</sup> PERCENTILE SPEED KM/H	EXISTING SPEED LIMIT
<b>Harricks Street</b> Between Fernie Place and Alison Place	6/02/2021	691	49.0	50
<b>Harricks Street</b> Between Shirra Place and Kenny Street	6/02/2021	1,071	50.4	50
<b>Linga Street</b> Between Kenny Street and Toora Drive	6/02/2021	2,261	55.3	50
<b>Mickleham Road</b> Between Forman Street and Broadmeadows Road	6/02/2021	46,347	68.3	70
<b>Pascoe Street</b> Between Kenny Street and Raleigh Street	6/02/2021	379	41.8	50
<b>Raleigh Street</b> Between Coghill Street and Black Street	6/02/2021	257	45.9	50
<b>Raleigh Street</b> Between Wills Street and Pascoe Street	6/02/2021	7,216	58.7	50
<b>Raleigh Street</b> Between Shadforth Street and Campbell Street	6/02/2021	5,904	55.3	50
<b>Riddell Street</b> Between Kenny Street and Raleigh Street	6/02/2021	1,383	44.1	40
<b>Shadforth Street</b> Between Kenny Street and Raleigh Street	6/02/2021	413	42.1	40
<b>Stonebridge Way</b> Between Gatehouse Drive and Gilmore Drive	6/02/2021	484	49.4	50
<b>Stonebridge Way</b> Between Alanbrae Terrace and Gatehouse Drive	6/02/2021	166	39.3	50
<b>Tollkeepers Parade</b> Between Coach House Drive and Blacksmith Drive	6/02/2021	1,295	46.9	50
<b>Toora Drive</b> Between Gorae Court and Parkmore Crescent	6/02/2021	1,178	50.2	50
<b>Toora Drive</b> Between Brim Court and Rhyll Court	6/02/2021	915	58.9	50
<b>Turner Street</b> Between Coopers Hill Drive and Forman Street	6/02/2021	353	43.5	50
<b>Village Crescent</b> Between Parkmore Crescent and Erinbank Crescent	6/02/2021	998	40.1	50
<b>Village Crescent</b> Between Erinbank Crescent and Upway Circuit	6/02/2021	215	41.4	50
<b>Westfield Boulevard</b> Between Johnstone Street and Endeavor Crescent	6/02/2021	431	39.4	50
<b>Willowbank Way</b> Between Stonebridge Way and Mitchell Court	6/02/2021	262	40.7	50
<b>Wills Street</b> Between Kenny Street and Raleigh Street	6/02/2021	674	48.7	50

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TABLE 3: LOCATIONS WITH 3 OR MORE RECORDED CRASHES IN A 5-YEAR PERIOD

ROAD	LOCATION	EXISTING TREATMENT	NO. OF CRASHES IN 5-YEAR PERIOD	IDENTIFIED CRASH TREND	PROPOSED ACTION
Mickleham Road	At the intersection of Mickleham Road and Alanbrae Terrace	A signalised intersection and a divided road	6	Yes – Failure to give way and rear end	<ul style="list-style-type: none"> <li>Department of Transport (DoT) is the responsible road authority for managing Mickleham Road and its intersection with local roads. Council will advocate to DoT to investigate these issues on Mickleham Road.</li> </ul>
Broadmeadows Road	At the intersection of Broadmeadows Road and Johnstone Street	Give Way sign and linemarking	4	Yes – failure to give way	Department of Transport (DoT) is the responsible road authority for managing Broadmeadows Road and its intersection with local roads. Council will continue to advocate to DoT to provide safety improvements to this intersection in line with previous reports.
Johnstone Street (Arterial)	At the intersection of Johnstone Street and Ripplebrook Drive	Give Way linemarking and splitter island	3	No	This intersection was identified in the Broadmeadows West LATM and treated with a splitter island and linemarking in July 2018. All three crashes occurred prior to the installation of this treatment.
Dimboola Road	At the intersection of Dimboola Road and Ripplebrook Drive	Roundabout	3	Yes – Failure to give way	It was identified that vehicles have failed to give way on certain approaches. This intersection is outside the boundary of the LATM study and a separate investigation will be undertaken to assess if any treatments will benefit the intersection.

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TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Alanbrae Terrace (excl. Mickleham Road intersection)	10 2* (12)	Vehicles speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Alanbrae Terrace is a Council Access Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 1,364 vehicles, and an 85th percentile speed of 55.0km/h.</li> <li>- There have been no recorded casualty crashes on Alanbrae Terrace in the most recently available 5-year period.</li> <li>- Alanbrae Terrace does not meet Council's Traffic Management Guidelines for the installation of traffic calming devices.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
	2	Restrict Through Traffic	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Alanbrae Terrace is a Council Access Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 1,364 vehicles, and an 85th percentile speed of 55.0km/h.</li> <li>- The current volumes of traffic are within typical ranges for a road of this class. There is no evidence of excessive through traffic.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Ardlie Street	2	High Traffic Volume	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Ardlie Street is a Council Collector Road with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 3,195 vehicles, and an 85th percentile speed of 48.9km/h.</li> <li>- The current volumes of traffic are within typical ranges for a road of this class.</li> <li>• <b>Action</b></li> <li>• No action required.</li> </ul>

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TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
	2	Concrete cushions too close together	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- The concrete cushions were installed in 2016 in response to excessive vehicle speeds.</li> <li>- The concrete cushions are placed 1.2m apart which provides ample space for two vehicles to pass over the cushions concurrently.</li> <li>- Current spacing for concrete cushions are 1.35m to provide bus operates a higher level of comfort while remaining effective.</li> <li>• <b>Action</b></li> <li>- No action required.</li> <li>- Any future maintenance regarding the cushions will capture the new spacing that council has adopted.</li> </ul>
	1	Concrete Cushion proximity to intersection	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- The concrete cushions near Tollkeepers Parade are setback 11.0m from the line of kerb.</li> <li>- This setback allows for vehicles to enter Ardlie Street and centre themselves in the lane to traverse the concrete cushions.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
	2	Vehicles speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Ardlie Street is a Council Collector Road with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 3,195 vehicles, and an 85th percentile speed of 48.9km/h.</li> <li>- The road is currently treated with concrete road cushions.</li> <li>- There have been 2 recorded casualty crashes in the most recently available 5-year period. Both crashes involved the vehicle losing control around a sweeping bend and occurred prior to the concrete cushions being installed.</li> <li>- The concrete road cushions are working effectively and does not meet Council's Traffic Management Guidelines for the installation of further traffic calming devices.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>

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TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Ardlie Street and Kenny Street	1	Roundabout unsafe due to volume	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Ardlie Street is a Council Collector Road with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 5,530 vehicles, and an 85th percentile speed of 53.0km/h south of Kenny Street.</li> <li>- Roundabouts are considered to be a safe intersection treatment due to the low speed environment and minimal conflict points for traffic.</li> <li>- The roundabout has a centre island radius of approx. 3.8m and circulating lane width of 5.0m. This geometry is sufficient to cater to the current volumes along Ardlie Street.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Bent Street	1	Vehicles speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Bent Street is a Council Access Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 344 vehicles, and an 85th percentile speed of 40.1km/h.</li> <li>- There have been no recorded casualty crashes on Bent Street in the most recently available 5-year period.</li> <li>- Bent Street does not meet Council's Traffic Management Guidelines for the installation of traffic calming devices.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Coopers Hill Drive	1	Vehicles cutting corner	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Coopers Hill Drive is a Council Access Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 869 vehicles, and an 85th percentile speed of 42.1km/h.</li> <li>- Turner Street is a Council Access Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 353 vehicles, and an 85th percentile speed of 43.5km/h.</li> <li>- There have been no recorded casualty crashes on Coopers Hill Drive or Turner Street in the most recently available 5-year period.</li> <li>- The intersection of Coopers Hill Drive and Turner Street is treated with 'Give Way' Linemarking and associated signage. There is an extended centreline linemarking on Turner Street to provide clear delineation of the traffic lanes.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>



REPORT NO: SU570 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Elizabeth Street	5 3* (8)	Vehicles speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Elizabeth Street is a Council Collector Road with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 6,437 vehicles, and an 85th percentile speed of 57.5km/h South of Raleigh Street and with an average daily volume of 3,194 vehicles, and an 85th percentile speed of 52.7km/h North of Raleigh Street.</li> <li>- There have been no recorded casualty crashes in the most recently available 5-year period on Elizabeth Street.</li> <li>- Elizabeth Street does not meet Council's Traffic Management Guidelines for the consideration of traffic calming devices.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Erinbank Crescent	2	Vehicles speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Erinbank Crescent is a Council Access Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 1,024 vehicles, and an 85th percentile speed of 53.3km/h.</li> <li>- There have been no recorded casualty crashes in the most recently available 5-year period on Erinbank Crescent.</li> <li>- Erinbank Crescent does not meet Council's Traffic Management Guidelines for the consideration of traffic calming devices.</li> <li>• <b>Action</b></li> <li>• No action required.</li> </ul>
Erinbank Cres - near Ninda Court and Haven Court	5	Vehicles speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Erinbank Crescent is a Council Access Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 1,216 vehicles, and an 85th percentile speed of 56.4km/h between Ninda Court and Haven Court.</li> <li>- There have been no recorded casualty crashes in the most recently available 5-year period on Erinbank Crescent.</li> <li>- Erinbank Crescent does not meet Council's Traffic Management Guidelines for the consideration of traffic calming devices.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>

REPORT NO: SU570 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Fawkner Street	3	Vehicles speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Fawkner Street is a Council Collector Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 7,733 vehicles, and an 85th percentile speed of 55.0km/h.</li> <li>- There have been no recorded casualty crashes in the most recently available 5-year period on Fawkner Street.</li> <li>- Fawkner Street does not meet Council's Traffic Management Guidelines for the installation of traffic calming devices.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
	1	Upgrade pedestrian crossing	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- The pedestrian crossing on Fawkner Street was recently upgraded to pedestrian operated signals to provide a safer environment for pedestrians and motorists.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
	2	Remove one-way service lane	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- The one-way service lane was implemented in 2010 as part of road reconstruction in the area.</li> <li>- The one-way lane was required to provide enough spaces for buses to store at the bus bay while allowing through traffic to continue on Fawkner Street.</li> <li>- Access to the service station was maintained and the North-East entrance functions in-line with that of a driveway.</li> <li>- There is insufficient road reserve to allow two-way traffic along the service lane.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
	1	Lanes too narrow for bus	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Fawkner Street lane width varies from 4.8m to 3.5m. There is sufficient room for a bus to manoeuvre concurrently with another passenger vehicle.</li> <li>- The bus stop located adjacent to the newly constructed pedestrian operated signals was modified as part of the project to improve bus manoeuvrability to provide as much room as possible for through traffic.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>

REPORT NO: SU570 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
	2	Congestion	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Fawkner Street is a Council Collector Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 7,733 vehicles, and an 85th percentile speed of 55.0km/h.</li> <li>- There is noticeable delays experienced during peak times.</li> <li>- The delays are caused by the build-up of traffic at the intersection of Fawkner Street and Mickleham Road. This intersection is under the responsibility of DoT.</li> <li>• <b>Action</b></li> </ul> <p>Refer congestion concerns to DoT for further investigation.</p>
Fawkner Street and Coopers Hill Drive Intersection	2	Improve intersection alignment with service lane	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- The intersection of Coopers Hill Drive and Fawkner Street aligns also with the entrance to Fawkner Street Service Lane.</li> <li>- The alignment of this intersection is not typical due to the road geometry and road reserve available.</li> <li>- Traffic movements have been limited at the intersection with both the east and west service road being one way leading away from the intersection, no entry is permitted from the service lanes into the intersection.</li> <li>- There is insignificant road reserve to realign the intersection and property acquisition in the commercial space is not feasible.</li> <li>- The intersection functions adequately and the level of risk is within acceptable limits.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Fawkner Street and Raleigh Street Roundabout	1	Entry to BWS is hard to see	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- The crossover location for BWS is within the roundabout of Fawkner Street, Ardlie Street and Raleigh Street.</li> <li>- The crossover permits entry on movements as it is not controlled by the roundabout.</li> <li>- Visibility to the crossover is unobstructed and clear for motorists.</li> <li>- There have been no recorded casualty crashes in the most recently available 5-year period at the entrance to BWS from the roundabout.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>

REPORT NO: SU570 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Fawkner Street and Grundy Street Intersection	1	Vehicles Cutting Corner	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- The intersection is controlled by a Give Way sign and linemarking.</li> <li>- Vehicles are limited to left out movements to exit Grundy Street onto Fawkner Street.</li> <li>- There have been no recorded casualty crashes in the most recently available 5-year period at the intersection of Fawkner Street and Grundy Street.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Harricks Crescent	1	Motorists travelling through roundabouts on the incorrect side	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• Refer to sections 9.4.7 and 9.4.8 for a detailed review of the existing roundabouts on Harricks Crescent.</li> <li>• <b>Action</b></li> <li>- Roundabouts at the intersections of Harricks Crescent and Laverly Place, Alison Place and the intersection of Erinbank Crescent and Chisholm Avenue to be removed and flat top road hump installed.</li> <li>- Roundabout at the intersection of Harricks Crescent and Erinbank Crescent to be removed and a raised intersection installed.</li> <li>•</li> </ul>
	3	Vehicles speeding	
Johnstone Street (Local Road)	1	Vehicles Hooning	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• Council does not have the authority to enforce hoon behaviour, however residents can report hooning behaviour to the state-wide Crime Stoppers hotline.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Kenny Street	1	Widen for bus route	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• Refer to section 9.4.10 for a detailed review of the existing intersection of Kenny Street and Linga Street.</li> <li>• <b>Action</b></li> </ul> <p>The intersection is to be widened to allow buses to navigate the interaction without mounting the kerb or intruding into pedestrian areas.</p>

REPORT NO: SU570 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Linga Street	2	Vehicles speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Linga Street is a Council Collector Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 2,261 vehicles, and an 85th percentile speed of 55.3km/h.</li> <li>- There have been no recorded casualty crashes in the most recently available 5-year period on Linga Street.</li> <li>- Linga Street does not meet Council’s Traffic Management Guidelines for the installation of traffic calming devices.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Raleigh Street	6	Vehicles Speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• Refer to section 9.4.4 for a detailed review of Raleigh Street.</li> <li>• <b>Action</b></li> <li>• Construct a roundabout at the intersection of Raleigh Street and Wills Street to effectively manage traffic and regulate speeds.</li> </ul>
	1	Congestion	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Raleigh Street is a Council Collector Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 7,216 vehicles, and an 85th percentile speed of 58.7km/h.</li> <li>- There is noticeable delays experienced during peak times.</li> <li>- It is likely that some motorists are utilising Raleigh Street in preference to arterial roads due to delays on the arterial road network.</li> <li>- The congestion on the arterial road is the responsibility of DoT.</li> <li>- There are a number of traffic treatments along Ardlie Street and Raleigh Street which assist to discourage through traffic.</li> <li>• <b>Action</b></li> </ul> <p>Refer congestion concerns to DoT for further investigation</p>

REPORT NO: SU570 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Riddell Street	2	Vehicles Speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Riddell Street is a Council Access Street with a default speed limit of 40km/h.</li> <li>- It has an average daily volume of 1,383 vehicles, and an 85th percentile speed of 44.1km/h.</li> <li>- There have been no recorded casualty crashes in the most recently available 5-year period on Riddell Street.</li> <li>- Riddell Street does not meet Council's Traffic Management Guidelines for the installation of traffic calming devices.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Stonebridge Way	1	Vehicles hooning	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• Council does not have the authority to enforce hoon behaviour, however residents can report hooning behaviour to the state-wide Crime Stoppers hotline.</li> <li>• <b>Action</b></li> <li>- No action required.</li> </ul>
Tollkeepers Parade	1	Vehicles speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Tollkeepers Parade is a Council Access Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 1,295 vehicles, and an 85th percentile speed of 46.9km/h.</li> <li>- There have been no recorded casualty crashes in the most recently available 5-year period on Tollkeepers Parade.</li> <li>- Tollkeepers Parade does not meet Council's Traffic Management Guidelines for the installation of traffic calming devices.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Toora Drive	2	Vehicles speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Toora Drive is a Council Access Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 915 vehicles, and an 85th percentile speed of 58.9km/h.</li> <li>- There have been no recorded casualty crashes in the most recently available 5-year period on Toora Drive.</li> <li>- Toora Drive does not meet Council's Traffic Management Guidelines for the installation of traffic calming devices.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>

REPORT NO: SU570 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Village Crescent	1	Vehicles speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Village Crescent is a Council Access Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 998 vehicles, and an 85th percentile speed of 40.1km/h.</li> <li>- There have been no recorded casualty crashes in the most recently available 5-year period on Village Crescent.</li> <li>- Village Crescent does not meet Council's Traffic Management Guidelines for the installation of traffic calming devices.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Westfield Boulevard	1	Vehicles speeding	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Westfield Boulevard is a Council Access Street with a default speed limit of 50km/h.</li> <li>- It has an average daily volume of 431 vehicles, and an 85th percentile speed of 39.4km/h.</li> <li>- There have been no recorded casualty crashes in the most recently available 5-year period on Westfield Boulevard.</li> <li>- Westfield Boulevard does not meet Council's Traffic Management Guidelines for the installation of traffic calming devices.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Harricks Crescent (East)/Kenny Street	1	Confusion who gives way	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• Refer to section 9.4.9 for a detailed review of the intersection of Harricks Crescent (East) and Kenny Street.</li> <li>• <b>Action</b></li> </ul> <p>Construct a raised narrow splitter/median island on Kenny Street and construct a pedestrian refuge island on Harricks Crescent approximately 4m north of the existing crossing.</p>
Intersection of Riddell Street and Kenny Street	6	Intersection too narrow	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• Refer to section 9.4.6 for a detailed review of the intersection of Kenny Street and Riddell Street.</li> <li>• <b>Action</b></li> </ul> <p>Construct a reverse priority treatment at the intersection of Riddell Street and Kenny Street by modifying the existing kerb alignment, pavement widening, splitter island construction and associated linemarking and signage.</p>
	2	Enable right hand turns	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> </ul>

REPORT NO: SU570 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Intersection of Shadforth Street and Kenny Street	2	Illegal Turning	<ul style="list-style-type: none"> <li>- The intersection of Shadforth Street and Kenny Street is treated with a left out movement only.</li> <li>- Kenny Street to the east of Shadforth Street (right hand turn) is classified as a narrow street with a road width of 5.5m.</li> <li>- The left only treatment directs traffic towards Riddell Street which has a wider carriageway of 7.2m and is more suited to accommodate school traffic than Kenny Street.</li> <li>- Any illegal manoeuvres are enforced by Victoria Police.                             <ul style="list-style-type: none"> <li>• <b>Action</b></li> </ul> </li> </ul> <p>Victoria Police to be informed about illegal manoeuvres being made.</p>



REPORT NO: SU570 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Alanbrae Terrace	1	Parking close to the roundabout	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- As per rule 208 of the Road Safety Road Rules (2017) when parking on-street, “the driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass”</li> <li>- If a motorist were to park adjacent to the existing physical and line marked traffic islands on the approaches to the roundabout, they would be in breach of Road Rule 208.</li> <li>- From site inspections, no illegal parking was observed. The matter will be referred to Councils Local Laws for further enforcement patrols.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
	3	Request for Indented parking bays	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Alanbrae Terrace has a road width of approximately 7.4m, which allows for vehicles to park on both sides of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Alanbrae Terrace is not considered a narrow street and therefore does not qualify for indented parking.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Blacksmith Drive	1	Narrow Street	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Blacksmith Drive has a road width of approximately 6.5m, which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy Blacksmith Drive is considered a narrow street.</li> <li>• <b>Action</b></li> </ul> <p>Blacksmith Drive has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</p>

REPORT NO: SU570 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Campbell Street	1	Request for Indented parking bays	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Campbell Street has a road width of approximately 5.5m, which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Campbell Street is considered a narrow street.</li> <li>- A parking survey was conducted along Campbell Street in March 2020. There was 38% on-street parking capacity available. Campbell Street does not meet warrants for street length indented parking bays.</li> <li>- Residents have the option to contribute \$1,000 per bay towards the construction of an indented parking bay outside of their property, subject to further investigation.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
Coopers Hill Drive	1	Parking difficulties for Scout Hall	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• Refer to section 9.4.3 for a detailed review of Coopers Hill Drive.</li> <li>• <b>Action</b></li> <li>• Construct a court bowl end treatment at the East end of Coopers Hill Drive.</li> </ul>
Dimboola Road	1	Install No Stopping Signs for crossover visibility	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Parked vehicles are generally not included in sight distance assessments as they are not a permanent obstruction.</li> <li>- Site visits indicated that on-street parking was not a regular occurrence on Dimboola Road.</li> <li>- Sight distance along Dimboola Road is adequate for entry and exit manoeuvres for crossovers.</li> </ul> <p>• <b>Action</b></p> <p>No action required.</p>
Elizabeth Street	2	Narrow Street	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Elizabeth Street has a road width of approximately 7.0m, which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Elizabeth Street is considered a narrow street as it is a Council Collector Road.</li> </ul> <p>• <b>Action</b></p> <p>Elizabeth Street has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</p>

REPORT NO: SU570 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Erinbank Crescent - near Ninda Court and Haven Court	4	Restrict Parking around corner	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• Refer to section 9.4.15 for a detailed review of Erinbank Crescent near Ninda Court and Haven Court.</li> <li>• <b>Action</b></li> </ul> <p>Install "No Stopping" parking restriction on the inside of road bends at proposed locations</p>
Eyre Street	1	Narrow Street	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Eyre Street has a road width of approximately 5.5m, which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Eyre Street is considered a narrow street.</li> <li>• <b>Action</b></li> </ul> <p>Eyre Street has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</p>
Fawkner Street	1	Formalise Parking	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• Refer to section 9.4.14 for a detailed review of parking near Fawkner Street.</li> <li>• <b>Action</b></li> </ul> <p>Install parallel Hockey Stick linemarking on Grundy Street and Fawkner Street Service lane.</p>
	1	Parking congestion	
Grundy Street	1	Parking on corner	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• Refer to section 9.4.15 for a detailed review of parking on Grundy Street.</li> <li>• <b>Action</b></li> </ul> <p>Install "No Stopping" parking restriction on the inside of road bends at proposed locations.</p>
Gwilt Street	1	Narrow Street	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Gwilt Street has a road width of approximately 5.5m, which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Gwilt Street is considered a narrow street.</li> <li>- A parking survey was conducted along Gwilt Street in March 2020. There was -5% on-street parking capacity available. Gwilt Street meets warrants for street length indented parking bays.</li> <li>• <b>Action</b></li> </ul> <p>Gwilt Street has been listed for funding for future street length indented parking bay consideration.</p>

REPORT NO: SU570 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Harricks Crescent	1	Restrict parking on corners	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Harricks Crescent has a typical road width of 10.0m</li> <li>- Harricks Crescent is a local access street with one traffic lane in each direction.</li> <li>- This allows 5.0 for each lane, which allows enough room for vehicles to park on-street while maintaining 3.0m for through traffic within the lane.</li> <li>- The dividing lane line on Harricks Crescent is a broken line which allows vehicles to safely cross the centreline if required to pass a vehicle.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Ardlie and Kenny Street	1	Parking Close to Roundabout	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- As per rule 208 of the Road Safety Road Rules (2017) when parking on-street, “the driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass”</li> <li>- If a motorist were to park adjacent to the existing physical and line marked traffic islands on the approaches to the roundabout, they would be in breach of Road Rule 208.</li> <li>- From site inspections, no illegal parking was observed. The matter will be referred to Councils Local Laws for further enforcement patrols.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Johnstone Street	1	Install no Stopping parking restrictions	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Johnstone Street has a road width of approximately 7.6m, which allows for vehicles to park on both sides of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy Johnstone Street is considered a narrow street as it is classified as a council Collector Road and two through lanes are required at all times.</li> <li>• <b>Action</b></li> </ul> <p>Johnstone Street has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</p>
	1	No available parking	

REPORT NO: SU570 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Kenny Street (East of Ardlie Street)	1	Narrow Street (Visibility)	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Kenny Street has a road width of approximately 7.2m, which allows for vehicles to park on both sides of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Kenny Street is not considered a narrow street.</li> <li>- On site investigation determined that sight distance over the crest exceeded the sight stopping distance required.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Lamplight Way (East of Innkeepers Way)	1	Narrow Street	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Lamplight Way has a road width of approximately 5.4m, which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Lamplight Way is considered a narrow street.</li> <li>• <b>Action</b></li> </ul> <p>Lamplight Way has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</p>
Mitchell Court	1	Using car park as driveway	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Mitchell Court has a road width of approximately 5.5m, which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Mitchell Court is considered a narrow street.</li> <li>- The driveway in question has been in operation for over 20 years. Any deficiencies in available parking will be investigated as part of the narrow streets survey.</li> <li>- A parking survey was conducted along Mitchell Court in November 2020. There was -7% on-street parking capacity available. Mitchell Court meets warrants for street length indented parking bays.</li> <li>• <b>Action</b></li> </ul> <p>Mitchell Court has been listed for funding for future street length indented parking bay consideration.</p>

REPORT NO: SU570 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Pascoe Street	1	Narrow Street	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Pascoe Street has a road width of approximately 5.5m, which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Pascoe Street is considered a narrow street.</li> <li>• <b>Action</b></li> </ul> <p>Pascoe Street has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</p>
Raleigh Street (East of Elizabeth Street)	1	Narrow Street	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Raleigh Street has a road width of approximately 5.5m, which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Raleigh Street is considered a narrow street.</li> <li>• <b>Action</b></li> </ul> <p>Raleigh Street has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</p>
Riddell Street (Southern Section)	2	Indented parking bay request	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Riddell Street has a road width of approximately 5.5m, which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Riddell Street is considered a narrow street.</li> <li>• <b>Action</b></li> </ul> <p>Riddell Street has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy</p>
Toora Drive	1	On-street parking in bicycle lane	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Toora Drive has a road width of approximately 8.3m, which allows for vehicles to park on both sides of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Toora Drive is not considered a narrow street.</li> <li>- On-street parking is permitted and vehicles are able to overtake any parked vehicles by crossing the centerline when it is safe to do so.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>

REPORT NO: SU570 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Westfield Boulevard	1	Restrict parking around corners	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Westfield Boulevard has a typical road width of 7.2m and an inside radius of 95m.</li> <li>- A Council Access Street with a default speed limit of 50km/h, with an average daily volume of 431 vehicles, and an 85th percentile speed of 39.4km/h.</li> <li>- Westfield Boulevard is a local access street with one traffic lane in each direction.</li> <li>- There was limited on street parking that was observed and adequate sight distance was maintained around the corner.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Westmeadows Primary School	1	More parking restrictions	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Parking surrounding schools are commonly in high demand during school peak times.</li> <li>- Westmeadows Primary School has parking restrictions on surrounding roads in specific locations to ensure two-way traffic can be maintained to allow high vehicle turnover.</li> <li>- A traffic investigation was undertaken investigating parking surrounding Westmeadows Primary School. The report can be viewed under HCC-CM18/299.</li> <li>- There are currently 56 on-street parking spaces along the boundary of the school. There is a further 130 on-street parking spaces withing walking distance (200m) of the school gates.</li> <li>- A new drop off and pick up zone is currently being trialled along Shadforth Street and is currently in review to determine its effectiveness.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
	6	More parking	
Willowbank Way (West of Stonebridge Way)	1	Narrow Street	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Willowbank Way (West) has a road width of approximately 5.5m which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Willowbank Way (West) is considered a narrow street.</li> <li>• <b>Action</b></li> </ul> <p>Willowbank Way (West) has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</p>

REPORT NO: SU570 (cont.)

TABLE 4c: SUMMARY OF ALL CYCLING/PEDESTRIAN COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Ardlie Street	7	Pedestrian Crossing outside of pre-school	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- A pedestrian crossing has since been constructed outside of the pre-school.</li> </ul>
	1	New pedestrian crossing at roundabout (Kenny Street)	<ul style="list-style-type: none"> <li>- Two pram crossings were provided in repose to a previous investigation of the area</li> <li>• <b>Action</b></li> <li>- No action required.</li> </ul>
	1*	Pedestrian crossing opposite Tollkeeper Parade	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>Refer to section 9.1.16 for a detailed review of the pedestrian connectivity at the intersection of Ardlie Street and Tollkeepers Parade.</li> <li>• <b>Action</b></li> <li>Construct new pram crossings on Ardlie Street near Tollkeepers Parade as well as a short section of footpath to connect to the bus shelter.</li> </ul>
Bent Street	1	Better path visibility at entrance	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• An on-site investigation found that visibility to the path entrance was adequate given the slow speed environment</li> <li>• <b>Action</b></li> <li>No action required.</li> </ul>
Black Street	1	Crossing Raleigh Street is difficult	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- An on-site investigation found that there was no significant delays in crossing Raleigh Street</li> <li>- The roundabout provides a pedestrian refuge in order to stage a crossing when required.</li> <li>• <b>Action</b></li> <li>No action required.</li> </ul>
Blacksmith Drive	1	Pedestrian safety concerns	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Blacksmith Drive has a typical road width of 6.3m and has a footpath provided on east side of the street.</li> <li>- A Council Access Street with a default speed limit of 50km/h, with an average daily volume of 157 vehicles, and an 85th percentile speed of 41.7km/h.</li> <li>- Blacksmith Drive is a local access street with one traffic lane in each direction.</li> <li>- There were no observed pedestrian concerns discovered when investigated.</li> <li>• <b>Action</b></li> <li>No action required.</li> </ul>



REPORT NO: SU570 (cont.)

TABLE 4c: SUMMARY OF ALL CYCLING/PEDESTRIAN COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Broadmeadows Deviation Road	8 5* (13)	Construct footpath from Johnstone Street to South Circular Drive to connect to creek trail	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• Refer to section 9.4.5 for a detailed review of pedestrian connectivity along Broadmeadows Deviation Road.</li> <li>• <b>Action</b></li> </ul> <p>Construct pedestrian path along Broadmeadows Deviation Road</p>
Fawkner Street	4	Upgrade pedestrian crossing	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- The pedestrian crossing on Fawkner Street was recently upgraded to pedestrian operated signals to provide a safer environment for pedestrians and motorists.</li> <li>- The new crossing will service both pedestrians and cyclists with cyclists required to dismount in order to cross at the signals safely.</li> <li>• <b>Action</b></li> </ul> <p>Strategic Planning will be referred to investigate options to allow cyclists to continue along the path with less disruption.</p>
	2 1* (3)	Connect bike path across road	
Kenny Street	1	Sharp entry to footpath across bridge	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>• An on-site investigation found that visibility to the path entrance was adequate given the slow speed environment</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Lavery Place	2	Concerns over cyclists on shared path	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- The shared path is available to be used by both pedestrians and cyclists.</li> <li>- These shared paths measure between 2 metres wide and 2.5 metres wide.</li> <li>- Austroads suggests a path with for local access paths to be 2 – 3 metres wide.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
Moonee Ponds Creek Trail	1	Linemark centerline	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- The shared path is available to be used by both pedestrians and cyclists.</li> <li>- These shared paths measure between 2 metres wide and 2.5 metres wide.</li> <li>- Austroads suggests a path with for local access paths to be 2 – 3 metres wide.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
	1	Concerns over cyclists on shared path	

REPORT NO: SU570 (cont.)

TABLE 4c: SUMMARY OF ALL CYCLING/PEDESTRIAN COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Pascoe Street	1	Don't construct the proposed bridge	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Council has committed to constructing a pedestrian bridge connecting Broadmeadows Deviation Road to Pascoe Street</li> <li>- As part of the project, a footpath on the east side of Pascoe Street is proposed and has since been constructed.</li> <li>• <b>Action</b></li> <li>- No action required.</li> </ul>
	1	Construct a bridge connecting to Broadmeadows Road	
	3	Missing footpath	
Raleigh Street	1	Construct bike path	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Raleigh Street has lane widths of approximately 3.5m in each direction.</li> <li>- Cyclists are able to ride on the street and vehicles are required to provide 1m separation when overtaking.</li> <li>- The Moonee Ponds Creek Trail is an off-road shared path that can be utilised by cyclists and provides similar connections as Raleigh Street.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>
	1	Install pedestrian operated signals at roundabout with Elizabeth Street	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- There are set guidelines for the construction of pedestrian operated signals.</li> <li>- A pedestrian count was undertaken at the intersection and did not meet the warrants for pedestrian operated signals.</li> <li>• <b>Action</b></li> </ul> <p>No action required.</p>

REPORT NO: SU570 (cont.)

TABLE 4d: SUMMARY OF ALL PROPOSED TREATMENT COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Construct court bowl at the end of Coopers Hill Drive	1*	In favour of proposed court bowl	No action required.
Construct roundabout at the intersection of Raleigh Street and Wills Street	1*	In favour of proposed roundabout	<ul style="list-style-type: none"> <li>No action required.</li> </ul>
	6*	Not in favour of proposed roundabout	<ul style="list-style-type: none"> <li><b>Investigation</b></li> <li>- A roundabout has been proposed along Raleigh Street due to high traffic speeds and the road geometry.</li> <li>- This treatment is consistent with other treatments on Raleigh Street and their spacing.</li> <li>- Refer to section 9.4.4</li> <li><b>Action</b></li> <li>• Proceed with treatment as proposed.</li> </ul>
Construct pedestrian bridge and footpath connecting Campbell Street and Moonee Ponds Creek Trail	4*	In favour of proposed pedestrian connection	<ul style="list-style-type: none"> <li>No action required.</li> </ul>
	1*	Not in favour of proposed pedestrian connection	<ul style="list-style-type: none"> <li><b>Investigation</b></li> <li>- Refer to section 9.4.5</li> <li>- General support for the treatment has been received.</li> <li><b>Action</b></li> <li>• Proceed with treatment as proposed.</li> </ul>
Construct reverse priority intersection at Kenny Street and Riddell Street	4*	In favour of proposed reverse priority treatment	No action required.
	1*	Not in favour of proposed reverse priority treatment	<ul style="list-style-type: none"> <li><b>Investigation</b></li> <li>- Refer to section 9.4.6</li> <li>- General support for the treatment has been received.</li> <li><b>Action</b></li> <li>• Proceed with treatment as proposed.</li> </ul>

REPORT NO: SU570 (cont.)

TABLE 4d: SUMMARY OF ALL PROPOSED TREATMENT COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
<p>Remove existing roundabout and construct flat top road hump at:</p> <ul style="list-style-type: none"> <li>• Harricks Crescent/Lavery Place</li> <li>• Harricks Crescent/Alison Place</li> <li>• Erinbank Crescent/Chisholm Avenue</li> </ul> <p>Remove existing roundabout and construct raised intersection at</p> <ul style="list-style-type: none"> <li>• Harricks Crescent and Erinbank Crescent</li> </ul>	4*	Not in favour of proposed roundabout removal and road hump/raised platform construction	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Refer to section 9.4.7 and 9.4.8</li> <li>- The roundabouts provide minimal horizontal deviation and do not regulate vehicle speeds effectively</li> <li>• <b>Action</b></li> </ul> <p>Proceed with treatment as proposed.</p>
Road bend widening at Kenny Street and Linga Street	1*	In favour of proposed road widening	No action required.
Linemark hockey Stick Parking bays	1*	Not in favour of hockey stick parking bays	<ul style="list-style-type: none"> <li>• <b>Investigation</b></li> <li>- Refer to section 9.4.14</li> <li>- Parking is in high demand around Fawkner Street shops and linemarking bays will reinforce where it is safe to park.</li> <li>• <b>Action</b></li> </ul> <p>Proceed with treatment as proposed.</p>

REPORT NO: SU570 (cont.)

TABLE 4e: SUMMARY OF ALL COMMENTS OUTSIDE OF THE SCOPE OF THE LATM

LOCATION	NO.	RESIDENT COMMENTS	RELEVANT DEPARTMENT/AUTHORITY
Alanbrae Terrace	1	Clean Lake	Referred to Council's Parks Department
	2	Missing Footpath	Referred to Council's Asset Management Team
Ardlie Street near Westmeadows Preschool	1	New Seating in park	Referred to Council's Parks Department
Bateman Street	1	Construct shared path on Mickeham Road	Referred to DoT
Bent Street	3	Missing Footpath	Referred to Council's Asset Management Team
Black Street	2	Missing Footpath	Referred to Council's Asset Management Team
	1	Upgrade lighting on footbridge between Raleigh Street and Coopers Hill Drive	Referred to Council's Civil Design Team
Broad Street	2	Missing Footpath	Referred to Council's Asset Management Team
Broadmeadows Road Deviation	1	The bike path under Broadmeadows Road Deviation is too steep for older riders	Referred to Council's Strategic Planning Department
	2	Duplicate Broadmeadows Deviation Road	Referred to DoT
	1	Reduce speed limit on Broadmeadows Road to 60	Referred to DoT
	1	Water pooling on Broadmeadows road due to poor drainage	Referred to DoT
Campbell Street	3	Missing Footpath	Referred to Council's Asset Management Team
Chisholm Avenue	2	Extend the existing footpath across the flight alignment area to connect Greenvale.	Referred to Council's Strategic Planning Department
	1	Construct new road to connect Mickleham Road and Pascoe Vale Road	Referred to Council's Planning Department Referred to DoT
	1	Poor maintenance job	Referred to Council's Technical Services Team
Clarke Drive	1	More access points to trail	Referred to Council's Strategic Planning Department
Coghill Street	2	Missing footpath	Referred to Council's Asset Management Team
Coopers Hill Drive	1	Construct a new dog park	Referred to Council's Parks Department
	1	More bins for park	Referred to Council's Parks Department

REPORT NO: SU570 (cont.)

TABLE 4e: SUMMARY OF ALL COMMENTS OUTSIDE OF THE SCOPE OF THE LATM

LOCATION	NO.	RESIDENT COMMENTS	RELEVANT DEPARTMENT/AUTHORITY
Corrigan Place	1	Extend the existing footpath across the flight alignment area to connect Greenvale.	Referred to Council's Asset Management Team
Dimboola Road	1	Install new footpath	Referred to Council's Asset Management Team
	1	Install part time school speed limits	Referred to Council's Traffic Department for further investigation as the location is outside of the LATM area.
Intersection - Dimboola Road & Ripplebrook Drive	2	Visibility	<ul style="list-style-type: none"> <li>Referred to Council's Traffic Department for further investigation as the location is outside of the LATM area.</li> </ul>
Erinbank Crescent	1	Connect Attwood Creek and Yuroke Creek with off road shared path.	Referred to Council's Asset Management Team
Erinbank Crescent	1	Better fencing	Referred to Council's Parks Department
	1	Camera for dumped rubbish	Referred to Council's Waste and Cleansing Services Team
	1	Positive feedback of gateway to park	Referred to Council's Parks Department
Eyre Street	1	Missing footpath	Referred to Council's Asset Management Team
Fawkner Street shopping precinct	5	Narrow path	Referred to Council's Asset Management Team
	1	Trail bikes on road	Referred to Victoria Police
Forman Street	2	Missing Footpath	Referred to Council's Asset Management Team
	1	Integrate lights into Forman Street	Referred to DoT
General Location	1	Vegetation trimmed on residential properties	Referred to Council's Parks Department
Harricks Crescent	1	repair Footpaths	Referred to Council's Technical Services Team
Innkeepers Way	1	Dog walkers littering	Referred to Council's Parks Department
	1	Footpath bumpy from trees	Referred to Council's Technical Services Team
	1	Trail bikes are being ridden on roads by kids with no helmets	Referred to Victoria Police
Intersection - Broadmeadows Road & Johnston Street	96 14* (110)	Upgrade Intersection	Referred to DoT

REPORT NO: SU570 (cont.)

TABLE 4e: SUMMARY OF ALL COMMENTS OUTSIDE OF THE SCOPE OF THE LATM

LOCATION	NO.	RESIDENT COMMENTS	RELEVANT DEPARTMENT/AUTHORITY
Intersection - Broadmeadows Road & North Circular Road	1	Upgrade Intersection	Referred to DoT
	3	Upgrade Intersection	Referred to DoT
Intersection - Mickleham Road & Bamford Avenue	2	Can't exit Bamford Street. Suggested keep clear linemarking	Referred to DoT
Intersection - Mickleham Road & Broadmeadows Road	2	Request Guard rail/Pedestrian fencing	Referred to DoT
	3	Request new pedestrian crossing	Referred to DoT
	2 1* (3)	Congestion	Referred to DoT
	2	Replace roundabout with intersection	Referred to DoT
Intersection - Mickleham Road & Forman Street	1	Allow Right-In movement so the lights aren't as congested	Referred to DoT
	3	Upgrade intersection	Referred to DoT
Intersection - Mickleham Road & Alanbrae Terrace	1	Congestion	Referred to DoT
	1	Extend Green light time	Referred to DoT
	12 1* (13)	Red light/speed camera at the intersection of Alanbrae and Mickleham Road	Referred to DoT
	1	Upgrade intersection to roundabout and lights	Referred to DoT
Intersection - Mickleham Road & Fawkner Street	1	Allow filter through movements at peak times	Referred to DoT
	5	Congestion	Referred to DoT
	1	Request Speed Camera	Referred to DoT
	6 2* (8)	U-Turn causing give way confusion	Referred to DoT
Iona Court	1	Footpath Maintenance	Referred to Council's Technical Services Team
Johnstone Street	1	Footpath Missing	Referred to Council's Asset Management Team
	2	Concern regarding Johnstone Street narrowing to 1 lane	Referred to DoT
	1	Speeding	Referred to DoT
	1	Widen Bridge	Referred to DoT
Johnstone Street & Ripplebrook	1	Limit movements allowed	Referred to DoT
Kelman Court	1	Cut Down tree	Referred to Council's Parks Department

REPORT NO: SU570 (cont.)

TABLE 4e: SUMMARY OF ALL COMMENTS OUTSIDE OF THE SCOPE OF THE LATM

LOCATION	NO.	RESIDENT COMMENTS	RELEVANT DEPARTMENT/AUTHORITY
Kenny Street	2	Install Footpath	Referred to Council's Asset Management Team
	4	New footpath to connect creek trail and Kenny Street	Referred to Council's Asset Management Team
	1	Lighting	Referred to Council's Civil Design Team
Lavery Place	1	Cyclists have blind spots due to vegetation overgrowth	Referred to Council's Parks Department
Mcivor Way	1	Commercial vehicles	Referred to Council's City Laws Team
	1	Hooning involving loud vehicle noises.	Referred to Victoria Police
Mickleham Road	3	Is it a bike path or bike lane along Mickleham Road	Referred to DoT
	3	Provide another entry to Moonee ponds creek from Mickleham Road (southbound).	Referred to DoT
	3	The bike path is unsafe due to the proximity to traffic.	Referred to DoT
	4	Duplicate Mickleham road	Referred to DoT
	1	Entry off Hopetoun Road difficult	Referred to DoT
	1	Mickleham Road Speed limit and access	Referred to DoT
	2	relocate 70km/h sign	Referred to DoT
Mitchell Court	1	Extend the existing footpath across the flight alignment area to connect Greenvale.	Referred to Council's Asset Management Team
Moonee Ponds Creek parkland	1	Mower driver to stay off footpath	Referred to Council's Parks Department
	1	Revving car engine	Referred to Victoria Police
	1	More bins along trail	Referred to Council's Parks Department
	1	Install more wayfinding signs	Referred to Council's Parks Department
Parkland - not near road	1	Dog park	Referred to Council's Parks Department
Pascoe Street	3	Missing footpath	Referred to Council's Asset Management Team
	4	Construct bridge and footpath to connect Pascoe Street with bus stop	Council has allocated funding for the construction of a bridge connecting Pascoe Street to Moonee Ponds Creek Trail under the Capital Works program.
Patho Court	1	Narrow Entrance Pipe Track	Referred to Melbourne Water
Riddell Street	2	Missing footpath	Referred to Council's Asset Management Team



**REPORT NO: SU570 (cont.)**

**TABLE 4e: SUMMARY OF ALL COMMENTS OUTSIDE OF THE SCOPE OF THE LATM**

<b>LOCATION</b>	<b>NO.</b>	<b>RESIDENT COMMENTS</b>	<b>RELEVANT DEPARTMENT/AUTHORITY</b>
	1	Speed enforcement	Referred to Victoria Police
	1	Parking Enforcement	Referred to Victoria Police
Shadforth Street	1	Missing footpath	Referred to Council's Asset Management Team
Stonebridge Way	1	More seating	Referred to Council's Parks Department
	1	Hooning	Referred to Victoria Police
Tindale Court	1	Extend the existing footpath across the flight alignment area to connect Greenvale.	Referred to Council's Asset Management Team
	1	Negative feedback on footpath maintenance	Referred to Council's Technical Services Team
Tollkeepers Parade	1	Second Footpath needed	Referred to Council's Asset Management Team
	1	Lighting	Referred to Council's Civil Design Team
Tylden Place	2	Missing Footpath	Referred to Council's Asset Management Team
Westmeadows Primary School - rectangular block around	1	Positive Feedback for local laws	Referred to Council's City Laws Team
	4	Parking Enforcement	Referred to Council's City Laws Team
Wills Street	2	Missing footpath	Referred to Council's Asset Management Team
	1	More street lighting	Referred to Council's Civil Design Team
Wyton Close	1	Dirt Bikes on footpath	Referred to Victoria Police

REPORT NO: SU570 (cont.)

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ATTWOOD LATM – LOCALITY PLAN



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ATTWOOD LATM – CASUALTY CRASHES



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HUME CITY COUNCIL  
**Keeping Attwood and Westmeadows (East) on the move**  
Have your say on local traffic management

As part of Hume City Council's ongoing commitment to Local Area Traffic Management (LATM), Council is undertaking a study of traffic issues within the Attwood and Westmeadows (East) Area bounded by Mickleham Road, Broadmeadows Deviation Road, Ripplebrook Drive and the existing Airport Runway Alignment.

We are seeking your feedback on traffic issues within the study area that you would like Council to further investigate. The preferred way for you to respond is by using the online interactive mapping tool. Responses can also be noted directly onto the map over the page and sent to Council by post. The type of feedback you provide could be related to:

Traffic	Pedestrians & Cycling	Parking
Speeding issues	Access and connectivity	Parking issues around schools
Safety issues	Cycling lanes/paths	Parking congestion
Congestion issues	Footpaths and shared paths	Safety issues

Local Area Traffic Management Study Process

1. Seek community feedback on traffic issues within the Attwood and Westmeadows (East) area (now)
2. Investigate and develop a draft plan to address the issues
3. Share the draft plan with the local community (will also be available online) for feedback

Note: Funding of up to \$200,000 has been proposed in the 2021/22 Council budget to commence implementation of actions. Projects that are beyond the scope of this initial funding will be considered for future funding under Council's Capital Works Program.

Have your say:

Online: Provide feedback via our online mapping tool:  
<https://participate.hume.vic.gov.au/attwood-latms>

Other ways to provide your feedback:

Post: Write on the map provided and use the reply paid on the back of this brochure  
Email: AttwoodLATM@hume.vic.gov.au  
Phone: Kieran Hogan, 93556 6786

Please provide your feedback by Friday 31 July 2020.



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Za informacije na bosanskom: 9679 9816  
Za informacije na hrvatskom: 9679 9817  
Για πληροφορίες στα ελληνικά: 9679 9818  
Per avere informazioni in italiano: 9679 9819  
За информације на српском: 9679 9820  
Para información en español: 9679 9821

Step 1

Fold the form on the dotted lines, ensuring the return address and free post details can be seen.



Step 2

Place sticky tape on the sides and centre as indicated



Step 3

Drop your completed questionnaire in the mail-box. No postage stamp is required



RESEARCH

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DALLAS VIC 3047

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Hume City Council  
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For more information about the Attwood and Westmeadows (East) Local traffic study visit <https://participate.hume.vic.gov.au/attwood-latms>

Your Feedback: Please provide comments directly onto the map on this page or write text below. Fold and send your response according to the instructions provided on the back page.



# HUME CITY COUNCIL Attwood and Westmeadows (East) Have your say on local traffic management

As part of Hume City Council's ongoing commitment to Local Area Traffic Management (LATM), Council is undertaking a study of traffic issues within the Attwood Area bounded by Mickleham Road, Broadmeadows Deviation Road, Ripplebrook Drive and the existing vacant land under the flight path of Melbourne Airport's east/west runway.

In July 2020 Council sought community input into the LATM via an online mapping tool to identify areas for consideration or improvement. More than 410 responses were received from the community. This feedback has been reviewed and used to form the basis of a proposed traffic management plan to address the issues raised by the community. In addition to community input, the study has considered:

- Traffic speeds and volumes
- Casualty crashes
- Pedestrian and cycling connectivity
- Parking issues.

Council is proposing to install traffic treatments as shown on the enclosed Proposed Traffic Management Plan. These proposals are preliminary, and before Council makes any decisions on the treatments, we would like to hear your opinions on what is being proposed.

If you would like to provide feedback on the proposed treatments please do so using the online interactive mapping tool. This tool allows you to consider further information such as traffic volume and speed count data. Online you can read the comments made by community members and add to the community discussion.

### Local Area Traffic Management Study Process

1. Seek community feedback on traffic issues within the Attwood and Westmeadows (East) area (completed)
2. Investigate and develop a draft plan to address the issues (completed)
3. Share the draft plan with the local community (will also be available online) for feedback (now)

Note: Funding of up to \$200,000 has been proposed in the 2021/22 Council budget to commence implementation of actions. Projects that are beyond the scope of this initial funding will be considered for future funding under Council's Capital Works Program.

### Have your say:

If you would like to provide feedback, please do so by Sunday 18 April 2021.

Online: <https://participate.hume.vic.gov.au/attlatm>

Email: [AttwoodLATM@hume.vic.gov.au](mailto:AttwoodLATM@hume.vic.gov.au)

By phone: Kieran Hogan, 9356 6786

Post: Hume City Council, PO Box 119, Dallas 3047



## Traffic Treatments

The figures below are shown on the map on the inside pages.

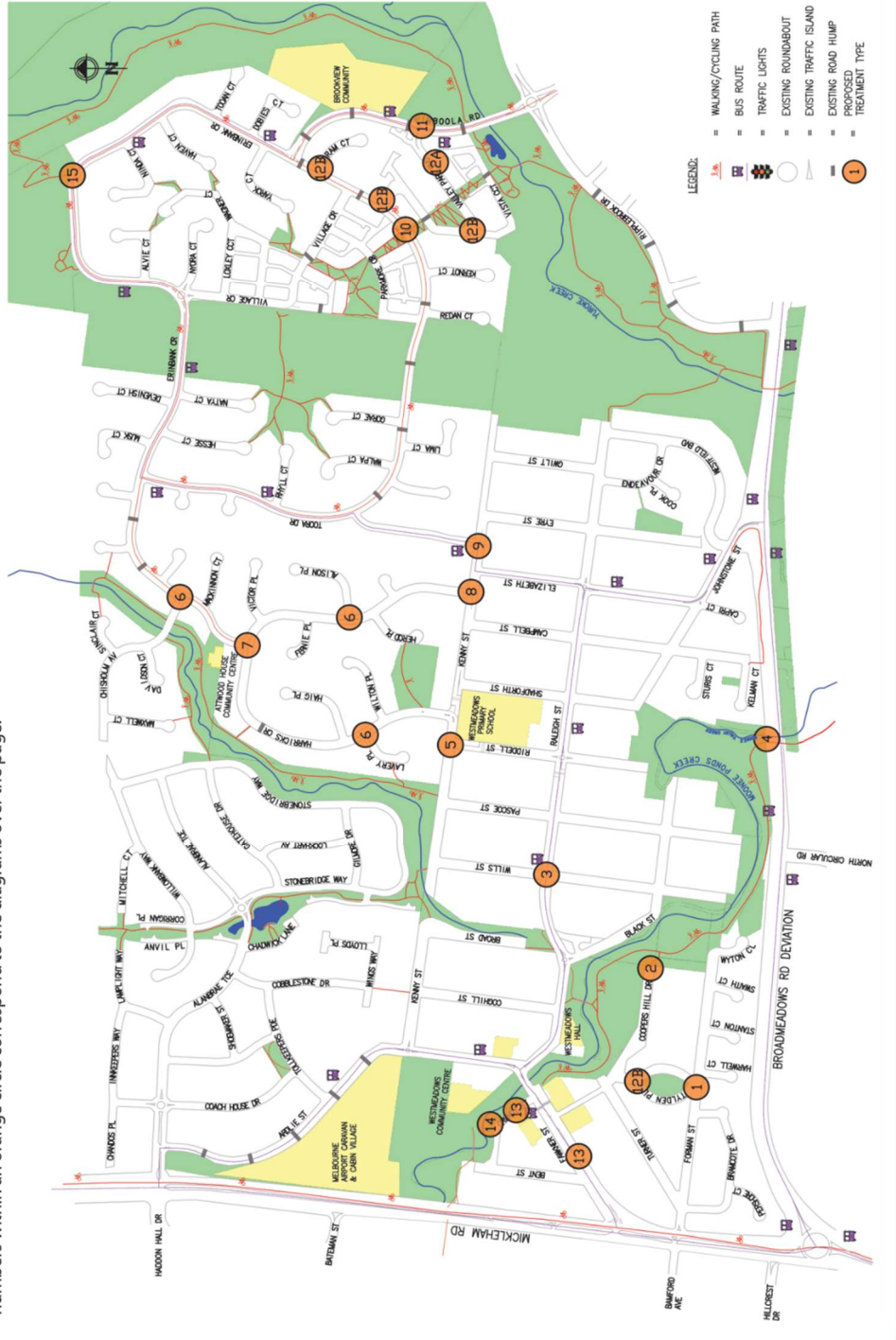
<p>DETAIL 1 RE-ALIGN INTERSECTIONS</p>	<p>DETAIL 2 COURT BOWL TREATMENT</p>	<p>DETAIL 3 PROPOSED ROUNDABOUT</p>
<p>DETAIL 4 CONSTRUCT PEDESTRIAN BRIDGE AND FOOTPATH</p>	<p>DETAIL 5 REVERSE PRIORITY INTERSECTION TREATMENT</p>	<p>DETAIL 6 REPLACE ROUNDABOUT WITH ROAD HUMP</p>
<p>DETAIL 7 REPLACE ROUNDABOUT WITH RAISED INTERSECTION</p>	<p>DETAIL 8 IMPROVED ROAD BEND DELINEATION</p>	<p>DETAIL 9 ROAD BEND WIDENING</p>
<p>DETAIL 10 REPLACE SPEED HUMP WITH RAISED PEDESTRIAN CROSSING</p>	<p>DETAIL 11 TURNING LANE LINE MARKING</p>	<p>DETAIL 12A &amp; 12B ONE WAY / STOP SIGN AND LINE MARKING</p>
<p>DETAIL 13 HOCKEY STICK PARKING BAYS</p>	<p>DETAIL 14 INSTALL 'NO STOPPING' SIGN ON ROAD BEND</p>	<p>DETAIL 15 INSTALL 'NO STOPPING' SIGN ON ROAD BEND</p>



For more information about the Attwood and Westmeadows (East) local traffic study visit <https://participate.hume.vic.gov.au/atlam>

## Proposed Attwood and Westmeadows (East) Local Area Traffic Management Plan

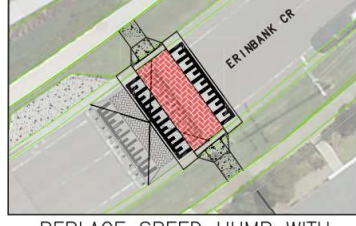
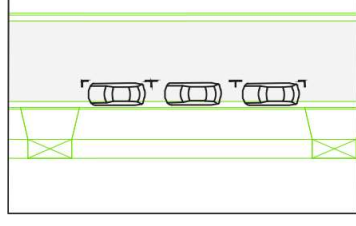
Locations of proposed traffic treatments are shown on the map below. The numbers within an orange circle correspond to the diagrams over the page.



Treatment number	You Said	We Proposed	Why
1	The intersections of Tylden Pl and Forman St are confusing	Re-align the intersections	The intersections will be re-aligned so that they are clear to motorists.
2	Traffic becomes congested at the end of Coopers Hill Dr	Construct a court bowl	This will allow vehicles to turn around in a single movement and keep traffic moving.
3	Motorists are speeding along Raleigh St	Construct a roundabout	A roundabout will reduce vehicle speeds.
4	There is no safe pedestrian path across Moonee Valley Creek on Broadmeadows Deviation Rd	Construct a footpath and pedestrian bridge	A bridge will connect existing paths to allow pedestrians to safely cross Moonee Valley Creek.
5	The intersection of Kenny St and Riddell St is narrow	Upgrade the intersection to a reverse priority intersection.	The current road alignment causes congestions. A reverse priority intersection will direct traffic more efficiently.
6	Motorists speeding on Harrick's Drive	Remove roundabout and install flat top road humps	Road humps will be more effective at reducing vehicle speeds
7	Motorists speeding on Harrick's Drive	Remove roundabout and install raised intersection	The intersection of Harricks Dr and Erinbank Cr has high volumes and a raised intersection is better suited.
8	Vehicles travel along Kenny St at the intersection of Harricks Cr (East) at high speed	Construct a refuge island and splitter islands	Splitter islands will upgrade the reverse priority intersection to further delineate the traffic lanes.
9	The corner of Kenny St and Linga St is too narrow to be a bus route	Road widening and raised median	The traffic lanes will be widened to allow vehicles more room to navigate the corner.
10	There is no pedestrian link across the new development on Erinbank Crescent	Construct a raised crossing	The crossing will be located centrally between footpaths across Erinbank Crescent to provide pedestrian access.
11	The intersection of Dimboola Rd and Valley Park Blvd. is poorly line marked	Line mark a turning lane and bike lane	The intersection will be re-line marked to delineate between the turning lane, bike lane and through traffic lane.
12	Various intersections should have give way/stop signs	Install give-way and stop signs	Give way and Stop signs and associated linemarking will delineate the intersection and clearly define the holding line.
13	Parking is chaotic and vehicle regularly impeded driveway access	Install hockey stick linemarking	Hockey stick linemarking will provide guidance on where vehicle should park to effectively utilise the space without impacting other users.
14 & 15	There is poor visibility around corners due to parked cars	Install "No-Stopping" parking restrictions	On corners where visibility is regularly impacted by parked vehicles, parking restriction will be installed to enable adequate sight distance along the road alignment.

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<p>DETAIL 1</p>  <p>RE-ALIGN INTERSECTIONS</p>	<p>DETAIL 2</p>  <p>COURT BOWL TREATMENT</p>	<p>DETAIL 3</p>  <p>PROPOSED ROUNDABOUT</p>
<p>DETAIL 4</p>  <p>CONSTRUCT PEDESTRIAN FOOTPATH ALONG BRIDGE</p>	<p>DETAIL 5</p>  <p>REVERSE PRIORITY INTERSECTION TREATMENT</p>	<p>DETAIL 6</p>  <p>REPLACE ROUNDABOUT WITH ROAD HUMP</p>
<p>DETAIL 7</p>  <p>REPLACE ROUNDABOUT WITH RAISED INTERSECTION</p>	<p>DETAIL 8</p>  <p>IMPROVED ROAD BEND DELINEATION</p>	<p>DETAIL 9</p>  <p>ROAD BEND WIDENING</p>
<p>DETAIL 10</p>  <p>REPLACE SPEED HUMP WITH RAISED PEDESTRIAN CROSSING</p>	<p>DETAIL 11</p>  <p>TURNING LANE LINE MARKING</p>	<p>DETAIL 12A &amp; 12B</p>  <p>GIVE WAY / STOP SIGN AND LINE MARKING</p>
<p>DETAIL 13</p>  <p>HOCKEY STICK PARKING BAYS</p>	<p>DETAIL 14</p>  <p>INSTALL 'NO STOPPING' SIGN ON ROAD BEND</p>	<p>DETAIL 15</p>  <p>CONSTRUCT PEDESTRIAN CONNECTION TO BUS STOP</p>



	<b>You Said</b>	<b>We Proposed</b>	<b>Why</b>
1	The intersections of Tylden Pl and Forman St are confusing	Re-align the intersections	The intersections will be re-aligned so that they are clear to motorists.
2	Traffic becomes congested at the end of Coopers Hill Dr	Construct a court bowl	This will allow vehicles to turn around in a single movement and keep traffic moving.
3	Motorists are speeding along Raleigh St	Construct a roundabout	A roundabout will reduce vehicle speeds.
4	There is no safe pedestrian path across Moonee Valley Creek on Broadmeadows Deviation Rd	Construct pedestrian path on North side of Broadmeadows Deviation Road	This will connect existing paths to allow pedestrians to safely cross Moonee Valley Creek.
5	The intersection of Kenny St and Riddell St is narrow	Upgrade the intersection to a reverse priority intersection.	The current road alignment causes congestions. A reverse priority intersection will direct traffic more efficiently.
6	Motorists speeding on Harrick's Drive	Remove roundabout and install flat top road humps	Road humps will be more effective at reducing vehicle speeds
7	Motorists speeding on Harrick's Drive	Remove roundabout and install raised intersection	The intersection of Harricks Dr and Erinbank Cr has high volumes and a raised intersection is better suited.
8	Vehicles travel along Kenny St at the intersection of Harricks Cr (East) at high speed	Construct a refuge island and splitter islands	Splitter islands will upgrade the reverse priority intersection to further delineate the traffic lanes.
9	The corner of Kenny St and Linga St is too narrow to be a bus route	Road widening and raised median	The traffic lanes will be widened to allow vehicles more room to navigate the corner.
10	There is no pedestrian link across the new development on Erinbank Crescent	Construct a raised crossing	The crossing will be located centrally between footpaths across Erinbank Crescent to provide pedestrian access.
11	The intersection of Dimboola Rd and Valley Park Blvd. is poorly line marked	Line mark a turning lane and bike lane	The intersection will be re-line marked to delineate between the turning lane, bike lane and through traffic lane.
12	Various intersections should have give way/stop signs	Install give-way and stop signs	Give way and Stop signs and associated linemarking will delineate the intersection and clearly define the holding line.
13	Parking is chaotic and vehicle regularly impeded driveway access	Install hockey stick linemarking	Hockey stick linemarking will provide guidance on where vehicle should park to effectively utilise the space without impacting other users.
14	There is poor visibility around corners due to parked cars	Install "No-Stopping" parking restrictions	On corners where visibility is regularly impacted by parked vehicles, parking restriction will be installed to enable adequate sight distance along the road alignment.
15	There is no pedestrian access across Ardlie Street to the bus stop	Construct pram crossing a linking footpath	The pram crossing will provide a safe location to cross Ardlie Street in order to access the bus stop.

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<b>REPORT NO:</b>	SU571
<b>REPORT TITLE:</b>	Goonawarra Local Area Traffic Management Study
<b>SOURCE:</b>	Wendy Anderson, Traffic Engineer
<b>DIVISION:</b>	Sustainable Infrastructure and Services
<b>FILE NO:</b>	HCC21/632
<b>POLICY:</b>	-
<b>STRATEGIC OBJECTIVE:</b>	4.3 Create a connected community through efficient and effective walking, cycling, public transport and car networks.
<b>ATTACHMENTS:</b>	<ol style="list-style-type: none"><li>1. <i>Locality Plan</i></li><li>2. <i>Traffic Speeds and Volumes</i></li><li>3. <i>Casualty Crashes</i></li><li>4. <i>Keeping Goonawarra on the move - Brochure 1</i></li><li>5. <i>Keeping Goonawarra on the move - Brochure 2</i></li><li>6. <i>You Said, We Propose - Explanation of Treatments - Proposed Traffic Management Plan</i></li><li>7. <i>Final Traffic Management Plan and Details</i></li><li>8. <i>You Said, We Propose - Explanation of Treatments - Final Traffic Management Plan</i></li></ol>

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**1. SUMMARY OF REPORT:**

- 1.1 As part of the 2017 – 2021 Hume City Council Plan a commitment was made to undertake a Local Area Traffic Management (LATM) study for the area of Goonawarra. Council has now completed a second LATM study for Goonawarra in consultation with the community. A Traffic Management Plan has been developed which includes 15 proposed traffic treatments valued at \$611,500.

**2. RECOMMENDATION:**

**That Council:**

- 2.1 adopt the Goonawarra Local Area Traffic Management (LATM) Study and Final Traffic Management Plan and Details as shown in Attachment 7**
- 2.2 allocate \$226,500 from Council’s 2021/22 Capital Works Budget – LATM works for the works listed in Items 1 – 11 of Table 1**
- 2.2.1 \$210,000 from the 2021/22 Capital Works Budget – LATM Works**
- 2.2.2 \$16,500 from the 2021/22 Responsive Road Safety Works – Operating Budget**
- 2.3 list the balance of the works in Items 12 - 15 in Table 1 (valued at \$385,000) for consideration in Council’s Capital Works Annualised Program - Traffic Management Facilities for future funding**
- 2.4 inform the residents within the study area and the online consultation participants of the adopted Goonawarra LATM Final Traffic Management Plan (TMP) and Details**
- 2.5 provide a copy of the adopted Goonawarra LATM Final TMP and Details on Council’s website for viewing by the general public.**

**REPORT NO: SU571 (cont.)**

**3. LEGISLATIVE POWERS:**

- 3.1 Council has the power under the Local Government Act 2020; Road Safety (Traffic Management) Regulations 2019; Road Safety Road Rules 2009 and the Road Safety Act 1986 to install and modify traffic control devices on local roads where authority has been delegated to Council.

**4. FINANCIAL IMPLICATIONS:**

- 4.1 The total estimated cost to install the traffic management devices recommended in Table 1 is \$611,500.
- 4.2 There is \$420,000 in the 2021/22 Capital Works Budget – LATM Works for works related to two approved LATM studies, Attwood & Westmeadows (East) and Goonawarra. Of this, it is proposed that \$210,000 be allocated to the Goonawarra LATM. Refer to Table 1 items 1 to 5 for projects proposed to be funded in Council's 2021/22 Capital Works Budget – LATM works.
- 4.3 The allocation of the LATM funds is based on the evaluation of the proposed traffic treatments for the two LATM studies. Priorities were established based on crashes, traffic speeds and volumes of the proposed treatment sites.
- 4.4 The remaining projects at an estimated cost of \$385,000 will be listed in Council's Future Capital Works Annualised Program - Traffic Management Facilities.

**5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:**

- 5.1 There are no direct environmental implications as a result of this report.

**6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:**

- 6.1 There are no direct climate change implications as a result of this report.

**7. CHARTER OF HUMAN RIGHTS APPLICATION:**

- 7.1 The Goonawarra LATM study aims to improve the safety and amenity of the Craigieburn West area. This enhances the protected rights under the Victorian Charter of Human Rights, of individuals who use this area, including the right to freedom of movement and right to life.

**8. COMMUNITY CONSULTATION:**

- 8.1 A brochure seeking details of existing traffic issues in the Goonawarra area was distributed to residential properties, schools, businesses, and community facilities in July 2020.
- 8.2 The brochure directed the community to an online interactive mapping tool which allowed comments to be placed on locations of interest within a map of the LATM area. The recorded casualty crash data for the most recently available 5 year period across the LATM area was also available online for viewing by the public.
- 8.3 The community was encouraged to respond online via the interactive map but were able to respond by email, phone, and mail. A copy of the brochure can be found in Attachment 4.
- 8.4 Traffic survey data is typically made available during this stage of consultation for LATM studies. However, during the months leading up to and during the consultation, COVID-19 restrictions were in effect. As a result, traffic conditions had changed significantly with reduced traffic volumes and travel behaviour which was not reflective of typical traffic conditions. Subsequently, the proposed automatic traffic surveys for the LATM study were postponed.

**REPORT NO: SU571 (cont.)**

- 8.5 Typically, during this phase of consultation Council hosts a drop-in session where the local community can attend to provide their feedback and ask questions. Due to COVID-19 restrictions the drop-in session was postponed.
- 8.6 Approximately 1900 brochures were distributed to the local community and the online interactive map tool and brochure was available for comment for approximately 4 weeks. A total of 346 responses were received from 102 respondents.
- 8.7 The study and link to the online map was also advertised to the community via the Your Say page on Hume City Council's website.
- 8.8 Taking into consideration the feedback received, a proposed Traffic Management Plan (TMP) was prepared and distributed to residents, schools, businesses, and community facilities and made available via the online mapping tool in March 2021 for comment. The automatic traffic survey data was also made available at this stage to the community. Residents were also given the option to provide feedback through email, phone or mail. A copy of the proposed TMP can be found in [Attachment 5](#).
- 8.9 The proposed TMP was also advertised on Council's Your Say page and Facebook page. Council's Your Say page also included a You Said, We Proposed information sheet which detailed what projects were proposed because of community feedback. A copy of the You Said, We Proposed can be found in [Attachment 6](#).
- 8.10 Approximately 1900 brochures of the proposed TMP, were distributed to the local community and the brochure was available for approximately 3 weeks. A total of 71 responses were received from 23 individual respondents.
- 8.11 A summary of all feedback received regarding the Goonawarra LATM study can be found in [Tables 4a, 4b, 4c, 4d and 4e](#).
- 8.12 Council was again unable to host a drop-in session due to further COVID-19 restrictions in February 2021. Due to the uncertainty regarding ongoing restrictions, the drop-in session was not rescheduled. This was deemed not to be a significant impact to community consultation as there has been low attendance at recent drop-in sessions with a strong preference from the community to submit comments online.
- 8.13 There were 3 additional identified traffic treatments after the draft proposed TMP community consultation. To notify and gain feedback on these additional proposals, letters were sent to the adjacent properties who were immediately impacted by the proposed treatments. No feedback was received from the affected residents.
- 8.14 A final letter will be sent to all properties in the LATM area advising them of the outcome of the study and adopted traffic treatments. In addition, this information will be provided for viewing by the general public on Council's website including a You Said, We Proposed information sheet which details what projects are proposed as a result of community feedback. A copy of the You Said, We Proposed can be found in [Attachment 8](#).

**9. DISCUSSION:**

**9.1 Background**

- 9.1.1 A LATM study aims to improve safety and residential amenity in local streets on an area wide approach. It is a proactive way to identify and treat traffic and parking issues in an area.
- 9.1.2 A LATM study was previously undertaken for the area of Goonawarra in 2007. All the traffic treatments that were proposed in that study have been implemented.

REPORT NO: SU571 (cont.)

- 9.1.3 A second LATM study for an area is a good opportunity to identify any areas of concern to the community, particularly safety concerns that may not be evident through analysis of speeds and crash history. LATM studies are evolving to have a greater focus on community input to identify issues, as well as a focus on accessibility and other road users such as pedestrians and cyclists.
- 9.1.4 As part of the 2017-2021 Hume City Council Plan a commitment was made to undertake a LATM study for the area of Goonawarra, bounded by Sunbury Road, Lancefield Road, Raes Road and Jacksons Creek. A locality plan of the area is shown in [Attachment 1](#).
- 9.1.5 The recommendations provided in this report aim to align with relevant Australian Standards, Austroads Guidelines and Council's Traffic Management Guidelines. These documents provide the rationale and recommended actions for addressing local traffic and parking issues.

**9.2 Existing Conditions**

- 9.2.1 The Goonawarra area is predominately residential. It is located approximately 32km northwest of Melbourne CBD and has an area of approximately 5.6 square kilometres. The area includes several community facilities such as Goonawarra Recreation Reserve, Sunbury Community Garden, Sunbury Softball Association, Goonawarra Vineyard, and Goonawarra Public Golf Course.

**9.3 Analysis**

- 9.3.1 Council sought resident and community feedback on existing traffic and parking issues within the Goonawarra LATM area.
- 9.3.2 One of the common themes in resident feedback was traffic speed and safety on the arterial roads (Sunbury Road and Lancefield Road), trunk collector road (Francis Boulevard), and collector road (Sunningdale Avenue).
- 9.3.3 Automatic traffic counters were placed on numerous roads within the study area to obtain existing traffic speed and volume data. The recorded traffic speeds and volumes for the area are listed in [Table 2](#) and shown in [Attachment 2](#). The majority of these traffic counts were conducted in early February 2021.
- 9.3.4 Crash statistics for the area were also obtained from the Department of Transport (DoT) Road Crash Information System (RCIS) database for the period of 1 January 2015 to 31 December 2019. The locations and number of reported casualty crashes for the study area are shown in [Attachment 3](#).
- 9.3.5 These sites were analysed to determine whether any actions could be taken to reduce the risk of further crashes. A summary of locations or lengths of road with 3 or more crashes in a 5-year period, are shown in [Table 3](#).
- 9.3.6 The information provided by residents was analysed in line with the data on traffic speeds, volumes, and crashes. A summary of the issues raised, investigations and proposed actions can be found in [Tables 4a, 4b, and 4c](#). A draft TMP was developed to address the issues that were identified.
- 9.3.7 The proposed draft TMP was then made available to residents for feedback. The responses received, as detailed in [Table 4d](#), were in turn used in the development of the Final TMP.
- 9.3.8 Community feedback to the proposed traffic management plan was generally unresponsive of proposed road humps – particularly on Curtis Avenue and Francis Boulevard. There were comments on some of the proposals, however many responses included traffic, parking and accessibility concerns about other locations.

REPORT NO: SU571 (cont.)

- 9.3.9 These additional concerns – some which were issues previously raised - were further investigated and considered as part of the final TMP. All of these concerns raised have been included in Tables 4a, 4b and 4c and identified with (\*).
- 9.3.10 The Final TMP includes all but one of the proposals in the proposed draft TMP as well as an additional three proposals that were not included within the proposed draft TMP, as these were new sites that were identified.
- 9.3.11 The proposal in the initial TMP that has not been included in the Final TMP is the replacement of the blister island treatment with road humps on Curtis Avenue between Orchardview Grove and Sunningdale Avenue. The community feedback received after the draft TMP consultation period identified two in favour of the treatment and six not in favour of the treatment. The community's feedback on the proposal and further traffic investigations at the blister island treatment found that the treatments were effective at maintaining vehicle speeds within acceptable limits.
- 9.3.12 The three new proposals included a zebra pedestrian priority crossing at the existing crossing in Dornoch Drive, intersection improvements at The Old Stock Run and The Rise, and a reverse priority treatment at The Skyline and Curtis Avenue.

**9.4 Proposed LATM Treatments**

- 9.4.1 The following treatments are proposed as part of the Final TMP and are detailed in Attachment 7. These treatments have been designed in consideration of resident feedback shown in Tables 4a, 4b, 4c, and 4d.
- 9.4.2 **Installation of 'No Stopping' signage on road bend at The Old Stock Run and Highgrove Drive**
- (a) Community feedback raised concerns of vehicles parking on the road bend of The Old Stock Run and Highgrove Drive. These concerns can be found in Table 4b.
  - (b) The road bend is treated with existing solid centreline marking. If vehicles park adjacent to the solid centreline there would be less than 3 metres available for a through vehicle to pass between the parked vehicle and the solid centreline as required by the Victorian Road Rules.
  - (c) Therefore, parking adjacent to the solid centreline would be in breach of the Victorian Road Rules and subject to parking enforcement.
  - (d) Vehicles parking illegally on the road bend can cause safety concerns for motorists navigating the road bend.
  - (e) Further community feedback was sought and found parking occurs regularly at the road bend, from visitors to the Goonawarra Recreation Reserve and playground.
  - (f) A review of Council records indicated on numerous occasions vehicles had received penalty issued notices (PIN) due to illegal parking on The Old Stock Run, in the vicinity of the park. Signage is proposed to clarify locations where parking is not permitted.
  - (g) To assist vehicles navigating the road bend safely and clarify where parking is not permitted, it is proposed to install 'No Stopping' parking restrictions at the road bend of The Old Stock Run and Highgrove Drive.
  - (h) This proposal was advertised to the community during the proposed draft TMP consultation period. It received one comment in favour of the proposal and no objections reflecting the general community acceptance of this proposal.

REPORT NO: SU571 (cont.)

- (i) **Proposal** - Install 'No Stopping' signage at the road bend.

9.4.3 **Construction of a traffic splitter island on Old Winery Road at the intersection of Curtis Avenue**

- (a) Community feedback raised concerns regarding vehicles cutting the corner at the intersection of Old Winery Road and Curtis Avenue. These concerns can be found in Table 4a.
- (b) Old Winery Road is a Council Access Street, approximately 6.2 metres wide, with a default speed limit of 50km/h. Old Winery Road carries an average daily traffic volume of 954 vehicles and has an 85th percentile speed of 51.8km/h.
- (c) Curtis Avenue is a Council Collector Road with an average daily traffic volume of 3,969 vehicles in the vicinity of Old Winery Road. It connects to Old Winery Road via an uncontrolled T-intersection.
- (d) A review of DoT's Road Crash Information System (RCIS) database indicates that there have been no recorded casualty crashes at this intersection between 1 January 2015 to 31 December 2019.
- (e) Site inspections indicated vehicles turning into Old Winery Road from Curtis Avenue were not staying within their turning lane and cutting the corner.
- (f) The installation of a traffic splitter island, in conjunction with give-way signage and line marking, will assist in enforcing lane discipline at the intersection by physically guiding motorists, clarifying priority, and reducing turning speeds at the intersection.
- (g) This proposal was advertised to the community during the proposed draft TMP consultation period. It received three comments, two in favour and one not in favour of the proposal. The comment not in favour of the proposal indicated they did not see why this treatment was necessary, however this has been addressed above. Although one comment was not in favour of the proposal, generally this proposal was received well by the community.
- (h) The feedback received represents a very small percentage of the consulted community, although the majority of responses were in favour of the proposals the lack of other feedback indicates that this treatment was accepted by the remainder of the community.
- (i) **Proposal** - Construct a traffic splitter island at the intersection with associated signage and line marking.

9.4.4 **Construction of a traffic splitter island on Old Winery Road at the intersection of The Old Stock Run**

- (a) Community feedback raised concerns regarding vehicles cutting the corner at the intersection of Old Winery Road and The Old Stock Run. These concerns can be found in Table 4a.
- (b) Old Winery Road is a Council Access Street, approximately 6.2 metres wide, with a default speed limit of 50km/h. Old Winery Road carries an average daily traffic volume of 954 vehicles and has an 85th percentile speed of 51.8km/h.
- (c) The Old Stock Run is a Council Access Street with an average daily traffic volume of 594 vehicles in the vicinity of Old Winery Road. It connects to old Winery Road via an uncontrolled T-intersection.



REPORT NO: SU571 (cont.)

- (d) An analysis of DoT's RCIS database indicates there has been one recorded casualty crash at this intersection between 1 January 2015 to 31 December 2019. This crash resulted in a minor injury and occurred when a vehicle travelling north-east on Old Winery Road failed to give-way when turning right into The Old Stock Run. The vehicle travelling north-west on The Old Stock Run collided with the entering vehicle.
- (e) A site inspection showed vehicles turning into Old Winery Road from The Old Stock Run were not staying within their turning lane and cutting the corner.
- (f) The installation of a traffic splitter island, in conjunction with give-way signage and line marking, will assist in enforcing lane discipline at the intersection by physically guiding motorists, clarifying priority, and reducing turning speeds at the intersection.
- (g) This proposal was advertised to the community during the proposed draft TMP consultation period. It received one comment in favour of the proposal.
- (h) The feedback received represents a very small percentage of the consulted community, although the feedback was in favour of the proposal the lack of other feedback indicates that this treatment was accepted by the remainder of the community.
- (i) **Proposal** - Construct a traffic splitter island at the intersection with associated signage and line marking.

9.4.5 **Construct a reverse priority treatment at the intersection of Curtis Avenue at The Skyline**

- (a) Community feedback raised concerns regarding vehicles cutting the corner when turning into The Skyline from Curtis Avenue. These concerns can be found in [Table 4a](#).
- (b) Curtis Avenue is a Council Collector Road, approximately 6.2 metres wide, with a default speed limit of 50km/h. Curtis Avenue carries an average daily traffic volume of 1,219 vehicles and has an 85<sup>th</sup> percentile speed of 56.2km/h in the vicinity of The Skyline.
- (c) The Skyline is a Council Access Street, approximately 5.8 metres wide, with a default speed limit of 50km/h. The Skyline carries an average daily traffic volume of 997 vehicles and has an 85<sup>th</sup> percentile speed of 53.8km/h in the vicinity of Curtis Avenue.
- (d) Bus route 486 operates on Curtis Avenue and The Skyline with the bus only passing through the intersection when turning right from Curtis Avenue into The Skyline.
- (e) Site inspections revealed that bus movements through the intersection typically cut the corner when entering The Skyline.
- (f) Site inspections and traffic volume data indicate that the predominant movements occurring at the intersection are motorists turning right from Curtis Avenue into The Skyline and motorists turning left from The Skyline into Curtis Avenue.
- (g) To assist the predominant turning movements and improve manoeuvrability at the intersection, it is proposed to construct a reverse priority treatment.

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- (h) The reverse priority treatment will consist of a traffic splitter island, intersection widening and associated signage and line marking which will highlight priority and assist motorists manoeuvring through the intersection by physically guiding motorists.
- (i) Concerns for this intersection were raised during the draft TMP consultation period. This proposal was identified after the draft TMP consultation period. To notify and gain feedback from the immediately affected residents, letters of the proposal were sent out before the Final TMP went to Council. No feedback was received during the consultation period, indicating general acceptance of the proposal.
- (j) **Proposal** - Construct a reverse priority treatment at the intersection. Including construction of a traffic splitter island, intersection widening and installation of associated line marking and signage.

9.4.6 **Construct a raised platform at the existing school crossing on Sunningdale Avenue and introduction of a time-based 40km/h school speed zone**

- (a) Community feedback raised concerns regarding vehicles speeding along Sunningdale Avenue. These concerns can be found in Table 4a.
- (b) Sunningdale Avenue is classified as a Council Collector Road with a sign posted speed limit of 50km/h. Bus route 486 operates along Sunningdale Avenue.
- (c) Sunningdale Avenue between Dornoch Drive and Notre Dame Drive (east) is an area of high pedestrian activity, with abutting local recreation and education facilities such as Goonawarra Primary School, Goonawarra Community Centre, Sunningdale Avenue Children's Centre, Goonawarra Medical Centre and Day Hospital, various shops, Tulsa Drive Reserve, and Kiwanis Park generating significant pedestrian movements across the road.
- (d) A traffic survey undertaken on Sunningdale Avenue between Dornoch Drive and Notre Dame Drive (west) indicates an average daily traffic volume of 4,356 vehicles and an 85th percentile speed of 55.7 km/h. This is the speed at which 85 percent of vehicles travel at or below.
- (e) A review of the DoT RCIS database indicated that there were no casualty crashes along this section of Sunningdale Avenue in the most recently available 5-year period.
- (f) A raised platform at the existing school crossing will reduce traffic speeds in the vicinity of the abutting recreation and education facilities and provide a safer crossing facility.
- (g) It is also proposed to install a time based 40 km/h school speed zone on Sunningdale Avenue in the vicinity of the existing school crossing to improve safety.
- (h) As Sunningdale Avenue is not a road directly abutting a school it does not automatically qualify for a school speed zone under DoT guidelines.
- (i) The proposed time based 40 km/h school speed zone is subject to DoT review and requires approval from the Minister for Roads in line with DoT guidelines.

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- (j) DoT have been consulted regarding the proposed time based 40 km/h school speed zone on Sunningdale Avenue and have indicated in-principle support for the proposal. However, a formal speed change application will need to be prepared at the project stage and submitted to DoT and the Minister for Roads for approval.
- (k) This proposal was advertised to the community during the proposed draft TMP consultation period. It received two comments, one in favour for the raised school crossing and one in favour for the time-based 40km/h school speed zone.
- (l) The feedback received represents a very small percentage of the consulted community, although the feedback was in favour of the proposal the lack of other feedback indicates that this treatment was accepted by the remainder of the community.
- (m) **Proposal -**
  - (i) Construct a raised platform at the existing school crossing.
  - (ii) Introduce a time-based 40km/h school speed zone on Sunningdale Avenue between Francis Boulevard and Sorbonne Drive subject to approval from the Minister for Roads.

9.4.7 **Construct a raised platform at the existing school crossing on Francis Boulevard and introduction of time-based 40km/h school speed zone**

- (a) Community feedback raised concerns regarding vehicles speeding along Francis Boulevard. These concerns can be found in [Table 4a](#).
- (b) Francis Boulevard is classified as a Council Trunk Collector Road with a sign posted speed limit of 50km/h.
- (c) Francis Boulevard between Sunningdale Avenue and Gullane Drive is an area of high pedestrian activity, with abutting local recreation facilities such as Goonawarra Community Centre, Sunningdale Avenue Children's Centre, Goonawarra Medical Centre and Day Hospital, and various shops. This section of road also has a school crossing that services Goonawarra Primary School.
- (d) A traffic survey undertaken on Francis Boulevard between Westward Ho Drive and Gullane Drive indicates an average daily traffic volume of 8,305 vehicles and an 85th percentile speed of 58.6 km/h. This is the speed at which 85 percent of vehicles travel at or below.
- (e) A review of the DoT RCIS database indicated that there were no casualty crashes along this section of Francis Boulevard in the most recently available 5-year period.
- (f) A raised platform at the existing school crossing will reduce traffic speeds in the vicinity of the abutting recreation facilities and provide a safer crossing facility for the nearby school.
- (g) It is also proposed to install a time based 40 km/h school speed zone on Francis Boulevard in the vicinity of the existing school crossing to improve safety.
- (h) As Francis Boulevard is not a road directly abutting a school it does not automatically qualify for a school speed zone under DoT guidelines.
- (i) The proposed time based 40 km/h school speed zone is subject to DoT review and requires approval from the Minister for Roads in line with DoT guidelines.

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- (j) DoT have been consulted regarding the proposed time based 40 km/h school speed zone on Francis Boulevard and have indicated in-principle support for the proposal. However, a formal speed change application will need to be prepared at the project stage and submitted to DoT and the Minister for Roads for approval.
- (k) This proposal was advertised to the community during the proposed draft TMP consultation period. It received six comments, three in favour and two not in favour for the raised school crossing and one in favour for the time-based 40km/h school speed zone. The comments not in favour of the proposal indicated raising the school crossing was not necessary and that the school crossing should be relocated further north. These concerns were address above and within Table 4c.
- (l) The feedback received represents a very small percentage of the consulted community, although the majority of responses were in favour of the proposal the lack of other feedback indicates that this treatment was accepted by the remainder of the community.
- (m) **Proposal -**
  - (i) Construct a raised platform at the existing school crossing.
  - (ii) Introduce a time-based 40km/h school speed zone on Francis Boulevard between Orchardview Grove and Gullane Drive subject to approval from the Minister for Roads.

9.4.8 **Installation of a raised school crossing and introduction of time-based 40km/h school speed zone on Carnoustie Drive**

- (a) Community feedback raised several concerns on Carnoustie Drive, particularly in the vicinity of Goonawarra Primary School. These concerns included vehicles speeding, reducing the speed limit, and installing a school crossing. These concerns can be found in Table 4a.
- (b) Carnoustie Drive is classified as a Council Access Street with a default speed limit of 50km/h. Bus route 486 operates along Carnoustie Drive.
- (c) Carnoustie Drive abuts the southern boundary of Goonawarra Primary School and is currently treated with five sets of rubber road cushions between Francis Boulevard and Gleneagles Drive and four flat top road humps between Gleneagles Drive and Muirfield Drive.
- (d) A traffic survey undertaken on Carnoustie Drive between Lytham Court and Gullane Drive indicates an average daily traffic volume of 1,863 vehicles and an 85th percentile speed of 45.9 km/h. This is the speed at which 85 percent of vehicles travel at or below.
- (e) The rubber road cushions along this section of road have been effective in keeping the recorded speeds relatively low. The existing rubber road cushions will ultimately be replaced with concrete road cushions as part of Councils asset renewal program.
- (f) A review of the DoT RCIS database indicated that there were no casualty crashes along this section of Carnoustie Drive in the most recently available 5-year period.
- (g) DoT has set guidelines for the installation of school crossings. A pedestrian survey was undertaken on Carnoustie Drive in the vicinity of the school during the school's peak hour of an average school day. The pedestrian survey found 84 pedestrians crossing the road with 193 vehicles passing through.

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- (h) Carnoustie Drive meets DoT guidelines for the installation of a school crossing in the vicinity of Goonawarra Primary School between Gullane Drive and Ailsa Court.
- (i) The most appropriate location for the installation of the school crossing would be near Goonawarra Primary Schools access gate. Currently, a set of rubber road cushions are installed in this location. To ensure the speeds along Carnoustie Drive remain low whilst providing a safe crossing facility, the set of rubber road cushions near the school's access gate will be removed and replaced with a raised school crossing.
- (j) It is also proposed to install a time based 40 km/h school speed zone on Carnoustie Drive in the vicinity of the proposed school crossing to improve safety.
- (k) As Carnoustie Drive is a road directly abutting a school it meets the requirements for a school speed zone. However, the speed zone change still requires approval from the Minister for Roads in line with DoT guidelines.
- (l) DoT have been consulted regarding the proposed time based 40 km/h school speed zone on Carnoustie Drive and have indicated in-principle support for the proposal. However, a formal speed change application will need to be prepared at the project stage and submitted to DoT and the Minister for Roads for approval.
- (m) This proposal was advertised to the community during the proposed draft TMP consultation period. It received five comments, three in favour for the raised school crossing and two in favour for the time-based 40km/h school speed zone.
- (n) The feedback received represents a very small percentage of the consulted community, although the feedback was in favour of the proposal the lack of other feedback indicates that this treatment was accepted by the remainder of the community.
- (o) **Proposal -**
  - (i) Replace one set of rubber road cushions with a raised school crossing on Carnoustie Drive between Gullane Drive and Ailsa Court.
  - (ii) Introduce a time-based 40km/h school speed zone Carnoustie Drive between Francis Boulevard and Gleneagles Drive subject to approval from the Minister for Roads.

9.4.9 **Upgrade pedestrian crossing to a zebra pedestrian priority and introduce 40km/h speed zone on Dornoch Drive**

- (a) Community feedback raised concerns regarding upgrading the pedestrian crossing on Dornoch Drive to a zebra crossing. These concerns can be found in [Table 4a](#).
- (b) Dornoch Drive is classified as a Council Access Street with a default limit of 50km/h.
- (c) Dornoch Drive runs through the Goonawarra town centre. It consists of one lane in each direction and has a road width of 7.3 metres. Dornoch Drive has 90-degree parking along much of its length and has a raised pedestrian crossing located towards the northern end, providing pedestrian connection for either side of the activity centre.

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- (d) Dornoch Drive is an activity centre with high pedestrian activity due to abutting local recreation facilities such as Goonawarra Community Centre, Sunningdale Avenue Children's Centre, Goonawarra Medical Centre and Day Hospital, and various shops. This section of road also has a school crossing that services Goonawarra Primary School.
- (e) DoT has guidelines where a zebra crossing would be appropriate. These are applied where there are low speeds and pedestrian activity is high such as within activity centres.
- (f) Due to Dornoch Drive servicing the Goonawarra activity centre, upgrading the raised pedestrian crossing to a zebra priority pedestrian crossing (also known as a wombat crossing) will service the activity centre and provide a more consistent and appropriate environment for the motorists and pedestrians at the crossing.
- (g) A review of the DoT RCIS database indicated that there were no casualty crashes along this section of Dornoch Drive in the most recently available 5-year period.
- (h) It is also proposed to install a 40km/h speed zone along the length of Dornoch Drive to improve safety.
- (i) DoT guidelines indicate that 40km/h speed zones are suitable for roads that are within activity centres and high pedestrian activity areas, including shopping precincts, town centres and school zones. However, the speed zone change still requires approval from the Minister for Roads in line with DoT guidelines.
- (j) DoT have been consulted regarding the proposed 40 km/h speed zone on Dornoch Drive and have indicated in-principle support for the proposal. However, a formal speed change application will need to be prepared at the project stage and submitted to DoT and the Minister for Roads for approval.
- (k) This proposal for 40km/h speed zone on Dornoch Drive was advertised to the community during the proposed draft TMP consultation period. It received two comments in favour of the proposal.
- (l) The feedback received represents a very small percentage of the consulted community, although the feedback was in favour of the proposal the lack of other feedback indicates that this treatment was accepted by the remainder of the community.
- (m) Concerns for the pedestrian crossing were raised during both the initial and draft TMP consultation periods. This proposal was identified after the draft TMP consultation period. To notify and gain feedback from the immediately affected properties, letters outlining the proposal were sent out before the Final TMP went to Council. No feedback received during the consultation period.
- (n) **Proposal -**
  - (i) Upgrade the raised pedestrian crossing to a raised zebra pedestrian priority crossing (also known as a wombat crossing) subject to approval from the Minister for Roads.
  - (ii) Introduce a 40km/h speed zone Dornoch Drive subject to approval from the Minister for Roads.

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9.4.10 **Construct a raised crossing on Francis Boulevard between Sunbury Road and Lakes Drive (south)**

- (a) Community feedback raised concerns regarding vehicles speeding along Francis Boulevard and difficult crossing the road in the vicinity of the Goonawarra Golf Club. These concerns can be found in Table 4a.
- (b) Francis Boulevard is classified as a Council Trunk Collector Road with a sign posted speed limit of 50km/h. Bus route 486 operates along Francis Boulevard between Sunbury Road and Carnoustie Drive.
- (c) Goonawarra Golf Club is split into two areas which are divided by Francis Boulevard. There are two existing pedestrian crossings provided on Francis Boulevard between the two areas of the golf course to allow pedestrians including golfers and golf buggies to cross Francis Boulevard. They currently provide a crossing from east to west between holes 10 and 11 and also west to east between holes 16 and 17.
- (d) A traffic survey undertaken on Francis Boulevard between Sunbury Road and Lakes Drive (south) indicates an average daily traffic volume of 11,320 vehicles and an 85th percentile speed of 61.5km/h. This is the speed at which 85 percent of vehicles travel at or below.
- (e) A review of DoT RCIS database indicated that there were no casualty crashes along this section of Francis Boulevard in the most recently available 5-year period.
- (f) The installation of one raised platform in each traffic lane will reduce traffic speeds on Francis Boulevard and provide a safer crossing environment for pedestrians, golfers, and golf buggies. The raised platforms will be positioned to reduce traffic speeds on the approach to the pedestrian crossings in each lane.
- (g) This proposal was advertised to the community during the proposed draft TMP consultation period. It received six comments, three in favour and three not in favour of the proposal. The comments not in favour of the proposal indicated slowing all traffic for the golfers to cross the road was not necessary or this treatment as a whole was not necessary. These concerns are addressed above.
- (h) The feedback received represents a very small percentage of the consulted community, although the in favour and objection feedback received was evenly divided the lack of other feedback indicates that this treatment was accepted by the remainder of the community.
- (i) **Proposal** - Construct a raised platform at the existing pedestrian crossing.

9.4.11 **Local road widening and solid centre line marking on The Skyline between Merlot Grove and Malbec Court**

- (a) Community feedback raised concerns regarding the road bend on The Skyline between Merlot Grove and Malbec Court. These concerns can be found in Table 4a.
- (b) The Skyline consists of one traffic lane in each direction with no kerb and channel and has a pavement width that typically varies between 5m and 5.7m.
- (c) The road bend, between Malbec Court and Merlot Grove, has a pavement width of approximately 4.8m.
- (d) The Skyline has road bend line marking on all road bends, except the one located between Malbec Court and Merlot Grove.

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- (e) Site inspections identified motorists were navigating the road bend by travelling in the middle of the road and not keeping within their lane.
- (f) To highlight lane discipline through the bend for motorists, it is proposed to local widen the road bend and install solid centre line marking.
- (g) This proposal was advertised to the community during the proposed draft TMP consultation period. It received one comment in favour for the proposal.
- (h) The feedback received represents a very small percentage of the consulted community, although the feedback was in favour of the proposal the lack of other feedback indicates that this treatment was accepted by the remainder of the community.
- (i) **Proposal -**
  - (i) Local road widening at the road bend.
  - (ii) Installation of solid centre line marking.

9.4.12 **Intersection improvements at The Rise and The Old Stock Run**

- (a) Community feedback raised concerns regarding turning movements at the intersection of The Rise and The Old Stock Run. These concerns can be found in Table 4a.
- (b) The intersection of The Rise and The Old Stock Run is an uncontrolled T-intersection. The pavement from the west approach of The Old Stock Run turning Left into The Rise has a radius of approximately 4 meters, which makes it very tight for motorists to make this turn without cutting the corner. For this type of intersection, the pavement radius would typically be between 8 -10 meters.
- (c) It is noted that there is an existing drainage culvert endwall in close proximity to the pavement radius which is likely the reason that the pavement was constructed with such a tight alignment.
- (d) Due to the substandard pavement radius, motorists tend to navigate this intersection by travelling over the nature strip on The Old Stock Run. This has led to the road's edge eroding away and damage to the naturestrip and culvert endwall.
- (e) In early 2016 gravel was placed where motorists had eroded the edge of the road, to assist with preventing further erosion at the intersection. Over the years, this gravel has been dragged out onto the road by motorists turning and the erosion at this intersection has continued. The loose gravel on the road surface poses a risk to motorists, particularly motorcyclists that may lose traction as a result of driving over the loose gravel.
- (f) A review of the DoT RCIS database indicates that there were no casualty crashes at the intersection of The Rise and The Old Stock Run in the most recently available 5-year period.
- (g) It is proposed to extend the drainage culvert at the intersection and relocate the endwall, along with increasing the sealed road surface at The Rise where it intersects The Old Stock Run. Kerb and channel will also be installed to improve the intersection whilst assisting in preventing any future erosion at the intersection.



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- (h) Concerns about this intersection were not raised initially, but rather during the draft TMP consultation period. Therefore, this proposal was identified after the draft TMP consultation period. To notify and gain feedback from the immediately affected residents, letters outlining the proposal were sent out before the Final TMP went to Council. No feedback was received during the consultation period.
- (i) **Proposal** – Extend drainage culvert, relocate the endwall and increase the paved entryway radius at the intersection including the provision of kerb and channel.

**9.5 Feedback outside of the LATM Study area and scope**

- 9.5.1 A total of 235 comments were made during the Goonawarra LATM study that were outside the LATM study area and scope and are summarised in Table 4e.
- 9.5.2 A large proportion of issues raised were regarding DoT controlled roads and intersections which have been forwarded to DoT for further investigation.
- 9.5.3 The remaining comments have been raised with the respective Council departments for investigation and forwarded to the relevant road authority where required.

**10. CONCLUSION:**

- 10.1 The works recommended in the Goonawarra LATM study address concerns raised by residents within the area. The proposed TMP sent to the residents and made available for community comment online received 12 objections, predominantly for the proposed humps on Curtis Avenue (6 objections) and Francis Boulevard (3 objections regarding the proposed raised pavements at the golf course and 2 objections regarding the proposal for a raised pavement at the school crossing). Given the amount of local traffic that uses these streets, the relatively small number of objections reflects the general community acceptance for these proposals.
- 10.2 In the case of Curtis Avenue, the proposed humps were not included in the final TMP. This was based on the comments received and further assessment of the performance of the existing blister island treatments. However, as the Francis Boulevard proposals are aimed at improving pedestrian safety it is recommended that they should proceed.
- 10.3 Aside from these two sites, responses received were generally supportive of the proposed treatments. Additional traffic issues raised by residents in their feedback were then incorporated into the Final TMP, as shown in Attachment 7. The proposed treatments will improve safety and residential amenity in the local streets of the study area and have been designed specifically to address resident concerns raised through the LATM process.

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TABLE 1: ESTIMATED COST AND FUNDING SOURCE OF TREATMENTS

NO.	TREATMENTS	LOCATION	ESTIMATED COST (\$)
<b>COUNCIL'S 2021/22 CAPITAL WORKS BUDGET – LATM WORKS</b>			
1	Construct raised platform at existing school crossing	Sunningdale Avenue between Notre Dame Drive (East) and Notre Dame Drive (West)	\$50,000
2		Francis Boulevard between Sunningdale Avenue and Westward Ho Drive	\$50,000
3	Remove one set of rubber road cushions and construct raised school crossing	Carnoustie Drive between Gullane Drive and Ailsa Court	\$35,000
4	Construction of traffic splitter island	Old Winery Road at Curtis Avenue	\$37,500
5		Old Winery Road at The Old Stock Run	\$37,500
<b>TOTAL</b>			<b>\$210,000</b>
<b>COUNCIL'S 2021/22 RESPONSIVE ROAD SAFETY WORKS – OPERATING BUDGET</b>			
6	Install 'zebra' line marking at raised pedestrian crossing and associated signage	Dornoch Drive	\$3,000
7	Installation of 40km/h speed zone	Dornoch Drive	\$1,500
8	Installation of time-based 40km/h school speed zone	Sunningdale Avenue between Francis Boulevard and Sorbonne Drive	\$4,000
9		Francis Boulevard between Orchardview rove and Carnoustie Drive	\$3,500
10		Carnoustie Drive between Francis Boulevard and Gleneagles Drive	\$3,500
11	Installation of 'No Stopping' signage	The Old Stock Run at Highgrove Drive	\$1,000
<b>TOTAL</b>			<b>\$16,500</b>
<b>COUNCIL'S FUTURE CAPITAL WORKS ANNUALISED PROGRAM – TRAFFIC MANAGEMENT FACILITIES</b>			
12	Raised crossing and shared footpath	Francis Boulevard	\$95,000
13	Intersection improvements	The Rise at The Old Stock Run	\$40,000
14	Local road widening and solid centre line marking	The Skyline between Merlot Grove and Malbec Court	\$50,000
15	Construction of road widening and traffic splitter island to facilitate reverse priority intersection	The Skyline at Curtis Avenue	\$200,000
<b>TOTAL</b>			<b>\$385,000</b>
<b>TOTAL – COST OF ALL PROJECTS</b>			<b>\$611,500</b>

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TABLE 2: EXISTING TRAFFIC SPEEDS AND VOLUMES

LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85 <sup>th</sup> PERCENTILE SPEED KM/H	EXISTING SPEED LIMIT
<b>Balbethan Drive</b> Between Stockwell Dr & Lancefield Rd	06/02/2021	176	59.6	50
<b>Carnoustie Drive</b> Between Gleneagles Dr & Birkdale Ct	06/02/2021	403	42.5	50
<b>Carnoustie Drive</b> Between Lytham Ct & Gullane Dr	06/02/2021	1,863	45.9	50
<b>Curtis Avenue</b> Between Old Winery Rd & Orchardview Gv	06/02/2021	3,969	56.7	50
<b>Curtis Avenue</b> Between Sunningdale Av & Orchardview Gv	07/05/2021	4,992	58.6	50
<b>Curtis Avenue</b> Between The Skyline & The Oaks	06/02/2021	1,219	56.2	50
<b>Francis Boulevard</b> Between Sunbury Rd & Lakes Dr	06/02/2021	11,320	61.5	50
<b>Francis Boulevard</b> Between Westward Ho Dr & Gullane Dr	09/05/2019	8,305	58.6	50
<b>Gleneagles Drive</b> Between Muirfield Dr & Rosapenna Cl	06/02/2021	962	53.3	50
<b>Grapeview Grove</b> Between Fenchurch St & Salesian Ct	06/02/2021	58	39.3	50
<b>Gullane Drive</b> Between Monterey Ct & Carnarvon Ct	06/02/2021	462	39.0	40
<b>Highgrove Drive</b> Between Cobblestone La & Oldbury Av	06/02/2021	282	55.6	50
<b>Highgrove Drive</b> Between Oakdale La & Rolling Meadows Dr	06/02/2021	262	49.3	50
<b>Highgrove Drive</b> Between The Skyline & The Rise	25/07/2019	142	50.0	50
<b>Lakes Drive</b> Between Teal Ct & Ganton Ct	06/02/2021	60	36.1	50
<b>Lancefield Road</b> Between Sunbury Rd & Gellies Rd	06/02/2021	8,225	97.7	100
<b>Lancefield Road</b> Between Sunningdale Av & Rolling Meadows Dr	06/02/2021	7,889	89.9	100
<b>Muirfield Drive</b> Between Carnoustie Dr & Winged Foot Ct	06/02/2021	641	47.8	50
<b>Muirfield Drive</b> Between Troon Ct & Cawl Ct	06/02/2021	753	49.4	50
<b>Notre Dame Drive</b> Between Timbertop Rd & Balliol Common	06/02/2021	606	45.9	50
<b>Old Winery Road</b> Between Curtis Av & The Old Stock Run	06/02/2021	954	51.8	50
<b>Oldbury Avenue</b> Between Rupertsdale Rd & Highgrove Dr	06/02/2021	75	42.5	50

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TABLE 2: EXISTING TRAFFIC SPEEDS AND VOLUMES

LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85 <sup>th</sup> PERCENTILE SPEED KM/H	EXISTING SPEED LIMIT
<b>Raes Road</b> Between Lancefield Rd & Stockwell Dr	06/02/2021	56	59.5	50
<b>Rolling Meadows Drive</b> Between Highgrove Dr & Rupertsdale Rd	06/02/2021	497	56.1	50
<b>Rolling Meadows Drive</b> Between The Old Stock Run & Curtis Av	06/02/2021	1,048	49.5	50
<b>Rolling Meadows Drive</b> Between The Old Stock Run & Norfolk Gv	06/02/2021	553	56.6	50
<b>Rupertsdale Road</b> Between Berrydale Rd & Rolling Meadows Dr	06/02/2021	133	45.4	50
<b>Sorbonne Drive</b> Between Scotch Ct & Wesley Ct	06/02/2021	870	43.8	50
<b>Sorbonne Drive</b> Between Peterhouse Ct & Magdalene Ct	06/02/2021	817	44.6	50
<b>Stockwell Drive</b> Between St Ronans Ct & Balbethan Dr	06/02/2021	108	49.7	50
<b>Sunbury Road</b> Between Lancefield Rd & Francis Bvd	06/02/2021	13,159	89.6	100
<b>Sunningdale Avenue</b> Between Dornoch Dr & Notre Dame Dr	02/05/2019	4,356	55.7	50
<b>Sunningdale Avenue</b> Between Lancefield Rd & Gleneagles Dr	06/02/2021	2,702	57.5	50
<b>Sunningdale Avenue</b> Between Sorbonne Dr & Gleneagles Dr	06/02/2021	3,013	58.9	50
<b>The Hermitage</b> Between The Skyline & The Rise	06/02/2021	182	44.6	50
<b>The Old Stock Run</b> Between Tarrango Ct & Parklea Ct	06/02/2021	594	53.6	50
<b>The Old Stock Run</b> Between The Link & Oldbury Av	06/02/2021	386	55.4	50
<b>The Old Stock Run</b> Between The Rise & Rupertsdale Rd	06/02/2021	387	61.5	50
<b>The Skyline</b> Between Malbec Ct & The Granary	06/02/2021	997	53.8	50
<b>The Skyline</b> Between The Hermitage & Highgrove Dr	25/07/2019	174	52.2	50
<b>The Skyline</b> Between The Link & Verdelho Ct	06/02/2021	722	58.2	50
<b>Tulsa Drive</b> Between Arran Ct & Medinah Cl	06/02/2021	237	41.8	50
<b>Tulsa Drive</b> Between Penina Ct & Sunningdale Av	08/06/2018	449	43.2	40
<b>Turnberry Drive</b> Between Bundoran Ct & Bonny Brae Ct	06/02/2021	120	41.7	50

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TABLE 2: EXISTING TRAFFIC SPEEDS AND VOLUMES

LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85 <sup>th</sup> PERCENTILE SPEED KM/H	EXISTING SPEED LIMIT
Westward Ho Drive Between Briarwood Ct & Francis Bvd	06/02/2021	1,137	43.3	50

TABLE 3: LOCATIONS WITH 3 OR MORE RECORDED CRASHES IN A 5-YEAR PERIOD

ROAD	LOCATION	EXISTING TREATMENT	NO. OF CRASHES IN 5-YEAR PERIOD	IDENTIFIED CRASH TREND	PROPOSED ACTION
Sunbury Road	Between Jacksons Creek and Lancefield Road	An undivided road with one lane in each direction. Under the Authority of the Department of Transport.	7	No	Proposed road duplication and signalised intersections to improve capacity and safety by Major Road Projects Victoria.
Lancefield Road	Between Sunbury Road and Raes Road	An undivided road with one lane in each direction. Under the Authority of the Department of Transport.	5	No	DoT is the responsible road authority for Lancefield Road and its intersection with local roads. This section of road is to be upgraded as per the Lancefield Road and Sunbury South Precinct Structure Plan.

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Carnoustie Drive	5	Reduce speed limit near Goonawarra Primary School	<p><b>Investigation</b></p> <p>Refer to section 9.4.8 for a detailed review of Carnoustie Drive.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>- Replace one set of rubber road cushions with a raised school crossing.</li> <li>- Introduce a time-based 40km/h school speed zone subject to approval from the Minister of Roads.</li> <li>- The rubber road cushions along the length of Carnoustie Drive will be replaced with concrete road cushions as part of Councils Maintenance schedule.</li> </ul>
	2	Install school crossing	
	2	Vehicles speeding	
Curtis Avenue	9	Vehicles Speeding	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Refer to section 9.3.11 for further information on Curtis Avenue blister treatments.</li> <li>- Curtis Avenue is a Council Collector Road with a default speed limit of 50km/h. It has an average daily volume of 3393 vehicles, and an 85th percentile speed of 57.7km/h.</li> <li>- A review of the DoT RCIS database indicates that there were no recorded casualty crashes on Curtis Avenue in the most recently available 5-year period between 1 January 2015 to December 2019.</li> <li>- Curtis Avenue does not meet Council's guidelines for the consideration of additional traffic calming devices.</li> <li>- The 50km/h speed limit is in accordance with current speed zoning guidelines.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
	2	Remove chicanes	
	1	Increase speed limit	
Curtis Avenue at Old Winery Road	3	Install traffic splitter island	<p><b>Investigation</b></p> <p>Refer to section 9.4.3 for a detailed review of the intersection of Curtis Avenue and Old Winery Road.</p> <p><b>Action</b></p> <p>Construct a traffic splitter island at the intersection with associated signage and line marking.</p>
Curtis Avenue at The Skyline	1*	Install traffic splitter island	<p><b>Investigation</b></p> <p>Refer to section 9.4.5 for a detailed review of the intersection of Curtis Avenue and The Skyline.</p> <p><b>Action</b></p> <p>Construct a reverse priority treatment including a traffic splitter island, intersection widening and installation of associated line marking and signage.</p>
Dornoch Drive	3	Congestion during peak school times	<p><b>Investigation</b></p> <p>Increased traffic on roads surrounding schools during morning drop off and pick up periods is typical.</p> <p><b>Action</b></p> <p>No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Francis Boulevard	2 2* (4)	Increase speed limit	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Refer to sections 9.4.7 and 9.4.10 for a detailed review of Francis Boulevard.</li> <li>- The default speed limits in Victoria are 50 km/h for roads in built-up areas. Francis Boulevard has 50km/h speed zone signage at its entrances to reiterate to motorists this is a default 50km/h zone.</li> <li>- The 50km/h speed limit is in accordance with current speed zoning guidelines.</li> </ul> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>- Introduce 40km/h school-based speed zones during peak school times to reduce vehicular speeds during school times between Sunningdale Avenue and Carnoustie Drive.</li> <li>- Construct raised school crossing at the existing school crossing on Francis Boulevard.</li> <li>- Construct a raised crossing near the Goonawarra Golf Course to reduce.</li> </ul>
	4	Vehicles Speeding	
	2*	Install more speed signs	
	1	High traffic volumes	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Francis Boulevard is classified as a Council Trunk Collector Road.</li> <li>- The purpose of a Trunk Collector Road is to deliver traffic from the local road network to the arterial road network.</li> <li>- Francis Boulevard has an average daily traffic volume of approximately 9,800 vehicles per day which is acceptable for this type of road.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
	1	Make road 'Local Traffic Only'	
Goonawarra Area (no specific location provided)	1	Congestion	<p><b>Investigation</b></p> <p>No specific location was provided for these requests and therefore a traffic investigation could not be undertaken.</p> <p><b>Action</b></p> <p>No action required.</p>
	1	Install road edge line marking	
	1	Install appropriate signage at appropriate intersection	

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Goonawarra Primary School	2	Install '40km/h school times' signs on surrounding streets	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Refer to sections 9.4.6, 9.4.7, 9.4.8 and 9.4.9 for a detailed review of the streets surrounding Goonawarra Primary School.</li> <li>- Gullane Drive has an existing signposted 40km/h speed zone.</li> </ul> <p><b>Action</b></p> <p>Introduce 40km/h time-based school speed zones on Sunningdale Avenue, Francis Boulevard and Gullane Drive subject to approval from the Minister of Roads.</p>
Goonawarra Recreation Reserve	1	Create access to Reserve through The Old Stock Run Road	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- The Goonawarra Recreation Reserve previously had a temporary informal access through The Old Stock Run until 2012.</li> <li>- The temporary informal accessway was permanently closed once the reserves permeant entry from Lancefield Road was completed in 2011.</li> <li>- Fencing was installed around the reserve to control traffic, limit hooning, and undesirable behaviour at the reserve.</li> <li>- Reserve users are able to access and utilise the reserve through the Lancefield Road entry.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
Goonawarra Recreation Reserve at Lancefield Road	1	Install traffic splitter island	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- The intersection of Goonawarra Recreation Reserve and Lancefield Road is under the authority of DoT and Hume City Council. Council would need to seek approval from DoT if modification to the intersection were sought.</li> <li>- The intersection is currently treated with 'STOP' signage and associated line marking, has declaration lanes for the north and south approaches and a northbound acceleration lane.</li> <li>- A review of the DoT RCIS database indicates that there were no recorded casualty crashes at the intersection of Goonawarra Recreation Reserve and Lancefield Road in the most recently available 5-year period between 1 January 2015 to December 2019.</li> <li>- The intersection of Goonawarra Recreation Reserve and Lancefield Road current arrangement is appropriate and operating effectively.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
	1	Install traffic signals	
	1*	Install stop sign	



REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Highgrove Drive at Oakdale Lane	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of Highgrove Drive at Oakdale Lane intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
Highgrove Drive at Cobblestone Lane	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of Highgrove Drive at Cobblestone Lane intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
Highgrove Drive at Oldbury Avenue	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of Highgrove Drive at Oldbury Avenue intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Lakes Drive	2	Vehicles speeding	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Lakes Drive is a Council Access Street with a default speed limit of 50km/h. It has an average daily volume of 60 vehicles, and an 85th percentile speed of 36.1km/h.</li> <li>- A review of the DoT RCIS database indicates that there were no recorded casualty crashes on Lakes Drive in the most recently available 5-year period between 1 January 2015 to December 2019.</li> <li>- Lakes Drive does not meet Council's guidelines for the consideration of traffic calming devices.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
Muirfield Drive	2	Vehicles speeding	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- A Council Access Street with a default speed limit of 50km/h, with an average daily volume of 697 vehicles, and an 85th percentile speed of 48.6km/h.</li> <li>- The 50km/h speed limit is in accordance with current speed zoning guidelines.</li> <li>- A review of the Dot RCIS database indicates that there were no recorded casualty crashes on Muirfield Drive in the most recently available 5-year period between 1 January 2015 to 31 December 2019.</li> <li>- Muirfield Drive does not meet Council's guidelines for the consideration of traffic calming devices.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
	1	Reduce speed limit	
Muirfield Drive at Gleneagles Drive	1	Dangerous intersection	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Muirfield Drive is a Council Access Street with a default speed limit of 50km/h, with an average daily volume of 753 vehicles and an 85th percentile speed of 49.4km/h in the vicinity of Cedarwood Way.</li> <li>- Gleneagles Drive is a Council Access Street with a default speed limit of 50km/h, with an average daily volume of 962 vehicles and an 85th percentile speed of 53.3km/h.</li> <li>- Muirfield Drive and Gleneagles Drive do not meet Council's guidelines for the consideration of traffic calming devices.</li> <li>- A review of the DoT RCIS database indicates that there were no recorded casualty crashes at the intersection of Muirfield Drive and Gleneagles Drive in the most recently available 5-year period between 1 January 2015 to 31 December 2019.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Old Winery Road	2	Vehicles speeding	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Old Winery Road is a Council Access Street with a default speed limit of 50km/h. It has an average daily volume of 954 vehicles, and an 85th percentile speed of 51.8km/h.</li> <li>- A review of the DoT RCIS database indicates that there were no recorded casualty crashes on Old Winery Road in the most recently available 5-year period between 1 January 2015 to 31 December 2019.</li> <li>- Old Winery Road does not meet Council's guidelines for the consideration of traffic calming devices.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Old Winery Road at The Old Stock Run	3	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <p>Refer to section 9.4.4 for a detailed review of the intersection of Curtis Avenue and Old Winery Road.</p> <p><b>Action</b></p> <p>Construct a traffic splitter island at the intersection with associated signage and line marking.</p>
	2	Install traffic splitter island	
	1	Install 'Stop' signage and line marking	
	1	Fix intersection	
Public Transport Bus Route	2	Widen roads	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- The 486 bus operates along a number of Council Collector Roads and Local Access Roads in the Goonawarra LATM study area.</li> <li>- The 486 route, through the Goonawarra LATM study area, is more than 10km in length.</li> <li>- The feedback received did not specify locations where road widening was required.</li> <li>- As part of the LATM study, traffic investigations identified the below road improvement treatments that are along the 486 bus route.</li> <li>- Refer to section 9.4.5 for a detailed review of the intersection of Curtis Avenue and The Skyline.</li> <li>- Refer to section 9.4.11 for a detailed review of The Skyline between Merlot Grove and Malbec Court.</li> <li>- Refer to section 9.4.12 for a detailed review of the intersection of The Old Stock Run and The Rise.</li> </ul> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>- Construct a reverse priority treatment including a traffic splitter island, intersection widening and installation of associated line marking and signage at the intersection of Curtis Avenue and The Skyline.</li> <li>- Local widening of the road bend and solid centre line marking with road reflective pavement markers is proposed. This will improve manoeuvrability at the road bend and delineate traffic lanes at the road bend on The Skyline between Merlot Grove and Malbec Court.</li> <li>- Widen intersection and install edge kerbing at the intersection of The Old Stock Run and The Rise.</li> </ul>

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
	1	Install bus shelters	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Council maintains a priority list of requested locations for bus shelters. The top 20 listed sites are forwarded through every year to PTV for investigation.</li> <li>- No specific location was provided for this request and therefore a traffic investigation could not be undertaken.</li> <li>- If a request comes through for a bus shelter at a specific location, the traffic team can investigate this location individually.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
Rolling Meadows Drive	2	Vehicles speeding	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Rolling Meadows Drive is a Council Access Street with a default speed limit of 50km/h. It has an average daily volume of 699 vehicles, and an 85th percentile speed of 54.1km/h.</li> <li>- A review of the DoT RCIS database indicates that there were no recorded casualty crashes on Rolling Meadows Drive in the most recently available 5-year period between 1 January 2015 to 31 December 2019.</li> <li>- Rolling Meadows Drive does not meet Council's guidelines for the consideration of traffic calming devices.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
	1*	Widen road at road bends to improve bus manoeuvrability	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Rolling Meadows Drive is a Council Access Street that carries approximately 699 vehicle movements per day.</li> <li>- Rolling Meadows Drive has three road bends along its length. These road bends are located between Curtis Avenue and The Old Stock Run, The Old Stock Run and Norfolk Grove, and Marylebone Street and Rupertsdale Road.</li> <li>- Rolling Meadows Drive has a varying road width between 5.6m to 6.4m however, at the road bends, the pavement width measures a minimum of 6.2 metres.</li> <li>- This is an appropriate width for a Local Access Street carrying this amount of traffic and a local bus route.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Sunningdale Avenue	9	Vehicles speeding	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Refer to section 9.4.6 for a detailed review of Sunningdale Avenue.</li> <li>- The default speed limits in Victoria are 50 km/h for roads in built-up areas. Sunningdale Avenue has 50km/h speed zone signage at its entrances to reiterate to motorists this is a default 50km/h zone.</li> <li>- The 50km/h speed limit is in accordance with current speed zoning guidelines.</li> </ul> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>- Construct a raised platform at the existing school crossing.</li> <li>- Introduce a time-based 40km/h school speed zone.</li> </ul>
	2*	Increase speed limit	
	1*	Install more speed signs	
	1	Make road 'Local Traffic Only'	
The Old Stock Run	5 2* (7)	Vehicles speeding	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- The Old Stock Run is a Council Access Street with a default speed limit of 50km/h. It has an average daily volume of 456 vehicles, and an 85th percentile speed of 56.8km/h.</li> <li>- The purpose of a Council Access Street is providing local residential access with shared traffic.</li> <li>- A review of the DoT RCIS database indicates that there were no recorded casualty crashes on The Old Stock Run in the most recently available 5-year period between 1 January 2015 to December 2019.</li> <li>- The Old Stock Run does not meet Council's guidelines for the consideration of traffic calming devices.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
	1*	Make road 'Local Traffic Only'	

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
The Old Stock Run at Parklea Court	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Old Stock Run at Parklea Court intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
The Old Stock Run at Tarragon Court	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Old Stock Run at Tarragon Court intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
The Old Stock Run at Shiraz Court	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Old Stock Run at Shiraz Court intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
The Old Stock Run at The Cotswolds	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Old Stock Run at The Cotswolds intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
The Old Stock Run at Berrydale Road	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Old Stock Run at Berrydale Road intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
The Old Stock Run at Merlot Grove	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Old Stock Run at Merlot Grove intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>



REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
The Old Stock Run at The Link	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Old Stock Run at The Link intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
The Old Stock Run at Rupertsdale Road	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Old Stock Run at Rupertsdale Road intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
The Old Stock Run at The Rise	1	Vehicles cutting the corner	<p><b>Investigation</b></p> <p>Refer to section 9.4.12 for a detailed review of the intersection of The Old Stock Run and The Rise.</p> <p><b>Action</b></p> <p>Widen intersection and install edge kerbing.</p>
	1*	Improve intersection	
The Skyline	3	Vehicles speeding	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- The Skyline is a Council Access Street with a default speed limit of 50km/h. It has an average daily volume of 631 vehicles, and an 85th percentile speed of 54.7km/h.</li> <li>- A review of the DoT RCIS database indicates that there were no recorded casualty crashes on The Skyline in the most recently available 5-year period between 1 January 2015 to 31 December 2019.</li> <li>- The Skyline does not meet Council's guidelines for the consideration of traffic calming devices.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
The Skyline (between Malbec Court & Merlot Grove)	3	Improve road bend	<p><b>Investigation</b></p> <p>Refer to section 9.4.11 for a detailed review of The Skyline between Merlot Grove and Malbec Court.</p> <p><b>Action</b></p> <p>Local widening of the road bend and solid centre line marking with road reflective pavement markers is proposed. This will improve manoeuvrability at the road bend and delineate traffic lanes.</p>
The Skyline at The Granary	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Skyline at The Granary intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
The Skyline at Merlot Grove	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Skyline at Merlot Grove intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> <li>- The Skyline is a Council Access Street with a default speed limit of 50km/h. It has an average daily volume of 856 vehicles, and an 85th percentile speed of 56km/h in the vicinity of Merlot Grove.</li> <li>- A review of the DoT RCIS database indicates that there were no recorded casualty crashes at the intersection of The Skyline and Merlot Grove in the most recently available 5-year period between 1 January 2015 to December 2019.</li> <li>- The intersection of The Skyline at Merlot Grove does not meet Council's guidelines for the consideration of traffic calming devices.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
	1	Vehicles speeding	

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
The Skyline at Verdelho Court	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Skyline at Verdelho Court intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
The Skyline at The Link	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Skyline at The Link intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
The Skyline at Frontignac Court	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Skyline at Frontignac Court intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
The Skyline at Grenache Court	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Skyline at Grenache Court intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
The Skyline at Sauvignon Court	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has right of way or where the road intersects a high traffic volume road.</li> <li>- The untreated intersections of The Skyline at Sauvignon Court intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
The Skyline at The Hermitage	1	Install 'Give-Way' signage and line marking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Vehicles approaching a T-intersection must give way to the major (continuous) road as required by the Road Safety Rules.</li> <li>- Give-Way signage and line marking is considered at intersections where there is confusion to which road has</li> </ul>

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
	1	Vehicles cutting the corner	<p>right of way or where the road intersects a high traffic volume road.</p> <ul style="list-style-type: none"> <li>- The untreated intersections of The Skyline at The Hermitage intersect at approximately 90 degrees, making it clear to road users which road has priority.</li> <li>- The Skyline is a Council Access Street with a default speed limit of 50km/h. It has an average daily volume of 174 vehicles, and an 85th percentile speed of 52.2km/h in the vicinity of The Hermitage.</li> <li>- The Hermitage is a Council Access Street with a default speed limit of 50km/h. It has an average daily volume of 182 vehicles, and an 85<sup>th</sup> percentile speed of 44.6km/h.</li> <li>- Site inspections at the intersection indicated that buses use a larger portion of the intersection when turning through the intersection. This is an acceptable arrange for buses and the intersection has good site distance and has a low number of motorist movements.</li> <li>- Site inspections indicated that no other vehicles were observed cutting the corner when manoeuvring through the intersection.</li> </ul> <p><b>Action</b> No action required.</p>
Tusla Drive	2	Congestion during peak school times	<p><b>Investigation</b> Increased traffic on roads surrounding schools during morning drop off and pick up periods is typical.</p> <p><b>Action</b> No action required.</p>
Tusla Drive at Goonawarra Primary School	1*	Narrow and blind road bend	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Tusla Drive is 7.3 metres wide which allows vehicles to park kerbside on both sides of the road while allowing one lane of through traffic.</li> <li>- In the vicinity of Goonawarra Primary School there are existing 'No Stopping 8-9am and 3-4pm School Days' parking restrictions on the northeast side of the road around the bend.</li> <li>- This allows vehicles to park kerbside on one side of the road while allowing two lanes of through traffic.</li> <li>- Site inspections showed good sight through the road bend on Tusla Drive in the vicinity of Goonawarra Primary School.</li> </ul> <p><b>Action</b> No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Westward Ho Drive	2	Difficulty exiting during peak times	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Westward Ho Drive is a Council Access Street with a default speed limit of 50km/h. It has an average daily volume of 1,137 vehicles, and an 85th percentile speed of 43.3km/h.</li> <li>- Westward Ho Drive has an average weekday morning peak hour volume of approximately 62 vehicles and an afternoon peak hour volume of approximately 36 vehicles exiting Westward Ho Drive.</li> <li>- The average weekday morning peak has approximately one vehicle approaching to exit Westward Ho Drive onto Francis Boulevard per minute and the afternoon peak has approximately one vehicle approaching to exit Westward Ho Drive every two minutes.</li> <li>- Site inspections showed although vehicles sometimes had to que to exit Westward Ho Drive, the waiting time was considered acceptable.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
	1	Limit the number of road humps	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Westward Ho Drive is a Council Collector Road with one lane in each direction and an existing default speed limit of 50 km/h.</li> <li>- There is a total of four flat top road humps along Westward Ho Drive.</li> <li>- Speed humps have long been recognized as an effective and widely used traffic calming device for speed control and crash reduction on local roads.</li> <li>-</li> <li>- Westward Ho Drive was identified as requiring traffic calming devices along its length in July 2002 through a traffic investigation due to concerns raised by residents.</li> <li>- The flat top road humps were constructed in 2007 and traffic surveys undertaken post construction indicate that the traffic treatments are effective at maintaining vehicle speeds within acceptable limits</li> <li>- The existing flat top road humps on Westward Ho Drive have been designed and constructed in accordance with guidelines and standards.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Carnoustie Drive	2	Line mark bus bay outside Goonawarra Primary School	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- The Victoria Road Safety Road Rules indicates that vehicles are not to park within 20 metres on approach to and 10 metres on departure of a flagpole sign indicating a bus stop.</li> <li>- Typically, when concerns are received from PTV Council investigates the installation of signage to reiterate the existing road rule.</li> <li>- Line marking a bus bay is only considered in cases where vehicles are often observed parking within the bus bay and concerns have been received from PTV.</li> <li>- Carnoustie Drive is already patrolled regularly by Councils City Laws Department as part of their ongoing school parking patrols.</li> <li>- A review of Councils records indicates no concerns have been raised in the most recently recorded 5 years of parking concerns at the bus stop on Carnoustie Drive.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
	1	Install 'No Stopping' on the south in the vicinity of Goonawarra Primary School	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Carnoustie Drive has a road width of approximately 10.2 metres in the vicinity of Goonawarra Primary School. This allows vehicles to park kerbside on both sides of the road while allowing two lanes of through traffic.</li> <li>- As parking does not impede traffic flow on Carnoustie Drive 'No Stopping' parking restrictions are not required.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
	1	Install school 'pick up/drop off' zone	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Hume City Council are trialling a new 'pick up and drop off' zone along Shadforth Street, Westmeadows abutting Westmeadows Primary School.</li> <li>- The treatment is currently in review to determine its effectiveness and if the treatment would be suitable around other schools in the municipality.</li> </ul> <p><b>Action</b></p> <p>Be considered for a pick up and drop off zone if trials deem the treatment to be effective and suitable for other schools in the municipality.</p>

REPORT NO: SU571 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Curtis Avenue (between The Skyline and Rolling Meadows Drive)	1	Widen road to allow for parking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Curtis Avenue has a road width of approximate 7.8 metres (including unsealed shoulders) which allows for vehicles to park either side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Curtis Avenue is considered a narrow street.</li> </ul> <p><b>Action</b></p> <p>Curtis Avenue, between The Skyline and Rolling Meadows Drive, has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Street Policy.</p>
Goonawarra Area (no specific location provided)	1	'No Stopping' opposite residents' driveways in courts	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- No specific location was provided for these requests and therefore a traffic investigation could not be undertaken.</li> <li>- 'No Stopping' signage is only considered as per the <i>Hume City Parking Restrictions Policy</i> or <i>Hume City Parking on Narrow Streets Policy</i>. Legally parking on-street opposite a driveway would not warrant the installation of 'No Stopping' signage.</li> <li>- If a request comes through for 'No Stopping' signage at a specific location, the traffic team can investigate these locations individually.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>



REPORT NO: SU571 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Highgrove Drive	1	Install permit parking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Highgrove Drive consists of one lane in each direction with a road width of approximately 5.5 metres.</li> <li>- Parking is permitted on one side of the road whilst maintaining one through lane.</li> <li>- Typically, permit parking is considered in areas of high parking occupancy where a lower priority user, as outlined in Hume City Parking Restrictions Policy, is parking for long periods of time, such as near a train station.</li> <li>- Site inspections observed low parking occupancy along the length of Highgrove Drive.</li> <li>- Further traffic investigation indicated the concerns may be in relation to motorists parking in Highgrove Drive in the vicinity of the Goonawarra Recreational Reserve.</li> <li>- Site inspections were unable to be undertaken during times where the Goonawarra Recreational Reserve is in high occupancy.</li> <li>- Through investigations and community feedback, it was identified that the concerns arose due to sporting events taking place and/or parties being held at the Goonawarra Recreational Reserve. The high occupancy parking occurred irregularly and does not meet warrants for the installation of parking restrictions.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
Highgrove Drive at The Old Stock Run	1	Install 'No Stopping' signs on road bend	<p><b>Investigation</b></p> <p>Refer to section 9.4.2 for a detailed review of the intersection of Highgrove Drive and The Old Stock Run.</p> <p><b>Action</b></p> <p>Install 'No Stopping' signage on the road bend.</p>
Muirfield Drive	1	Construct indented parking bays	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Muirfield Drive has a road width of approximately 7.2 metres which allows for vehicles to park on both sides of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking on Narrow Streets Policy, Muirfield Drive is not considered a narrow street and therefore does not qualify for indented parking.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Murdoch Court	1	Narrow road	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Murdoch Court has a road width of approximately 5.5 metres which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Murdoch Court is considered a narrow street.</li> </ul> <p><b>Action</b></p> <p>Murdoch Court has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</p>
Oakmont Court	1	Narrow road	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Oakmont Court has a road width of approximately 5.5 metres which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Oakmont Court is considered a narrow street.</li> </ul> <p><b>Action</b></p> <p>Oakmont Court has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</p>
Parklea Court	1	Install permit parking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Parklea Court consists of one lane in each direction with a road width of approximately 6 metres.</li> <li>- Parking is permitted on one side of the road whilst maintaining one through lane.</li> <li>- Typically, permit parking is considered in areas of high parking occupancy where a lower priority user, as outlined in Hume City Parking Restrictions Policy, is parking for long periods of time, such as near a train station.</li> <li>- Site inspections were unable to be undertaken during times where the Goonawarra Recreational Reserve is in high occupancy.</li> <li>- Through investigations and community feedback, it was identified that the concerns arose due to sporting events taking place and/or parties being held at the Goonawarra Recreational Reserve. The high occupancy parking occurred irregularly and does not meet warrants for the installation of parking restrictions.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Semillon Court	1	Narrow road	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Semillon Court has a road width of approximately 6.2 metres which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic.</li> <li>- Under the Hume City Parking Narrow Streets Policy, Semillon Court is considered a narrow street.</li> </ul> <p><b>Action</b></p> <p>Semillon Court has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</p>
The Old Stock Run	1	Install permit parking	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- The Old Stock Run consists of one lane in each direction with a road width of approximately 6 metres.</li> <li>- Parking is permitted on one side of the road whilst maintaining one through lane.</li> <li>- Typically, permit parking is considered in areas of high parking occupancy where a lower priority user, as outlined in Hume City Parking Restrictions Policy, is parking for long periods of time, such as near a train station.</li> <li>- Site inspections observed low parking occupancy along the length of The Old Stock Run.</li> <li>- Further traffic investigation indicated the concerns may be in relation to motorists parking in Highgrove Drive in the vicinity of the Goonawarra Recreational Reserve.</li> <li>- Site inspections were unable to be undertaken during times where the Goonawarra Recreational Reserve is in high occupancy.</li> <li>- Through investigations and community feedback, it was identified that the concerns arose due to sporting events taking place and/or parties being held at the Goonawarra Recreational Reserve. The high occupancy parking occurred irregularly and does not meet warrants for the installation of parking restrictions.</li> <li>- Typically, permit parking is considered in areas of high parking occupancy for long periods of time, such as near a train station.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
The Old Stock Run at Goonawarra Recreation Reserve	1*	Install parking bays	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- The Old Stock Run consists of one lane in each direction with a road width of approximately 6.3 metres.</li> <li>- Parking is permitted on one side of the road whilst maintaining one through lane.</li> <li>- Under the Hume City Parking Narrow Streets Policy, The Old Stock Run is considered a narrow street.</li> <li>- Typically, permit parking is considered in areas of high parking occupancy for long periods of time, such as near a train station.</li> </ul>
	1*	Install parking restrictions	<ul style="list-style-type: none"> <li>- Site inspections were unable to be undertaken during times where the Goonawarra Recreational Reserve is in high occupancy.</li> </ul> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>- The Old Stock Run has been listed in the next round of parking surveys to determine if street long indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</li> <li>- Further traffic investigations to be undertaken when additional activities resume at the Goonawarra Recreation Reserve.</li> </ul>

REPORT NO: SU571 (cont.)

TABLE 4c: SUMMARY OF ALL CYCLING/PEDESTRIAN COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Carnoustie Drive	1	Install shared footpath	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Carnoustie Drive between Francis Boulevard and Gleneagles Drive has an existing on-street bicycle lane and pedestrian footpath.</li> <li>- The roundabout at Francis Boulevard and Carnoustie Drive has off-road bicycle facilities.</li> <li>- Francis Boulevard and Gleneagles Drive have an existing on-street bicycle lane and pedestrian footpath.</li> <li>- Carnoustie Drive has pedestrian and bicycle facilities with connection to the larger pedestrian and bicycle network of the area, a shared footpath would not be required.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
Carnoustie Drive at Goonawarra Primary School	2	Install school crossing	<p><b>Investigation</b></p> <p>Refer to section 9.4.8 for a detailed review of a school crossing on Carnoustie Drive.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>- Remove one set of rubber road cushions and replace with a raised school crossing.</li> <li>- Introduce time-based 40km/h school speed zone subject to approval from the Minister for Roads.</li> </ul>
Dornoch Drive	2 1* (3)	Make raised platform a pedestrian priority crossing	<p><b>Investigation</b></p> <p>Refer to section 9.4.9 for a detailed review of the pedestrian crossing on Dornoch Drive.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>- Upgrade raised crossing to a zebra pedestrian priority crossing subject to DoT approval.</li> <li>- Introduce 40km/h speed zone subject to approval from the Minister of Roads.</li> </ul>

REPORT NO: SU571 (cont.)

TABLE 4c: SUMMARY OF ALL CYCLING/PEDESTRIAN COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Francis Boulevard	1	Upgrade school crossing to pedestrian operated signals	<p><b>Investigation</b></p> <p>Refer to section 9.4.7 for a detailed review of the existing school crossing on Francis Boulevard.</p> <p><b>Action</b></p> <ul style="list-style-type: none"> <li>- Construct a raised platform at the existing school crossing.</li> <li>- Introduce time-based 40km/h school speed zone subject to approval by the Minister of Roads.</li> </ul>
	1	Upgrade pram crossing for Goonawarra Golf Course to pedestrian operated signals	<p><b>Investigation</b></p> <p>Refer to section 9.4.10 for a detailed review of the existing crossing on Francis Boulevard.</p> <p><b>Action</b></p> <p>Construct raised platforms at the existing pram crossings.</p>
	1*	Relocate school crossing north of Westward Ho Drive	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Francis Boulevard between Sunningdale Avenue and Carnoustie Drive has two pedestrian crossing facilities.</li> <li>- A pram crossing with pedestrian refuge that is located between Sunningdale Avenue and Westward Ho Drive (northern crossing).</li> <li>- A school crossing located between Westward Ho Drive and Carnoustie Drive (southern crossing).</li> <li>- A pedestrian survey was undertaken on 7 May 2021 at both pedestrian crossing facilities during the afternoon peak hour of 3-4pm. The survey found that the northern crossing was used by 5 adult pedestrians and the southern crossing was used by 14 pedestrians including 13 primary school students.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
Francis Boulevard at Sunningdale Avenue	1	Widen shared paths	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- The roundabout at Francis Boulevard, Curtis Avenue and Sunningdale Avenue includes a shared path around the roundabout.</li> <li>- These shared paths measure between 2 metres wide and 2.5 metres wide.</li> <li>- Guidelines suggests a shared path width for local access paths to be 2 – 3 metres wide.</li> <li>- The shared paths at the roundabout are constructed to acceptable widths.</li> </ul> <p><b>Action</b></p> <p>No action required.</p>
	2	More shared footpaths	<p><b>Investigation</b></p>

REPORT NO: SU571 (cont.)

TABLE 4c: SUMMARY OF ALL CYCLING/PEDESTRIAN COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Goonawarra Area (no specific location provided)	1	More pedestrian footpaths	<ul style="list-style-type: none"> <li>- No specific location was provided for these requests and therefore an investigation could not be undertaken.</li> <li>- If a request comes through for specific location, the traffic team can investigate these locations individually.</li> </ul> <p><b>Action</b> No action required.</p>
Gullane Drive (between Francis Boulevard and Dornoch Drive)	1	Install pedestrian crossing	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Gullane Drive has an existing pedestrian footpath along its length on the western side of the road.</li> <li>- There is a section of footpath on the eastern side which is approximately 80 metres long. This is located between the raised school crossing and Dornoch Drive.</li> <li>- The existing raised crossing on Gullane Drive between Monterey Court and Dornoch Drive and footpath on Gullane Drive is sufficient to service Gullane Drive pedestrian network.</li> </ul> <p><b>Action</b> No action required.</p>
Sunningdale Avenue	1	Install pedestrian crossing	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- There is an existing pram crossing on Sunningdale Avenue 30 metres east of Francis Boulevard/Curtis Avenue.</li> <li>- There is an existing pram crossing on Sunningdale Avenue 20 metres east of Dornoch Drive.</li> <li>- There is an existing school crossing on Sunningdale Avenue 20 metres east of Notre Dame Drive (west).</li> <li>- There is an existing pram crossing and pedestrian refuge on Sunningdale Avenue 5 metres west of Notre Dame Drive (east).</li> <li>- There is an existing pram crossing and pedestrian refuge on Sunningdale Avenue 10 m west of Gleneagles Drive.</li> <li>- The existing pram crossings listed above service the needs of pedestrians using Sunningdale Avenue.</li> </ul> <p><b>Action</b> No action required.</p>

REPORT NO: SU571 (cont.)

TABLE 4d: SUMMARY OF ALL PROPOSED TREATMENT COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Carnoustie Drive	3*	In favour of the raised school crossing	No action required.
	2*	In favour of the time-based school speed zone	No action required.
Curtis Avenue	2*	In favour of the proposed chicane removal for road hump	No action required.
	6*	Not in favour of the proposed chicane removal for road hump	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Curtis Avenue is a Council Collector Road with a default speed limit of 50km/h. It has an average daily volume of 4,992 vehicles, and an 85th percentile speed of 58.6km/h in the middle of the existing blister island treatment.</li> <li>- A review of the DoT RCIS database indicates that there were no recorded casualty crashes on Curtis Avenue in the most recently available 5-year period between 1 January 2015 to 31 December 2019.</li> <li>- Community feedback on the proposal and further traffic investigations at the blister island treatment found that the treatments were effective at maintaining vehicle speeds within acceptable limits.</li> </ul> <p><b>Action</b></p> <p>Remove proposed treatment from the Final TMP.</p>
Curtis Avenue at The Old Winery	2*	In favour of the proposed traffic splitter island	No action required.
	1*	Not in favour of the proposed traffic splitter island	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Refer to section 9.4.3.</li> </ul> <p>General support for the treatment has been received.</p> <p><b>Action</b></p> <p>Proceed with treatment as proposed.</p>
Dornoch Drive	2*	In favour of 40km/h zone	No action required.
Francis Boulevard	3*	In favour of the raised school crossing	No action required.
	2*	Not in favour of the raised school crossing	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Refer to section 9.4.7</li> <li>- Raised crossings has been proposed at existing school crossing due to high traffic speeds.</li> </ul> <p><b>Action</b></p> <p>Proceed with treatment as proposed.</p>



REPORT NO: SU571 (cont.)

TABLE 4d: SUMMARY OF ALL PROPOSED TREATMENT COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
	3*	In favour of the raised crossing	No action required.
	3*	Not in favour of the raised crossing	<p><b>Investigation</b></p> <ul style="list-style-type: none"> <li>- Refer to section 9.4.10</li> <li>- Raised crossings has been proposed at existing crossings due to high traffic speeds.</li> </ul> <p><b>Action</b></p> <p>Proceed with treatment as proposed.</p>
	1*	In favour of time-based 40km/h school zone	No action required.
Francis Boulevard at Sunningdale Avenue	2*	In favour of the time-based school speed zone	No action required.
Sunningdale Avenue	2*	In favour of the raised school crossing	No action required.
	1*	In favour of time-based 40km/h school zone	No action required.
The Old Stock Run at Highgrove Drive	1*	In favour of the 'no stopping' signage	No action required.
The Old Stock Run at Old Winery Road	1*	In favour of the proposed traffic splitter island	No action required.
The Skyline (between Malbec Court & Merlot Grove)	1*	In favour of the local road widening and associated signage and line marking	No action required.

REPORT NO: SU571 (cont.)

TABLE 4e: SUMMARY OF ALL OUT OF SCOPE COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	RELEVANT DEPARTMENT/AUTHORITY
Ash Court	1	Road reconstruction	Referred to Council's Assets Management Team
Bulla Hill	1	Construct overpass	Referred to DoT
Public Transport Bus Route	1	Increase bus route to include Muirfield Drive Reserve area	Referred to PTV
Public Transport Bus Stops	6	Install rubbish bins at all stops	Referred to Council's Waste and Resource Recovery Department
Carnoustie Drive	1	Relocate bus bay outside Goonawarra Primary School	Referred to PTV
Curtis Avenue	1	Road reconstruction	Referred to Council's Assets Management Team
	1*		
	(2)		
	1	Rough road surface	
	1	Install pedestrian footpath	
Curtis Avenue (between Orchardview Avenue and Fenchurch Street)	1	Fix pedestrian footpath	Referred to Council's Assets Management Team
Evans Street at Macedon Street	1	Dangerous intersection	Referred to DoT
Francis Boulevard	1	Vehicles hooning	Referred to Victoria Police
Francis Boulevard at Lakes Drive	1	Dip in road	Referred to Council's Technical Services Team
Ganton Court	1	Illegal business	Refer to Council's Planning Enforcement Team
Gellies Road	1*	Upgrade street lighting	Referred to Council's Civil Design Team
Goonawarra Area (no specific location provided)	2	Construct train station	Referred to PTV
	1	Construct additional entry point into Goonawarra	Referred to Council's Strategic Planning Department
	1	Upgrade infrastructure	Not enough detail has been provided to determine relevant authority for referral.
	1	Construct all abilities playground	Referred to Council's Leisure Centres and Sports Department
	2	Illegal trail bike riding	Referred to Victoria Police
	1	Fix pedestrian footpaths	Councils Technical Services Department typically maintains Councils pedestrian footpaths however no specific location has been provided and therefore this cannot be referred.
	1	Fix road edges	Councils Technical Services Department typically maintains Councils roads however no specific location has been provided and therefore this cannot be referred.

REPORT NO: SU571 (cont.)

TABLE 4e: SUMMARY OF ALL OUT OF SCOPE COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	RELEVANT DEPARTMENT/AUTHORITY
Goonawarra Primary School	1	Teacher to patrol/supervise during peak periods	Referred to Goonawarra Primary School
Goonawarra Recreation Reserve	4	Illegal trail bike riding	Referred to Victoria Police
	3	Install 'keep dogs on leads' signs	Referred to Council's Leisure Centres and Sports Department
	1	Install security cameras	
	1	Install additional lighting	Referred to Council's Leisure Centres and Sports Department
	1	More pedestrian footpaths	Referred to Council's Leisure Centres and Sports Department
Gullane Drive	1	Construct indented parking bays for Goonawarra Primary School	Referred to The Department of Education
Highgrove Drive	2	Install pedestrian footpath	Referred to Council's Assets Management Team
	1	Install shared footpath	1. Referred to Council's Urban and Open Space Planning Department
Horne Street at Macedon Street	1	Dangerous intersection	Referred to DoT
Jacksons Creek Trail	6	Illegal trail bike riding	Referred to Victoria Police
	2	Seal shared footpath	Referred to Council's Strategic Planning Department
	2	Install 'Shared Footpath' signage	Referred to Council's Strategic Planning Department
	4	Install more rubbish bins	Referred to Council's Waste and Resource Recovery Department
	1*	Install 'no motorcycle' signs	Referred to Council's Urban and Open Space Planning Department
	1	Widen pedestrian footpaths	2. Referred to Council's Urban and Open Space Planning Department
Lake Drive	1	Stop school bus entering street	Referred to Goonawarra Primary School
	1	Stop driving schools entering street	Referred to local driving schools

REPORT NO: SU571 (cont.)

TABLE 4e: SUMMARY OF ALL OUT OF SCOPE COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	RELEVANT DEPARTMENT/AUTHORITY
Lancefield Road	26 2* (28)	Reduce speed limit	Referred to DoT
	3	Poor visibility	
	1*	Remove proposed traffic lights	
	1	Install trees	
	1	Vehicles hooning	
	1	Duplicate	
	1	Upgrade street lighting	
	1	Lengthen slip lanes	
	1	Speed cameras needed	
	1*	Increased traffic due to roadworks	
Lancefield Road (near Merion Court)	1	Reinstall high fence	Referred to Councils Parks Department
Lancefield Road at Balbethan Drive	1	Lengthen slip lane (Lancefield Road into Balbethan Drive)	Referred to DoT
Lancefield Road at Gellies Road	4	Install roundabout	Referred to DoT
	3	Poor visibility	
Lancefield Road at Goonawarra Recreation Reserve	1	Vehicles hooning	Referred to Victoria Police
Lancefield Road Precinct Structure Plan	1*	Balbethan Road connection to The Skyline should stay removed	Referred to VPA
Lancefield Road at Rolling Meadows Drive	4	Install roundabout	Referred to DoT
	2	Dangerous intersection	
	1	Install traffic signals	
	1	Lengthen slip lane (Lancefield Road into Rolling Meadows Drive)	
Lancefield Road at Sunbury Road	1	Reconstruct roundabout	Referred to DoT
	1	Construct left slip (Lancefield Road into Sunbury Road)	
	1	Build a tunnel for through traffic	

REPORT NO: SU571 (cont.)

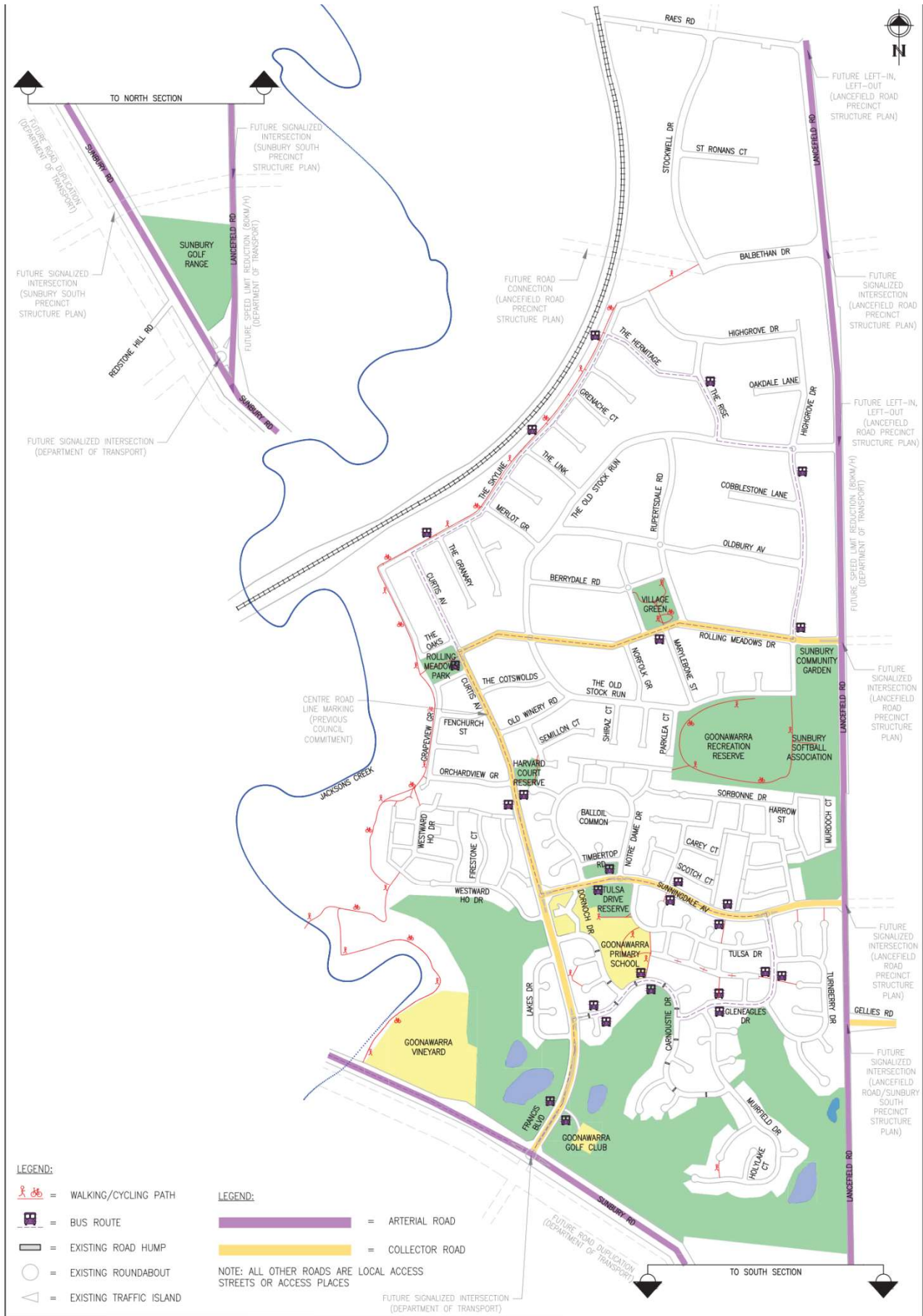
TABLE 4e: SUMMARY OF ALL OUT OF SCOPE COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	RELEVANT DEPARTMENT/AUTHORITY
Lancefield Road at Sunningdale Avenue	8	Install roundabout	Referred to DoT
	2	Install traffic signals	
	2	Vehicles hooning at intersection	
	1	Dangerous intersection	
Lancefield Road at The Old Stock Run	3	Install roundabout	Referred to DoT
	1*	Install 'no right turn' signs	
	1	Install traffic signals	
Muirfield Drive	2	Rough road surface	Referred to Council's Assets Management Team
Oldbury Avenue	1	Install pedestrian footpath	Referred to Council's Assets Management Team
Old Winery Road	1	Road reconstruction	Referred to Council's Assets Management Team
	1	Install pedestrian footpath	
Rolling Meadows Drive	1	Install kerb and channel along road length	Referred to Council's Assets Management Team
	1	Rough road surface	
	1	Install shared footpath	
Rolling Meadows Drive at The Old Stock Run	2	Illegal movements occurring at intersection	Referred to Victoria Police
Sorbonne Drive	1	Vehicles hooning	Referred to Victoria Police
Sunbury Road	3	Reduce speed limit	Referred to DoT
	2	Vehicles speeding	
	2	Duplicate	
	1	Upgrade street lighting	
	1	Speed cameras needed	
	1	Install bike path	
	1	Fix barbed wire fence	

REPORT NO: SU571 (cont.)

TABLE 4e: SUMMARY OF ALL OUT OF SCOPE COMMENTS RECEIVED

LOCATION	NO.	RESIDENT COMMENTS	RELEVANT DEPARTMENT/AUTHORITY
Sunbury Road at Francis Boulevard	10 3* (13)	Construct left slip lane (Francis Boulevard into Sunbury Road)	Referred to DoT
	5	Install traffic signals	
	6	Congestion	
	1	Improve line marking	
	1	Install bike lane	
Sunningdale Avenue	6	Vehicles hooning	Referred to Victoria Police
	2	Create additional parking for Kiwanis Park	Referred to Council's Assets Management Team
	1	Repair pedestrian footpath (south side of road)	Referred to Council's Assets Management Team
	1	Rough road surface	
	1	Illegal parking	Referred to Council's City Laws Team
The Old Stock Run	5	Install pedestrian footpath	Referred to Council's Assets Management Team
	4	Create additional parking for Goonawarra Recreational Reserve	
	2	Road reconstruction	
	1	Install shared footpath	
	1	Rough road surface	
	1	Illegal parking	Referred to Council's City Laws Team
The Old stock Run at Highgrove Drive	2	Install pedestrian footpath over open drain	Referred to Council's Assets Management Team
The Old Stock Run at Goonawarra Recreational Reserve	1	Fix kerb and channel	Referred to Council's Assets Management Team
The Skyline	1	Create additional parking	Referred to Council's Assets Management Team
	1*	Uneven road	
Timbertop Road	1	Illegal parking	Referred to Council's City Laws Team
Wildwood Road	1*	Upgrade street lighting	Referred to Council's Civil Design Team



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HUME CITY COUNCIL  
**Keeping Goonawarra  
on the move**  
Have your say on local  
traffic management

As part of Hume City Council's ongoing commitment to Local Area Traffic Management (LATM), Council is undertaking a study of traffic issues within the Goonawarra Area bounded by Raes Road, Lancefield Road, Sumbury Road and Jacksons Creek.

We are seeking your feedback on traffic issues within the study area that you would like Council to further investigate. The preferred way for you to respond is by using the online interactive mapping tool. Responses can also be noted directly onto the map over the page and sent to Council by post.

The type of feedback you provide could be related to:

Traffic	Pedestrians & Cycling	Parking
Speeding issues	Access and connectivity	Parking issues around schools
Safety issues	Cycling lanes/paths	Parking congestion
Congestion issues	Footpaths and shared paths	Safety issues

Local Area Traffic Management Study Process

1. Seek community feedback on traffic issues within the Goonawarra area (now)
2. Investigate and develop a draft plan to address the issues
3. Share the draft plan with the local community (will also be available online) for feedback

Note: Funding of up to \$200,000 has been proposed in the 2021/22 Council budget to commence implementation of actions. Projects that are beyond the scope of this initial funding will be considered for future funding under Council's Capital Works Program.

Have your say:

Online: Provide feedback via our online mapping tool:  
<https://participate.hume.vic.gov.au/goonawarra-latms>

Other ways to provide your feedback:

Post: Write on the map provided and use the reply paid on the back of this brochure  
Email: [Goonawarra.LATM@hume.vic.gov.au](mailto:Goonawarra.LATM@hume.vic.gov.au)  
Phone: Wendy Anderson, 9356 6785

Please provide your feedback by Friday 31 July 2020.



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Müdürlük bildirişim linisi için  
For other languages...

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المعلومات باللغة العربية  
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Za informacije na bosanskom  
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**HumeLink**  
Hume City Council's  
multilingual telephone information service.  
General enquiries: Telephone 3205 2200



Step 1

Fold the form on the dotted lines, ensuring the return address and free post details can be seen.



Step 2

Place sticky tape on the slides and centre as indicated



Step 3

Drop your completed questionnaire in the mail-box. No postage stamp is required



No stamp required if posted in Australia

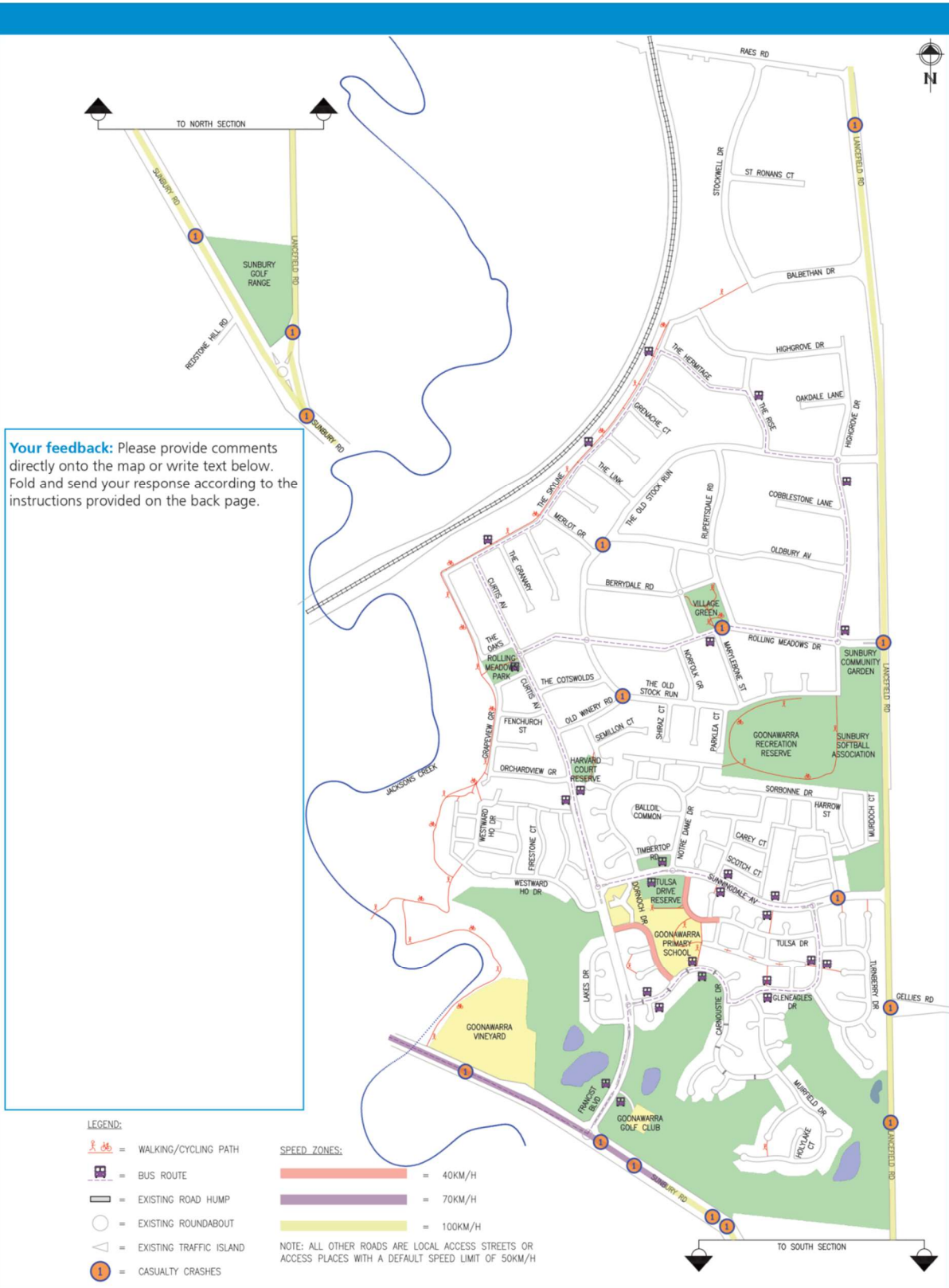


Delivery Address:  
PO Box 119  
DALLAS VIC 3047

RESEARCH

Hume City Council  
Reply Paid 119  
DALLAS VIC 3047

**Your feedback:** Please provide comments directly onto the map or write text below. Fold and send your response according to the instructions provided on the back page.



For more information about the Goonawarra local traffic study visit <https://participate.hume.vic.gov.au/goonawarra-latms>



## Traffic Treatments

The figures below are shown on the map on the inside pages.

<p>DETAIL 1</p> <p>'NO STOPPING' SIGNS</p>	<p>DETAIL 2</p> <p>RAISED SCHOOL CROSSING</p>
<p>DETAIL 3</p> <p>REPLACE CHICANE TREATMENT WITH ROAD HUMP</p>	<p>DETAIL 4</p> <p>ROAD BEND LINE MARKING AND LOCAL ROAD WIDENING</p>
<p>DETAIL 5</p> <p>SCHOOL ZONE 8 - 9:30 AM 2:30 - 4 PM SCHOOL DAYS</p> <p>TIME-BASED SCHOOL SPEED ZONE</p>	<p>DETAIL 6</p> <p>TRAFFIC SPLITTER ISLAND</p>
<p>DETAIL 7</p> <p>RAISED CROSSING INDICATIVE PLATFORM LOCATIONS</p>	<p>DETAIL 8</p> <p>40KM/H ZONE</p>

# HUME CITY COUNCIL

## Keeping Goonawarra on the move

### Have your say on local traffic management

As part of Hume City Council's ongoing commitment to Local Area Traffic Management (LATM), Council is undertaking a study of traffic issues within the Goonawarra Area bounded by Raes Road, Lancefield Road, Sunbury Road and Jacksons Creek.

In July 2020 Council sought community input into the LATM via an online mapping tool to identify areas for consideration or improvement. More than 240 responses were received from the community. This feedback has been reviewed and used to form the basis of a proposed traffic management plan to address the issues raised by the community. In addition to community input, the study has considered:

- Traffic speeds and volumes
- Casualty crashes
- Pedestrian and cycling connectivity
- Parking issues.

Council is proposing to install traffic treatments as shown on the enclosed Proposed Traffic Management Plan. These proposals are preliminary, and before Council makes any decisions on the treatments, we would like to hear your opinions on what is being proposed.

If you would like to provide feedback on the proposed treatments please do so using the online interactive mapping tool. This tool allows you to consider further information such as traffic volume and speed count data. Online you can read the comments made by community members and add to the community discussion.

#### Local Area Traffic Management Study Process

1. Seek community feedback on traffic issues within the Goonawarra area (completed)
2. Investigate and develop a draft plan to address the issues (completed)
3. Share the draft plan with the local community (also be available online) for feedback (now)

Note: Funding of up to \$200,000 has been proposed in the 2021/22 Council budget to commence implementation of actions. Projects that are beyond the scope of this initial funding will be considered for future funding under Council's Capital Works Program.

#### Have your say:

If you would like to provide feedback, please do so by Sunday 18 April 2021.

Online: [participate.hume.vic.gov.au/gwlatm](https://participate.hume.vic.gov.au/gwlatm)

Email: [GoonawarraLATM@hume.vic.gov.au](mailto:GoonawarraLATM@hume.vic.gov.au)

By phone: Wendy Anderson, 9356 6785

Post: Hume City Council, PO Box 119, Dallas 3047



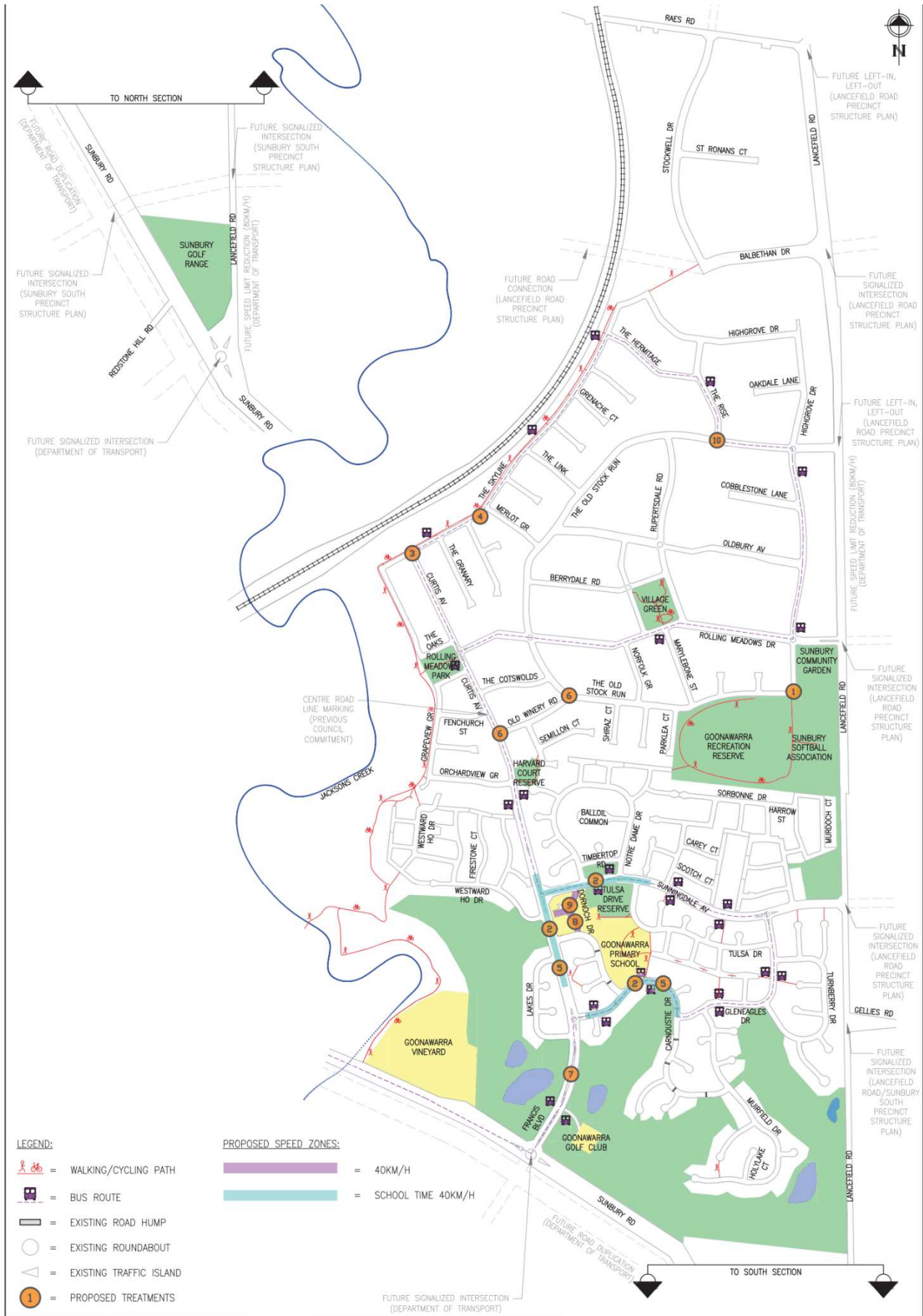




## You Said, We Propose

Treatment number	You Said	We propose	Why
1	Motorists speeding on Francis Boulevard Upgrade the crossing at Goonawarra Golf Course	Construct raised crossing	This will slow motorists whilst providing a safer crossing.
2	Motorists speeding on Francis Boulevard Upgrade the school crossing	Raised school crossing	This will slow motorists whilst providing a safer crossing.
3	Install school crossing on Carnoustie Drive	Raised school crossing	This will slow motorists whilst providing a crossing.
4	Reduce speed limit near Goonawarra Primary School	Time based 40km/h school zone on Francis Boulevard, Carnoustie Drive and Sunningdale Avenue	As per VicRoads guidelines, school zones should be time based 40km/h zones.
5	Motorists speeding on Sunningdale Avenue	Raised school crossing	Improves safety at the schools crossing.
6	Remove chicanes on Curtis Avenue	Replacing chicanes with road cushions	Updating old treatments to new standards. Improves manoeuvrability for buses.
7	Vehicles cutting corners at: Old Winery Road/Curtis Avenue Old Winery Road/The Old Stock Run	Installing traffic splitter island and 'Give-Way' signage and associated line marking	Physically restricts motorists from 'corner cutting' as well as reiterating the roads priority.
8	Install no stopping signs at The Old Stock Run & Highgrove Drive	Install 'no stopping' signs.	Prevents vehicles parking on the road bend, improving manoeuvrability through the bend
9	Improve road bend on The Skyline between Malbec Court & Merlot Grove	Install road bend line marking and local road widening	Improve manoeuvrability through the road bend.
10	Through Councils investigation, it was identified to update the speed limit of Dornoch Drive to a permanent 40km/h zone	40km/h speed zone	As per VicRoads guidelines, town centres should be 40km/h zones.

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DETAIL 1



'NO STOPPING' SIGNS

DETAIL 2




RAISED SCHOOL CROSSING

DETAIL 3




REVERSE PRIORITY WITH TRAFFIC SPLITTER ISLAND

DETAIL 4



ROAD BEND LINE MARKING AND LOCAL ROAD WIDENING

DETAIL 5




TIME-BASED SCHOOL SPEED ZONE  
(SUBJECT TO MINISTER OF ROADS APPROVAL)

DETAIL 6



TRAFFIC SPLITTER ISLAND

DETAIL 7



RAISED CROSSING INDICATIVE PLATFORM LOCATIONS

DETAIL 8




40KM/H ZONE  
(SUBJECT TO MINISTER OF ROADS APPROVAL)

DETAIL 9



ZEBRA PEDESTRIAN PRIORITY CROSSING  
(SUBJECT TO MINISTER OF ROADS APPROVAL)

DETAIL 10



INTERSECTION IMPROVEMENTS

## You Said, We Did

	You Said	We proposed	Why
1	Motorists speeding on Francis Boulevard Upgrade the crossing at Goonawarra Golf Course	Construct raised crossing	Reduce motorist speeds whilst providing a safer crossing.
2	Motorists speeding on Francis Boulevard Upgrade the school crossing	Raised school crossing	Reduce motorist speeds whilst providing a safer crossing.
3	Install school crossing on Carnoustie Drive	Raised school crossing	Reduce motorist speeds and provide a school crossing.
4	Reduce speed limit near Goonawarra Primary School	Time based 40km/h school zone on Francis Boulevard, Carnoustie Drive and Sunningdale Avenue. (Subject to Minister of Roads approval)	To reduce the speed limit on roads in the vicinity of the primary school during peak pick up and drop off times.
5	Motorists speeding on Sunningdale Avenue	Raised school crossing	Reduce motorist speeds whilst providing a safer crossing.
6	Priority crossing at raised crossing on Dornoch Drive	Raised crossing to be upgraded to a zebra priority pedestrian crossing. (Subject to Minister of Roads approval)	Provides a safer environment for pedestrians and motorists.
7	Through Councils investigation, it was identified to update the speed limit of Dornoch Drive to a permanent 40km/h zone	40km/h speed zone. (Subject to Minister of Roads approval)	Provides a safer environment for pedestrians and motorists.
8	Vehicles cutting corners at: Old Winery Road/Curtis Avenue Old Winery Road/The Old Stock Run	Installing traffic splitter island with 'Give-Way' signage and associated line marking	Physically restricts motorists from 'corner cutting' as well as reiterating the roads priority.
9	Install no stopping signs at The Old Stock Run & Highgrove Drive	Install 'no stopping' signs.	Reiterates to motorists no parking and improves manoeuvrability through the road bend.
10	Improve the road bend on The Skyline between Malbec Court & Merlot Grove	Local road widening and solid centre road bend line marking.	Improve manoeuvrability through the road bend.
12	Improve the intersection of The Rise at The Old Stock Run	Widen intersection and install edge kerbing.	Improve manoeuvrability through the intersection.
13	Vehicles cutting the corner at The Skyline and Curtis Avenue	Construct a reverse priority treatment with splitter island, intersection widening and associated line marking and signage	Improve manoeuvrability through the intersection.

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<b>REPORT NO:</b>	SU572
<b>REPORT TITLE:</b>	Petition - Removal of Paving Stones on Central Park Avenue and Bellfield Drive and Trees on the Nature Strip on Bellfield Drive, Craigieburn
<b>SOURCE:</b>	Mark Gallon, Manager Parks David Fricke, Manager Assets
<b>DIVISION:</b>	Sustainable Infrastructure and Services
<b>FILE NO:</b>	PJL291
<b>POLICY:</b>	-
<b>STRATEGIC OBJECTIVE:</b>	4.2 Create community pride through a well-designed and maintained City.
<b>ATTACHMENTS:</b>	Nil

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**1. SUMMARY OF REPORT:**

- 1.1 Council received a petition for the removal of paving stones in the roadway and the removal of nature strip trees in the area near Central Park Avenue and Bellfield Drive Craigieburn from four residential addresses in the precinct.
  - 1.1.1 The requested removal of the paving stones in the roadway was addressed in another report SU560 which was presented for consideration by Council on 15 June 2021
  - 1.1.2 The requested removal of the nature strip trees is addressed in this report.
- 1.2 The trees have been assessed by a qualified and experienced arborist to be in good condition and do not present any risk to the public, infrastructure or to private property.

**2. RECOMMENDATION:**

**That Council:**

- 2.1 **continue to manage the street trees in the Precinct in accordance with Council's Reserve and Street Tree Policy, including replacing the trees when Council's Tree Removal Criteria are met**
- 2.2 **request officers to provide written feedback to the petition signatories that the trees will not be removed at this time.**

**3. LEGISLATIVE POWERS:**

- 3.1 Local Government Act 2020.

**4. FINANCIAL IMPLICATIONS:**

- 4.1 There are no additional financial implications in continuing to manage street trees in accordance with Council's Street and Reserve Tree Policy.

**5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:**

- 5.1 Canopy street trees provide many benefits to the local environment including contributing to habitat for wildlife and local biodiversity.

REPORT NO: SU572 (cont.)

**6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:**

- 6.1 Climate change is expected to result in an increase in the average number of hot days each year. Retaining and planting more canopy trees is one way that Council can help make urban areas cooler, particularly in areas lacking in canopy trees on adjacent land.

**7. CHARTER OF HUMAN RIGHTS APPLICATION:**

- 7.1 The rights protected in the Charter of Human Rights and Responsibilities Act 2006 are not adversely affected by the recommendation of this report.

**8. COMMUNITY CONSULTATION:**

- 8.1 Following the submission of the petition to Council on 29 August 2020 the manager of Parks undertook an investigation and subsequently responded to the first-named in the petition on the outcomes of the assessment by qualified arborists of the nature strips trees.
- 8.2 In preparing this report, the views expressed in the petition tabled at the Council meeting on 7 September 2020 along with customer complaints over the last 12 years have been considered. Eight complaints have been submitted since 2016 from the occupants residing in the vicinity of the petition.
- 8.3 The nature strip trees were originally planted by the developer and council has not had any engagement or undertaken any broad community surveys with respect to the street trees.

**9. DISCUSSION:**

- 9.1 This petition represents four households out of 42 properties in Bellfield Drive. There have been sixty requests over the last five years for tree inspections and tree pruning along the length of Bellfield Drive.
- 9.2 The tree species in Bellfield drive were planted by the developer and are Chinese Elms (*Ulmus parvifolia* 'Todd'). The trees are approximately 15 years old, in good health and good structural form. This species is on the current preferred species list of council. This species is deciduous and leaf fall is typical in autumn and into early winter.
- 9.3 Council adopted the Street and Reserve Tree Policy in December 2019. Council acknowledges that some residents have concerns with the leaf litter, fruit, bark or other debris that a tree may shed over the seasons. However, tree removals will not be authorised based on this reason alone.
- 9.4 The trees in this area have been assessed on 11 November 2020 and program pruning work undertaken between 11 December 2020 to 5 January 2021 as part of the municipal wide cyclic tree maintenance program in accordance with the Australian Standard (AS 4373) and, on other occasions in response to requests for inspection by arborists. The trees have been assessed by a qualified and experienced arborist to be in good condition and do not present any risk to the public, infrastructure or to private property.
- 9.5 Council's arborists have assessed the street trees in the area near Central Park Avenue and Bellfield Drive Craigieburn and found they do not currently meet Council's Tree Removal Criteria. Council will only remove trees if one or more of the criteria set out in its 'Tree Removal Criteria' are met, i.e. Pose a danger to the public, is dead, poor performing or are an inappropriate species. The subject trees in Bellfield Drive do not fit the criteria for tree removal.
- 9.6 Using the Street Tree Rejuvenation Program, normally for replacement of adhoc trees, is not recommended in this instance as there are no major infrastructure works planned for the street in the foreseeable future and the mature trees have a safe useful life estimate of more than 20 years.



**REPORT NO: SU572 (cont.)**

- 9.7 While removal of the trees would be inconsistent with Council Policy, a decision to replace the trees is ultimately a decision for Council.
- 9.8 Should Council decide to replace the trees the costs this instance will be approximately \$76,350.

**10. CONCLUSION:**

- 10.1 The nature street trees in Bellfield Drive have been assessed to be in good health and structure and not causing an excessive nuisance so in accordance with Council's Street and Reserve Tree Policy should not be removed.

**REPORT NO: SU572 (cont.)**

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<b>REPORT NO:</b>	SU573
<b>REPORT TITLE:</b>	Update on Hi-Quality proposal to store and treat contaminated spoil from Westgate Tunnel project
<b>SOURCE:</b>	Michael Sharp, Director Planning and Development Andrew Johnson, Manager Strategic Planning
<b>DIVISION:</b>	Planning and Development
<b>FILE NO:</b>	HCC20/674
<b>POLICY:</b>	-
<b>STRATEGIC OBJECTIVE:</b>	4.1 Facilitate appropriate urban development while protecting and enhancing the City's environment, natural heritage and rural spaces.
<b>ATTACHMENTS:</b>	Nil

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**1. SUMMARY OF REPORT:**

The Hi-Quality site in Bulla has been selected by Transurban and the CPB John Holland joint venture as the location for the Facility to receive and process tunnel boring machine spoil. Officers have investigated the merits of Council seeking an injunction and consider that there are limited grounds upon which Council could initiate a proceeding to facilitate an injunction being sought and that the successful granting of an injunction is unlikely. In consideration of this assessment along with the need for Council to make an undertaking to pay damages suffered by Hi-Quality as a result of an injunction, it is recommended that Council does not seek an injunction to prevent Hi-Quality from taking steps to develop the facility pending a decision by the Supreme Court on the validity of the Minister's decisions in relation to Amendment C248.

**2. RECOMMENDATION:**

**That Council:**

- 2.1 does not take steps to seek an injunction to prevent Hi-Quality from developing a spoil processing facility at its site at 570-650 Sunbury Road, Bulla, pending a decision by the Supreme Court on the judicial review proceeding commenced by Council.**
- 2.2 continues with the judicial review proceedings on the decision of the Minister for Planning to approve Amendment C248 to the Hume Planning Scheme.**

**3. LEGISLATIVE POWERS:**

*Planning and Environment Act 1987.*

**4. FINANCIAL IMPLICATIONS:**

- 4.1 At its meeting of 12 April 2021, where Council resolved to initiate the judicial review of amendment C248 it was estimated that the costs involved could be in excess of \$200,000. It was also noted that if the application for judicial review is not successful, then there is a risk that the Supreme Court could require that Council pay the costs incurred by the Minister for Planning. As the proceeding is still making its way through the court it is not possible to estimate the final costs to Council.
- 4.2 If the proposal is developed, Council will be responsible for enforcing certain elements of the approved plans in its role as the Responsible Authority under the Hume Planning Scheme. This would require additional staffing resources to undertake effectively.

**REPORT NO: SU573 (cont.)**

4.3 There is a significant financial risk associated with seeking injunctive relief. In addition to the legal costs associated with seeking an injunction, Council would also likely be required to give an undertaking to pay the damages incurred by Hi-Quality and other parties if Council was unsuccessful. Given the size of the West Gate Tunnel project and the proposed Hi-Quality facility itself this would be a considerable financial risk to Council.

**5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:**

There are no direct environmental sustainability considerations related to this report.

**6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:**

There are no specific climate change adaptation considerations.

**7. CHARTER OF HUMAN RIGHTS APPLICATION:**

There are no known human rights application matters beyond concerns regarding the extent to which that the community concerns with the Amendment have been adequately considered by the Minister for Planning.

**8. COMMUNITY CONSULTATION:**

8.1 The Minister for Planning has approved Amendment C248 under 20(4) of the *Planning and Environment Act 1987*. This means that no public exhibition, and no consideration by an independent planning panel, was undertaken.

8.2 The Council response provided to the Minister for Planning in September 2020 strongly objected to this approach and the resultant lack of community engagement and transparency.

**9. DISCUSSION:**

**Background**

9.1 On 29 March 2021, the Minister for Planning approved Amendment C248 to the Hume Planning Scheme to facilitate the construction of a spoil processing facility (the Facility) for the storage, testing and disposal of spoil from the West Gate Tunnel (WGT) project on the Hi-Quality site at 570-650 Sunbury Road, Bulla (Bulla site). One of the effects of this was to incorporate the document *Bulla Spoil Processing Facility, March 2021* (Incorporated Document) into the Planning Scheme.

9.2 On 28 May 2021, Council commenced proceedings in the Supreme Court of Victoria (the Proceeding) seeking judicial review of the Minister's decisions to exempt himself from the requirements of sections 17, 18 and 19 of the *Planning and Environment Act 1987* (Vic) in respect of, and to adopt and approve, Amendment C248. The Proceeding is not yet listed for a hearing.

9.3 On 25 June 2021, Transurban and the CPB John Holland joint venture selected the Bulla site as the location for the Facility. No other sites have been selected.

9.4 Information available on the WGT project website indicates that it will take at least six and a half months to develop the Facility at the Bulla site.

9.5 On about 20 June 2021, the Minister for Planning decided to extend the time limits for commencement and completion of the use and development permitted by the Incorporated Document, by 12 months. The use and development must now be commenced by 1 June 2022 and completed by 1 April 2025.

**Injunctions**

9.6 The following provides an overview of officers' understanding of injunctions in the context of the Proceeding.

**REPORT NO: SU573 (cont.)**

- 9.7 The purpose of an injunction, generally, is to stop a person from doing something or to require a person to do something. As relevant to the Facility and the Proceeding, the purpose of an injunction would be to prevent Hi-Quality from taking steps to develop the Facility, pending a decision by the Supreme Court on the validity of the Minister's decisions in relation to Amendment C248.
- 9.8 Officers understand that an injunction could only be sought against a party to the Proceeding. The only other party to the Proceeding is the Minister for Planning. No claims are made against Hi-Quality, Transurban, or any other agency or entity.
- 9.9 The Minister for Planning is responsible for the preparation, adoption and approval of Amendment C248 and the approval of a number of the required plans and documents listed in the Incorporated Document, including development plans and an environmental management plan. Officers are not aware of the Minister for Planning having any other relevant role in relation to the development of the Facility that could justify Council seeking an injunction against the Minister, within the Proceeding, that could have the effect of preventing Hi-Quality from taking steps to develop the Facility.
- 9.10 As such, Council would have to commence a separate proceeding against Hi-Quality or join Hi-Quality to the Proceeding; and then seek an injunction against Hi-Quality directly. Officers are not aware of any legal grounds that could justify Council taking any of those actions.
- 9.11 In addition, if reports on the timing of development of the Facility are accurate, and with regard to the now extended time periods for commencement and completion for the use and development of the Facility, it is reasonable to assume that the Proceeding will be heard and determined before any material amount of spoil from the WGT project is received and processed at the Facility. This limits the utility of Council seeking to injunct Hi-Quality from taking steps to develop the Facility. By contrast, the detriment to Hi-Quality if it was injuncted would be considerable. These factors weigh against the granting of an injunction, even if grounds justifying an injunction application existed.
- 9.12 Council should also be aware that, if there was a basis to seek an injunction against Hi-Quality, Council would likely be required to give an undertaking to pay any damages suffered by Hi-Quality as a result of the injunction. Given the costs that are likely to be involved in the construction of the Facility, and the potential contractual implications for Hi-Quality if it was delayed in delivering the Facility, the damages suffered by Hi-Quality may be very high. Officers consider this to be a significant risk for Council if an injunction could be, and was, applied for, but was ultimately found to be unwarranted.

**10. CONCLUSION:**

Officers do not consider that there is any basis to seek an injunction against the Minister in the context of the Proceeding. Officers are also not aware of any relevant legal grounds that justify bringing separate proceedings against Hi-Quality, or otherwise that justify seeking to join Hi-Quality to the Proceeding; and then seeking an injunction against Hi-Quality. Even if such legal grounds existed it is considered that there are a number of factors that would weigh against the granting of an injunction; and in order for any injunction to be granted, Council would also likely be required to give an undertaking as to any damages suffered by Hi-Quality due to the injunction. This would be a serious financial risk to Council if ultimately the basis on which the injunction was granted was found to be incorrect. As such it is not recommended that Council proceed with an injunction.

**REPORT NO: SU573 (cont.)**

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<b>REPORT NO:</b>	GE535
<b>REPORT TITLE:</b>	Naming Proposals for Three Conservation Reserves in Sunbury with Aboriginal Cultural Heritage Significance
<b>SOURCE:</b>	Megan Kruger, Manager Governance Peter Faull, Coordinator Governance & Corporate Support
<b>DIVISION:</b>	Corporate Services
<b>FILE NO:</b>	HCC21/666
<b>POLICY:</b>	Place Names Policy
<b>STRATEGIC OBJECTIVE:</b>	5.3 Provide responsible and transparent governance, services and infrastructure which responds to and supports community needs.
<b>ATTACHMENTS:</b>	1. <i>Sunbury Fields Grassland</i> 2. <i>Albert Road Nature Reserve</i> 3. <i>Fulwood Drive Reserve</i>

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**1. SUMMARY OF REPORT:**

- 1.1 Council owns and manages several conservation reserves that hold Aboriginal cultural heritage significance. Included in these are three reserves in the Sunbury area, being the Sunbury Fields Grassland, the Albert Road Nature Reserve and Fulwood Drive Reserve which do not have officially registered names. Aerial images of these reserves are provided as Attachments 1,2 and 3 respectively of this report.
- 1.2 This report recommends that Council commences a community consultation process for names that have been proposed for each of these reserves following consultation with the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation.
- 1.3 The names proposed for each reserve are:
  - (a) Sunbury Fields Grassland: proposed name of Darr Banneem;
  - (b) Albert Road Nature Reserve: proposed dual name of Albert Road Nature Reserve / Wuruwurt Biik;
  - (c) Fulwood Drive Reserve: proposed name of Mumilam Korobine.

**2. RECOMMENDATION:**

- 2.1 **THAT Council approves the commencement of a community consultation process to ask for the community's feedback on names proposed for the following three officially unnamed reserves:**
  - (a) **Sunbury Fields Grassland – proposed name of Darr Banneem;**
  - (b) **Albert Road Nature Reserve - proposed dual name of Albert Road Nature Reserve / Wuruwurt Biik;**
  - (c) **Fulwood Drive Reserve – proposed name of Mumilam Korobine.**

**3. LEGISLATIVE POWERS:**

*Geographic Place Names Act 1998*

**4. FINANCIAL IMPLICATIONS:**

- 4.1 The initial costs associated with these naming proposals would be the cost of a community consultation process incorporating a mailout to immediately effected residents, and advertisements in local papers. Future costs, should these naming proposals ultimately be approved, would be the cost of signage at each reserve.

**REPORT NO: GE535 (cont.)**

4.2 All costs associated with these naming proposals would be funded through Council's operational budget.

**5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:**

There are no environmental sustainability implications in respect to this report.

**6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:**

There are no climate change adaptation implications in respect to this report.

**7. CHARTER OF HUMAN RIGHTS APPLICATION:**

The rights protected in The Charter of Human Rights and Responsibilities Act 2006 were considered and it was determined that no rights are engaged in this naming proposal.

**8. COMMUNITY CONSULTATION:**

8.1 In accordance with the *Naming Rules for Places in Victoria – Statutory Requirements for Naming Roads, Features and Localities – 2016* (the Naming Rules), and Hume City Council's Place Names Policy, Council is required to consult with the community when considering applications under the *Geographic Place Names Act 1998*. The method and extent of consultation is dependent on the significance of the feature to be named.

8.2 It is recommended that Council consults with both directly and indirectly affected residents of the community by placing public notices in local papers and on Councils website, and by writing to the properties that border each reserve.

8.3 The period of public consultation would be for 30 days.

8.4 When Council has made a final decision on whether to endorse this naming proposal, the Naming Rules require that it informs the community of its decision, in the same manner in which the proposals were communicated to both directly and indirectly affected community members.

**Internal Consultation**

8.5 Internal consultation was undertaken to seek advice from relevant Council officers and there were no issues raised that would prevent the progression of these naming proposals to the community consultation stage.

**9. DISCUSSION:**

**Background**

9.1 The Sunbury Fields Grassland, Albert Road Nature Reserve and Fulwood Drive Reserve, which are all owned and managed by Council, each hold Aboriginal cultural heritage significance.

***Sunbury Fields Grassland:***

9.2 Sunbury Fields Grassland is located within the Sunbury Fields estate and was vested to Council by a developer three years ago. The site is a remnant of the endangered plains grassland vegetation type and supports Aboriginal artefact scatters. The reserve exists for the purpose of conserving native vegetation and cultural heritage.

9.3 It is proposed that Sunbury Fields Grassland be officially named 'Darr Banneem', which means 'Spear Grass' in the Aboriginal Woi Wurrung language. Native spear grass is a prominent plant that grows within the reserve.

***Albert Road Nature Reserve:***

9.4 Albert Road Nature Reserve is located in a semi-rural area in northern Sunbury and is reserved for the purpose of nature conservation. It contains significant remnant vegetation and a high density of Aboriginal artefact scatters.



REPORT NO: GE535 (cont.)

- 9.5 It is proposed that the reserve is given a dual name, with the inclusion of 'Wuruwurr Biik' alongside Albert Road Nature Reserve. Wuruwurr Biik means 'brushy ground' in the Aboriginal Woi Wurrung language, which reflects the bushy / shrubby character of the reserve.
- 9.6 A dual name is proposed because the name Albert Road Nature Reserve is well recognised by the local community, and removing this name is considered to have the potential to impact public safety as per Principle A of the Naming Rules (Ensuring Public Safety). Dual names are a commonly used to associate an Aboriginal name to a place that already has a well-known and accepted place name. Examples include *Uluru / Ayres Rock* and *Grampians National Park / Gariwerd*.

**Fulwood Drive Reserve:**

- 9.7 Fulwood Drive Reserve is a small conservation reserve located in a residential area close to Mt Holden Reserve and is primarily set aside to protect an Aboriginal earth ring. It is one of five earth, or Bora, rings identified in the Sunbury area making Sunbury a very significant Aboriginal place.
- 9.8 It is proposed that Fulwood Drive Reserve be officially named 'Mumilam Korobine', which means 'Western Initiation Ground' in the Aboriginal Woi Wurrung language. Native spear grass is also a prominent plant that grows within this reserve, as it is in the Sunbury Fields Grassland.

**Assessment Against the General Principles Contained in the Naming Rules**

- 9.9 An analysis of these three naming proposals was conducted by Council officers against the General Principles contained in the Naming Rules.
- 9.10 In particular, Council officers assessed the naming proposals against the following key general principles:

<p><b>Principle (A)</b> <b>Ensuring public safety</b></p>	<p><b>Comments</b> <b>Sunbury Fields Grassland:</b> The proposed name for this reserve does not pose any risk to public safety. The reserve does not have a commonly referred to name in the community, therefore it is not anticipated that changing the name would cause any disruption or confusion in the community.</p> <p><b>Albert Road Nature Reserve:</b> A dual name is proposed for this reserve because the name Albert Road Nature Reserve is well recognised by the local community, and removing this name is considered to have the potential to impact public safety. It is not anticipated that adding a Woi Wurrung name to the existing name would cause any disruption or confusion in the local community, nor would it have the potential to impact public safety.</p> <p><b>Fulwood Drive Reserve:</b> The proposed name does not pose any risk to public safety. The reserve does not have a commonly referred to name in the community, therefore it is not anticipated that changing the name would cause any disruption or confusion in the community.</p>
<p><b>Principle (B)</b> <b>Recognising the public interest</b></p>	<p><b>Comments</b> The three reserves do not have official names, through Albert Road Nature Reserve is a commonly known place name for the local Sunbury community. Providing this reserve with a dual name recognises and preserves public interest.</p>

REPORT NO: GE535 (cont.)

<p><b>Principle (C)</b> <b>Linking the name to place</b></p>	<p><b>Comments</b></p> <p><b><i>Sunbury Fields Grassland:</i></b></p> <p>The proposed name Darr Banneem means ‘spear grass’ in the Woi Wurrung language. The name recognises the prominence of native spear grasses across the reserve and therefore appropriately reflects the character of the place.</p> <p><b><i>Albert Road Nature Reserve:</i></b></p> <p>The proposed name Wuruwurt Biik means ‘brushy ground’ in the Woi Wurrung language. The name recognises the shrubby character of the reserve, with a range of native shrubs giving the site a bushy character.</p> <p><b><i>Fulwood Drive Reserve:</i></b></p> <p>The proposed name Mumilam Korobine means ‘western initiation ground’ in the Woi Wurrung language. This specifically refers to the earth, or Bora, ring that is the distinguishing feature of the reserve and highly significant to the Wurundjeri Woi Wurrung people.</p>
<p><b>Principle (D)</b> <b>Ensuring names are not duplicated</b></p>	<p><b>Comment</b></p> <p>There are no duplications of these names. The names are Woi Wurrung, which is a very local language to greater Melbourne and central Victoria, and they do not have extensive application.</p>
<p><b>Principle (E)</b> <b>Names must not be discriminatory</b></p>	<p><b>Comment</b></p> <p>The proposed names are not considered to be discriminatory in any way.</p>
<p><b>Principle (H)</b> <b>Using commemorative names</b></p>	<p><b>Comment</b></p> <p>The proposed names are not commemorative.</p>

**10. CONCLUSION:**

- 10.1 It is recommended that Council commences a community consultation process asking for the community’s feedback for names that have been proposed for three conservation reserves that are located in the Sunbury area following consultation with the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation.
- 10.2 If approved, a second report will be presented to Council following the community consultation period.

ATTACHMENT 1

***Sunbury Fields Grassland***

- Sunbury Fields Grassland is located within the Sunbury Fields Estate.
- The address for the Sunbury Fields Estate is 1 Pipit Way, Sunbury.
- The name proposed for the Sunbury Fields Grassland is 'Darr Banneem', which means 'Spear Grass' in the Aboriginal Woi Wurrung language.

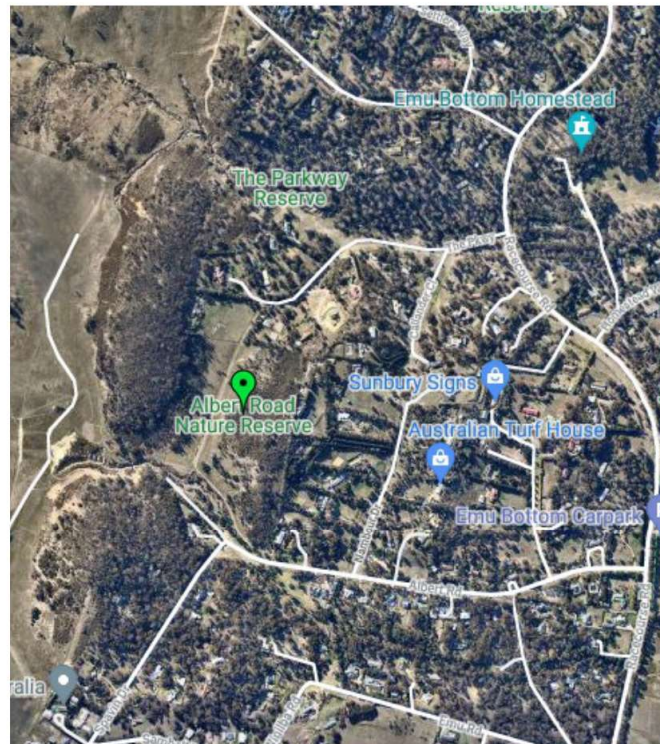


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ATTACHMENT 2

***Albert Road Nature Reserve***

- The location for the Albert Road Nature Reserve is 110-140 Albert Road, Sunbury.
- A dual name of Albert Road Nature Reserve / 'Wuruwurt Biik' is proposed for this the reserve.
- Wuruwurt Biik means 'brushy ground' in the Aboriginal Woi Wurrung language.



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ATTACHMENT 3

***Fulwood Drive Reserve***

- The location for the Fulwood Drive Reserve is 76 Fulwood Drive, Sunbury.
- The name proposed for the Fulwood Drive Reserve is 'Mumilam Korobine', which means 'Western Initiation Ground' in the Aboriginal Woi Wurrung language.



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<b>REPORT NO:</b>	GE536
<b>REPORT TITLE:</b>	Proposed sale of 685 Mt Ridley, Mickleham to the Minister for Education
<b>SOURCE:</b>	Fadi Srour, Chief Financial Officer
<b>DIVISION:</b>	Corporate Services
<b>FILE NO:</b>	HCC20/824
<b>POLICY:</b>	-
<b>STRATEGIC OBJECTIVE:</b>	5.3 Provide responsible and transparent governance, services and infrastructure which responds to and supports community needs.
<b>ATTACHMENT:</b>	1. <i>Aerial Location Plan</i>

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**1. SUMMARY OF REPORT:**

This report recommends that Council sell the property known as 685 Mt Ridley Road, Mickleham (**Subject Land**) (and shown in Attachment 1) to facilitate the expansion of the Mickleham Primary School (MPS) to Minister for Education (**Minister**).

**2. RECOMMENDATION:**

**That Council proceeds with the sale of 685 Mt Ridley, Mickleham as follows:**

**2.1.1 Accepts the letter of offer made by the Minister for Education dated 26 May 2021 for \$2,027,865 exclusive of GST which was an amount determined by the Valuer General Victoria.**

**2.1.2 Resolves to sign and seal the Contract of Sale and the Transfer of Land documents.**

**2.2 Authorises the Chief Executive Officer or an approved delegate to sign any other documents required in connection with the sale.**

**3. LEGISLATIVE POWERS:**

3.1 *Government Act 2020 (the Act)*

Section 116 - Transfer, exchange or Lease of land without consideration

Section 114 - Restriction on power to sell or exchange land

3.2 *Transfer of Land Act 1958*

Section 45 – Form of transfer

3.3 *Contract of Sale in respect of land – Contract of Sale (Sale of Land Act 1962)*

**4. FINANCIAL IMPLICATIONS:**

4.1 The 2021/22 Council budget includes an amount of \$1.25m which was assessed by Council's valuer based on the Subject Land being impacted by an Environmental Significant Overlay.

4.2 Following this, the Victorian School Building Authority (VSBA) obtained a valuation from the Valuer General which states the value of the land as being \$2,027,865 dated 20 April 2021. This was based on the Subject Lands highest and best use, which Council's inhouse Valuer has subsequently assessed as being a fair and reasonable valuation. The Minister has agreed to purchase the Subject Land for this value.

4.3 In addition to the market value of the Subject Land the Minister has agreed to pay all of Council's legal costs and disbursements.

**REPORT NO: GE536 (cont.)**

4.4 Under the Melbourne Strategic Assessment (Environmental Mitigation Levy) Act 2020 (MSA) the site attracts a levy for golden sun moth, this levy is estimated at \$12,136.07, Council has agreed to pay this levy which has been calculated and deducted from the sale price.

4.5 The VSBA have agreed to pay all MSA levies in connection with the proposed development of MPS.

**5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:**

5.1 The Subject Land is protected by an Environmental Significant Overlay under the Hume Planning Scheme.

5.2 The MSA obligations consist of levies payable for Golden Sun Moth for the below sites:

5.2.1 Subject Land – \$12,136.07

5.2.2 1880 Mickleham Road – MPS site – \$15,087.54

5.2.3 1780 Mickleham Road – Private land to be acquired – \$1,450.73

**6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:**

Climate change adaptation has been considered and the recommendations of this report give no rise to any matters.

**7. CHARTER OF HUMAN RIGHTS APPLICATION:**

The Charter of Human Rights and Responsibilities has been considered and the recommendations of this report give no rise to any matters.

**8. COMMUNITY CONSULTATION:**

8.1 Before proceeding with the sale of the Subject Land, section 114 of the Act requires Council to:

- (a) At least 4 weeks prior to selling or exchanging, publish notice of intention to do so –
  - (i) On the Council's internet site; and
  - (ii) In any other manner prescribed by the regulations for the purposes of this subsection; and
- (b) Undertake a community engagement process in accordance with its community engagement policy; and
- (c) Obtain from a person who holds the qualifications or experience specified under 13DA(2) of the *Valuation of Land Act* 1960 a valuation of the land which is made not more than 6 months prior to the sale or exchange.

8.2 As the proposal is to sell the Subject Land to a public body section 114 of the Act does not apply.

**9. DISCUSSION:**

**9.1 Background**

9.1.1 The Land is located at 685 Mt Ridley Road, Mickleham and is described as Lot 3 on Plan of Subdivision 301908S contained within Certificate of Title Volume 10003 Folio 325.

9.1.2 The Certificate of Title is encumbered by a Section 173 Agreement R140160C. This agreement contains conditions identifying land set aside for "existing public purpose". This agreement may need to be amended and will be the responsibility of VSBA under the conditions of sale.

**REPORT NO: GE536 (cont.)**

9.1.3 The Subject Land has a total area of 13,580 square metres and is currently under a Farming Zone 1 (FZ1) under the Hume Planning Scheme.

9.1.4 The Subject Land is rectangular in shape and adjoins the Mickleham Primary School (**MPS**) to the east and private vacant land to the west.

**9.2 Current Uses**

9.2.1 There is currently a carpark Licence Agreement with MPS which facilitates an overflow of car parking during school drop off/pick up times during the school terms. The Licence commenced on 16 October 2020 and is for a term of 12 months.

9.2.2 There is a community facility located on the Subject Land and is currently being hired under an occasional hire agreement by Congregational Christian Church of Samoa Highlands Chapter Highlands Church on Sundays from 10am until 2pm.

(a) The group was unable to continue use of the facility during COVID due to restricted capacity. The group has approximately 30 members.

(b) The Sports and Recreation team are looking at relocating the group to an alternate facility and consultation between the group and Council will be required.

9.2.3 Mickleham Tennis Club formally operated at the site and have disbanded many years ago and no longer utilise the facility. The current condition of the tennis courts is no longer suitable for use.

**9.3 VSBA Proposal**

9.3.1 As part of the 2020–21 State Budget, the Victorian Government has made a \$21.433 million commitment to upgrade Mickleham Primary School by planning for a rebuild on an expanded site. This funding is on top of the \$7.49 million announced through the Infrastructure Planning and Acceleration Fund.

9.3.2 The VSBA is currently investigating the land parcels immediately adjacent to the school to identify options for expansion. The Subject Land has been identified as the preferred option for expansion and the VSBA progressed discussions around the acquisition of this land from Council.

9.3.3 The VSBA formally wrote to Council on 9 February 2021 outlining their intention to acquire the Subject Land and to confirm whether Council has declared its land surplus and to facilitate a purchase by the Minister.

**9.4 Mickleham Primary School**

9.4.1 Mickleham Primary School upgrade is expected to commence construction late this year and once complete, the school will cater for up to 475 students. Detailed designs are being developed in consultation with the school and associated stakeholders currently, however the project is expected to feature; new learning environments, STEAM and administration buildings, generous outdoor learning and play areas.

**9.5 Internal Referral responses**

9.5.1 An internal referral process was undertaken and there were no objections to the proposed sale of the Subject Land because the expansion of the MPS is in line with the draft Craigieburn West Precinct Structure Plan.

**9.6 Site Suitability Assessment**

9.6.1 A Site Suitability Assessment for the proposed school extension at 685 Mt Ridley Rad and Part 1780 Mickleham Road Mickleham was commissioned by VSBA and completed by Beveridge Williams in March 2021.

**REPORT NO: GE536 (cont.)**

- 9.6.2 The Environmental Assessment concluded that the Subject Land is suitable for use by the primary school and extensions.
- 9.6.3 A Flora and Fauna due diligence assessment was completed by Abzeco and confirmed that based on information obtained from the Native Vegetation Information Management (NVIM) tool estimated a mitigation levy under MSA of \$28,674.34 will apply and will be triggered at the issue of a building permit for the development of the MPS and paid by the VSBA.
- 9.6.4 A Cultural Heritage Assessment was completed by Tardis Archaeology Pty Ltd and the proposed construction works relating to the expansion of the school does not require a CHMP, a recommendation was made to complete a voluntary CHMP to be commissioned and VSBA have agreed to complete the CHMP.

**9.7 Contract Terms**

- 9.7.1 It is proposed that the Minister shall acquire the Subject Land on the following terms and conditions:
  - (a) Purchase price of \$2,027,865 plus GST based on the approval by the Victorian Land Monitor.
  - (b) Acquire the Subject Land inclusive of the Section 173 (R104160C) of the *Planning and Environment Act 1987* on title.
  - (c) Pay for Council's reasonable legal expenses.
  - (d) Under the MSA the Subject Land attracts a levy for golden sun moth, this levy is estimated at \$12,136.07 and has already been factored into the purchase price which results in Council not being responsible for payment of the levy.

**10. CONCLUSION:**

This report outlines a proposal received by the Department of Education to purchase 685 Mt Ridley Road, Mickleham for the expansion of the Mickleham Primary School. As this provides a vital service for the Hume community and will not adversely impact on the existing open space for the neighbourhood. It is recommended that Council proceed with this sale on the terms outlined in this report.



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<b>REPORT NO:</b>	GE537
<b>REPORT TITLE:</b>	Proposed New Lease to ARLC Vic Limited at 20 Goulburn Street, Broadmeadows (Seabrook Reserve)
<b>SOURCE:</b>	Fadi Srour, Chief Financial Officer
<b>DIVISION:</b>	Corporate Services
<b>FILE NO:</b>	HCC19/808
<b>POLICY:</b>	-
<b>STRATEGIC OBJECTIVE:</b>	5.3 Provide responsible and transparent governance, services and infrastructure which responds to and supports community needs.
<b>ATTACHMENTS:</b>	1. <i>Seabrook Reserve Concept Plan</i> 2. <i>Residents Newsletter</i>

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**1. SUMMARY OF REPORT:**

This report seeks Council's authority to enter into a New Agreement for Lease and Lease (**New Lease**) with ARLC Vic Limited (**ARLC**) to occupy part of the Council land located at 20 Goulburn Street, Broadmeadows (**Seabrook Reserve**) for the provision of a Rugby League State and Community Centre (as shown in Attachment 1).

**2. RECOMMENDATION:**

**That Council:**

- 2.1. Authorises the Chief Executive Officer to undertake the community engagement process in accordance with Council's Community Engagement Policy 2021 informing the community of the Agreement for Lease and Lease (New Lease).**
- 2.2. Authorises the Chief Executive Officer to sign the New Lease with ARLC Vic Limited (ARLC) to occupy part of the Council land located at 20 Goulburn Street Broadmeadows (Seabrook Reserve).**
- 2.3. Notes that the Key Terms of the New Lease as set out below:**
  - 2.3.1. The term of the New Lease is thirty (30) years.**
  - 2.3.2. Commencing on the issue of Certificate of Occupancy for the new pavilion.**
  - 2.3.3. A rental fee of \$10,000 plus GST per annum.**
  - 2.3.4. All outgoings to be the responsibility of ARLC Victoria.**
- 2.4. Authorises the Chief Executive Officer, or an approved delegate to negotiate with ARLC any final amendments to the New Lease.**

**Resolves to sign and seal the New Lease between Council and ARLC.**

**3. LEGISLATIVE POWERS:**

*Local Government Act 2020*

Section 115 – Lease of Land

Section 115 (4) – Undertake community engagement process in accordance with Council's Community Engagement Policy (POL/289).

REPORT NO: GE537 (cont.)

**4. FINANCIAL IMPLICATIONS:**

- 4.1 A Funding Agreement between the State of Victoria, NRL Victoria and Hume City Council for Rugby League State and Community Centre was executed on 27 September 2018 (**Funding Deed**).
- 4.2 The Funding Deed details terms and conditions that DHHS will provide the funds to NRL Victoria for the works to deliver the project.
- 4.3 Funds include contribution from:
  - 4.3.1 DHHS - \$12m
  - 4.3.2 NRL – \$1m
  - 4.3.3 Melbourne Storm - \$1m
- 4.4 During negotiations of the State Government Funding Deed a rental fee of \$10,000 plus GST per annum was determined based on the significant capital funding from the State Government to the project and the requirement for National Rugby League Victoria and Melbourne Storm to deliver an annual Community Service program to be delivered within Hume City.
- 4.5 Council's contribution of \$2.5m is to deliver facilities that will be utilised by the Northern Thunder Rugby League club who are based at the site and will share amenities with the State Rugby League Centre. The Northern Thunder amenities are not subject to the New Lease.
- 4.6 A further \$1.5m from Growing Suburbs funds (State Government) and \$1m from Council will deliver a second storey to the building. This funding is not linked to the leased area but forms a part of the overall development of the Seabrook Reserve).

**5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:**

Environmental Sustainability has been considered and the recommendations of this report give no rise to any matters.

**6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:**

Climate Change Adaption has been considered and the recommendations of this report give no rise to any matters.

**7. CHARTER OF HUMAN RIGHTS APPLICATION:**

The Charter of Human Rights and Responsibility has been considered and the recommendations of this report give no rise to any matters.

**8. COMMUNITY CONSULTATION:**

- 8.1 Pursuant to section 115 of the *Local Government Act 2020 (the Act)*, Council will undertake the required community engagement process in accordance with Council's Community Engagement Policy.
- 8.2 Pursuant to section 115 of the Act, Council is required to complete the community engagement process where the lease is:
  - (a) for one year or more and –
    - (i) the rent for any period of the lease is \$100,000 or more a year; or
    - (ii) the current market rental value of the land is \$100,000 or more a year; or
  - (b) for 10 years or more
- 8.3 As the proposed lease terms exceeds 10 years the statutory requirements apply and therefore Council must complete the community engagement process.



**REPORT NO: GE537 (cont.)**

- 8.4 Council will inform the community via Council's [participate.hume.vic.gov.au](http://participate.hume.vic.gov.au) website for a period of 14 days of its intention to lease Seabrook Reserve to ARLC.
- 8.5 Council has sought and had a Town Planning Permit approved for the development of the site including all the amenities noted in this report.

There has been a number of community engagement activities including a newsletter to residents and master planning events held on the Seabrook Reserve site (as shown in Attachment 2).

**9. DISCUSSION:**

**Background**

- 9.1 Victoria's interest in rugby league has never been greater than what it is today. In 2015 and 2018 crowds of more than 91,000 and 87,000 respectively watched the State of Origin match at the Melbourne Cricket Ground. In 2017, Melbourne Storm reported a record 20,000 plus members for its NRL season.
- 9.2 Rugby league' blockbuster appeal has been matched by rapid growth at community level. The number of registered players has increased from 850 in 2006 to 3,826 in 2017 and its predicted to grow to 8,000 by 2024.
- 9.3 Rugby League is a diverse and inclusive sport. Of the 3,826 registered players in 2016, 15% are females, 82% have a culturally and linguistically diverse background and 1.7% are of Aboriginal or Torres Strait Islander heritage.
- 9.4 In 2014, NRL Victoria completed a Facilities Plan with support from Sport and Recreation Victoria. The Plan found that 75% of the existing playing and training facilities across Victoria were in fair to poor condition and that none were of a suitable standard to host State level training or game development initiatives.
- 9.5 Facilities that do exist have poor public transport links and are shared with other tenant sports, resulting in development programs and representative squads having to train in several locations and at inconvenient times.
- 9.6 In certain age groups, Melbourne Storm and Victorian representative teams have to play all their fixtures interstate because suitable facilities do not exist.
- 9.7 Considering the above findings. The Facilities Plan identified the need for the development of a dedicated year-round rugby facility which can strengthen player, coach and official development.
- 9.8 NRL has a close alliance with Touch Football Victoria which have 8,750 registered players in Victoria of which 45% are female.
- 9.9 In 2017, NRL Victoria announced it would introduce a four-team national women's competition in 2018. Given the intense use of AAMI Park and Gosch's Paddock, Melbourne Storm do not currently have a facility to house its future women's team.
- 9.10 The Rugby League State Community Centre would be the home of Melbourne Storm NRLW training and some matches and would provide a venue for young Victorians to progress from grassroots competition to the Melbourne Storm and onto Jillaroos selection. The site will also continue to be the home of the Northern Thunder Rugby League Club.
- 9.11 Following significant site investigations, Melbourne Storm, the NRL and NRL Victoria have partnered with Hume City Council to develop the Rugby League State and Community Centre at Seabrook Reserve.

**The Rugby League State and Community Centre (the Centre)**

- 9.12 The Centre will consist of the following:
  - 9.12.1 Three (3) high quality natural turf playing fields with lighting.

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9.12.2 A pavilion including:

- (a) Female friendly change rooms
- (b) Referee rooms
- (c) High performance training facility
- (d) Medical and recovery facilities
- (e) Meeting rooms
- (f) Administration space for NRL Victoria and Touch Football Victoria
- (g) Food and beverage facilities
- (h) Storage facilities
- (i) Spectator viewing areas
- (j) Carparking and landscaping

**Special Conditions**

9.13 The Funding Agreement also stipulates the requirement for ARLC to enter into a Lease Agreement with Council with the following special conditions:

- (a) ARLC will undertake the works on the Council land at 20 Goulburn Street Broadmeadows.
- (b) ARLC will be responsible for utility costs related to the usage of the site including, gas, electricity and pavilion water usage.
- (c) ARLC will enter into a Community Service Agreement that is to the satisfaction of the Council.

9.14 Council must provide ARLC access to the site to facilitate the planning to conduct the construction works and the delivery of the project.

**10. CONCLUSION:**

It is recommended that Council sign the New Lease with ARLC for the for the provision of a Rugby League State and Community Centre at Seabrook Reserve.

Seabrook Reserve Landscape Masterplan



Masterplan legend

- |                                      |   |
|--------------------------------------|---|
| Park boundary                        | Proposed exercise stations  |
| Title boundary                       | Proposed fence  |
| Easement                             | Proposed State Rugby League and Community Centre (pavilion)                   |
| Creek                                | Proposed picnic shelter   |
| Asphalt surface - existing           | Proposed irrigated turf surface   |
| Asphalt surface - proposed           | Proposed softfall mulch surface   |
| Concrete paving - existing           | Proposed softfall rubber surface  |
| Concrete paving - proposed           | Proposed play rock mound with accessible grade paths                          |
| Gravel paving - existing             | Proposed sports courts - indicative courts: basketball, parkour, table tennis |
| Gravel paving proposed               | Proposed creek revegetation   |
| Path - future (alignment indicative) | Proposed landscape planting   |
| Proposed upgraded bridge             |   |
| Views & natural surveillance         |   |

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**Providing a space for the community to play, relax, explore and exercise.**

Seabrook Reserve is set to undergo a major \$20 million upgrade.

The project includes a range of sporting and recreational opportunities for the community to play, relax, explore and exercise.

The reserve will also include a new training and administration base for NRL Victoria and Touch Football Victoria and will remain the home for local club Northern Thunder.

Hume City Council is proud to embark on this project with our partners to provide our community with a state of the art sporting facility.

The project will deliver hundreds of jobs during construction, plus ongoing permanent roles.

**Project cost:** \$20 million  
**Completion date:** 2024

The project upgrade will include:

- State Rugby League and Community Centre (pavilion) with female-friendly amenities
- upgraded sporting facilities including Rugby League pitches and Touch Football fields
- a new playground
- picnic furniture and facilities
- public toilets
- outdoor exercise equipment
- improved path connections, a new pedestrian bridge and circuit shared path
- new lighting, parking and local road access to improve accessibility
- creek re-vegetation, local habitat enhancement and water sensitive urban design to improve run off and water quality in the creek.

This project is delivered in partnership between Hume City Council, the Victorian Government and NRL Victoria.



**Project timeline**

**2012**

Seabrook Reserve identified as a strategic redevelopment site under the Broadmeadows Structure Plan 2012 and the Greater Broadmeadows Framework Plan

**2019**

Community and stakeholder engagement underway

Masterplan adopted

**2020**

Further community consultation for the playspace and landscaping

**2021**

Designs for the playspace, landscaping and recreation facilities finalised

Start of construction

**2022**

State Rugby League and Community Centre opens

**2024**

Project complete



### Notification of works

There may be some changes to how you access the space throughout construction.

Sign up to our newsletter so we can keep you informed.

- **From mid-April:** Earthworks at the Seabrook Reserve sports field area will commence. There will be no access to this area of the reserve during construction and the site will be fenced off.
- **From mid-May:** Access to the carpark off Goulburn Street will be restricted.
- There will be minimal disruptions to local foot and bike paths in the first stage of works.

### Exercise equipment and multipurpose courts concepts



### More information

To read this information in other languages, scan the QR code to view on our website.

If you have any questions about this project email [leisure@hume.vic.gov.au](mailto:leisure@hume.vic.gov.au)



Stay up-to-date with this project by signing up to our project newsletter.

We will let you know when key milestones are coming up.

### Playspace concepts



### Building a better Hume

This project is part of Council's record \$443 million capital works program delivering more than 500 projects over the next four years, creating local construction jobs and stimulating our economy.

Use the interactive map on our website to find out about projects in your area:

[projects.hume.vic.gov.au](https://projects.hume.vic.gov.au)



Information is current at the time of printing. Due to unforeseen circumstances, changes may occur.

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