



STREETS for PEOPLE

CONSULTATION SUMMARY: PHASE 1

Prepared by **Hansen Partnership**
for **City of Darebin**

April 2018



Introduction

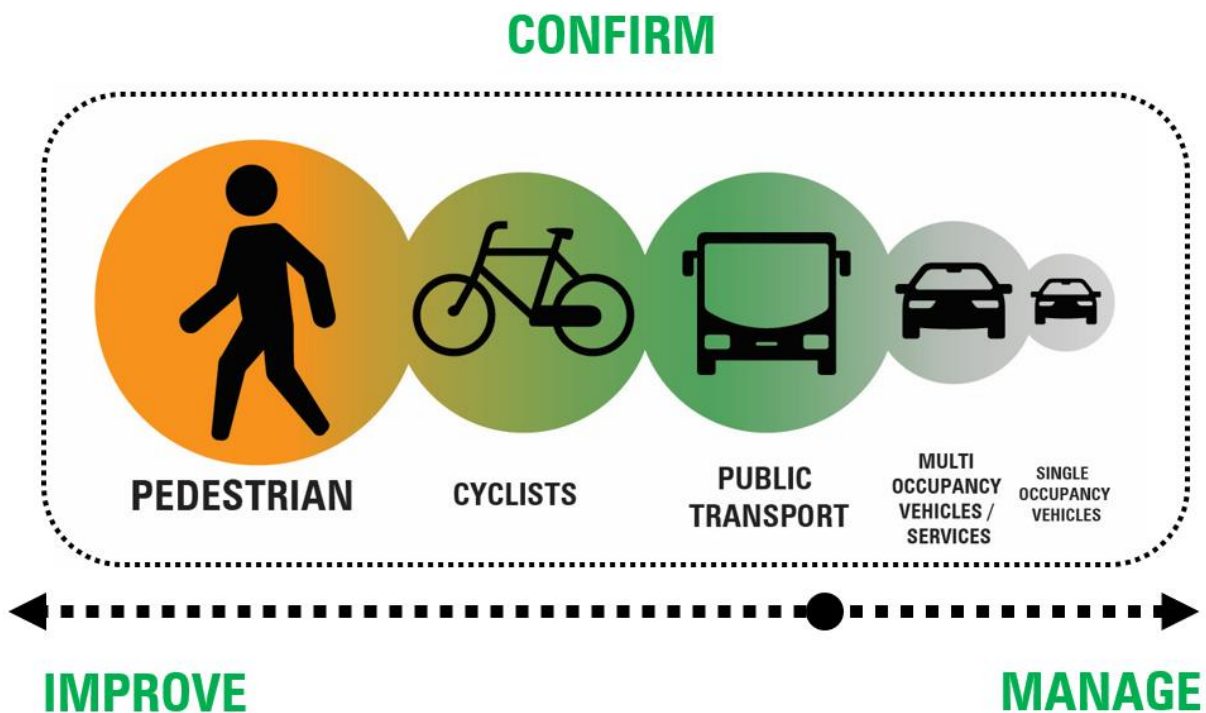
About the Project

The Streets for People project builds on a significant body of work prepared in the earlier Feasibility Study in 2018, which sought to restore a balance in the role of streets between their functional modal requirements and their role in defining places and spaces for people.

Out of the 8 corridors that formed part of the Feasibility Study, this project seeks to further **develop 2 designated corridors in Reservoir North and Preston (Corridor 4 and Corridor 5)** into Concept Designs, to deliver the ambitions of the evolving Framework Concept Plans in an innovative yet cost-effective manner.

The Streets for People project is influenced by the following Guiding Principles:

- **Prioritise People** - Recognising people as the main users of streets and that future street design should maximise opportunities to improve pedestrian safety and amenity.
- **Minimising conflict** between the varying modes of transport, with higher priority given to pedestrian and cyclists without compromising the functional role of streets and requirements to support adjacent existing and future uses.
- **Increasing cycling confidence** along the corridors by providing high-quality cycling infrastructure that is well connected, easily navigated with varying degrees of separation and safety from moving traffic.

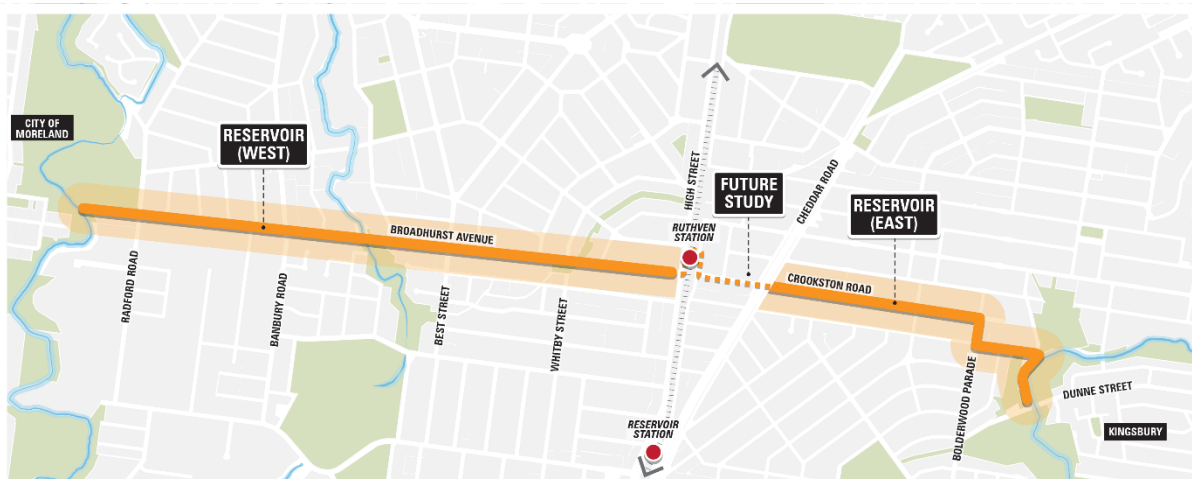


Study Corridors

Certain portions of the Study Corridors have been excluded from this Project in response to other on-going projects undertaken by LXRA and Council. The exclusion areas have effectively set the Study Corridors into 4 quadrants:

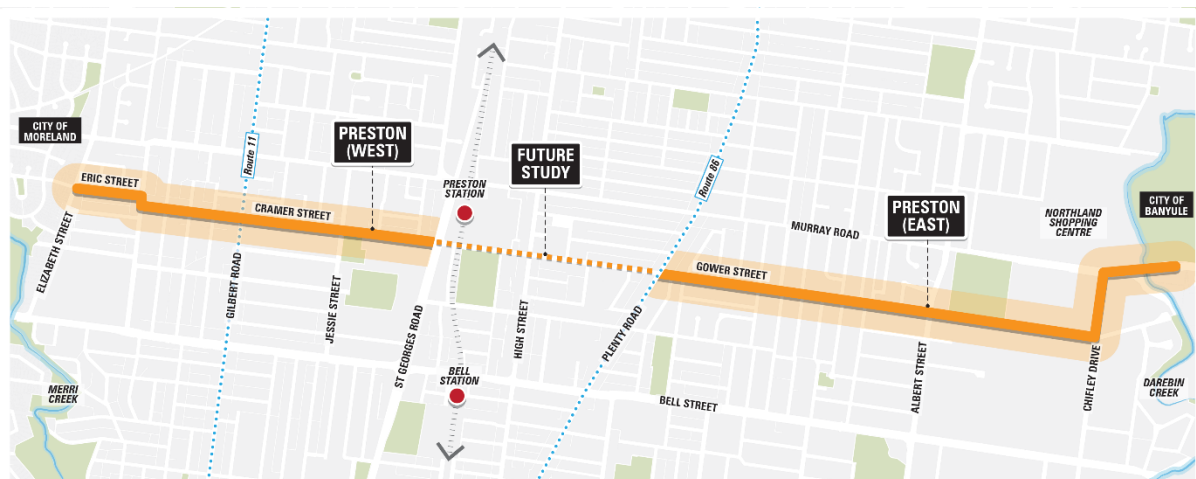
Corridor 4: Reservoir North

- Reservoir West (along Broadhurst Avenue, between Merri Creek & High Street)
- Reservoir East (along Crookston Road, between Cheddar Road & Dunne Street)



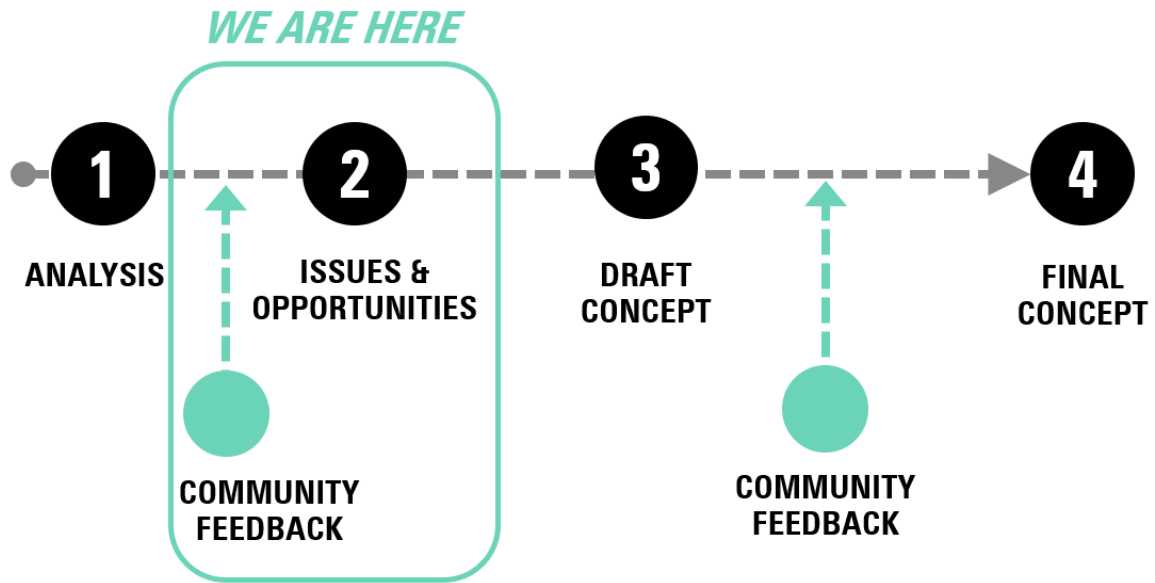
Corridor 5: Preston

- Preston West (along Cramer Street, between Elizabeth and St Georges Road)
- Preston East (along Gower Street, between Plenty Road and Darebin Creek)



Project Process

This project has been undertaken based on the following process:



Community and Stakeholder Engagement Summary – Phase 1

There are 2 phases of community engagement processes including:

- Phase 1: Issues and Opportunities (March 2019) – included in this report
- Phase 2: Confirming the Ideas (May 2019) – not included in this report

PHASE 1 COMMUNITY ENGAGEMENT SUMMARY

In February 2019, Hansen Partnership were engaged by Darebin City Council (Council) to gather feedback on issues and opportunities for streetscape improvements and sustainable transport upgrades in Corridor 4 (Northern Reservoir Corridor) and Corridor 5 (Preston Activity Link). The Community engagement also sought to present location specific ideas for improvement and gain an appreciation of community aspirations for the future of their streets based on a detailed understanding of place.

The first round of community consultation was undertaken from 1st March to 30th March 2019 during Stage 2 of the overarching 'Streets for People' project. Stage 1 of the project sought to clarify Draft Framework Plans for both corridors, based on the earlier Streets for People Feasibility Study (prepared in 2018). This material formed a key part of the consultation phase where project ideas could be tested and discussed by consultation participants.

The purpose of the Community Engagement is to inform the refinement of the Framework Plans, ensuring that recommended future streetscape improvements and transport upgrades are embedded in an appreciation of the complexities that make up each neighbourhood and will ultimately be championed by the community who live, work and visit these areas.

About this Engagement Summary

The following report provides an overview of the engagement process followed by a summary of the feedback received for each corridor and key issues for further investigation and refinement by the Project Team.

Corridors 4 and 5 are effectively divided into 2 segments (east and west), with an exclusionary zone in the centre, due to pending Level Crossing Removal projects. The consultation summary seeks to clarify the key issues and themes that have emerged from each segment along the corridors, acknowledging the variations in street condition, neighbourhood character, activities and population which may warrant alternative solutions for future upgrades and improvements.

Community Engagement Process

The Community Engagement process sought to gain an appreciation of the complexity of each corridor, focusing on how people currently use the study area and their appetite for future upgrades and improvements centred around the 'Streets for People' ethos. The process also sought to identify key concerns relating to the various modes of transport (driving, walking, cycling) as well as the look and feel of the study area.

Hansen Partnership and Council curated a range of platforms for the community to be informed and contribute to the future of the streets. Activities included:

- Online Survey open from 1st March to 18th March 2019.
- Flyer drop to local residents in each study area (distributed to 7000 households).
- Online Survey for each corridor
- Have your Say page including a question forum moderated by Council
- A drop-in session for each corridor on the 16th of March at the Preston Library and Reservoir Library.
- Two Street Champion Workshops on the 30th March at the Preston Shire Hall.

Corridor 4: Northern Reservoir Corridor



Drop-in Session Summary

Number of Participants: Approximately 30 people in attendance

Format:

The Drop-in session was held at the Reservoir Library Forecourt between 2-4pm on the 16th March, 2019. Material used at the venue included:

- Draft Framework Plans printed at A1 and displayed on tables. Participants were able to review emerging ideas and provide feedback or ideas for specific areas using Post-It-notes.
- Dot-What's-Hot poster illustrating precedent images of activities, landscape, transport and treatments where participants could place a sticker on the images they liked.
- An interactive street cross-section allowing people to design and discuss their dream street based on standard dimensions of transport infrastructure and street elements.
- A1 aerial maps for visual reference and detailed discussion about locations along the corridor.
- Existing conditions maps from the Feasibility Study to communicate the network of corridors and the purpose of the project.

Summary of Key Challenges

- There is a perceived conflict of ambitions between local residents who rely on vehicles (specifically trade vehicles) and cycling or walking as their primary mode of transport to access services and employment.
- It is acknowledged that public transport is not a common form of transport for residents along the study area due to lack of accessibility and convenience, therefore increasing car dependency.
- While some participants were supportive of slower vehicle speeds through traffic calming measures at intersections, roundabouts or mid-block pinch-points, a high portion of participants raised concerns with the restriction of vehicle movement and exacerbation of existing traffic flow conditions associated with any street improvements.
- We note the high volume of trade vehicles, semi-trucks and buses that operate to the west of the study area, Broadhurst Avenue, that may restrict opportunities for round-about upgrades and intersection 'tightening', particularly at Radford and Massey Streets.

- A number of participants identified streets within and adjacent to the study area which facilitate high levels of rat-running during peak times and are concerned for flow on effects if limitations are put in place in certain streets (as opposed to others). This was common along Bolderwood Parade in the east of the study area.
- A number of participants also raised concerns for the reduction of on-street parking, to accommodate cycle infrastructure or traffic calming treatments, and the impact of car parking availability for their families and friends.
- There are concerns about the condition of footpaths along the corridor (and in all of Reservoir more broadly), where surfaces are uneven or present tripping hazards for the elderly and pedestrians with mobility limitations.
- Some participants were also concerned about the lack of legibility or sense of belonging for cyclists along the corridor, although they rely on the east-west corridor to access off-road bike paths. They felt there was a general perception, they were not welcome in the space due to the behaviour of drivers and lack of wayfinding dedicated to cycling.
- The Edgars Creek bridge was a key concern for both pedestrians and cyclists given the narrow road width and footpath extent to facilitate safe movement. The existing pedestrian refuge in the middle of the road is considered helpful for the elderly to stage their crossing. However a raised crossing was generally well received to slow vehicles and increase sightlines to pedestrians.
- While outside of the projects scope, there was considerable discussion surrounding the intersection with High Street and the underpass at Ruthven Station, and this was seen by many as a missing link for pedestrians and cyclists.

Summary of Key Opportunities

- There was general support for an increase in street planting (trees and understorey) with an appropriate plant selection to maintain visibility from residential driveways while ensuring they are low maintenance and drought tolerant. Participants would like to see a rethink of nature strip plantings with the potential to coordinate working bees with local residents in key pockets along the corridor.
- Participants were supportive of more pedestrian crossings associated with bus stops along Bolderwood Parade in association with shelters.
- Participants were supportive of the opportunity to improve the East-West cycle link with wayfinding signage and bike stations.
- Many participants requested more areas of open space or better use of existing areas for activities and recreation (specifically at Edgars Creek and Broadhurst Avenue Reserve).

Emerging ideas and considerations

- Council to undertake further traffic investigations to identify opportunities to divert large vehicles away from Corridor 4 (west) particularly at roundabouts on Radford and Massey Streets, associated with the industrial area to the south of Broadhurst Avenue.
- Broadhurst Avenue at the Edgars Creek bridge presents considerable opportunity for improvements to provide safer access to pedestrians entering the street from the existing creek trail and manage cycle movement across the bridge given its narrow width.
- Council to undertake further traffic investigations (as part of existing Local Area Traffic Management Study) to identify opportunities restrict rat-running along Bolderwood Parade and Rathcown Street.

- Council to undertake further work (potentially through a detailed audit) to identify pedestrian paths or low quality, which prevent or restrict people with limited mobility to explore their neighbourhood.

Online Feedback Summary

The Darebin Have Your Say Website provided opportunity for readers to leave comments or queries about the project. Key issues raised include:

- Concern surrounding the number of multi-residential developments being approved and built, causing more cars to be parked on the street and creating a dangerous environment for cyclists. Consider more permit only parking or parking bay lines along the corridor to avoid car parking too close to driveways.
- A number of responses identified the need to maintain the quiet character of their street by providing substantial canopy trees and shade, seating areas for the elderly, wide footpaths and pedestrian crossings, improving safety for pedestrians.
- Consideration for a dedicated and safe cycle path along Broadhurst Avenue to Merri Creek path was recommended. It was identified that roundabouts were unsafe environments for cyclists, often conflicting with vehicle movement.
- Consideration around traffic congestion in surrounding streets where limiting or restricting vehicle movement along Crookston Road.
- While outside of the study area (excluded zone), a number of responses identified the need for improved pedestrian crossing at the Cheddar and Crookston Road intersection.

Online Survey Summary

Number of Survey Participants: 82

Age Groups:

- 14 and under: 0%
- 15-24: 2.47%
- 25-34: 28.40%
- 35-44: 34.57
- 45-54: 23.46%
- 55-64: 7.41%
- 65-74: 1.23%
- 75-84: 1.23%
- 85 and above: 1.23

Distribution of participants:

- Reservoir West: 42.5%
- Reservoir East: 57.5%

Note: 2 skipped

Relationship to the study area:

- Resident: 88.89%
- Access public transport: 14.81%
- Occasional visitor: 7.41%
- Frequent visitor: 3.7%
- Business: 2.47%
- Employee: 1.23%
- Student: 0%
- First time visitor: 0%

Accessibility

- 5% of participants stated to have physical limitations that prevent them from walking, bicycling, or driving.

What We Heard

Reservoir West

Existing Transport and Movement

- During weekdays, 45% of participants rely on a car as the primary mode of travel. Walking and Train both accounted for 18% and cycling 15%.
- On weekends, car usage increased to 60% as the primary mode of travel, walking accounted for 24% and cycling 12%.
- We acknowledge car use is generally the most reliant mode of transport for participants given the corridor comprises lower order residential subdivision and proximity to services is limited.

Alternative Mode of Transport

- Participants were also asked to select a preferred 'alternative' mode of transport to be promoted to reduce car traffic. A generally even mix of responses were received between cycling, walking and public transport options was recorded.

CORRIDOR 4: RESERVOIR WEST



EXISTING MODE OF TRANSPORT



ALTERNATIVE MODE OF TRANSPORT (TO REDUCE TRAFFIC)



Street Priorities

Where participants were asked to rank the importance of various movement and streetscape attributes according to their preference:

- Walking paths was the highest ranked streetscape attribute, with 75% of participants ranking it in their top 3. Street trees and vegetation scored second highest, with 63% of participants ranking it in their top 3.
- Followed by Public Transport, convenient driving and cycling paths.
- On-street parking scored the lowest, with 45% of participants ranking this attribute as least important (Number 6).

Quality of Streets

Participants were asked to rate the quality of movement and streetscape attributes in their area:

- On-Street parking was generally considered to be very good or good according to over 48% of participants.
- Convenient driving was considered 'OK' or 'Good', equating to over 63% of responses.
- The quality of walking paths received a mixed response, with 85% of participants generally rating the quality equally between 'Poor', 'OK' and 'Good'
- Cycling paths were generally considered of very poor or poor quality according to over 55% of participants.
- Street trees and vegetation were also considered to generally be of an OK or poor quality according to approximately 75% of participants.

CORRIDOR 4: RESERVOIR WEST

CURRENT STREET PRIORITIES vs QUALITY OF STREET



RESERVOIR (WEST)	
1. Walking paths	OK
2. Street trees and vegetation	POOR
3. Public transport access	OK
4. Convenient driving	GOOD
5. Cycle paths	POOR
6. On-street parking	GOOD

Streets for People scenarios

Participants were asked to rank a series of scenarios about how they use their street for movement and amenity.

- I would allow my children to walk or cycle to school by themselves (33% agree, 33% disagree):
- I consider cycling a risky form of transport along my street (63% agree or strongly agree).
- I frequently walk to my local convenient store/ parks (80% agree or strongly agree).
- I consider walking and/or running in my neighbourhood important to my health and wellbeing (72% strongly agree).
- I do not rely on on-street parking (even).
- I do not rely on signage to find my way around my neighbourhood (77% agree or strongly agree).
- My street will benefit from more trees and landscaping (69% strongly agree).
- I would rely less on my car if there were safer bike paths (42% strongly agree).
- I feel safe walking at night along my street (70% strongly agree or agree).

Special attributes

Participants were asked to describe what is special about their streets. The common attributes included:

- The presence of trees and street trees;
- Its width;
- It is quiet and has a sense of community;
- Connections to open space, public transport and shops; and
- Heritage houses and character of houses.

Convenience of Movement

Participants were asked to select interventions or upgrades improve convenience of access and transport. The top 5 include:

- Improved crossings and junctions (72%).
- Improved lighting (55%).
- Bicycle lanes and more street trees (equal 42%).
- Less cars and wider footpaths (30%).
- More outdoor activities and shade (27%).

Several additional suggestions related to improved public transport connections and facilities as well as improving flow of vehicle traffic along the corridor.

Ideas for improvements

Participants were asked to select ideas and images which describe their understanding of people-friendly streets. The top 5 responses include:

- Street greening;
- Improved lighting;
- More pedestrian crossings;
- More seating and gathering spaces; and
- Water sensitive urban design.

CORRIDOR 4: RESERVOIR WEST

STREET IDENTITY & ASPIRATION

RESERVOIR (WEST): Valued Street Qualities

- Sense of openness
- Quiet
- Trees / Green
- Destinations along the corridor
- Community oriented

RESERVOIR (WEST): Wish List

- Greening/ WSUD
- Improved pedestrian safety
- Wider Footpaths/ Less car
- Lighting & Seating
- Bike safety



Reservoir East

Existing Transport and Movement

- During weekdays, 58% of participants rely on a car as the primary mode of travel. Cycling and Train both accounted for 13% and walking 8%.
- On weekends, car usage increased to 85% as the primary mode of travel. Walking accounted for 8%.

Alternative Mode of Transport

Participants were also asked to select a preferred 'alternative' mode of transport to be promoted to reduce car traffic.

- Walking was the most popular mode, equating for 58% of responses.
- Cycling accounted for 49% of responses and public transport options (bus 47% and tram 36%).

CORRIDOR 4: RESERVOIR EAST



EXISTING MODE OF TRANSPORT



ALTERNATIVE MODE OF TRANSPORT (TO REDUCE TRAFFIC)



Street Priorities

Where participants were asked to rank the importance of various movement and streetscape attributes according to their preference:

- Public transport accessibility was the highest ranked streetscape attribute, with 67% of participants ranking it in their top 3.
- Convenient driving scored second highest, with 57% of participants ranking it in their top 3.
- Followed by walking paths, street trees/vegetation and on street parking.
- Cycling paths scored the lowest, with 43% of participants ranking this attribute as least important (Number 6).

Quality of Streets

Participants were asked to rate the quality of movement and streetscape attributes in their area:

- The quality of walking paths received a mixed response, with 72% of participants generally rating the quality equally between 'Poor' and 'OK'.
- Cycling paths were generally considered of 'Poor' or 'OK' quality according to over 67% of participants.
- Convenient driving was considered 'OK' or 'Good', equating to over 65% of responses.
- On-Street parking was generally considered to be 'OK' according to over 35% of participants.
- Street trees and vegetation were considered to generally be of an 'OK', 'Poor' or 'Very Poor' quality according to approximately 76% of participants.

CORRIDOR 4: RESERVOIR EAST

CURRENT STREET PRIORITIES vs QUALITY OF STREET

RESERVOIR (EAST)	
1. Public transport access	GOOD
2. Convenient driving	POOR
3. Walking paths	POOR
4. Street trees and vegetation	OK
5. On-street parking	OK
6. Cycle paths	POOR



Streets for People scenarios

Participants were asked to rank a series of scenarios about how they use their street for movement and amenity.

- I would allow my children to walk or cycle to school by themselves was evenly scored across the categories.
- I consider cycling a risky form of transport along my street (47% agree or strongly agree).
- I frequently walk to my local convenient store/ parks (50% agree).
- I consider walking and/or running in my neighbourhood important to my health and wellbeing (81% agree or strongly agree).
- I do not rely on on-street parking was evenly scored across the categories.
- I do not rely on signage to find my way around my neighbourhood (77% agree or strongly agree).
- My street will benefit from more trees and landscaping (47% strongly agree).
- I would rely less on my car if there were safer bike paths (even).
- I feel safe walking at night along my street (51% disagree, 20% strongly disagree).

Special attributes

Participants were asked to describe what is special about their streets. The common attributes included:

- Sense of community;
- Access to station;
- Street trees;
- Connections to Darebin Creek; and
- Width of street.

Convenience of Movement

Participants were asked to select interventions or upgrades improve convenience of access and transport. The top 5 include:

- Improved crossings and junctions (70%);
- Less cars (37%);
- Improved lighting (35%);
- Bicycle lanes and more street trees (equal 32%); and
- Slower car speeds (26%).

Several additional suggestions included the provision of new pedestrian crossings, improved access to the station and management of car parking congestion.

Ideas for improvements

Participants were asked to select ideas and images which describe their understanding of people-friendly streets. The top 5 responses include:

- Street greening;
- Improved lighting;
- Protected bike paths;
- More pedestrian crossings; and
- Water sensitive urban design.

CORRIDOR 4: RESERVOIR EAST

STREET IDENTITY & ASPIRATION

RESERVOIR (EAST): Valued Street Qualities

- Community oriented
- Public transport convenience
- Trees/ Green
- Quiet
- Sense of openness

RESERVOIR (EAST): Wish List

- Greening/ Water Sensitive Urban Design
- Lighting
- Bike safety
- Improved pedestrian safety



Street Champions Workshop Summary

Format:

The Street Champions Workshop for the Northern Reservoir Corridor was held on Saturday 30th March 2019 at the Preston Shire Hall. The structure of the workshop included:

- Introductory presentation about the project, Council's ambition for sustainable transport and the role of the Street Champion in the project process.
- Individual introductions of Street Champion participants presenting their idea for the future of their street.
- Table discussions for each side of the corridor (east and west) to present and gain feedback from the participants about the proposed design treatments.
- Presentation of preliminary sketch concepts of two Hot Spots and engage in further design discussion and drawing to refine the proposed treatments at these locations.
- Street Champion presentation to the wider group to discuss workshop outcomes and ideas.

RESERVOIR EAST AND WEST

Key Issues

Ideas and ambitions for achieving Streets for People as recommended by participants included the following (in no particular order):

- Safe cycling;
- Greenery;
- Consistent streetscape and identity;
- Improved wayfinding;
- Parking/ traffic management;
- Less large vehicles/ trucks;
- Better access and facility at public transport;
- Safe pedestrian access;
- Family children safety;
- Less traffic / rat running; and
- Playful streets.

RESERVOIR EAST

Key issues:

The key issues identified by the participants along this section of the corridor included:

- Rat running issue around Bolderwood Parade and New Street junction to access Cheddar Roads.
- Junctions of Black Street and Rathcown Road and Hickford Street is perceived to be dangerous (possible black spots) from pedestrian's perspective (acknowledge these are outside the project study area).
- Black Street and Borrie Street are key pedestrian route connecting Reservoir Views Primary School (north) and St Stephen's Catholic Primary School (south).
- Local flooding issue at Bolderwood Parade and Crookston Road junction (west side).
- Chicane treatments often invite 'Hoon' behaviour and not preferred.

Proposed Framework Ideas:

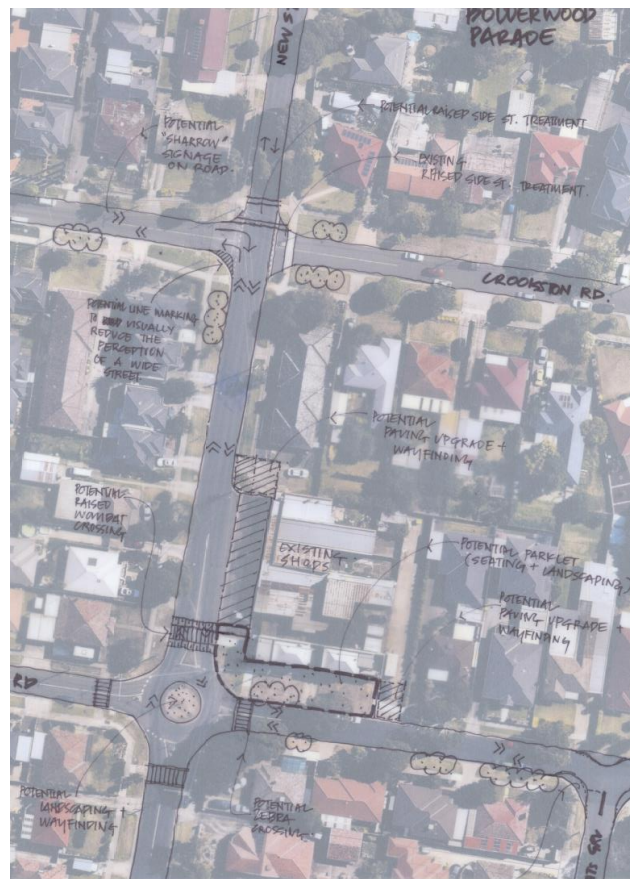
Participants are generally supportive of the framework as presented and encourage further exploration of the following:

Overall corridor and beyond:

- Preference for 'pinch point', or kerb extension as traffic calming treatment instead of 'speed hump' for noise reason.
- Encourage arts and events at Darebin Creek.
- Better utilisation of existing open space/ reserve, including potential dock park at 2-4 Bennak Street/ Cheddar Road central median (fenced area).
- New wayfinding/ signpost to public transport route/ train station/ tram stop, to other cycling corridor and major open spaces, including creeks.
- Unique branding for each cycling corridor to distinguish one from another.
- Pedestrian crossing across Cheddar Road (outside the project study area).
- Safe bike cage at Ruthven Station and possible shuttle service to Ruthven Station (acknowledge this is outside the project study area).
- Careful selection of new trees (for infill planting), including avoiding the use of Paperbark and their impact on street lighting.
- Considering Whitelaw Street as an alternative pedestrian desire line to Clements Reserve (outside the project study area).
- Utilising parked cars as a traffic calming measure (reducing the perception of a wide street) along Rathcoun Road.
- Avoid car parking at blind spot.

Hot Spot 01: Bolderwood Parade Commercial Node

- Minimise rat running along Bolderwood Parade by:
 - Raised crossing around roundabout at Bolderwood Parade and McMahon Road junction.
 - Reverse vehicle movement priority at Crookston Road and New Street (south bound) through raised side street treatment at New Street.
- Improve pedestrian safety by adding new zebra crossings along McMahon Road to east and west of existing roundabout.
- Activity and alfresco dining around commercial node at Mc Mahon Street to improve surveillance and as a new community meeting place.
- Utilisation of a wide verge south of 156 Bolderwood Parade as a potential parklet.
- Avoid car parking at blind spot.



Hot Spot 1: Sketch Concept

Hot Spot 02: Black Street and Crookston Road Junction

- Minimise rat running along Crookston Road and Black Street through traffic calming.
- Improve pedestrian safety by adding new zebra crossings around existing roundabout at Crookston Road and Black Street junction.
- Reduction of roundabout size through kerb extensions for improved pedestrian safety and amenity. This idea will need to be ensure north – south bus movement along Black Street is not compromised.



Hot Spot 2: Sketch Concept

RESERVOIR WEST

Key issues:

The key issues identified by the participants along this section of the corridor included:

- The presence of large vehicles along the corridor including buses and trucks from the surrounding industrial areas.
- Rat -running along corridor
- Lack of pedestrian crossings along the corridor to access key actives and destinations safely (particularly with children).
- Roundabouts at Radford Road, Banbury Road, McFadzean Avenue at Hobbs Crescent are difficult to cross.
- Lack of legibility of creek entries and trails at Merri and Edgars Creek.
- Underutilised public open space at BT Connor Reserve and Hobbs Crescent intersection.
- Inconsistent street trees along the corridor.
- While outside of the study area, High Street and the rail corridor were considered significant movement barriers for pedestrians and cyclists, limiting the ability for families to feel safe enough to cross.

Proposed Framework Ideas:

Participants are generally supportive of the framework as presented and encourage further exploration of the following:

- Participants showed high support for intersection upgrades to side streets as a way to slow the speed of vehicles entering and exiting Broadhurst Avenue. Specifically, raised side intersections were highly encouraged acknowledging the additional benefit of improved pedestrian accessibility and in some cases pedestrian priority (zebra crossing).
- A combination of raised and standard zebra crossings at roundabouts were supported (depending on bus routes). Banbury Road roundabout could incorporate raised crossings at the north and south.
- It was acknowledged that some kerbside planting can often look unmaintained and disrupt pedestrian flow (particularly along narrow paths). Any new planting should be resilient and not impact on pedestrian movement.
- With regard to greening, participants expressed interest in improving the presence of shade and canopy trees along the street, particularly focusing new trees and plantings at intersections and Creek entries.
- It is acknowledged that the current trees are recently planted and opportunity exists for additional trees to be established in an effort to create a consistent boulevard effect.
- Participants also expressed interest in streetscape treatments which provide colour and playful elements to encourage families to walk and cycle to the important creek corridors (Merri and Edgars Creek, with Darebin Creek to the far east).
- Opportunity to improve wayfinding and signage at the Cheddar Road intersection to improve access to creek trails and public open spaces.

Hot spot 1: Edgars Creek

Participants were generally supportive of the proposed concept sketch with additional items to consider including:

- A strong preference for stone and brick details (as opposed to surface paint) to reinforce the character of Reservoir.
- Opportunities to demarcate the entry to the Edgars Creek trail through native planting and trees.
- Opportunity to incorporate wayfinding art or sculpture referencing native birds which frequent the environmental corridors.

- Consider incorporating seating and shade at the bus stop (and all bus stops along the corridor).

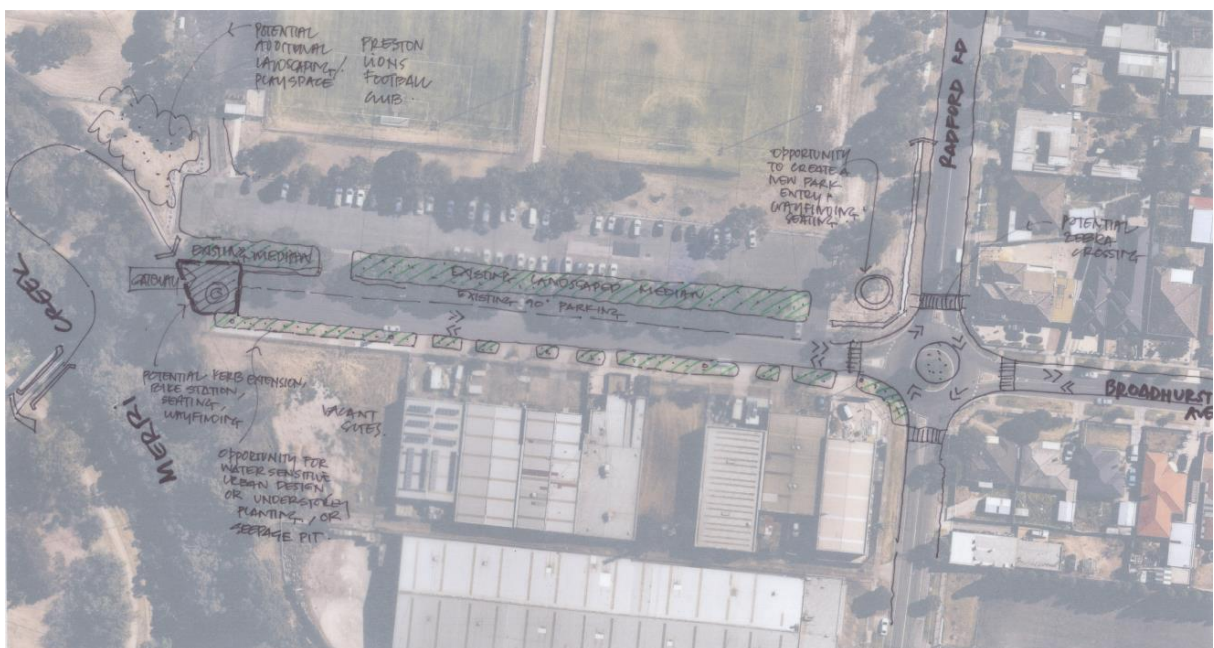


Hot Spot 1: Sketch Concept

Hot Spot 2: Merri Creek entry

Participants were generally supportive of the proposed concept sketch with additional items to consider including:

- Undertake further investigations for the potential reduction in width of road for cars.
- Highly supportive of pedestrian crossings at Radford Road roundabout.
- Opportunity for a playground or rest area within the vacant reserve to the north west of Radford Road roundabout. Consider spaces for families and children.
- Incorporate colour and art to make people feel welcome and provide wayfinding to Merri Creek entry.



Hot Spot 2: Sketch Concept