

8.2 CROXTON WEST PLACE-MAKING PROJECT ENGAGEMENT OUTCOMES AND PROJECT IMPLEMENTATION

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EXECUTIVE SUMMARY

Draft concept designs for the Croxton West Place-making Project have been developed and were released for public consultation between 31 January and 16 February 2020.

The draft concept designs that were consulted on proposed area-based interventions that aimed to meet the Project's vision "*The Croxton West Local Area will become an inviting and safe place for pedestrians and cyclists, where vehicle volumes and speed are reduced, where improved street tree planting provides amenity value and where spaces are created for passive recreation.*"

Based on community and stakeholder feedback, officers propose progressing with some, but not all of the interventions. In particular officers propose that Council proceed with a number of safety improvements focused around the School and Mayer Park, but that Council not proceed with the larger interventions (such as creation of a pocket park).

The main reason for this is that community feedback didn't demonstrate significant support for creation closure of a road and creation of the pocket park because of the changes to local vehicle movements that would result. While not proceeding with the road closure and pocket park will not change how residents access their local street, it also means that overall there isn't expected to be a significant reduction in use of local streets by through traffic. The safety interventions will improve safety near the park and the school and generally are expected to ensure low speeds.

The interventions would be constructed over time and Council would advocate to the Department of Transport on critical items adjoining the Croxton West area, which would dramatically affect how the area is accessed and used.

Opportunities for external funding would be explored, and construction would be planned for future years.

Recommendation

That Council:

- (1) Endorses the Croxton West Place-making Project Concept Designs attached as **Appendix A**, to progress to design and implementation over years subject to funding availability.
- (2) Thanks community members for their feedback and participation throughout.
- (3) Notes that a number of local issues identified in community engagement are currently being addressed such as visibility of signage in some locations.
- (4) Notes the Croxton West Place-making Project Round 2 Engagement Summary document will be made publicly available via the Darebin website, following finalisation of the document.

BACKGROUND / KEY INFORMATION

Feasibility Study

In 2018, Council developed a corridor framework plan for 8 cycling corridors across the municipality – the Streets for People Feasibility Study (Study). The Study used the State Government Movement and Place approach to redesign the corridors giving priority to the use of active transport, along with maintaining the streets as destinations and increasing greening. The Study was endorsed by Council in October 2018, which included feasibility of treatments for the Northcote Green Link, and the Great Western Shimmy corridors.

Croxton West Place-making Project Development

The Croxton West Local Area Place Making (LAPM) precinct brings together the Streets for People and LAPM programs in the area between Arthurlon Road in the south and Normanby Avenue in the north, and Merri Creek in the west to St Georges Road towards the east.

This precinct has a history of receiving a lot of community attention due to recent changes to walking and cycling access near Croxton School, Council's commitment to the Beavers Road bridge (currently under construction) connecting Darebin to Moreland and use of local streets by non-local vehicle traffic for 'rat-running'. This precinct also includes parts of two Streets for People corridors – the Great Western Shimmy along Woolhouse Street and Leinster Grove, and the Northcote Green Link along Beavers Road.



Figure 1: Map of Study Area

Close consultation with local stakeholders that identified the issues and opportunities in the area was completed through the first round of community engagement in October 2019 to guide the development of draft concept designs. From what we heard from our community and reflecting on the Feasibility Study and drawing on best practice experience from Australia and overseas, the designs would seek to:

- Prioritise road safety;
- Reduce vehicle speed and improve driver behaviour;
- Develop high-quality places for people walking, wheeling and cycling; and
- Deliver functional and inviting streetscapes for those who live, work or study in the local areas.

Following the first round of community engagement, at the Council Meeting on 16 December 2019, Council endorsed the public consultation of the draft concept designs for the Croxton West Place-making Project.

The draft concept designs were released for community feedback as part of the second round of community engagement between 31 January and 16 February 2020 (and can be found as part of **Appendix B**).

The resulting concept designs and recommendations are detailed in the 'Discussion' section of this report which address the key issues, project vision and objectives for the area.

Previous Council Resolution

At its meeting held on day month year, Council resolved:

'That Council:

- (1) Notes the community consultation summary report for the Croxton West Place-making project.*
- (2) Endorses the draft concept design as included in the community consultation summary report to be used in the next round of community engagement.'*

COMMUNICATIONS AND ENGAGEMENT

Consultation

Consultation Results

A summary of the Round 1 consultation findings was presented to Council on 16 December 2019. A summary of the second round of engagement will be discussed in the 'Discussion' section of this report and made publicly available when finalised. There have been two rounds of community and stakeholder engagement, with the following stages and a mix of methods used to understand community views:

Round 1 - Communications and Engagement Activities

1. A whole of area letterbox drop and local advertising to promote the various engagement activities;
2. A community survey (in the form of an interactive map) receiving input from local residents, businesses and stakeholders in order to understand how the area is performing now and what the priorities for change are;

3. Consultation with community reference groups to gather further local knowledge and strategic context;
4. A community information workshop session for locals to engage with the project and provide further input on local issues and directions for change;

Round 2 - Communications and Engagement Activities

1. A whole of area letterbox drop and local advertising to promote the various engagement activities;
2. A community survey to test the draft concept designs and invite feedback;
3. A community drop-in session for locals to engage with the proposed concepts and ask questions about any changes;
4. A street champion workshop for local residents from a variety of backgrounds and road user types to confirm the approach to addressing key issues and achieving the vision and objectives of the project.

Whole of Project Engagement Summary

Communication and consultation were planned and delivered throughout the course of the project as follows:

- Through a dedicated project page located on Darebin's Your Say website: [Croxton West Place-making Project](#)
- Two separate mail-outs to some 1,600 households and businesses in the area occurring in September 2019 and January 2020
- Advertisements in the Northcote Leader in September 2019 and January 2020.
- Through Darebin's website and via social media. Social media posts are automatically translated to suit the language in the browser settings of the individual. In total, there were four Facebook posts and two Instagram posts over the course of the engagement.
- Feedback for the project was collected through online surveys, direct emails, hard copies of surveys at the drop-in sessions, face-to face feedback at the drop-in sessions and street champion workshops, and via the Q&A function of the Your Say page.
- Face-to-face engagement sessions had copies of the translation services available for attendees to take away if needed, and materials on display were visual diagrammatic A1/A3-sized posters for ease of communicating the project
- Presentations at Darebin Reference Groups including the Darebin Bicycle Advisory Committee and Darebin Environmental Reference Group, as well as via email to the Darebin Disability Advisory Committee, Community Safety Reference Group and Active and Healthy Ageing Advisory Board.
- Local schools and businesses were contacted and provided feedback.
- Advertisements were also placed in Councillor e-bulletins, Sustainability News, Disability Access Newsletter, Green Travel, and "*What's On for Families*" Newsletter.
- Signs were also installed at six key entry points to the area advertising the engagement

Reaching diverse communities

The consultation was designed to be accessible for our diverse community including people not proficient in English or with other communication barriers. In this local area approximately 96% of residents identify as proficient in English and the main non-English languages spoken are Greek and Italian.

Consultation sought to make information accessible and create opportunities for all residents to take part. This was achieved by:

- All information mailed out included information in 12 languages about how to access translation services as well as information about how to access the national relay service
- Social media promotion ensured that residents could quickly access translated information about the project through online translations that are available in social media platforms
- Diagrams were an important part of project communications materials and designed to communicate universally.
- The drop-in session was centrally located. Materials were visual and designed to communicate universally. Spoken language translation was also available in Greek.

From the survey responses, the following diverse groups were reached:

- Italian – 4, Greek – 7, Other – 12 (13%)
- Identify as having a disability – 8 (4.5% just below the Darebin figure of 6% - ABS Census 2016)

Overall level of responses and engagement

The Your Say page received over 1,400 visits during the second round of engagement with over 2,300 visits to date. There were 86 participants placing 323 pins with comments on the map (Round 1), and 215 completed surveys recorded in response to the draft concept designs (Round 2). Approximately 100 people attended the drop-in sessions and provided face-to-face feedback during Round 1 and 2. The street champions workshop hosted twelve local residents who provided further insights and feedback.

Communications

A detailed communications and engagement plan was prepared for the Croxton West Place-making Project in consultation with Communications and Engagement Team. Councillors were advised of forthcoming engagement efforts through e-Bulletins in January and February 2020. The ultimate visions and objectives for this project that were described in the communications are to:

1. Create a street environment where priority is given to people walking, wheeling and riding, and vehicles travel slower
2. Discourage vehicular volumes by introducing traffic calming measures that deter vehicles from using the route as an alternative to major roads
3. Create a safe and inviting environment for pedestrians by providing treatments for improving pedestrian safety and comfort
4. Create a low speed environment that enables bike riders to integrate with lower volume and slower vehicle traffic
5. Improve connections for people walking, wheeling and riding, including safer east-west connections across Leinster Grove and Woolhouse Street through dedicated pedestrian crossings

6. Create greenery and shade for streets through the planting of canopy trees that integrate with traffic calming measures
7. Identify opportunities for passive recreation, including through the provision of seating and shade at key pedestrian crossings

ANALYSIS

Alignment to Council Plan / Council policy

Goal 3 - A liveable city

The Council Plan 2017-2021 sets the overarching vision for “a greener, bolder, more connected city.” The Croxton West Place-making Project aligns with this overarching vision, as well as Council Plan Goal 1, 2, 3 and 5.

- Goal 1 - A sustainable city
- Goal 2 - Opportunities to live well
- Goal 3 - A liveable city

Goal 5 - Involving our diverse community

The Project also aligns with the expected outcomes of several Council endorsed policies/strategies, including the Darebin Transport Strategy, Walking Strategy, Safe Travel Strategy, Cycling Strategy, Open Space Strategy – Breathing Space, and Climate Emergency Plan.

Environmental Sustainability Considerations

The Streets for People and Local Area Place Making programs focus on vulnerable road users and improving conditions in the street environment to increase the number of participants in active travel, while minimising the use and impact of vehicles. Where possible, passive irrigation and water sensitive urban design principles will be applied to road safety treatments, along with landscaping. The Parks and Open Space team have been consulted regarding opportunities to enhance biodiversity.

Climate Emergency

This program has a clear alignment with Key direction 4 of the Climate Emergency Plan 2017-2022, in particular Objective 1 “Reduce the number of private vehicle kilometres travelled in Darebin by increasing the share of public transport use, walking and cycling” and Key direction 7 to reduce the heat island effect, by increasing tree cover.

Equity, Inclusion and Wellbeing Considerations

An Equity and Inclusion Assessment was completed for the Croxton West project, through which it was recognised that the project has key outcomes for Darebin’s diverse community including:

- Accessibility compliance through design (DDA).
- Designing of facilities for all ages and abilities.
- Outcomes that encourage more physical activity, general wellbeing & health through walking and cycling.
- Streets becoming safer and less intimidating for local communities to use.

- Providing spaces for people to gather and be socially connected to their neighbourhoods.

COVID-19

By the time this project is constructed the current restrictions may be lifted. However, the infrastructure will improve safety and access to low cost options for community members facing financial hardship and overall improve the resilience of both the transport network and community.

Cultural Considerations

Given the project's proximity to Merri Creek, there are opportunities to reference the local indigenous flora and fauna in the design of wayfinding treatments, as well as through landscaping in infrastructure designs where appropriate.

Economic Development Considerations

There are increasing demands on our public space, and in particular roads and parking. By improving the quality of cycling and walking routes to access our activity and neighbourhood centres, it makes it easier for residents and visitors using any mode of transport to work, shop, and visit local centres which supports thriving local economies. This is because it increases pedestrian users in activity centres, which activates these centres and means that people are more likely to do multiple activities in the one visit, and it also reduces road congestion and parking pressure which are expected to increase over time with Melbourne's population growth.

The Streets for People corridors are designed to provide high-quality connections between key destinations within the municipality, increasing their catchment potential by providing easy to use and safe solutions. This is combined with the LAPM approach to support local communities in delivering places to pause and dwell in when using sustainable modes of transport.

Financial and Resource Implications

Through the annual budget process, under the Safe Travel program budget line that was adopted by Council, \$37,000 has been allocated for investigation and engagement for the Croxton West Place-making Project, including concept level design of the treatments in the precinct in 2019/20.

Additional functional and detailed design, and delivery of projects within the Croxton West Place-making Project will be referred to future budget processes and would need to be considered against priorities for investment across the City and across a range of services. Construction of treatments in the precinct could be delivered over many years and/or works can be prioritised within the precinct. Opportunities for attracting external funding will be investigated.

Legal and Risk Implications

Overall this project is designed to reduce risk by improving both road safety and by making it easier, safer and more enjoyable for people to walk or cycle, and also to reduce the amount of vehicle emissions contributing to the long-term risk associated with climate change. Making it easier for people to walk and cycle also contributes to lower community health risks associated with inactivity, isolation and local air pollution.

DISCUSSION

The concept designs in **Appendix A** identify a range of measures to be implemented to improve safety, and make the corridor more attractive for walking, wheeling and cycling. These include:

- Creation of 3 raised zebra crossing points (wombat crossings);
- Road markings (sharrows) on Woolhouse Street and Leinster Grove to identify it as a local bike route;
- Improved signage for No Standing near intersections and locations of No Right Turn signs to improve their visibility;
- Widened footpath on the northern side of Beavers Road to create a shared path and a new footpath on the northern side of Gadd Street;
- Landscaped pinch-point on Leinster Grove near Gadd Street;
- Raised pedestrian crossing on Emmaline Street at Leinster Grove;
- Fully accessible disabled parking space near the community centre and a 5-minute drop-off zone for Mayer Park;
- Painted crossing treatment at the intersection traffic signals of Normanby Avenue and Leinster Grove;
- Opportunities to plant more street trees.

Engagement has found mixed support overall

Feedback from Round 1 of engagement was reported at the Council meeting of 16 December 2019, and is attached to this report in **Appendix C**. This feedback informed the proposed recommendations presented for feedback in Round 2 of engagement.

215 responses were recorded to the survey in Round 2 of engagement. 82% of responses were from residents who lived within the study area. There was a mix of preferences regarding preferred primary mode of transport, with 31% representing motorists, 26% representing bike riders, 17% representing pedestrians, and 11% representing public transport users. This represents a good mix of road user types.

For the overall future vision of the Croxton West Place-making Project, 53% of respondents agreed with the statement “The Croxton West Local Area will become an inviting and safe place for pedestrians and cyclists, where vehicle volumes and speed are reduced, where improved street tree planting provides amenity value and where spaces are created for passive recreation.” Comments received indicate the lack of support was for particular proposals within the plan, rather than the overall vision itself. For each of the corridor ambitions, between 59% and 77% of respondents supported the statements. For reference the guiding principles are included in the on-line survey response summary in **Appendix D**.

The level of support for the draft concept designs for each of the 4 areas, and additional feedback was as follows:

Area 1 (Normanby Avenue to Bradley Avenue) – Access to Mayer Park

64% - 83% of respondents supported each of the proposed concept plans. Some issues were raised regarding the loss of on-street parking through the delivery of road safety treatments as there is already pressure on parking due to the intensive use of Mayer Park.

Concerns were also raised regarding cyclist safety at pinch points, and issues with sight lines at intersections due to motorists parking too close to corners.

Officer response: The total reduction of on-street parking due to proposals in this area is equal to four spaces. There is potential for parking at the Northcote Golf Course to be used by the public in future negotiations with the lease holder, however this won't occur in the short term. The addition of safe crossing points for pedestrians is a valuable reallocation of this road space, however during Stage 1 it is recommended to construct one raised zebra (wombat) crossing with road narrowing to support safe access to Mayer Park near Woolton Avenue, and to revisit the other pinch points and crossing in a later stage. The proposed wombat crossing can accommodate separate bike lanes in the available road space. Officers are currently investigating improved signage in 'No Standing' zones near intersection corners.

Area 2 (Bird Street to Beaconsfield Parade) – Access to Croxton School

The level of support ranged from 53% to 84% for each of the proposed treatments. There was a high level of support for retaining the existing speed hump north of Bird Avenue and constructing a new footpath on the northern side of Gadd Street. As with Area 1, there were concerns regarding loss of parking, though comments were also provided supporting removal of parking to allow for easier vehicle movement. There were also competing concerns regarding speed humps, where some respondents supported their replacement with pinch points, and others thought they were already effective enough.

Officer response: The total reduction of on-street parking due to proposals in this area is equal to two parking spaces. Given the low level of support for the three pinch points (57% - 59%), it is recommended that only one pinch point is constructed during Stage 1, and the existing speed humps remain to encourage lower vehicle speeds. Officers also recommend construction of the new footpath on Gadd Street to support pedestrian movement.

Area 3 (Gladstone Avenue to Beavers Road) – Access to Croxton School, proposed road closure and pocket park.

Support for the treatments in this area varied greatly, from 34% to 79%. The road closure and pocket park received the greatest level of criticism regarding the impacts of displaced traffic and limited ability to move around the neighbourhood by car with only 34% support. The 'left out only' treatment at St Georges Road and Beavers Road only received 46% support. The pinch points and proposed streets for people route were also contentious due to the already narrow space on Beavers Road between Woolhouse Street and St Georges Road, as well as due to loss of on-street parking (approximately 10-12 in total). Other feedback included concerns regarding the impact of developments (198 Beavers Road, and 195-209 St Georges Road) on local traffic and parking, especially along Beavers Road.

Officer response:

While there have been previously strong requests for solutions that cut rat running, feedback showed was that these interventions, weren't supported by local residents. The feedback showed that a significant proportion of local residents didn't think the benefits outweighed the drawbacks. Therefore, officers don't recommend proceeding with these treatments. Officers noted that from a technical perspective, it is the road closure and 'left out only' treatment on Beavers Road that would have the greatest impact on discouraging non-local traffic within the area and that not proceeding means that discouraging non-local traffic would not be achieved to a significant degree.

As it is still important to support safe pedestrian movement across Woolhouse Street to the Beavers Road Bridge and Croxton School in the west, and to public transport connections in

the east, it is recommended that a wombat crossing is constructed to the north of Beavers Road in place of the road closure.

It is also recommended that the pinch points are removed from the plans in Stage 1. These could be revisited in future if need changes further as the area develops.

Area 4 (Bent Street to Arthurlon Road) – Local access to east-west streets

As with Area 3, support varied greatly for the proposed treatments in this area, from 39% for the removal of an existing speed hump, to 77% for maintaining a different speed hump and improving it with planting. New treatments, including two pinch points with wombat crossings received 55% and 70% support. Additional feedback from residents in this area included a high level of concern over displaced traffic using Bent Street and Beavers Road to avoid the intersection of St Georges Road and Arthurlon Road, as well as the inconvenience caused to locals in accessing their own homes. There was a substantial amount of feedback that supported improvements to the intersection of St Georges Road and Arthurlon Road before making changes to this area.

Officer response: Although the wombat crossings received an average level of support, they would require the removal of existing speed humps, which was not supported. Officers recommend that the entry to Woolhouse Street at Arthurlon Road is instead upgraded to a wombat crossing, and that existing speed humps remain. Officers also recognise that local residents would prefer to see changes to Arthurlon Road outside the scope of this project before making changes to the east west streets in Area 4. As a result, it is recommended to continue advocacy to the Department of Transport for improvement to St Georges Road intersections surrounding the study area at this time. Potential change in this area could be revisited in future.

Next steps - detailed design and construction

It is recommended for Council to endorse the proposed concept designs. The next steps would be detailed design and construction of three priority treatments, which would be referred to consideration for funding as part of Council's normal budget process.

The identified priority treatments are:

- A wombat (raised zebra crossing) on Leinster Grove near Woolton Avenue
- A wombat (raised zebra crossing) on Woolhouse Street north of Beavers Road
- A wombat (raised zebra crossing) on Woolhouse Street at Arthurlon Road

These treatments have been identified as priorities because they are effective in creating a safer environment for people of all ages and abilities to walk, wheel and cycle. Together these three treatments will have a bigger overall change towards achieving the objectives of the area, rather than focusing on a single location. The wombat crossings set the expectation to road users that it is a local space for local road users, while also signalling the requirement for a reduction in vehicle speed and a reduction in traffic volumes.

Next steps - Road user information changes to support improved safety

Recommendations for sharrow line-marking, safety at intersections and improved signage would be implemented as part of Council's operating budgets and will further improve road safety and the road user experience.

Next steps - Advocacy

It is recommended to advocate to the Department of Transport:

- for improvement to the intersection at St Georges Road and Arthurlon Road

- to recommence their project to improve safety for trams, motorists and people walking, wheeling and riding along and across the St Georges Road median.

OPTIONS FOR CONSIDERATION

Option 1 (recommended):

That Council endorses the Stage 1 concept designs for the Croxton West Place-making Project and refers consideration of funding for design and construction to future year's budget process.

Option 2

Council could progress the road closure and creation of a pocket park. Officers don't recommend this given the feedback from the community however it would be expected to reduce rat running. If council were to consider this option, officers would recommend running it as a 12 month trial closure first, which is a best practice approach to obtain further community feedback on how it works in practice.

Option 3 (not recommended)

Council could leave the current streetscape as-is on a long - term basis, which would not achieve valuable pedestrian and safety improvements.

Option 4 (not recommended)

Council could seek further information to make a decision about how to progress with this project in future. There is good information on which to make a decision and this isn't regarded as necessary. This would add cost and effort that could otherwise be spent on other activities.

IMPLEMENTATION STRATEGY

Details

- Public release of the endorsed concept designs – Croxton West Place-making Project (May 2020)
- Functional design of at least three priority treatments (July-August 2020 – subject to funding)
- Detailed design and installation of three priority treatments (soonest possible early 2021 – subject to funding)
- Advocacy to VicRoads

Communication

The final Croxton West Place-making Project Stage 1 Concept Designs, and Round 2 Engagement Summary will be made available via the project page on 'Your Say', shared with internal and external stakeholders, and those that have contributed or expressed interest will be notified.

Timeline

Refer to details section above.

RELATED DOCUMENTS

- Safe Travel Strategy 2018-2028
- Streets for People Feasibility Study (2018)

Attachments

- Croxton West Place Making Project Concept Design (**Appendix A**)
- Croxton West Place Making Summary for Round 2 Engagement (**Appendix B**)
- Croxton West Round 1 Community Engagement Feedback (**Appendix C**)
- Croxton West Place Making Round 2 Survey Results (**Appendix D**)

DISCLOSURE OF INTEREST

Section 80C of the *Local Government Act 1989* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Appendix A

Croxtan West Place Making Project Concept Design

Concept Plan - Transport and Urban Design Interventions

The proposals illustrated in the concept plan are priority projects for improving safety in the area and are based on feedback from two rounds of community consultation in 2019 and 2020.



- Woolhouse Street - Leinster Grove
- Beavers Road
- Localised road narrowing with raised pedestrian crossing and landscaping / Water sensitive urban design
- Localised road narrowing with new landscaping areas / Water sensitive urban design
- Wombat pedestrian crossing (no kerb buildouts considered)
- Raised Threshold (existing plans)
- Painted Threshold
- Additional accesible parking bay
- Widen footpath to access new Beavers Road Bridge
- New footpath on northern side of Gadd street / Off-street car parking
- Retain existing speed humps
- Improved 'No Right Turn' signage
- Continue to advocate for improvements to intersection at St. Georges Road and Arthurton Road

General

- Leinster Grove, Beavers Road & St Georges Road: installation and improvement of “No Stopping” signage at intersections with key side roads
- Continue to monitor car parking impacts to the movement of cyclists, pedestrians and vehicles. Respond to parking change requests and continue to enforce current restrictions
- Improve signage to promote the area for local traffic only

Appendix B

Croxtan West Place Making Summary for Round 2 Engagement

LOCAL AREA PLACE MAKING STUDY

CROXTON WEST - NORTHCOTE



Ratio Consultants
January 2020

DRAFT

ratio:consultants pty ltd

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4. Relevant Background Documents

4.1 Streets for People Feasibility Study

The Streets for People Feasibility Study was undertaken in 2018 and focuses on eight designated sustainable transport corridors that traverse the municipality.

The eight corridors reviewed as part of this study are summarised in Figure 06.

The Study provides an outline of the preferred design responses for pedestrian and cycle infrastructure along each corridor separated into one of three categories:

- + Protected (high traffic volumes): all transport modes are separated through vertical elements or shifts in levels;
- + Dedicated (medium traffic volumes): all transport modes are clearly designated within the roadway; and
- + Shared (low traffic volumes): vehicles and cyclists share carriageways (except where public transport is present).

The study goes on to provide detailed design guidance for possible treatments.

The study provides a framework plan for each of the identified corridors which outlines the recommended design treatments and corridor ambitions.

The Croxton West Local Area Place Making Study area is part of Corridor 3: The Great Western Shimmy, forming the southern end of the corridor and linking in with the western end of Corridor 1: Northcote Green Link at the intersection of Woolhouse Street and Beavers Road.

No.	Name	Extent	Corridor Length (km)
1	Northcote Green Link	Beavers Rd, Dennis St & Christmas St	5.54
2	Great Western Shimmy	Woolhouse St, Bracken Ave, Jessie St and various back streets	7.24
3	Hurstbridge Line Shimmy	South Cres & Westgarth St	5.16
4	Northern Reservoir Corridor	Broadhurst Ave & Crookston Rd	5.58
5	Preston Activity Link	Gower St & Cramer St	5.88
6	Thornbury Neighbourhood Link	Dundas St & Miller St	5.27
7	Reservoir Station to Uni Link	Broadway, Edwardes St & Dunne St	7.43
8	Great Eastern Cycleway	Victoria Rd, Victoria St and various back streets	7.76

+ TABLE 01 - Designated sustainable Transport Corridors



+ FIGURE 06 - Great Western Shimmy Bike Route Map

5. Community Engagement:

5.1 Overall

A community engagement session was held on the 8 October 2019 at the Northcote Town Hall.

The session included an outline of the project and provided a forum for the community to express their views on potential improvements and any known area of concern in the local area. In addition to the engagement session online submissions were invited via Council's website.

A summary of the views expressed by the community is included below with the complete list of submissions attached as an Appendix to this report.

Through the engagement process there was clear support from the community for creating more equity between transport modes and to improve the overall experience and useability of the area for local residents, pedestrians and cyclists.

The key overarching issues and some suggested solutions identified can be summarized as follows:

Leinster Grove and Woolhouse Street

- + Vehicles using the corridor and intersecting east-west streets as an alternate route to main roads.
- + Need to slow vehicular traffic along Woolhouse Street and Leinster Grove and discourage traffic volumes.
- + Conflict between vehicles, pedestrians and cyclists.
- + Existing traffic calming measures are ineffectual and there is a need for more effective traffic calming measures.
- + Intersection of Woolhouse Street/Beavers Road is dangerous for pedestrians and cyclists and parking is too close to the intersection.
- + Intersection with Leinster Grove and Beaconsfield Parade is dangerous.
- + The lack of east-west pedestrian crossings compromises safety for pedestrians.
- + Lack of dedicated bike lanes.
- + The need for enhanced pedestrian and cyclist useability/safety.
- + The need for improved pedestrian and cyclist movement.
- + The need for more shade trees and vegetation.
- + Existing vegetation disrupting views of speed signs.
- + More welcoming community places.
- + School pick up and drop off issues.

Beavers Road

- + Need to restrict use as an alternate route for through traffic to St Georges Road from Woolhouse Street.
- + Too narrow with parking on both sides.
- + Need for improvements to the northern footpath on Beavers Road near the new bridge.
- + More cyclists and pedestrians expected with future bridge opening and need for bicycle routes given its link with High Street/Merri Creek.

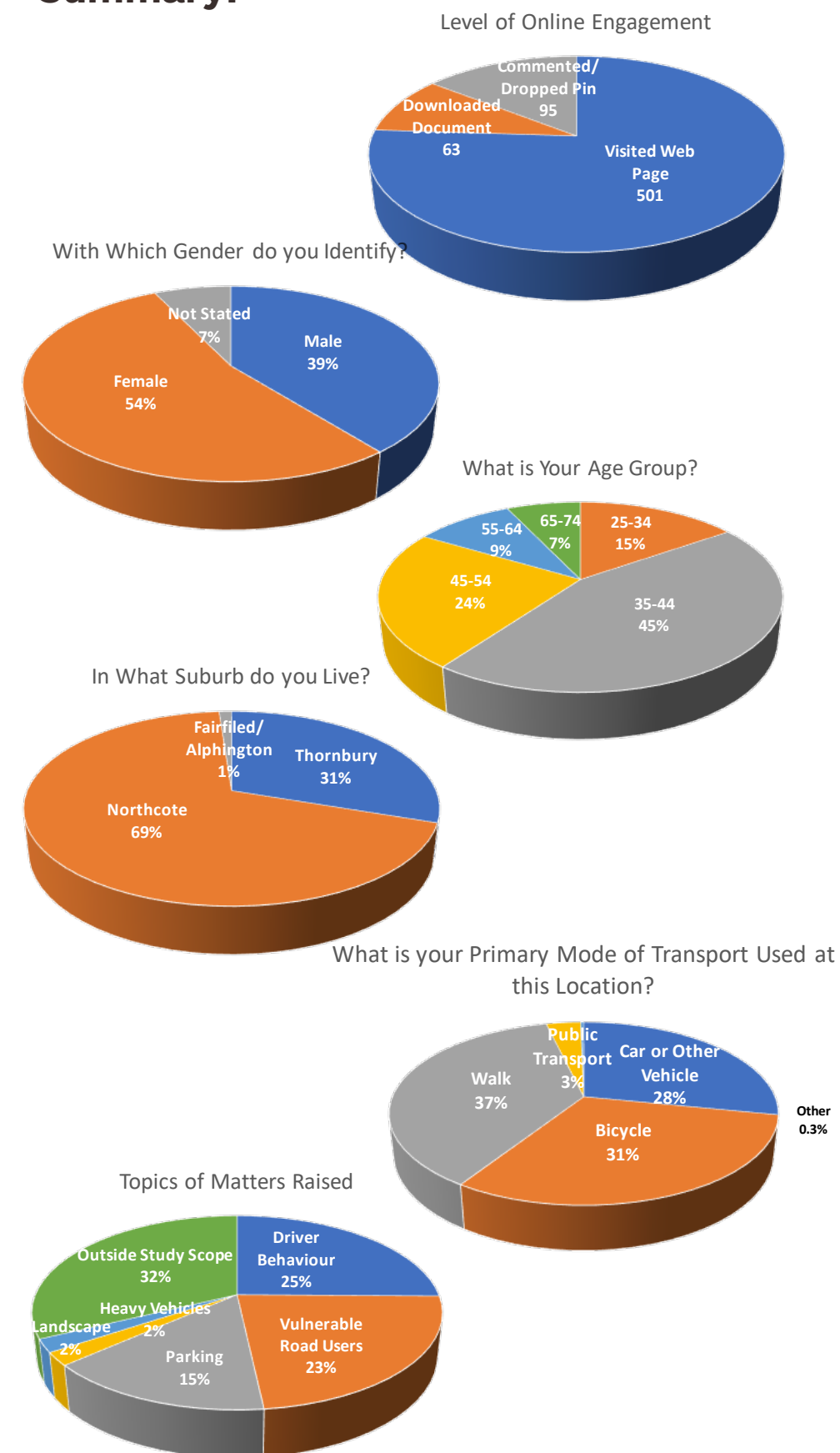
Gadd Street

- + Lack of pedestrian path on the northern side and trucks parking across the footpath.
- + High parking demands
- + Parking near St Georges Road limits visibility entering and exiting Gadd Street

Beaconsfield Parade

- + Used as an alternate route for vehicles and should be restricted to local traffic only.
 - + Intersection of Beaconsfield and Leinster Grove dangerous.
- There were also a range of matters raised at the consultation session that fall outside the project scope including issues associated with Mayer Park, the Golf Course, the Merri Creek, bike connections through Croxton School and suggested works to St Georges Road, which were captured in the full list of feedback included as Appendix to this report.

5.2. Online Engagement Analytics Summary:



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Urban Design and Transport Opportunities

Opportunities exist to implement a number of improvements that reinforce the general residential nature of the study area and to create greater amenity for residents and employees of the area.

- + Widened footpaths along Woolhouse Street in specific locations.
- + Canopy tree planting and street greening for shade and amenity.
- + Introduction of water sensitive urban design.
- + Seating at key pedestrian crossings
- + Opportunities for east west pedestrian crossings.
- + Improve entrance points to north-south laneways with lighting and street art.
- + Modify traffic calming measures along Woolhouse Street and Leinster Grove.
- + Introduce cycling priority along Leinster Grove/Woolhouse Street.
- + Physically limit right turn movements into Bent and Elm Streets.
- + Shared path along the northern kerb to protect pedestrians and cyclists from industrial uses on Beavers Road.
- + Footpath along northern side of Gadd Street.
- + Improve pedestrian connectivity and safe crossing to Mayer Park
- + Beavers Road as a cycling priority street consistent with the Northcote Green link project.
- + Improve safety of the Woolhouse Street and Beavers Road intersection.
- + Reduce vehicle speeds at intersections to limit rat-running and promote the low speed residential nature of the study area;
- + Separation of different modes of transport in key locations (e.g. near Croxton School) to reduce conflict.
- + Repurposing of excess carriageway width along designated east- west streets to discourage vehicle movements and create a legible and coherent network for vehicles, pedestrians and cyclists.

LEGEND - GENERAL OPPORTUNITIES:

1. Slow vehicle speeds at the intersection and to limit rat running, seek to further restrict right turn movements into Elm Street
2. Slow vehicle speeds at the intersection and to limit rat running
3. Consider closure of Beavers Road to the north to restrict through traffic and create a point of interest at the intersection of the Great Western Shimmy Corridor and the Northcote Green Link
4. Consider improved sight lines along the Croxton School frontage
5. Investigate provision of a footpath along the northern kerb to protect pedestrians and cyclists from loading activity
6. Improve pedestrian connectivity and safe crossing facilities to Mayer Park
- 7 & 8. Provide improved pedestrian and cyclist infrastructure on Beavers Road in the form of a shared path or shared zone
9. Future proof a direct north-south connection between Leinster Parade and Beavers Road
10. Opportunity to reduce vehicle speed area wide

General Comments:

There is an opportunity to re-purpose excess carriageway width in the wider east/west streets. Narrower streets can slow traffic speeds to provide a safer and more attractive environment for pedestrians and cyclists.

- Beavers Road - Streets for people corridor (pedestrian/bicycle friendly)
- Potential for main pedestrian/cyclist connections between St Georges Rd and Mayer Park, existing School, and main neighbourhood access on Woolhouse St / Leinster Gr spine
- Community spaces for gathering (associated with community infrastructure, industrial/commercial areas, and exclusive bike lanes)
- Opportunity for Street Art and lighting in/outside laneways
- New Bridge to connect Beavers Rd with Merri Creek Trail to the west (current planning permit application being advertised)
- Improve existing streetscape (i.e. footpath and landscaping)
- Opportunities along Woolhouse St / Leinster Grove: Widened footpaths, canopy tree planting, more space for people and vegetation, street greening for shade and amenity, designated pedestrian crossings, water sensitive urban design
- Potential pedestrian crossing points
- Potential road closure
- Main Access configuration (benches, vegetation, safe pedestrian crossing, and passive irrigation on kerbs - by topography)



7. The Local Area Plan

7.1. Vision and Objectives

The vision for the local area has been prepared based on the views expressed by the community.

The vision is the overarching statement for the local area and seeks to improve the safety and urban design of the area.

The overarching vision is as follows:

‘The Croxton West Local Area will become an inviting and safe place for pedestrians and cyclists, where vehicle volumes and speed are reduced, where improved street tree planting provides amenity value and where spaces are created for passive recreation.’

The objectives to achieve the vision are as follows:

1. Slower vehicle speeds

A street environment where priority is given to pedestrians and cyclists and vehicle travel slower.

2. Discourage vehicular volumes

A street environment where the introduction of traffic calming measures prioritising bicycles will deter vehicles from using the route as an alternative to major roads.

3. Create a safe and inviting environment for pedestrians

Provide for pedestrian safety and comfort through the prioritizing of pedestrians over vehicles.

4. A safe and inviting environment for cyclists

Create a low speed environment that enables bike riders to integrate with lower volume and slower vehicle traffic.

5. Improved connections for pedestrians and bike riders

Encourage safer east-west connections across Leinster Grove and Woolhouse Street through dedicated pedestrian crossings.

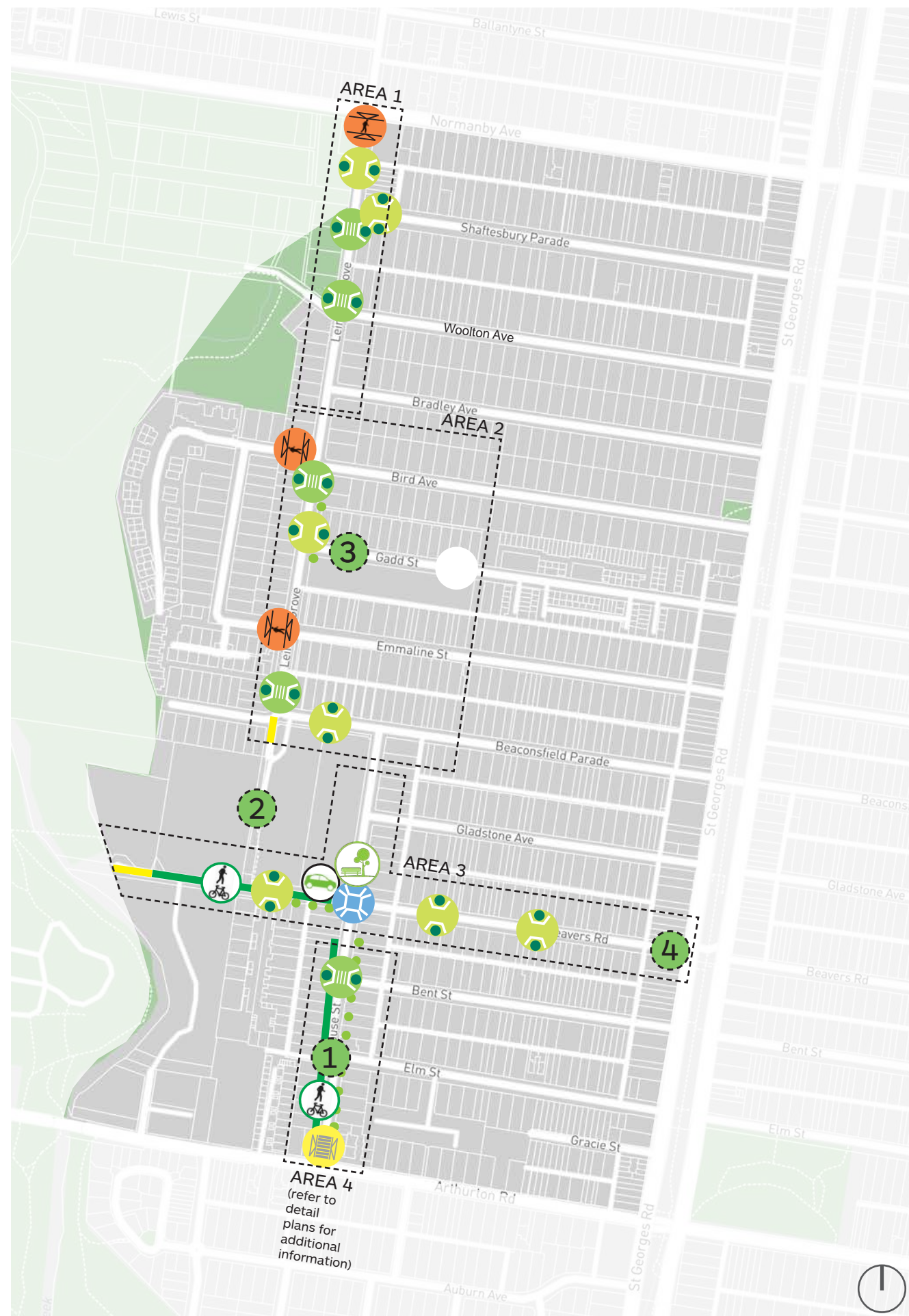
6. Street tree planting for amenity value and shade

Create greenery and shade for streets through the planting of canopy trees that integrate with traffic calming measures.

7. Create spaces for passive recreation















Identify opportunities for residents to enjoy for passive recreation including the provision of pedestrian seating at key pedestrian crossings and utilising shade.





+ FIGURE 18 - Overarching Plan

Overarching Plan

-  Localised road narrowing with raised pedestrian crossing and seating areas (benches, lighting, landscaping) / Water sensitive urban design
-  Localised road narrowing with new landscaping areas / Water sensitive urban design
-  Wombat pedestrian crossing (no kerb buildouts considered)
-  Raised pedestrian platform (no zebra crossing)
-  Raised intersection treatment with possibility of seating area
-  Shared Path / Widened footpath (2.5 m. minimum desirable)
-  Shared Zone
-  Landscaping improvements / Street tree planting
-  Pocket Park with cycle path via road closure
-  Share-car dedicated parking space
-  1 Tighten intersection geometry / restrict vehicle movements / raised pedestrian platform / seating area
-  2 Future walking and cycling link to be negotiated with private land owners (198 Beavers Road)
-  3 New footpath on northern side of street / Off-street car parking
-  4 Left out only on St Georges Rd from Beavers Rd (no left in from St Georges), with bike contra flow

Note: this is a draft only, and community feedback is welcomed.



Raised pedestrian platform

Landscaped pinch point (loss of 3 parking spaces)

Kerb extensions

Landscaped raised pedestrian crossing and pinch point (no loss of parking)

Landscaped raised pedestrian crossing and pinch point (loss of 1 parking space)

Retain existing speed hump

'Sharrow' line marking along Leinster Grove (bicycle symbol)

+ FIGURE 19 - Area 1



- Retain existing speed hump
- Raised threshold treatment
- Landscaped raised pedestrian crossing
- Remove speed hump and replace with landscaped pinch point
- New footpath on north side of Gadd St
- 'Sharrow' line marking along Leinster Grove (bicycle symbol)
- Raised threshold treatment
- Landscaped raised pedestrian crossing
- Landscaped kerb realignment on south side adjacent to existing crossing (loss of 2 parking spaces)

+ FIGURE 20 - Area 2



①

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① Shared user zone

② Surface art treatment

③ ④ Future opportunities for improved connectivity

⑤ Shared path on north side

⑥ Car-share dedicated space

⑦ 2 landscaped pinch points west of Woolhouse Street
(loss of 5-7 parking spaces)

⑧ Pocket park and road closure

⑨ 'Sharrow' line marking along Leinster Grove (bicycle symbol)

⑩ 2 landscaped pinch points east of Woolhouse Street
(loss of 5 parking spaces)

⑪ Left out only treatment



+ FIGURE 22 - Area 4

Appendix C

Croxtan West Round 1 Community Engagement Feedback

Appendix C: Croxton West Round 1 Community Feedback by Street

Street Name	Theme - opportunities	Number of pins relating to theme
Leinster Grove	Reduce speeding	9
	Separated bike lanes/priority needed	7
	Allow parking in golf course	7
	Line-marking parking bays	6
	Zebra or pedestrian crossings	5
	No Standing signs at side streets	3
	Block through traffic	2
	Restrict heavy vehicles	2
	Introduce parking permits	1
	Trees improvement	1
Woolhouse Street	Road closure or exit only/one way treatment	10
	Parking removal or clearway	9
	Pedestrian crossings	6
	Separated or marked bike lanes	6
	Traffic calming	6
	Line-marking parking bays	2
Emmaline Street	More enforcement	2
	Parking restrictions	5
Gadd Street	Ban heavy vehicle parking	2
	Parking removal at intersections/on one side/near driveways	4
	Footpath on both sides	6
	Trees improvement	2
Bird Avenue	Restrict heavy vehicles	1
	Parking removal at intersections	1
Woolton Avenue	Parking removal at intersections	2
	Road closure or exit only/one way treatment	2

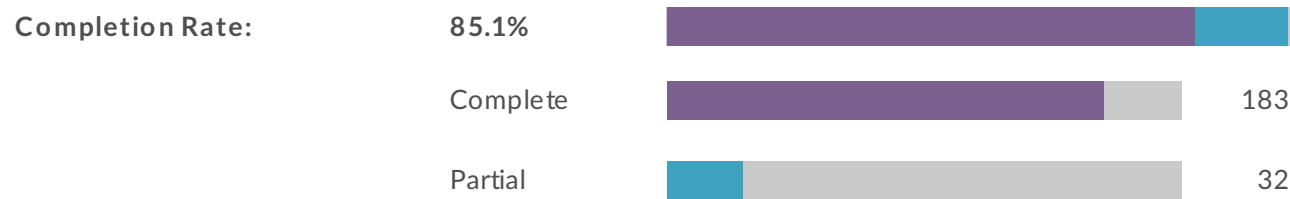
Shaftesbury Parade	Parking removal at intersections	2
	Traffic calming	3
Beaconsfield Parade	Pedestrian / bike signals at St Georges	1
	Safe bike lanes	2
	Reduce speed limit	2
	Traffic calming	2
	Pedestrian crossing	1
	Pedestrian / bike priority in laneways	1
Gladstone Avenue	Traffic calming	4
	No entry treatment	1
Beavers Road	Improve footpath / bike access to Beavers Road Bridge	5
	One way / no entry treatment	5
	Dedicated bike lanes	4
	Traffic calming	3
	Allow public access to golf course	2
	Pram ramps on footpaths	1
Bent Street	One way / no entry treatment	1
Elm Street	One way / no entry treatment	2
	Improve parking for residents	1

Appendix D

Croxtan West Place Making Round 2 Survey Results

Report for Croxton West Place Making Project Engagement Round 2

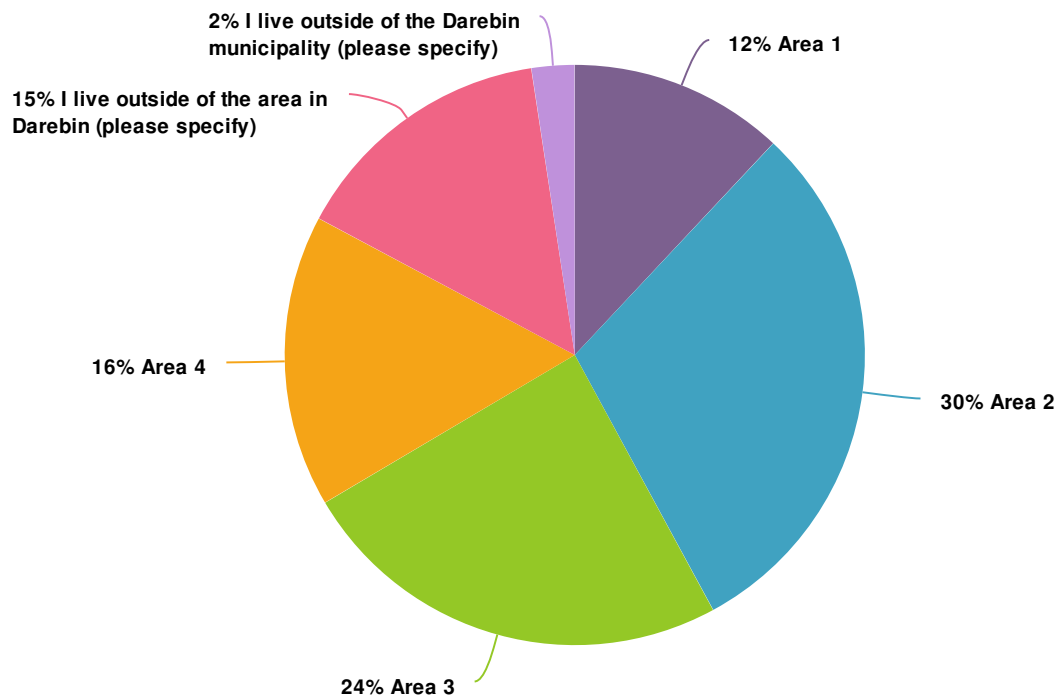
Response Counts



Totals: 215

1. To help us understand your relationship to the corridor, let us know where you live! Please look at the map to determine where you live in the project area.

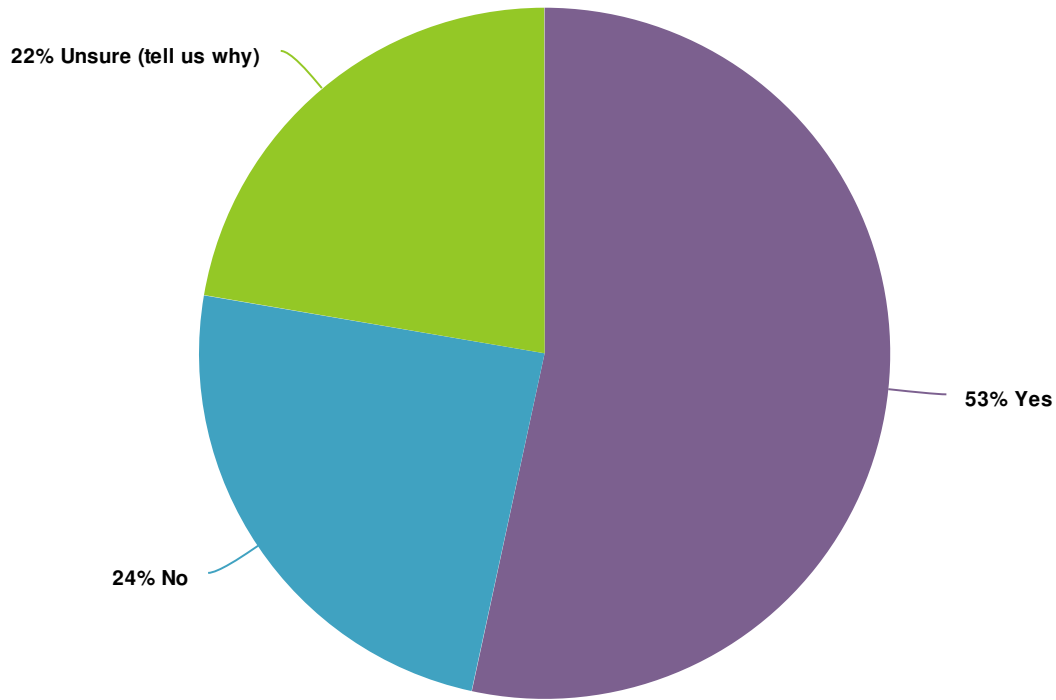




Value		Percent	Responses
Area 1	<div><div></div></div>	12.0%	25
Area 2	<div><div></div></div>	30.1%	63
Area 3	<div><div></div></div>	24.4%	51
Area 4	<div><div></div></div>	16.3%	34
I live outside of the area in Darebin (please specify)	<div><div></div></div>	14.8%	31
I live outside of the Darebin municipality (please specify)	<div><div></div></div>	2.4%	5

Totals: 209

2. Do you agree with the future vision of the Croxton West Place-making Project?
 Future vision: 'The Croxton West Local Area will become an inviting and safe place for pedestrians and cyclists, where vehicle volumes and speed are reduced, where improved street tree planting provides amenity value and where spaces are created for passive recreation.'



Value		Percent	Responses
Yes	<div><div></div><div></div></div>	53.4%	110
No	<div><div></div><div></div></div>	24.3%	50
Unsure (tell us why)	<div><div></div><div></div></div>	22.3%	46
Totals: 206			

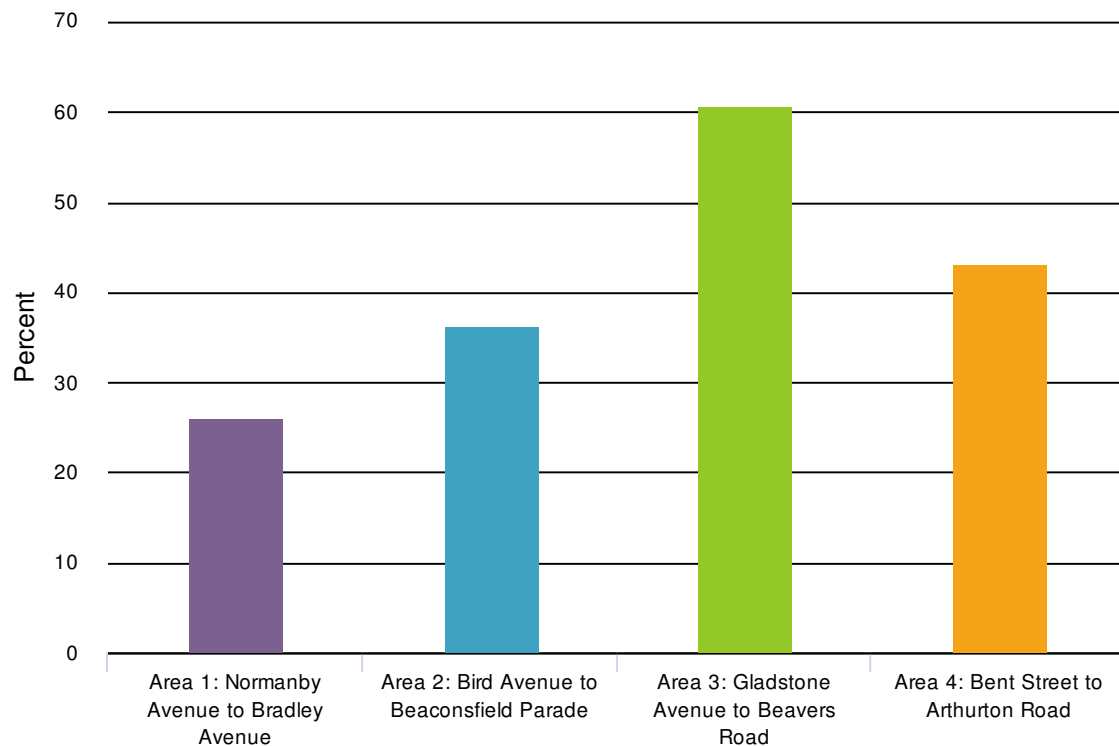
3. The following are the objectives to guide streetscape improvements within the Croxton West Place-making Project. Can you please rate your level of agreement with each of these objectives?





	Strongly disagree	Disagree	Neither agree / disagree	Agree	Strongly Agree	Cannot Say	Responses
1. Create a street environment where priority is given to people walking, wheeling and riding, and vehicles travel slower Count Row %	25 12.3%	17 8.3%	19 9.3%	41 20.1%	99 48.5%	3 1.5%	204
2. Discourage vehicular volumes by introducing traffic calming measures that deter vehicles from using the route as an alternative to major roads Count Row %	31 15.3%	13 6.4%	15 7.4%	48 23.6%	93 45.8%	3 1.5%	203
3. Create a safe and inviting environment for pedestrians by providing treatments for improving pedestrian safety and comfort Count Row %	14 6.9%	8 3.9%	23 11.3%	57 28.1%	99 48.8%	2 1.0%	203

	Strongly disagree	Disagree	Neither agree / disagree	Agree	Strongly Agree	Cannot Say	Responses
4. Create a low speed environment that enables bike riders to integrate with lower volume and slower vehicle traffic Count Row %	22 11.0%	20 10.0%	18 9.0%	36 18.0%	100 50.0%	4 2.0%	200
5. Improve connections for people walking, wheeling and riding, including safer east-west connections across Leinster Grove and Woolhouse Street through dedicated pedestrian crossings Count Row %	22 10.8%	13 6.4%	21 10.3%	51 25.1%	92 45.3%	4 2.0%	203
6. Create greenery and shade for streets through the planting of canopy trees that integrate with traffic calming measures Count Row %	14 6.9%	13 6.4%	16 7.9%	50 24.8%	105 52.0%	4 2.0%	202

	Strongly disagree	Disagree	Neither agree / disagree	Agree	Strongly Agree	Cannot Say	Responses
7. Identify opportunities for passive recreation, including through the provision of seating and shade at key pedestrian crossings	20 9.9%	27 13.3%	30 14.8%	49 24.1%	72 35.5%	5 2.5%	203
Count							
Row %							
Totals							
Total Responses							204

4. Which area would you like to provide feedback on?



Value		Percent	Responses
Area 1: Normanby Avenue to Bradley Avenue		26.2%	54
Area 2: Bird Avenue to Beaconsfield Parade		36.4%	75
Area 3: Gladstone Avenue to Beavers Road		60.7%	125
Area 4: Bent Street to Arthurton Road		43.2%	89

5. Do you support the following proposed streetscape improvements to achieve Council's objectives for the Croxton west Place-making Project?

	Yes	No	Unsure	Responses
1. Provide a raised pedestrian platform on Normanby Avenue and Leinster Grove to highlight the low speed environment (especially next to Meyer Park) Count Row %	37 75.5%	9 18.4%	3 6.1%	49
2. Provide road narrowing (kerb outstand) with new landscaping to prevent speeding next to the park and to allow better sight lines from the existing laneway Count Row %	31 64.6%	11 22.9%	6 12.5%	48
3. Provide kerb extention on the southern side of Shaftesbury Parade (currently 9m. wide). Align kerb extention with new pedestrian crossing to the south of the intersection with new landscaping and benches. Count Row %	36 73.5%	7 14.3%	6 12.2%	49
4. Alter existing speed hump to provide a raised pedestrian crossing (wombat crossing) with landscaped pinch point Count Row %	37 77.1%	7 14.6%	4 8.3%	48
5. Provide raised pedestrian crossing (wombat crossing) with landscaping north of the intersection with Woolton Avenue Count Row %	35 71.4%	7 14.3%	7 14.3%	49
6. Retain existing speed hump Count Row %	38 77.6%	5 10.2%	6 12.2%	49
7. Improve on-street bicycle line marking (sharrows) along Leinster Grove Count Row %	41 83.7%	6 12.2%	2 4.1%	49
Totals Total Responses				49

6. If you answered 'No' or 'Unsure' for any of the proposed improvements, please tell us why, referencing the number.

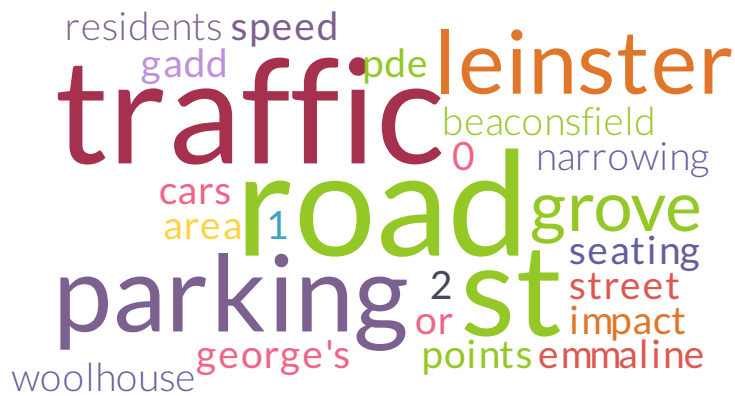


7. Do you support the following proposed streetscape improvements to achieve Council's objectives for the Croxton west Place-making Project?

	Yes	No	Unsure	Responses
1. Retain existing speed hump Count Row %	55 83.3%	7 10.6%	4 6.1%	66
2. Provide raised threshold treatment (continuation of footpath over the side street at a consistent level) at Bird Street (west) Count Row %	45 68.2%	18 27.3%	3 4.5%	66
3. Provide raised pedestrian crossing with landscaping and seating across Leinster Grove south of Bird Avenue. Count Row %	43 65.2%	17 25.8%	6 9.1%	66
4. Remove existing speed hump and provide road narrowing with new landscaping, WSUD, and benches only on the eastern side of Leinster Grove from Gadd Street Count Row %	38 58.5%	22 33.8%	5 7.7%	65
5. Provide new path on northern side of Gadd Street to protect pedestrians from truck loading movements Count Row %	56 84.8%	4 6.1%	6 9.1%	66

	Yes	No	Unsure	Responses
6. Improve on-street cycle line marking (sharrows) along Leinster Grove Count Row %	43 66.2%	16 24.6%	6 9.2%	65
7. Predesigned raised threshold treatment on Emmaline Street and Leinster Grove with extention of kerb to provide sitting areas Count Row %	35 53.0%	20 30.3%	11 16.7%	66
8. Provide pedestrian raised platform treatment on Leinster Grove and seating area with landscaping Count Row %	38 59.4%	18 28.1%	8 12.5%	64
9. Provide road narrowing on the southern side of Beaconsfield Parade adjacent to the school crossing, with new landscaping and benches to allow better visibility to pedestrian crossing, better seating area in front of school and alignment with school access point. Count Row %	38 57.6%	21 31.8%	7 10.6%	66
Totals Total Responses				66

8. If you answered 'No' or 'Unsure' for any of the proposed improvements, please tell us why, referencing the number.



9. Do you support the following proposed streetscape improvements to achieve Council's objectives for the Croxton west Place-making Project?

	Yes	No	Unsure	Responses
1. Shared area in line with Streets for People framework "Corridor 1 - Northcote Green Link" Count Row %	83 79.8%	14 13.5%	7 6.7%	104
2. Surface Art provided on Beavers Road to promote slow speed environment Count Row %	78 74.3%	17 16.2%	10 9.5%	105
3 + 4. Opportunity to widen northern footpath on Beavers Road to connect with potential future bike link through to Beaconsfield Parade Count Row %	83 79.0%	15 14.3%	7 6.7%	105
5. Provide shared path on northern side of Beavers Road to Woolhouse Street Count Row %	75 71.4%	19 18.1%	11 10.5%	105
6. Potential for car share dedicated parking space to offset reduction in on-street parking Count Row %	54 51.4%	35 33.3%	16 15.2%	105

	Yes	No	Unsure	Responses
7. Provide northern and southern kerb widening at two locations west of Woolhouse Street, allowing benches and landscaping for both school and commercial zones users Count Row %	73 69.5%	28 26.7%	4 3.8%	105
8. Woolhouse Street closure. Bike and pedestrian access / Pocket Park - seating area with landscaping and water sensitive urban design. Provide raised intersection treatment on Beavers Road and Woolhouse Street with extention of kerb. Count Row %	37 34.9%	60 56.6%	9 8.5%	106
9. Improve on-street cycle line marking (sharrows) along Beavers Road Count Row %	80 76.2%	18 17.1%	7 6.7%	105
10. Single width pinch points with landscaped kerb build outs at two locations west of Woolhouse Street. Width provision space for a bicycle and car to pass simultaneously Count Row %	60 57.7%	25 24.0%	19 18.3%	104
11. Left out only to St Georges Road from Beavers Road (no left in from St Georges Road), with cycle bypass and new landscaping area with benches. Count Row %	48 46.2%	38 36.5%	18 17.3%	104
Totals				
Total Responses				106

10. If you answered 'No' or 'Unsure' for any of the proposed improvements, please tell us why, referencing the number.



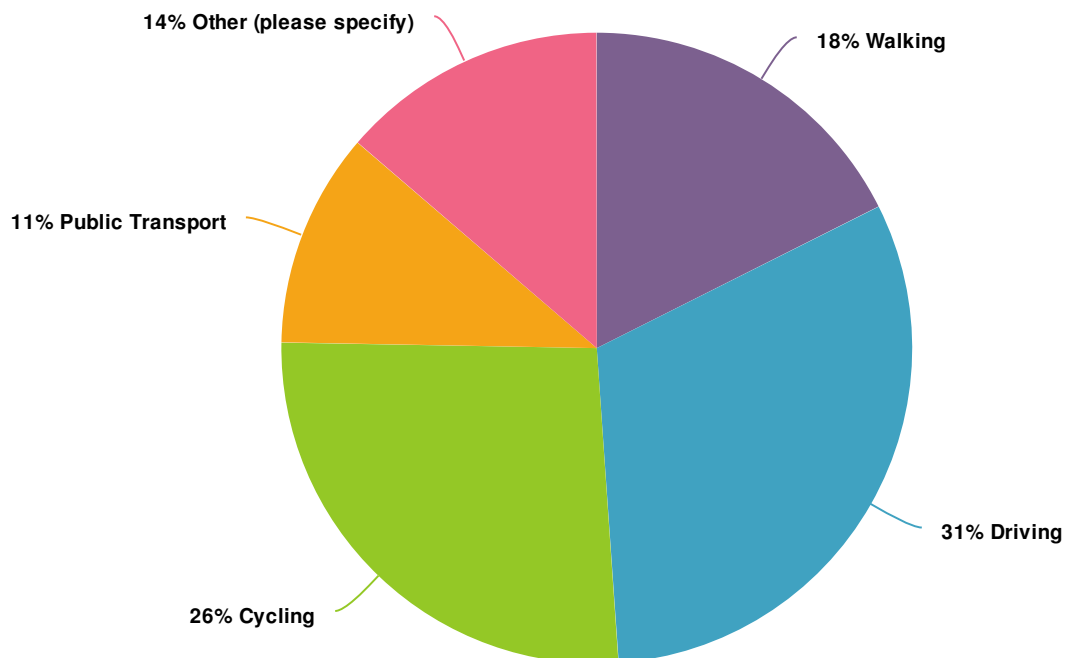
11. Do you support the following proposed streetscape improvements to achieve Council's objectives for the Croxton west Place-making Project?






	Yes	No	Unsure	Responses
1. Remove existing speed hump (with road closure north of Beavers Road) Count Row %	29 39.2%	34 45.9%	11 14.9%	74
2. Retain existing raised threshold treatment to slow vehicle speeds on Bent Street and Woolhouse Street Count Row %	63 85.1%	6 8.1%	5 6.8%	74
3. Provide landscaped pinch point with raised pedestrian crossing Count Row %	50 67.6%	18 24.3%	6 8.1%	74
4. Remove existing speed hump Count Row %	33 44.6%	29 39.2%	12 16.2%	74
5. Traffic island to restrict traffic movements to left-in left-out Count Row %	32 42.7%	28 37.3%	15 20.0%	75
6. Road narrowing with raised pedestrian crossing and gathering area (benches, lighting, landscaping) / realign kerb to improve intersection alignment and enforce left-in left-out Count Row %	40 55.6%	22 30.6%	10 13.9%	72
7. Provide planting in existing kerb and maintain existing speed hump Count Row %	57 77.0%	15 20.3%	2 2.7%	74
8. Provide wombat pedestrian crossing at the intersection of Arthurton Road and Woolhouse Street to highlight the low speed environment Count Row %	52 70.3%	16 21.6%	6 8.1%	74
Totals Total Responses				75

12. If you answered 'No' or 'Unsure' for any of the proposed improvements, please tell us why, referencing the number.

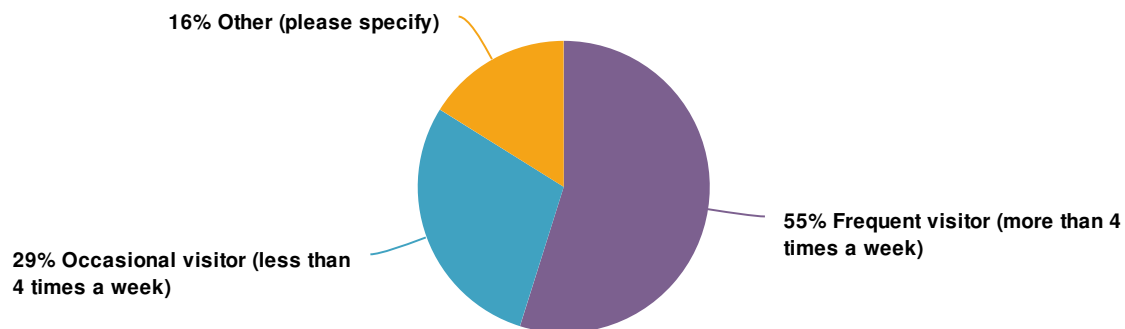





13. On a day to day basis, what is your preferred primary mode of transport?



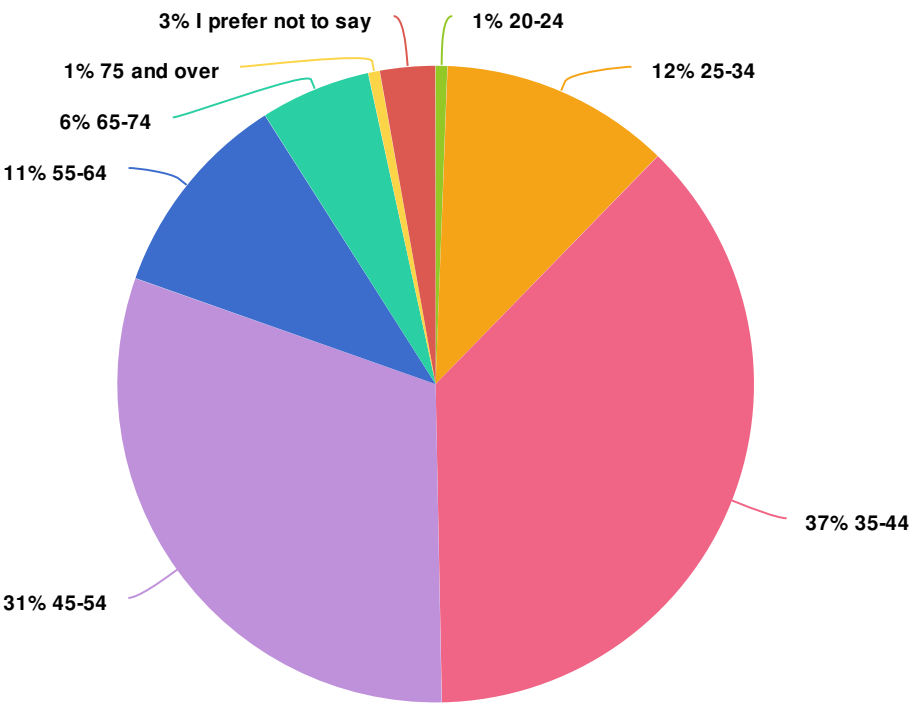
Value		Percent	Responses
Walking		17.6%	32
Driving		31.3%	57
Cycling		26.4%	48
Public Transport		11.0%	20
Other (please specify)		13.7%	25
Totals: 182			

14. Based on your response to question 1 about where you live, what is your relationship to the Croxton West project area?



Value		Percent	Responses
Frequent visitor (more than 4 times a week)		54.8%	17
Occasional visitor (less than 4 times a week)		29.0%	9
Other (please specify)		16.1%	5
Totals: 31			

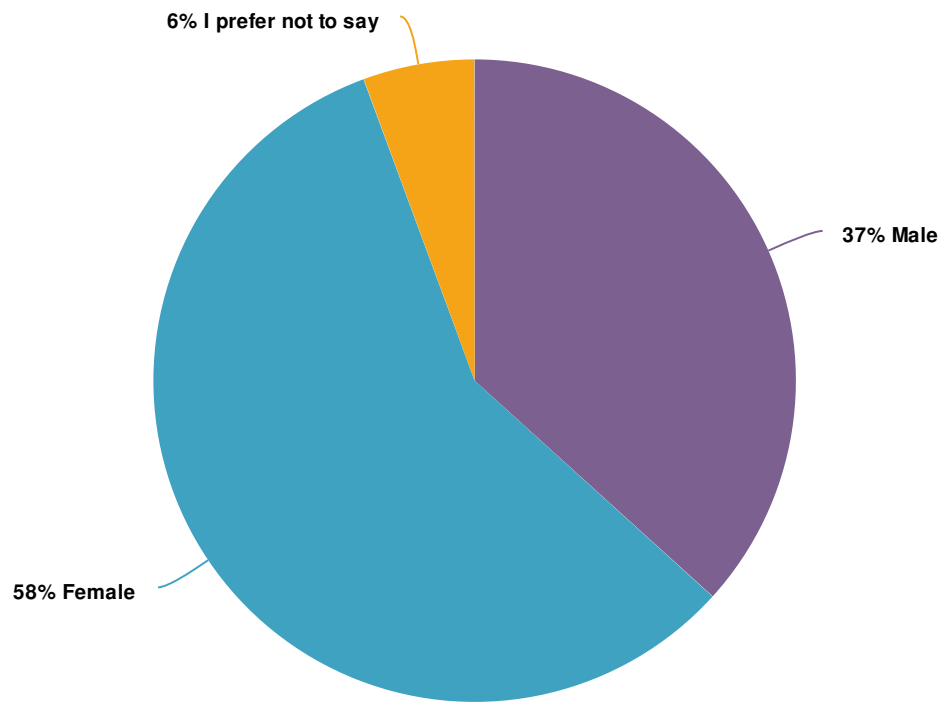
15. What is your age group?



Value		Percent	Responses
20-24	<div><div></div></div>	0.6%	1
25-34	<div><div></div></div>	11.7%	21
35-44	<div><div></div></div>	37.4%	67
45-54	<div><div></div></div>	30.7%	55
55-64	<div><div></div></div>	10.6%	19
65-74	<div><div></div></div>	5.6%	10
75 and over	<div><div></div></div>	0.6%	1
I prefer not to say	<div><div></div></div>	2.8%	5

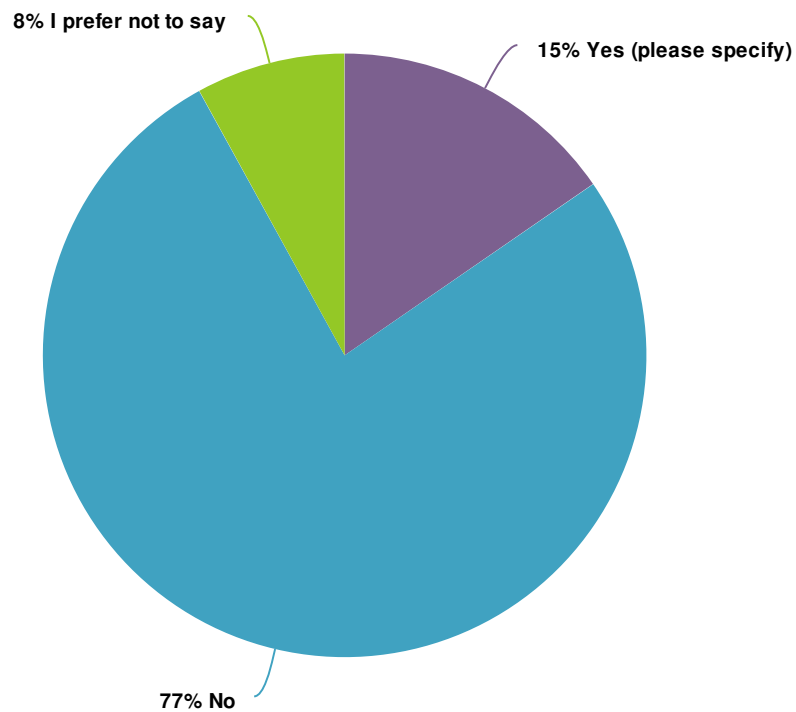
Totals: 179

16. With which gender do you identify?



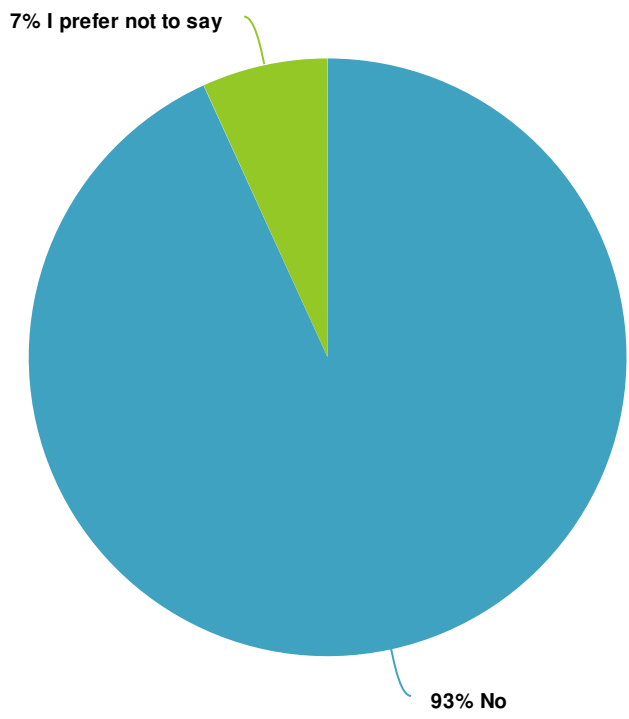
Value		Percent	Responses
Male	<div><div></div><div></div></div>	36.7%	65
Female	<div><div></div><div></div></div>	57.6%	102
I prefer not to say	<div><div></div><div></div></div>	5.6%	10
Totals: 177			

17. Do you speak a language other than English?



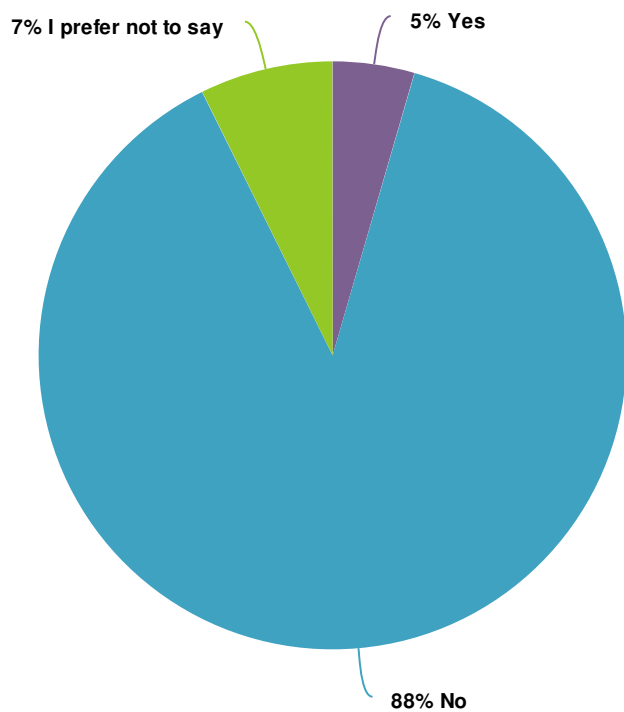
Value		Percent	Responses
Yes (please specify)	<div><div></div></div>	15.4%	27
No	<div><div></div></div>	76.6%	134
I prefer not to say	<div><div></div></div>	8.0%	14
Totals: 175			

18. Do you identify as Aboriginal and/or Torres Strait Islander?



Value		Percent	Responses
No	<div><div></div></div>	93.2%	164
I prefer not to say	<div><div></div></div>	6.8%	12
Totals: 176			

19. Do you identify as having a disability?



Value		Percent	Responses
Yes	<div><div></div></div>	4.5%	8
No	<div><div></div></div>	88.1%	156
I prefer not to say	<div><div></div></div>	7.3%	13
Totals: 177			