

Your Street, Your Say

Thornbury West

Project Report

City of Darebin

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Table of Contents

1. Introduction	6
2. The Project Map	7
3. Participation Data.....	10
4. Submissions	20
5. Spatial distribution of Spots.....	21
6. Vehicle Spots.....	24
8. General Spots	26
7. Walking Spots	27
10. Public Transport Spots	36
11. Top 10 Spots	36
12. Neighbourhood opportunities	40
13. Summary and Recommendations	41
14. APPENDIX.....	43

List of Figures

Figure 1. Thornbury West, Group A	6
Figure 2. Project map	7
Figure 3. Survey form.....	8
Figure 4. Example Spot	9
Figure 5. Participation data	10
Figure 6. Unique pageviews over time	11
Figure 7. Age	12
Figure 8. Gender	13
Figure 9. Language at home	14
Figure 10. Languages - % of those who speak a language at home	14
Figure 11. Language - % of all participants	15
Figure 12. Connection to Darebin	16
Figure 13. % Aboriginal and/or Torres Strait Islander	17
Figure 14. % Disability	17
Figure 15. No. of household vehicles.....	18
Figure 16. Submissions.....	20
Figure 17. Spot types	20
Figure 18. Vehicle Spot categories	25

Figure 19. Walking Spot categories	28
Figure 20. General Spot categories	31
Figure 21. Cycling Spot categories.....	34

List of Maps

Map 1. Participant postcodes	19
Map 2. Spots in Thornbury West.....	21
Map 3. Thornbury West heatmap	22
Map 4. Thornbury West Spot types.....	23
Map 5. Vehicle Spots	24
Map 6. Speeding traffic.....	26
Map 9. Walking Spots.....	27
Map 10. 'Other' walking issue	29
Map 7. General Spots.....	30
Map 8. Area feels uncared for	32
Map 11. Cycling Spots	33
Map 12. No bicycle lanes	35
Map 13. PT Spots.....	36
Map 14. Top 10 Overall Spots	37

1. Introduction

The *Your Street, Your Say* project provides an opportunity for the broad Darebin community to tell Council how they can improve local streets for people who live, work, study or travel through Darebin.

The City of Darebin launched Group A engagement activities on 11 October 2021. The interactive map was open for 2 months until 7 December 2021 and collected community feedback on transport mode experiences and general amenity. The study area included Group A suburbs comprising Reservoir West, Preston West and Thornbury West.

This map-based engagement is the first stage of community consultation. The data collected as part of this stage will be used to inform the potential priority improvements and subsequently, the community's feedback on those.

This report focuses on the feedback collected within Preston West. It is a record of community submissions and is not necessarily reflective of Council priorities.



Figure 1. Thornbury West, Group A

2. The Project Map

The digital interactive map was accessed via the City of Darebin website or directly via the CrowdSpot map URL (<https://yourstreetyoursaygroupa.crowdspot.com.au/>). The map (Figure 2) allowed users to share their experiences relating to different transport modes or general amenities.

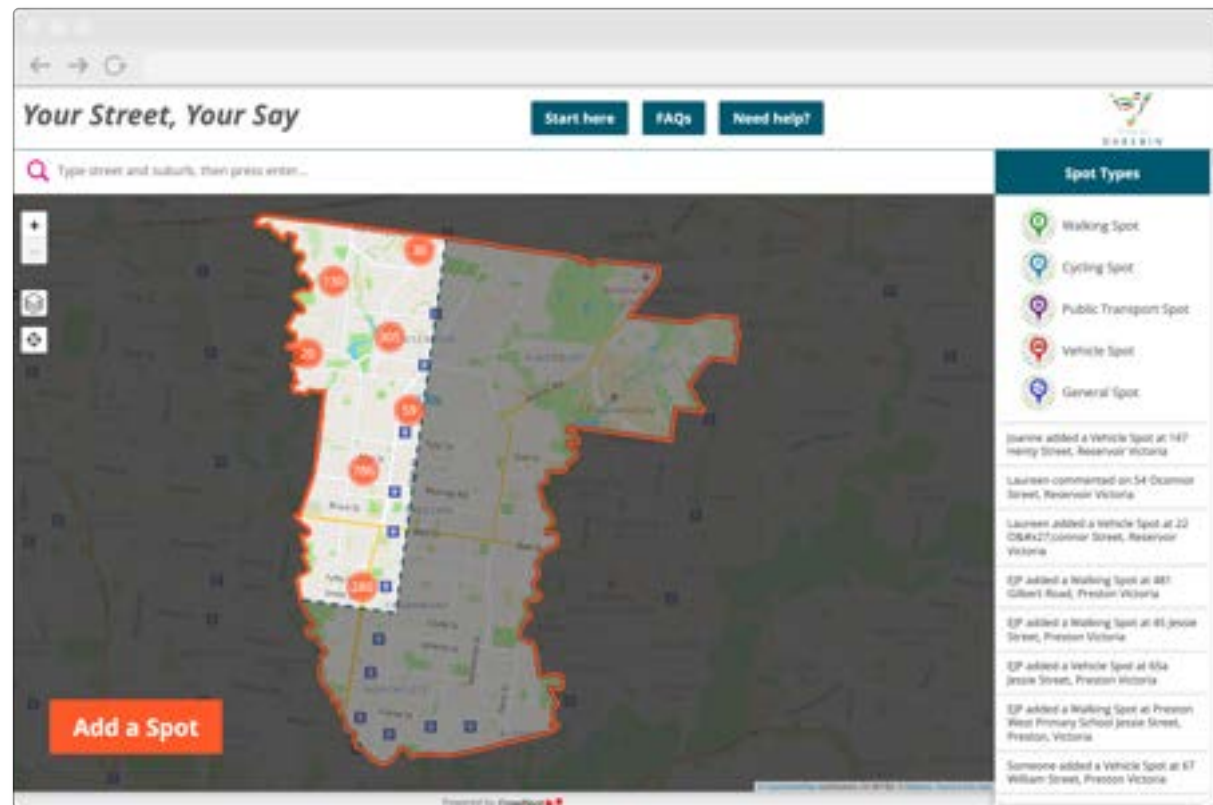


Figure 2. Project map

Contributing to the map

The survey form contained a combination of location specific questions (type of spot, etc.) in addition to demographic questions of the participant (eg. participant connection to City of Darebin). There were three ways people were able to actively contribute their input to the map. This includes:

1. Adding a Spot to the map via the survey form (five Spot types).
2. Commenting on existing spots already on the map (see Figure 4).
3. Voting on existing spots already on the map by clicking the 'Support' button.

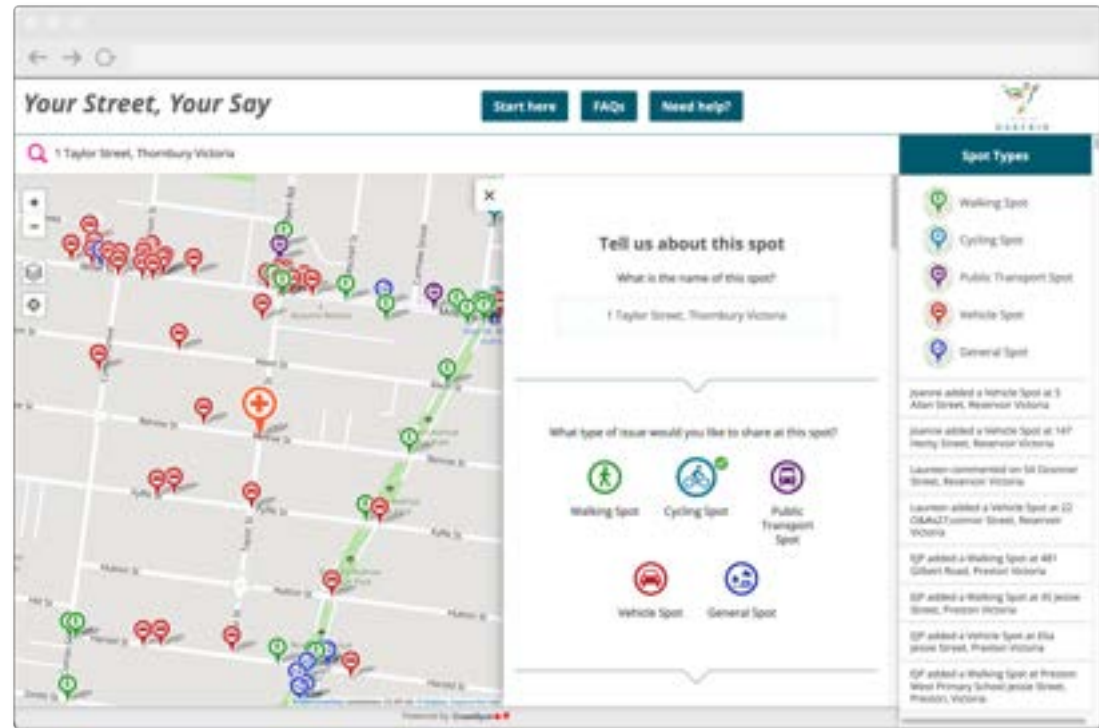


Figure 3. Survey form

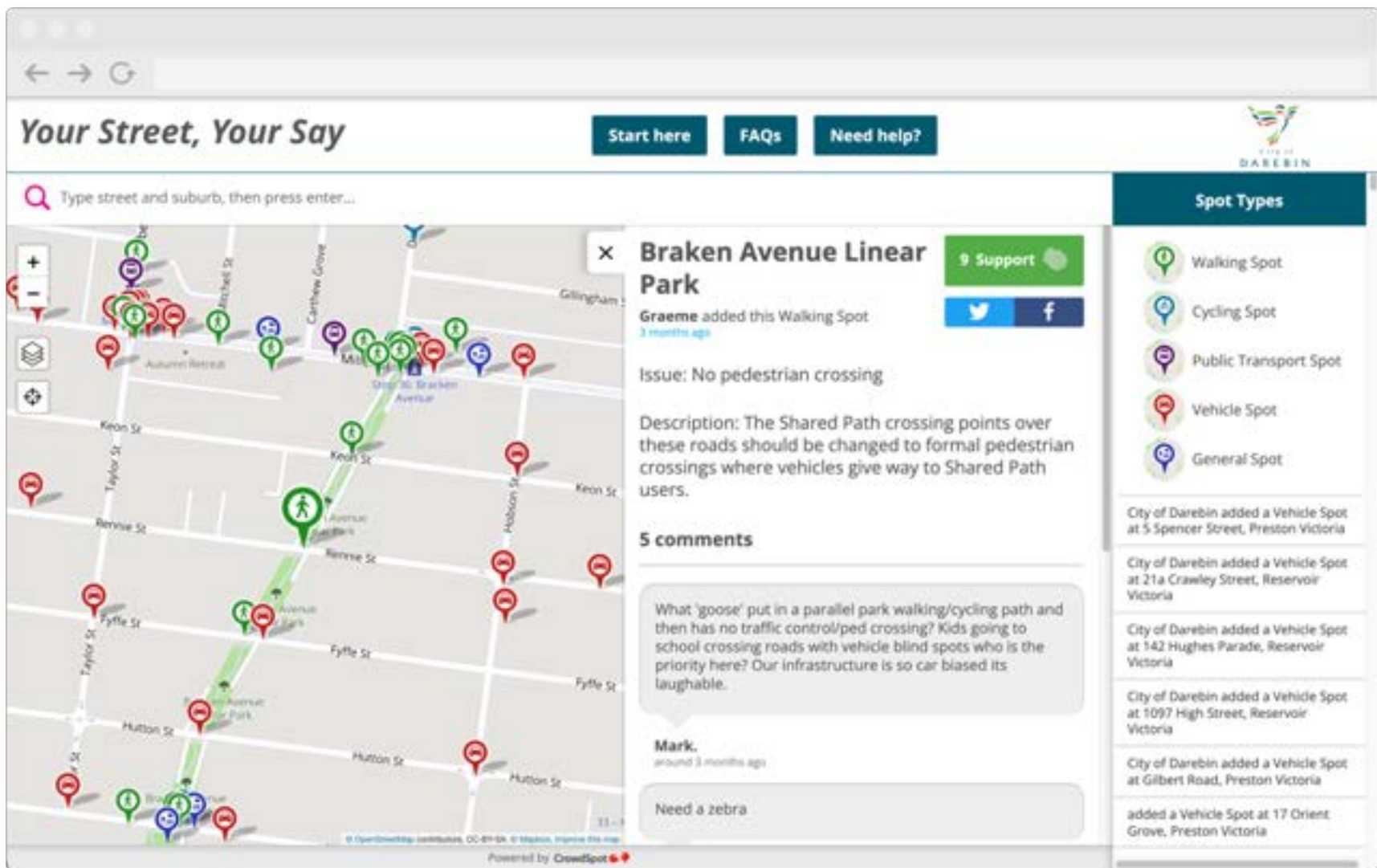


Figure 4. Example Spot

3. Participation Data

In total, there were 1,248 participants who made submissions across the entire study area (all suburbs) whilst there was a total of 4,732 total pageviews across the data collection period. Figure 5 on the following page outlines the total number of views per day over the engagement period. There were 53 average daily page views and the peak occurred on 20 October with 275 page views.

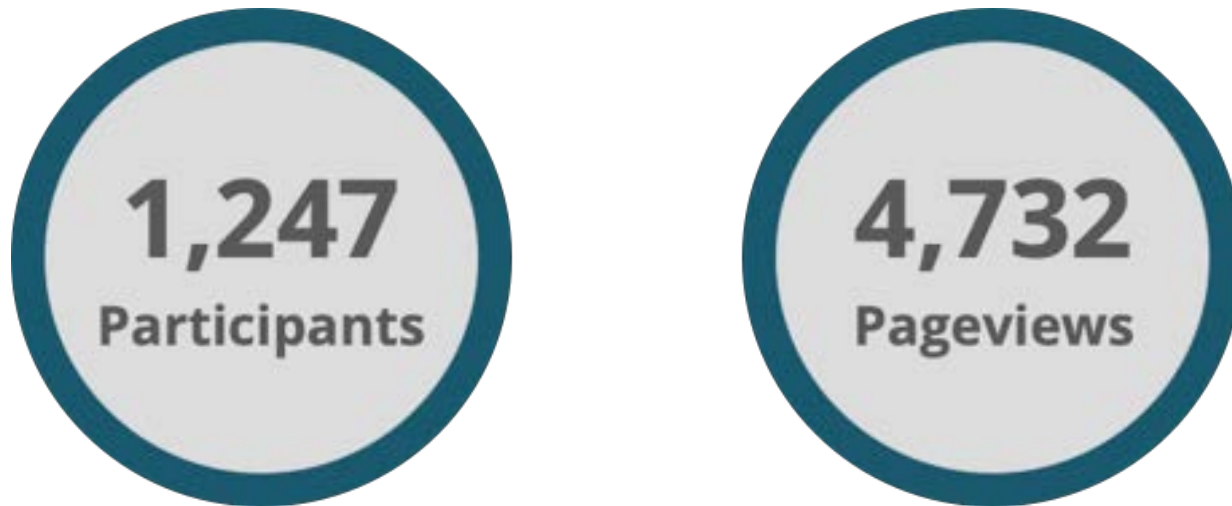


Figure 5. Participation data

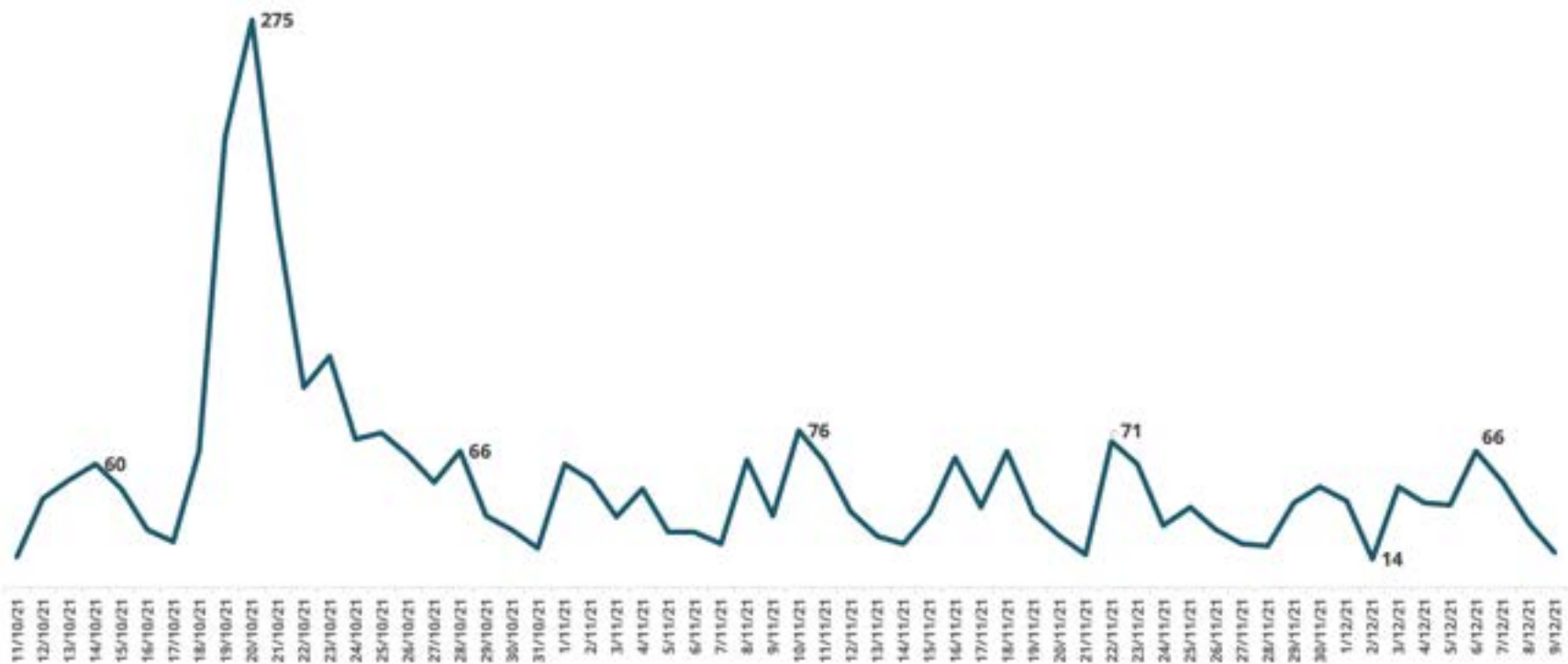


Figure 6. Unique pageviews over time

Age

The majority of Thornbury West participants were in the 35-44 age range, representing 45.4% of all those who submitted a spot on the map. Together with the 45-54 age range, these two age groups made up 71.7% of all participants. There was little participation amongst those aged below 25 and above 64.

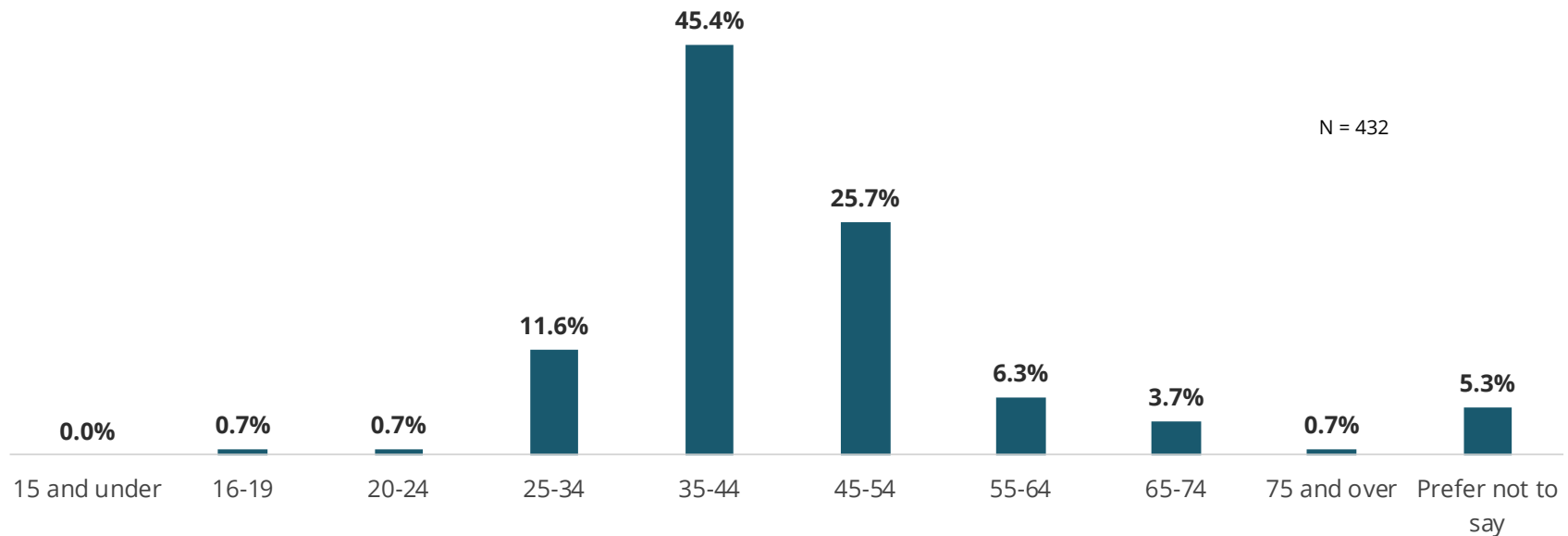


Figure 7. Age

Gender

The majority of spot submissions were made by participants who identified themselves as Female (58%), whilst the remaining gender identities included Male (33.4%), Prefer not to say (8.6%) and Prefer to describe (0%).

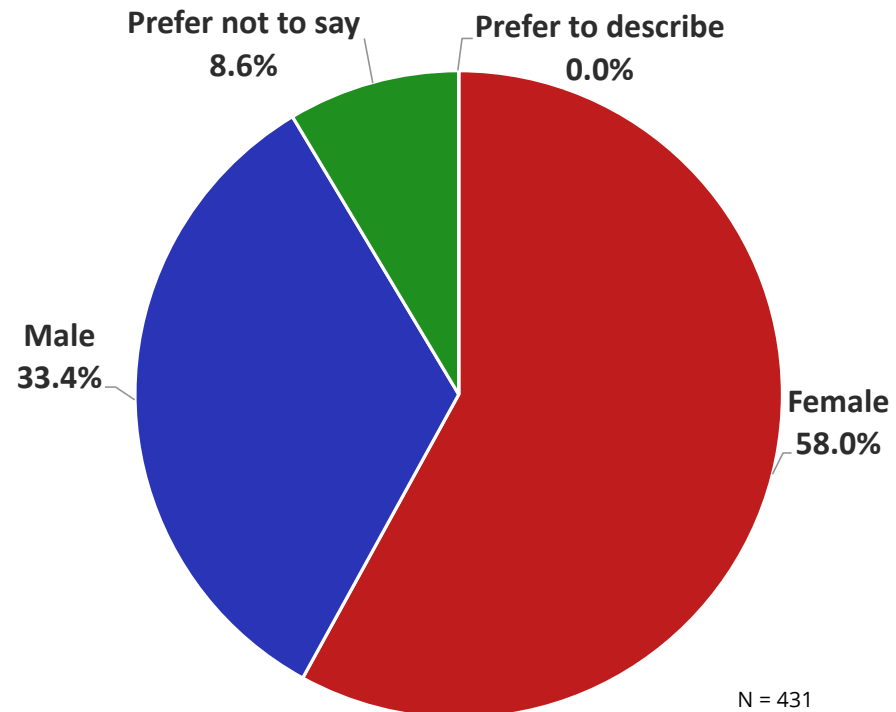


Figure 8. Gender

See APPENDIX A for ABS (2016) census suburb data.

Language

In response to 'Do you speak a language other than English at home?', 92.3% of participants selected 'No' with the remaining 7.7% selecting 'Yes' and asked to specify the language.

There were limited responses (10) from participants who specified their language spoken at home. Languages spoken at home (other than english) from all participants are in Figure 11 on the next page.

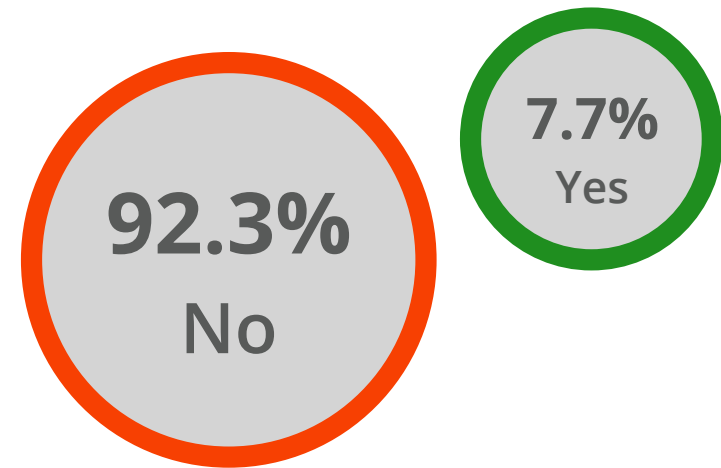


Figure 9. Language at home

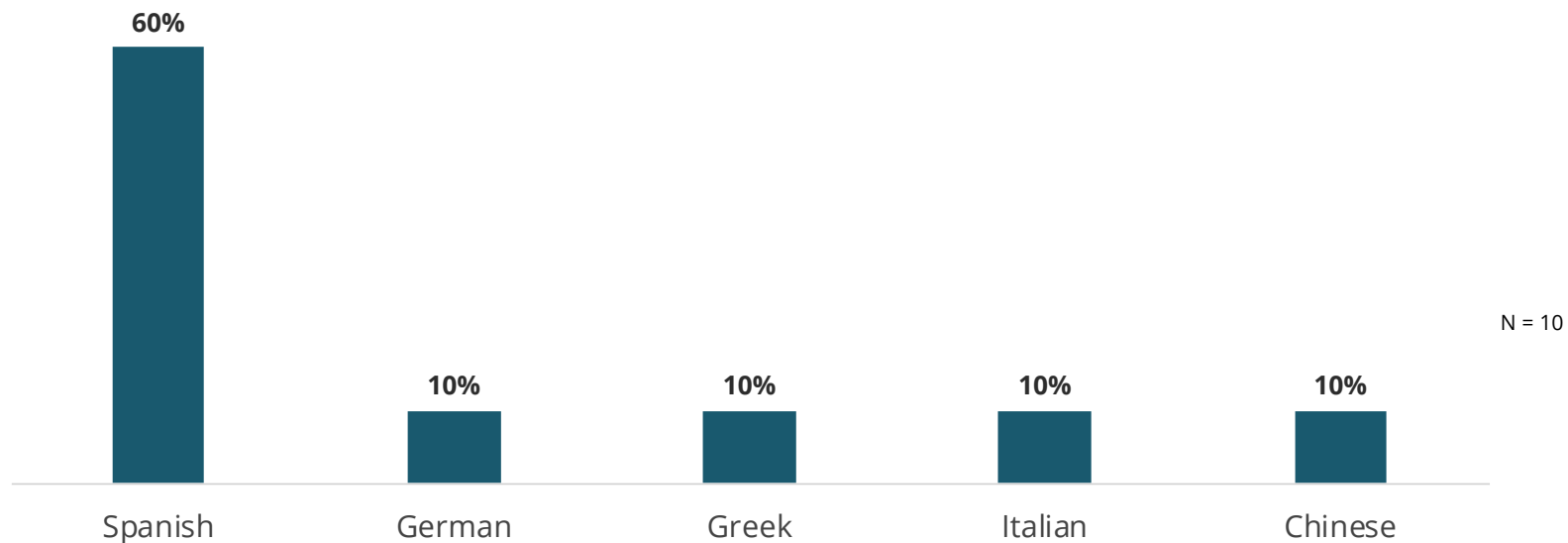


Figure 10. Languages - % of those who speak a language at home

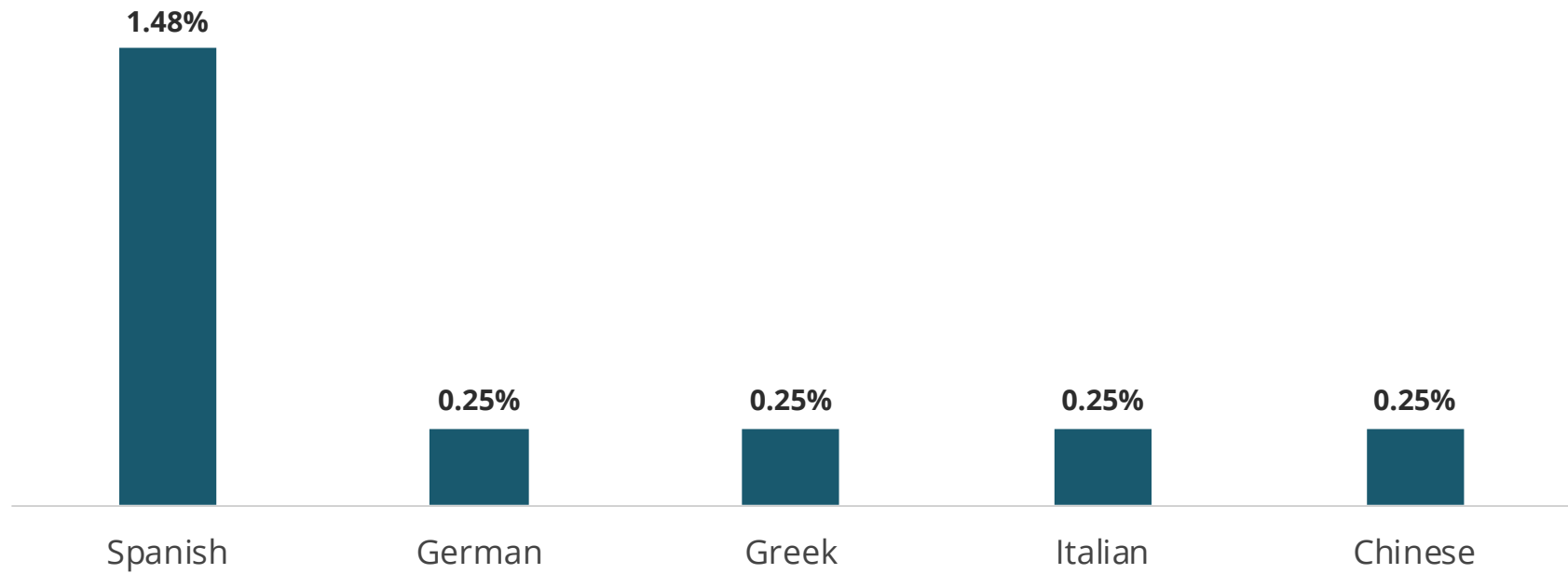


Figure 11. Language - % of all participants

Connection to Darebin

People who 'Live' within the City of Darebin represent 97.2% of people who submitted a spot on the map. Participants also indicated that they 'Work' (37%), 'Visit' (10.5%), 'Study' (6.5%) and 'Own a business' (4%).

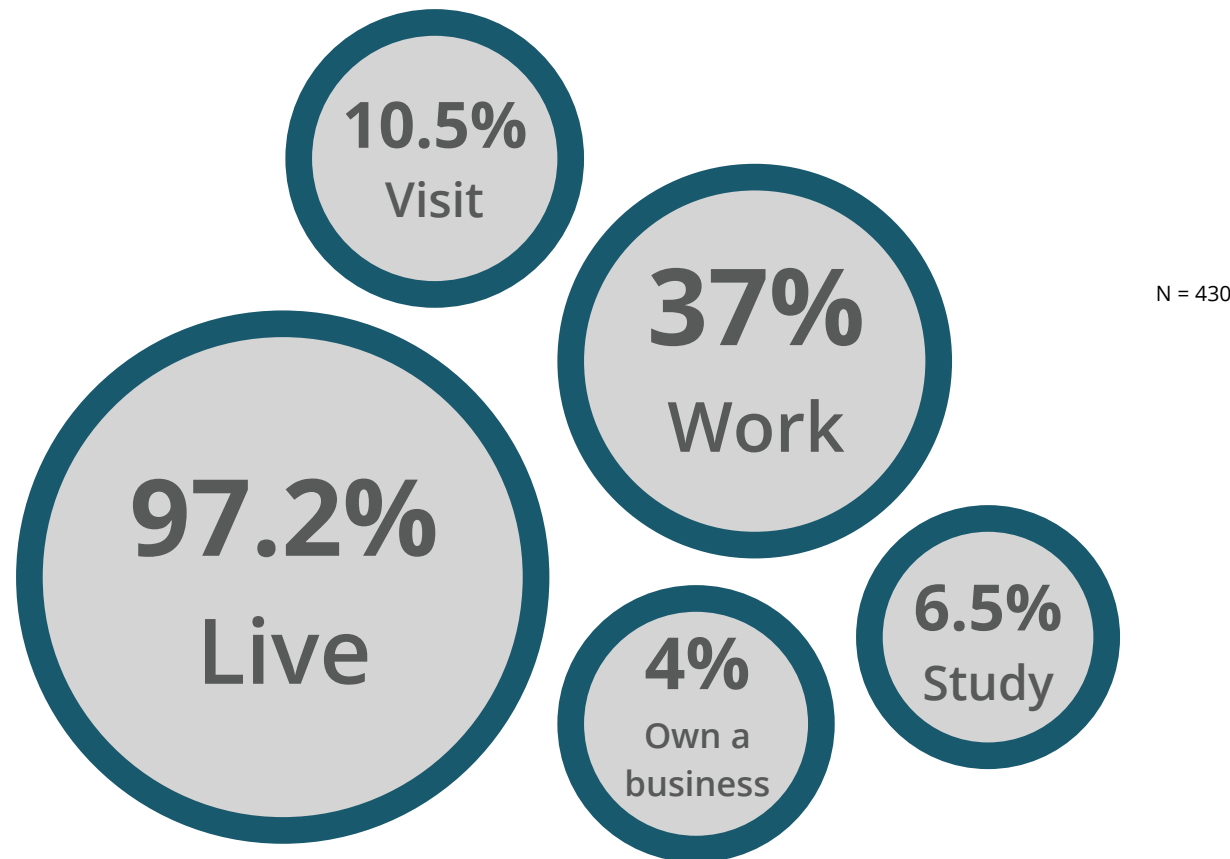


Figure 12. Connection to Darebin

Aboriginal and/or Torres Strait Islander

When asked 'Do you identify as Aboriginal and/or Torres Strait Islander?', 0.5% of respondents selected 'Yes', 97.7% of respondents selected 'No' and 1.9 % 'Prefer not to say'.

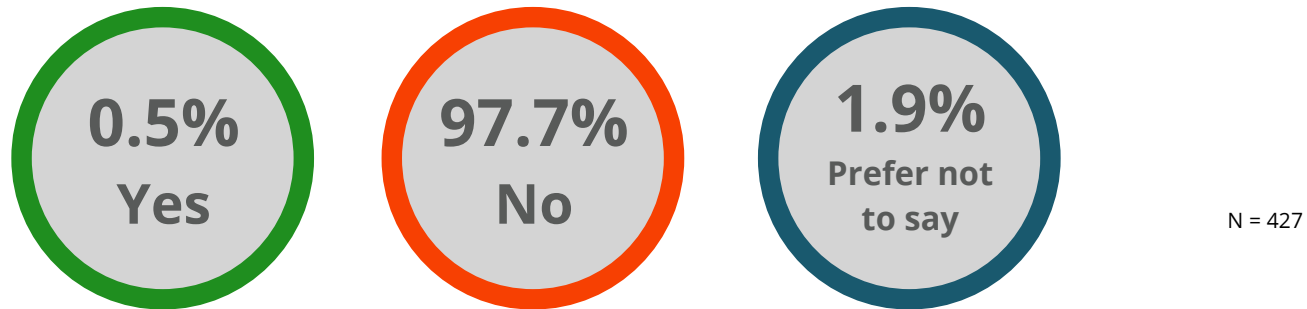


Figure 13. % Aboriginal and/or Torres Strait Islander

Disability

When asked 'Do you identify as having a disability?', 2.1% of respondents selected 'Yes', 95.6% of respondents selected 'No' and 2.3% 'Prefer not to say'.

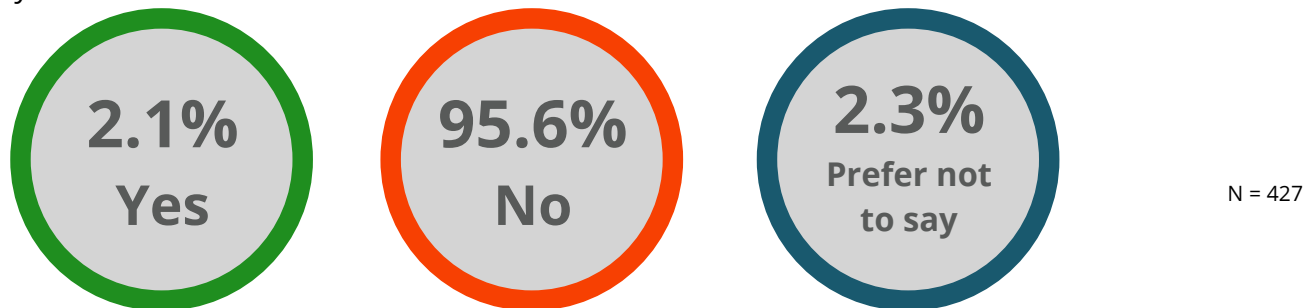


Figure 14. % Disability

Household Vehicles

Participants were asked 'How many motor vehicles does your household own?', with the vast majority (90.2%) indicating that they own one or two vehicles in their household (Figure 15). 9.1% of respondents indicated that there are no household vehicles at their residence and the remaining 0.7% own three or more vehicles.

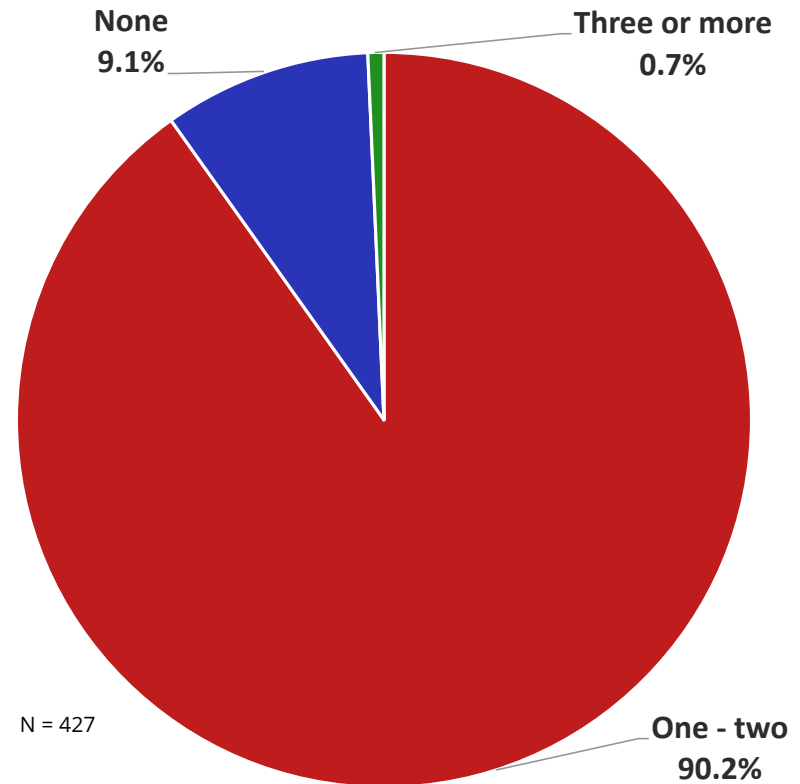


Figure 15. No. of household vehicles

Residential Postcode

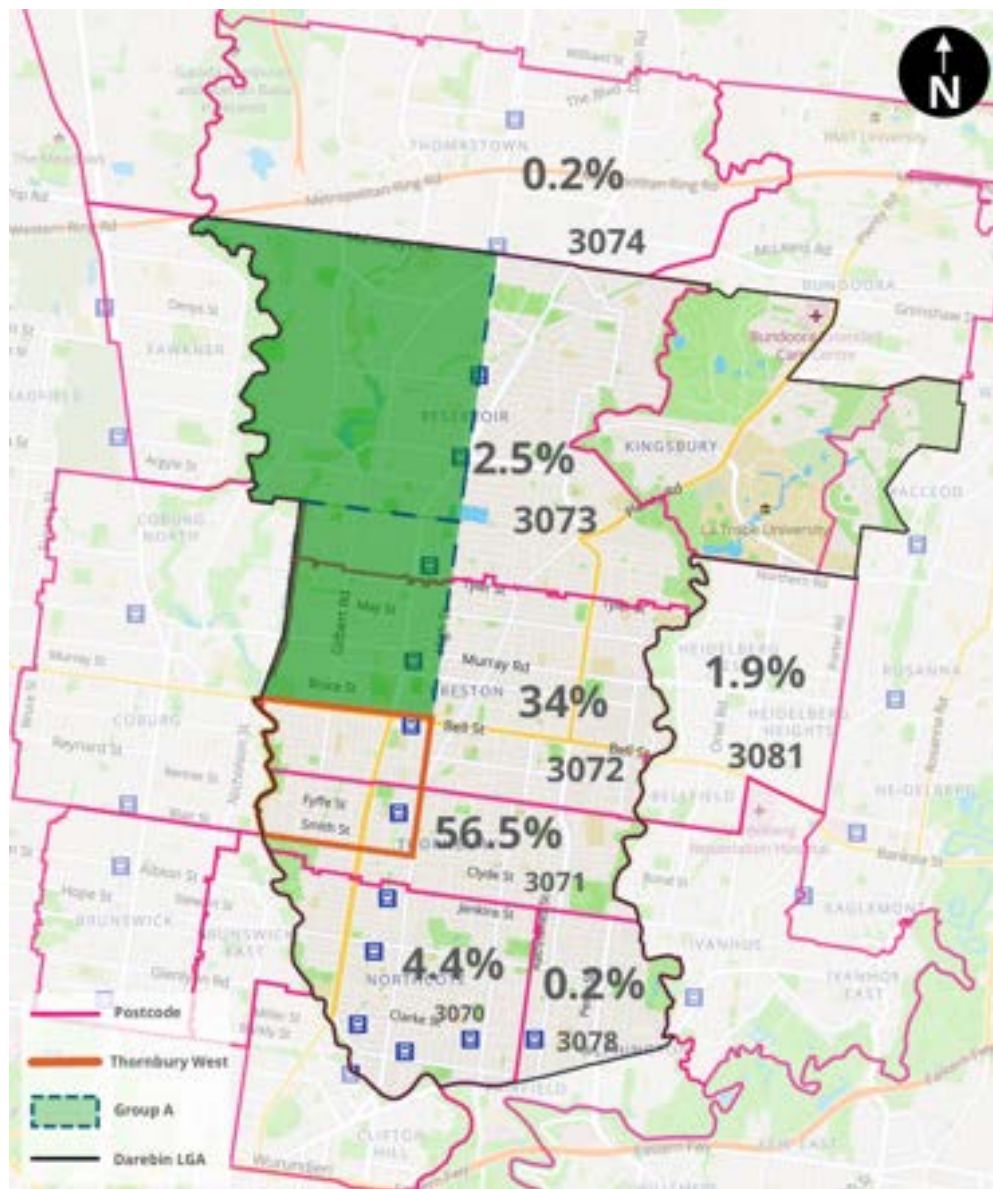
Participants who submitted spots within Thornbury West were made up mostly (55.5%) from people who reside within the 3071 postcode.

Postcode 3072, directly to the north of 3071 accounts for 34% of spot submissions.

Surrounding postcodes then made up the remaining participants' residential postcodes.

N = 432

Map 1. Participant postcodes



4. Submissions

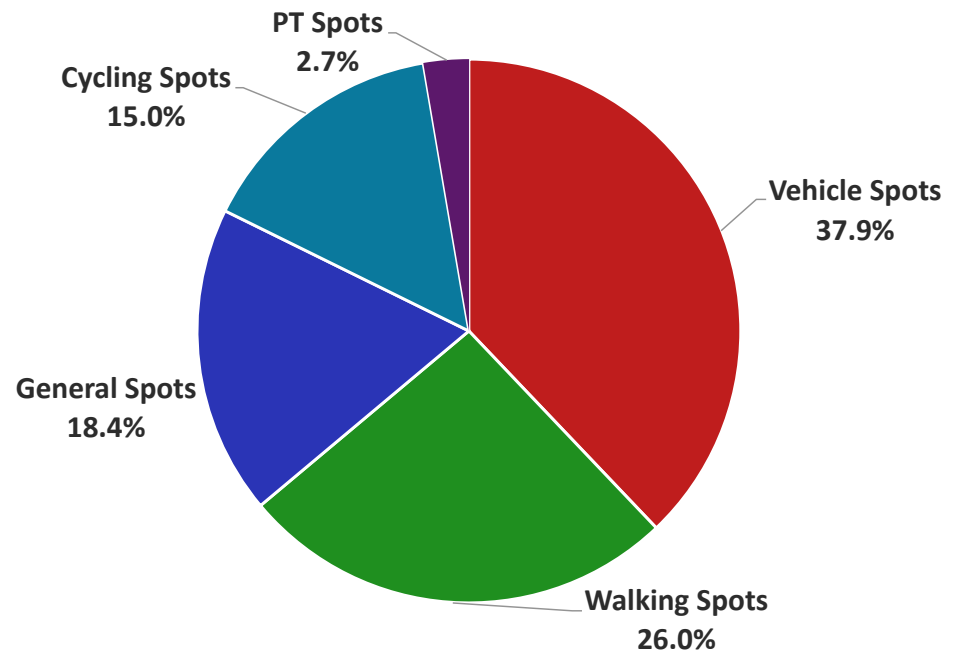
There were a total of 2,313 submissions made up of Spots, Comments and Supports within Thornbury West.



Figure 16. Submissions

Spot types

Vehicle Spots represent 37.9% of spots added within Thornbury West, followed by Walking Spots (26%), General Spots (18.4%), Cycling Spots (15%) and PT Spots (2.7%).



N = 446

Figure 17. Spot types

5. Spatial distribution of Spots

Map 2 represents all 446 spots added to the map within the Thornbury West suburb.

There is good coverage across the area
with clusters at or along:

- Miller St
- St Georges Rd
- Hutton St (West of St Georges)
- High St
- Turner Reserve
- Normanby Ave

These clusters are also identifiable on the heatmap (Map 3) on the following page.



Map 2. Spots in Thornbury West



Map 3. Thornbury West heatmap

Map 4 represents all spots in Thornbury West colour coded by Spot type.



Map 4. Thornbury West Spot types

6. Vehicle Spots

Vehicle Spots were the most significant spot type with 169 spots or 37.9% of all spots added within Thornbury West.

All Vehicle Spots are presented on Map 5. Whilst there is coverage across Thornbury West, concentrations can be seen at:

- Miller St
- Miller St & Gilbert Rd intersection
- Hutton St
- Mt Pleasant Rd
- Newman St
- Oakover Rd

Map 5. Vehicle Spots



Vehicle Spot Categories

Participants were asked to associate their Vehicle Spot with a category that best describes the issue at that location. The majority of Vehicle Spots were related to 'Speeding traffic' (38%), followed by 'Too much traffic' (21.1%) and 'Parking issues' (15.1%).

The spots indicated as relating to speeding issues are mapped in Figure 19 on the following page.

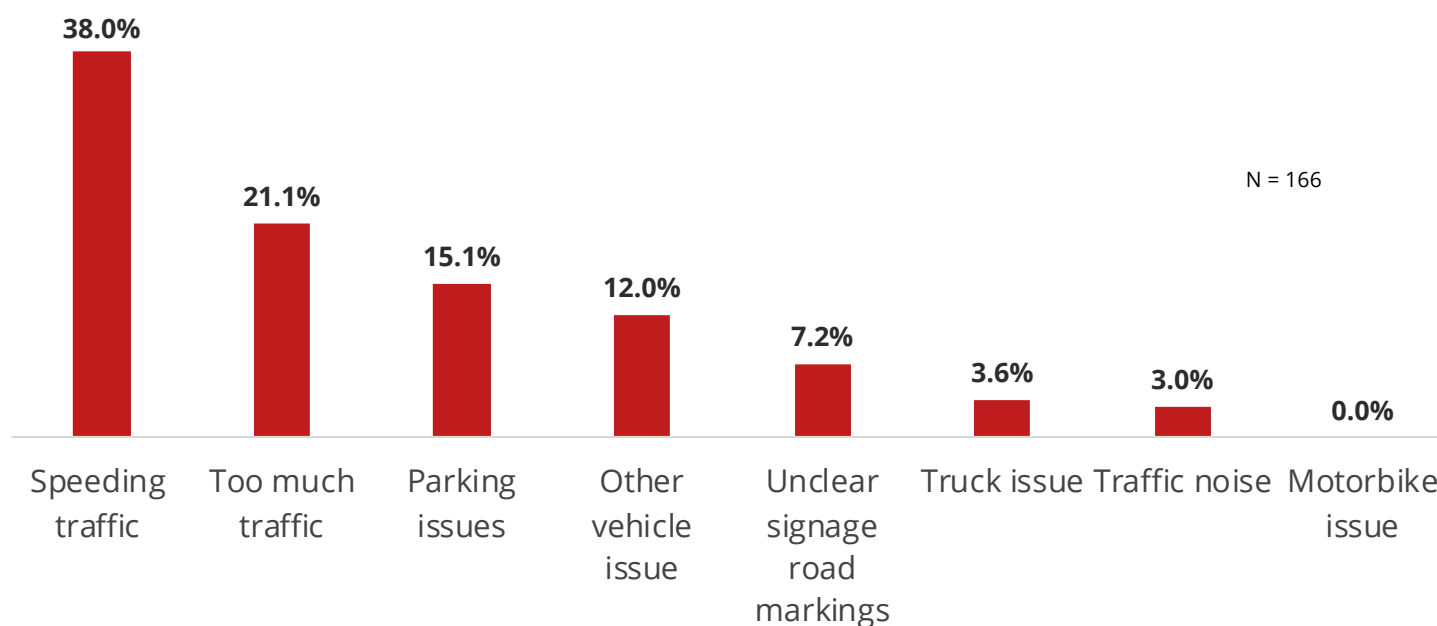


Figure 18. Vehicle Spot categories

Key locations for speeding traffic are experienced at:

- Miller St
- Mt Pleasant Rd
- Fyffe St
- Hutton St (west of St Georges)

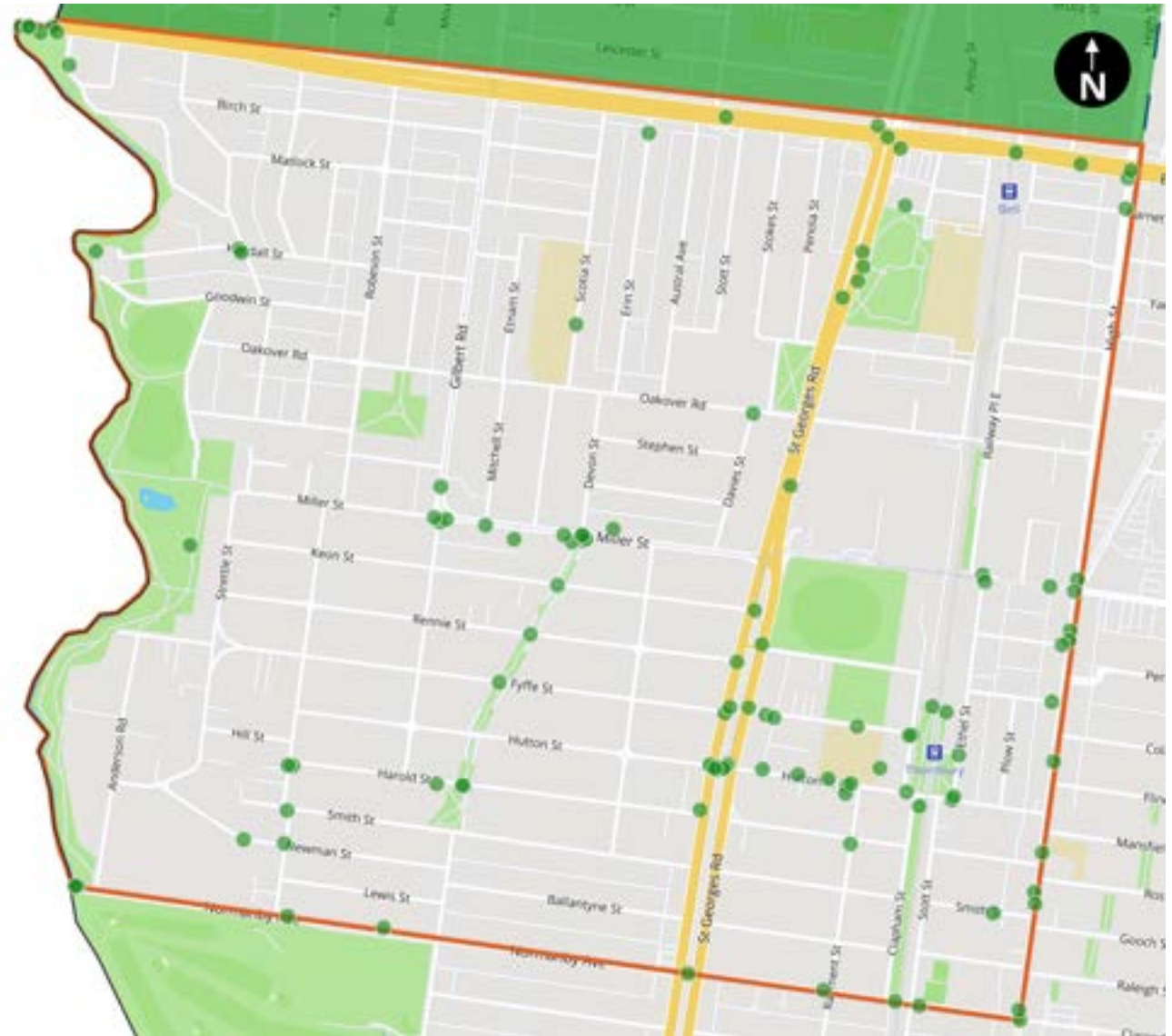


Map 6. Speeding traffic

7. Walking Spots

Walking Spots represent 116 or 26% of all data points submitted within Thornbury West. Clusters can be seen multiple intersections including:

- Miller St & Gilbert Rd
- Miller St & Devon St
- Bracken Ave Linear Park intersections
- Bell St (western edge)
- Hutton St & St Georges Rd



Map 7. Walking Spots

Walking Spot Categories

Representing almost one-third (31.9%) of all Walking Spots, 'Other walking issue' was clearly the most significant walking input in Thornbury West. This was followed by 'Poor accessibility' (18.6%) and 'Waiting too long to cross' (17.7%). The majority of the 'other walking issues' appear to be associated with priority pedestrian signaling at intersections.

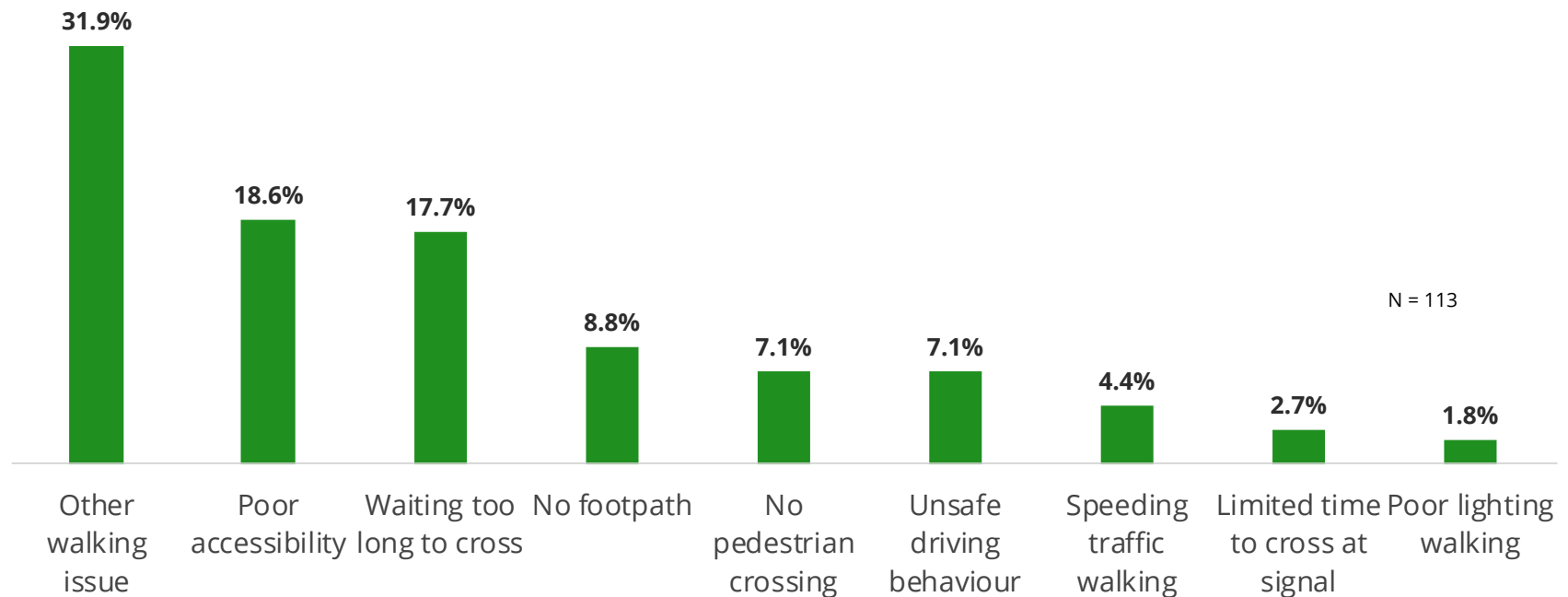
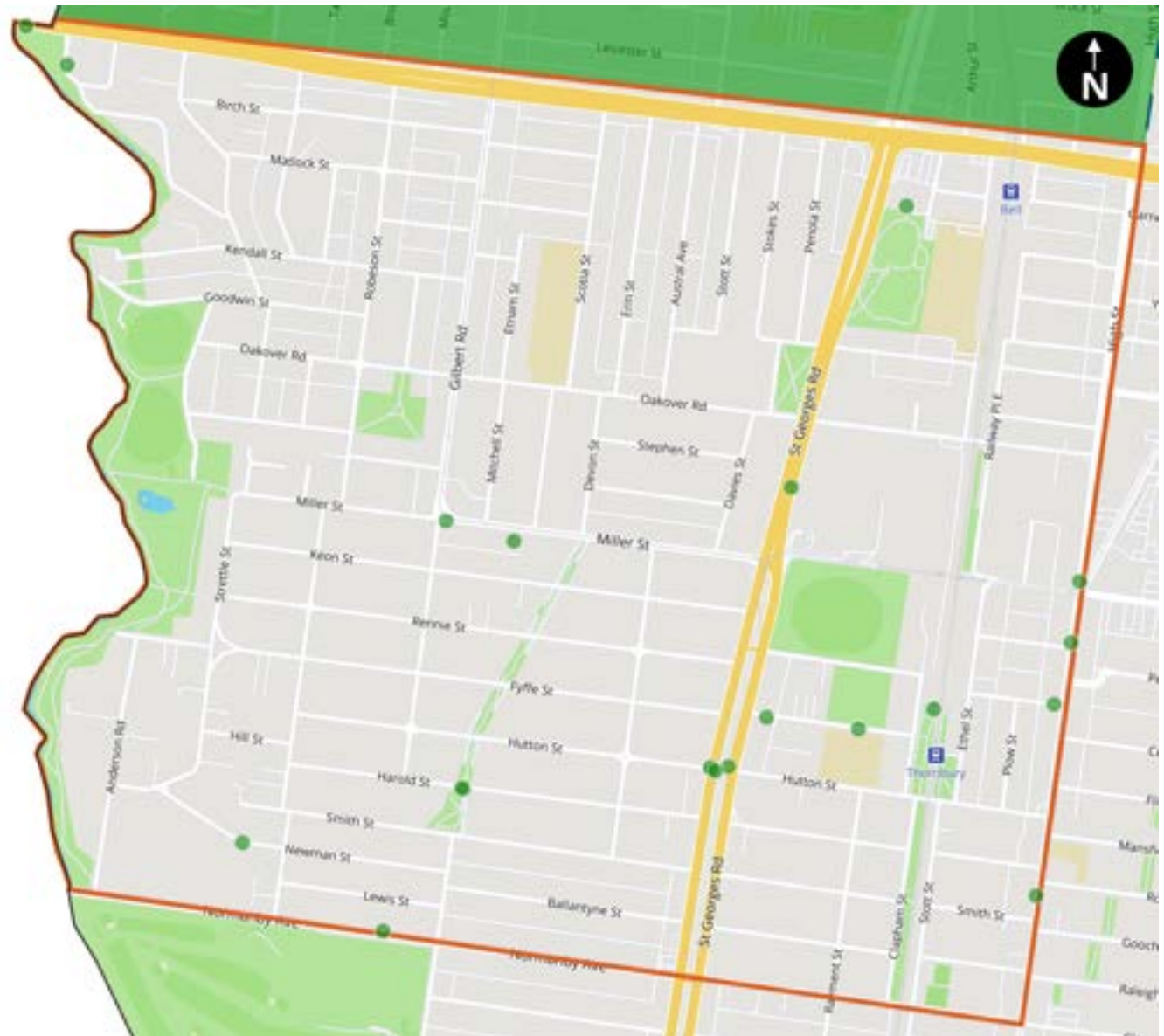


Figure 19. Walking Spot categories

'Other walking issues' are represented on Map 10. The main cluster here is at the Hutton St & St Georges Rd intersection.



Map 8. 'Other' walking issue

8. General Spots

General Spots represent 18.4% (82) of data points on the map within Thornbury West.

All General Spots are presented on Map 7. Concentrations can be seen at the following open space locations:

- Turner Reserve (and to the south)
- Adjacent to Thornbury Train Station
- Newman Reserve
- Ray Bramham Gardens

Map 9. General Spots



General Spot Categories

The most selected General Spot categories include 'Area feels uncared for' (35.9%) and 'Other general issue' (28.2%). Many of the 'Other general issues' and 'Area feels uncared for' relate to better utilisation of spaces, rubbish dumping and overgrown vegetation. Locations categorised as 'Area feels uncared for' are represented on Map 8 on the following page.

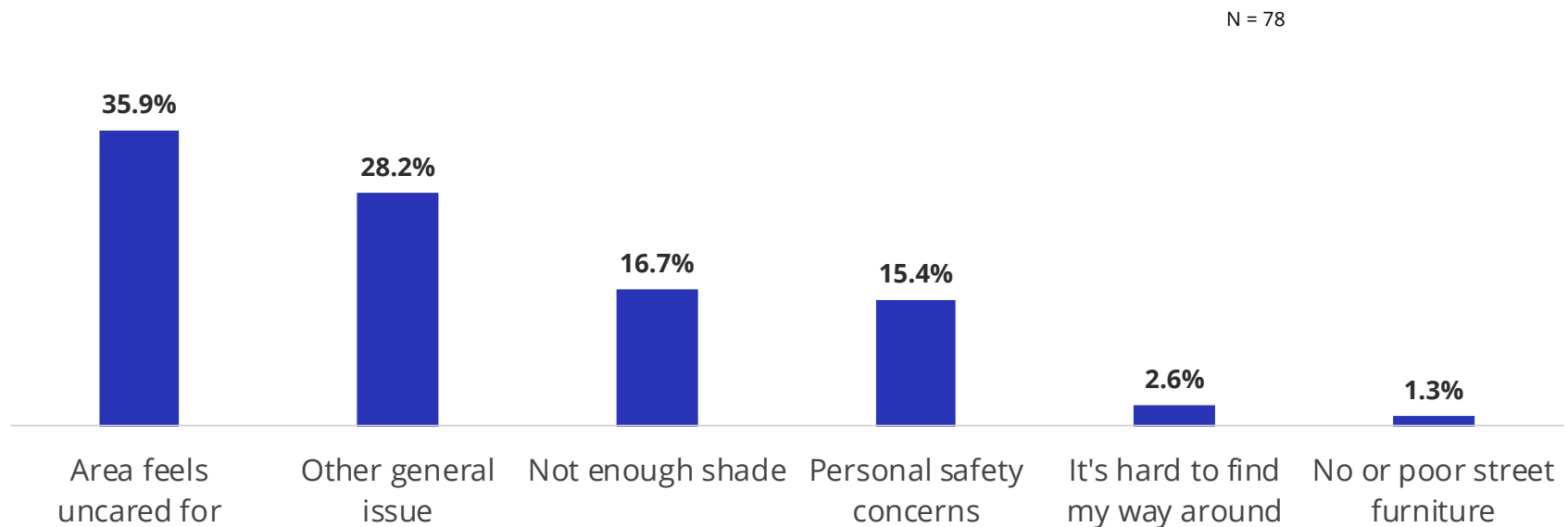
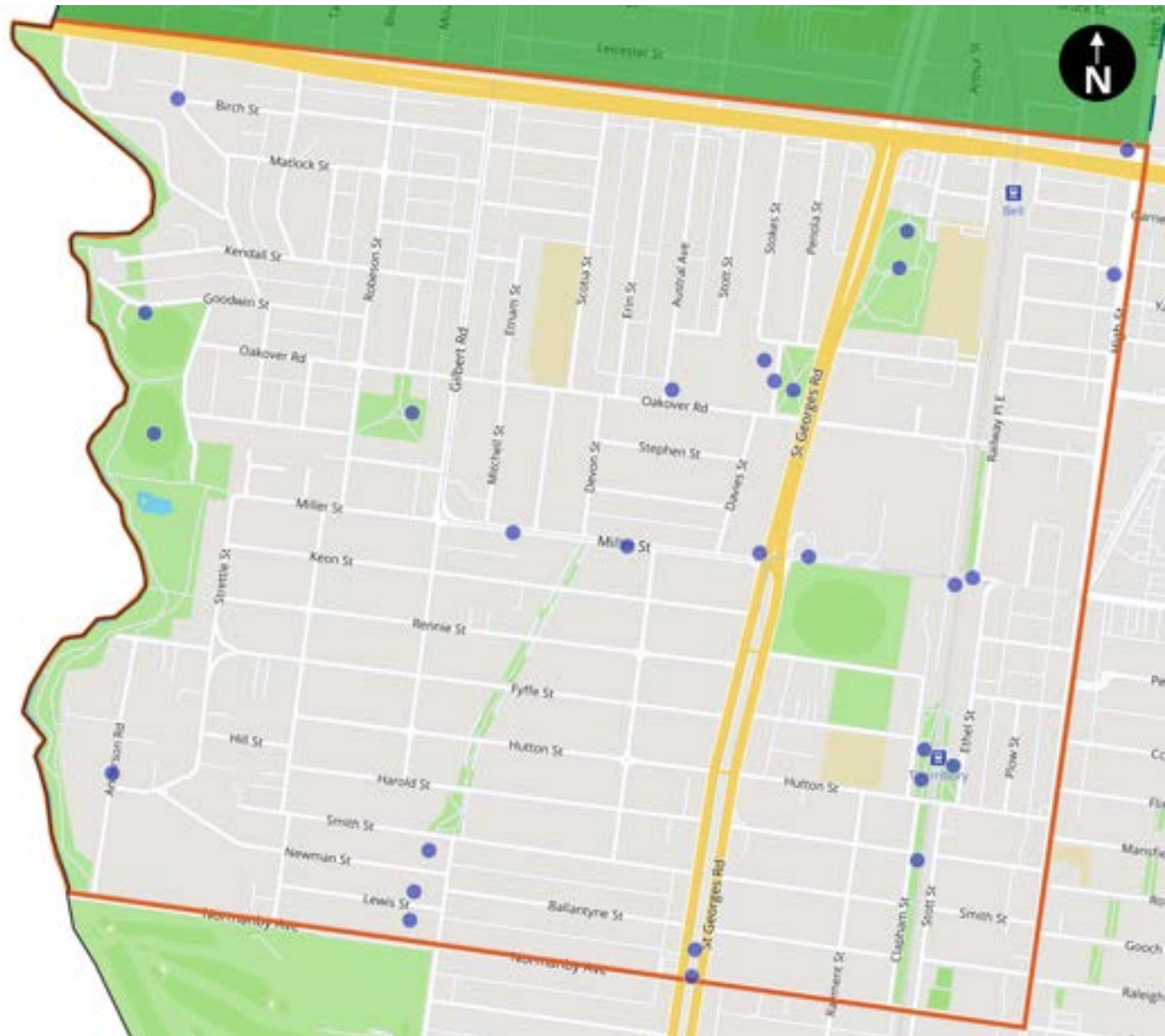


Figure 20. General Spot categories



Map 10. Area feels uncared for

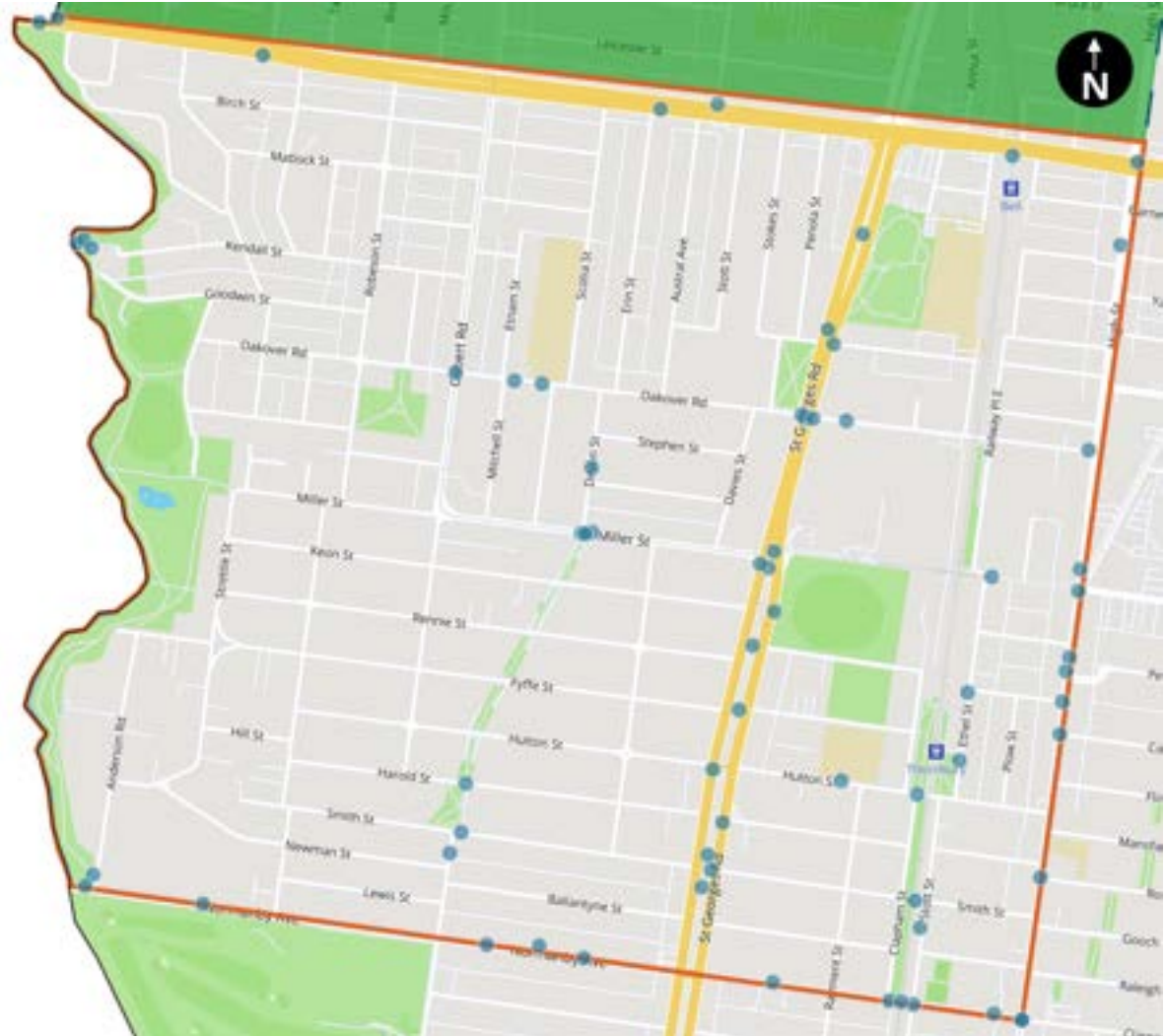
9. Cycling Spots

There were a total of 67 spots added within Thornbury West, representing 15% of all spots.

Cycling Spots concentrations are located:

- Along the St Georges Rd Trail
- High St
- Normanby Ave
- Oakover Rd
- Miller St & Bracken Linear Park intersection

Map 11. Cycling Spots



Cycling Spot Categories

'No bicycle lanes' was the most significant cycling issue identified in Thornbury West with 26.6% of all Cycling Spots. 'Other bike issue' and 'Dangerous intersection' were the next top categorised issue with 20.3% and 17.2% respectively. 'Other bike issues' are mainly associated with no bike parking and overgrown vegetation. 'No bicycle lanes' locations are represented in Map 12 on the following page.

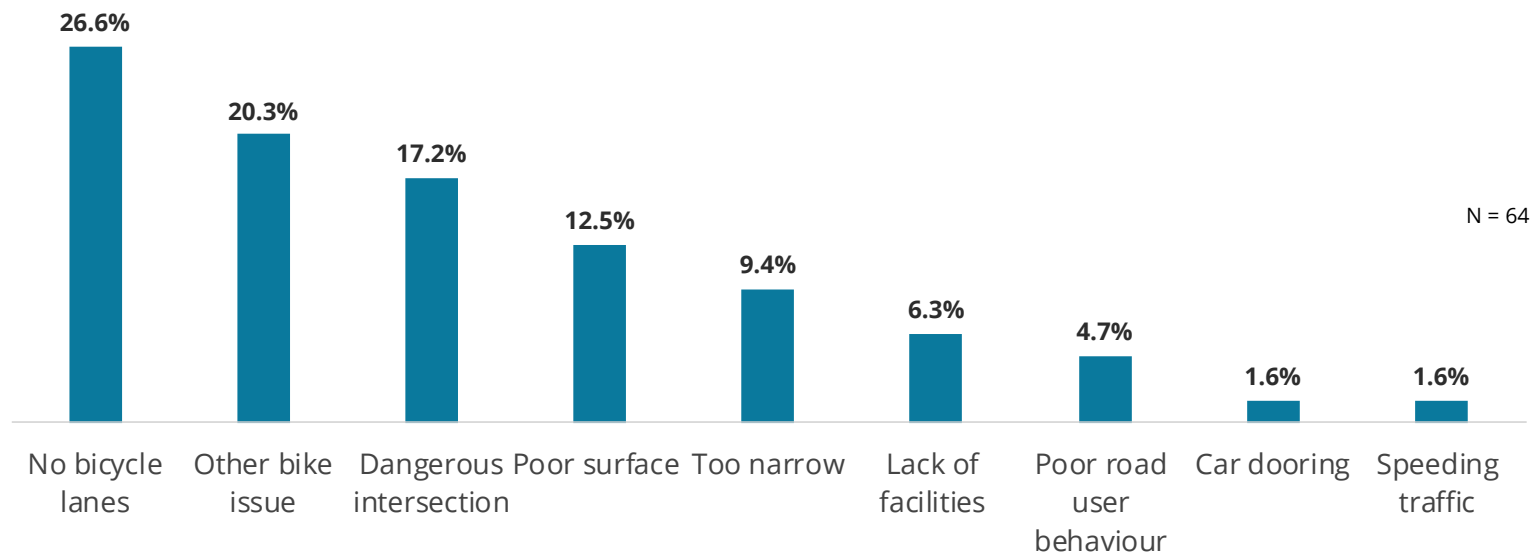
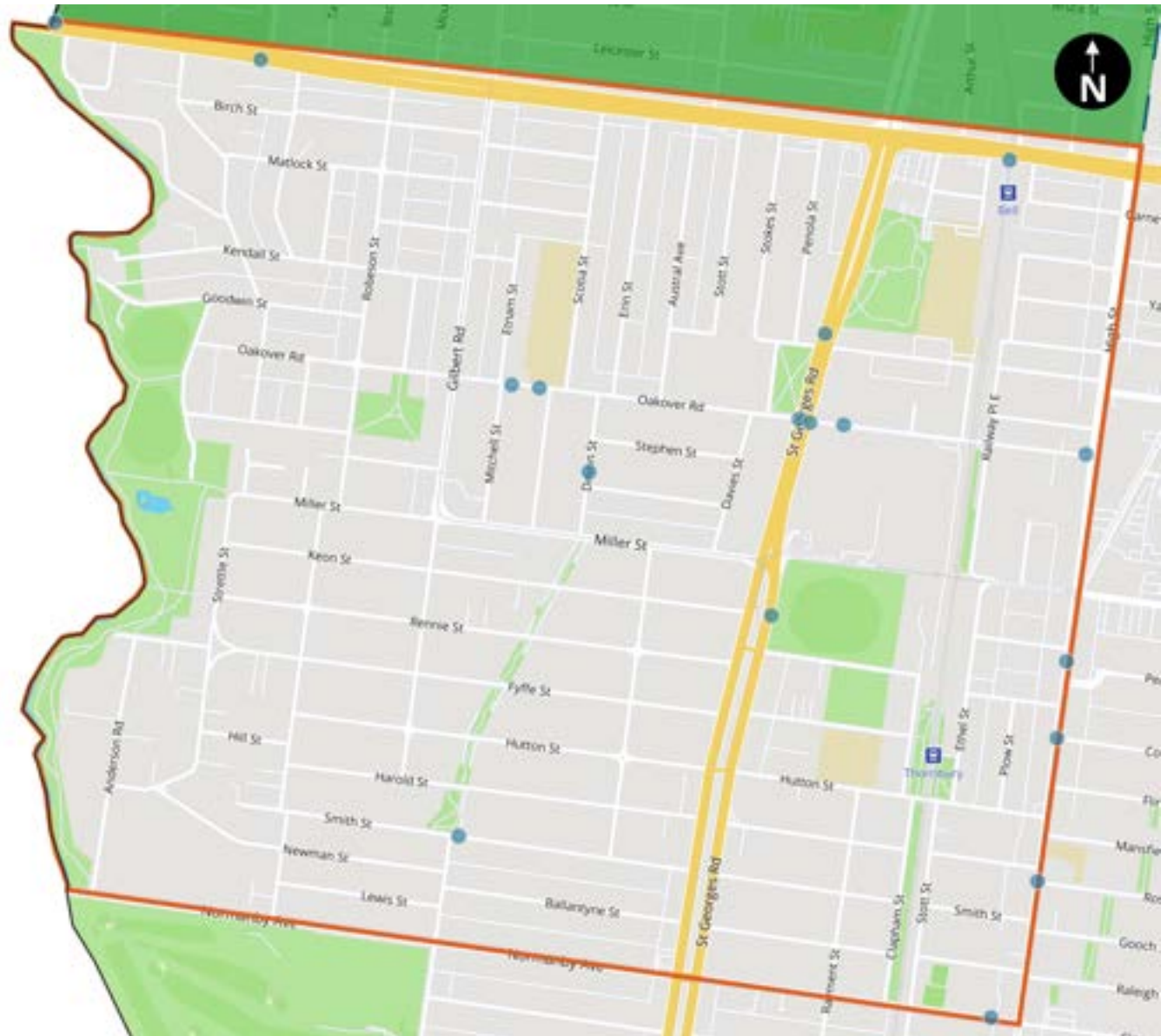


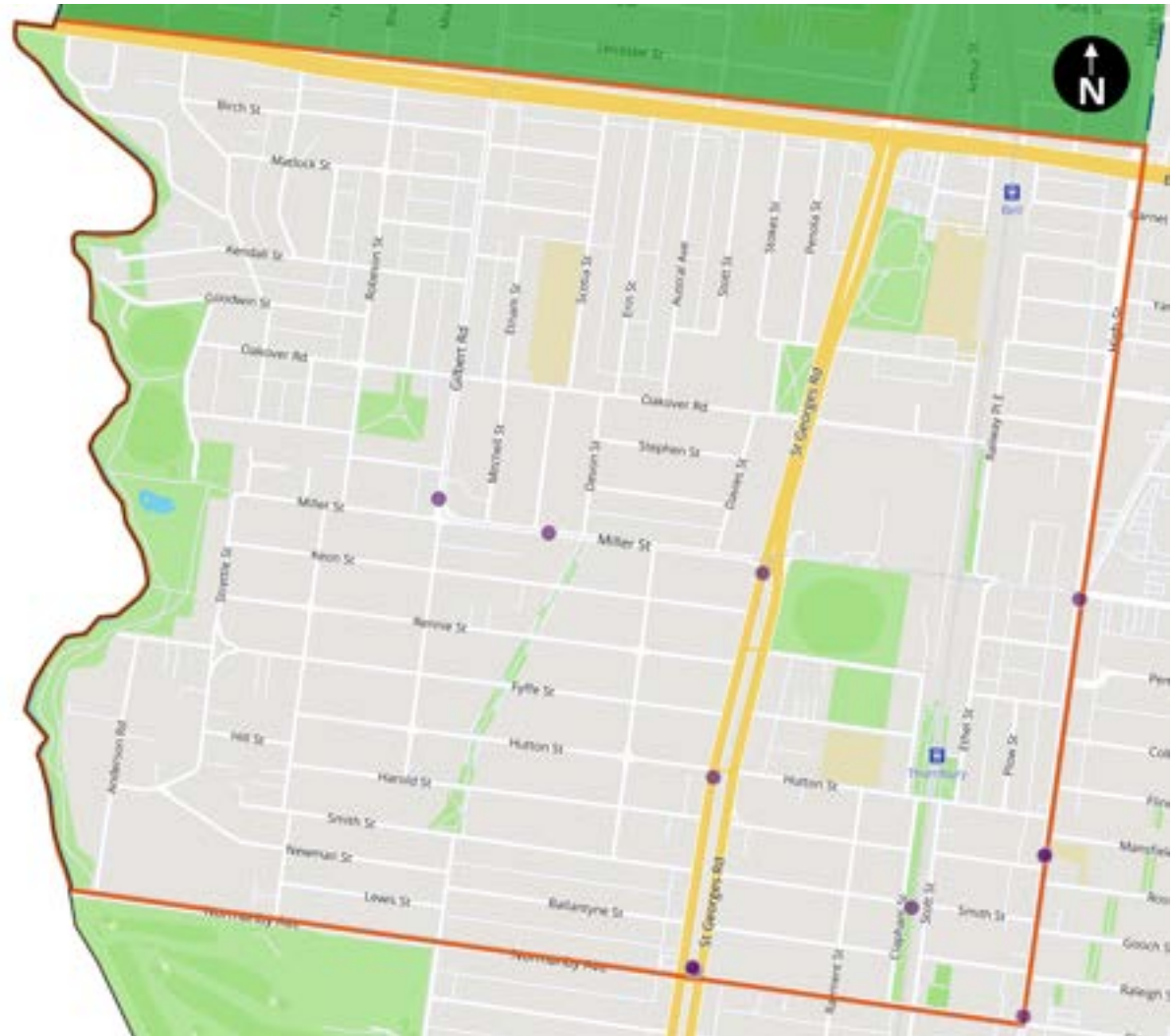
Figure 21. Cycling Spot categories



Map 12. No bicycle lanes

10. Public Transport Spots

Submissions relating to public transport were relatively limited with only 12 Public Transport spots added to the map within Thornbury West. This represents only 2.7% of data points within the area. The lack of public transport related submissions may be a result of limited public transport use due to the COVID-19 pandemic.



Map 13. PT Spots

11. Top 10 Spots

Map 14 to the right visualises the top 10 spots overall added to the map. The top spots are determined by the amount of 'activity' ('comments' + 'supports') a location received. Spots at the same location or area that share the same sentiment have been merged.



Map 14. Top 10 Overall Spots

1. Bracken Ave Linear Park intersections – No pedestrian crossings, Unclear signage and/or road markings

1a (Miller St) - *'I have a young family and we enjoy the many parklands that the area has to offer. However, at certain times of the day we avoid crossing here because it's too difficult to cross with the constant stream of traffic.'* – Dan

1b, 1c & 1d - *'The Shared Path crossing points over these roads should be changed to formal pedestrian crossings where vehicles give way to Shared Path users.'* – Graeme

2. Hutton St & St Georges Rd - Limited time to cross at signal

'Not very safe for kids even with a crossing attendant. Too much going on with trams, bikes, cars pedestrians, buses, etc. Need to reduce something here. I don't let mine go on their own here.' – Someone

'Not long enough to get across in one go. The buttons to cross are also in unsafe locations requiring crossing tram lines to get to the signal button. With more than one child this crossing can be especially challenging, particularly with bikes and scooters.' – Hutton

1e (Hutton St) - *'The signage on this crossing is ambiguous. It is not immediately clear whether this is a pedestrian crossing or not (users of both the shared path and the road are directed to beware of the other). Either make it a zebra crossing or add signage warning path users to give way to traffic.'* – Graeme

1f (Harold St) - *'Signage to move cyclists from the shared path onto the side road around the park is poor. All cyclists go straight past the park where young kids play in the sandpit at Turner Reserve which is dangerous. But the cyclists can't be blamed as the signage is so poor they don't know. Cycling barrier at the entrance and a clear sign on both sides.'* – Someone

3. Normanby Ave – Too narrow, car-dooring risk, poor surface

'Narrow busy road is dangerous for cyclists. parking along one side of the road should be removed and better bike lanes added.' – Someone

4. Hutton St (near Thornbury Primary) – Too much traffic, speeding traffic

'Section of road is very narrow and busy particularly during school pick up / drop off hours. It would be great to look at opportunities to reduce East-West flow from St Georges Rd - High Street via Hutton Street. Hutton Street could be made 'one way' and encourage other traffic to Normanby or Oakover Roads.' – Graeme

5. Bell St footpath towards Merri Creek Bridge – Unsafe driving behaviour

'Traffic here is fast and heavy. Accidents are common. There's no safe way to cross the bridge and it always feels like a risk taking a child to this area. An underpass would be ideal to avoid issues around this dangerous intersection and bridge.' - Sonja

7. High St (south of Miller St) – No bicycle lanes, car dooring risk

'We need a separated bike lane here. Cars travel too fast and the risk of dooring is high.' - Prestonian

8. Miller St & Gilbert Rd/Taylor St intersection

'Very hard to cross here, feels unsafe like the cars will not see you when turning off the round about.' – Lolaj

'Please do something to make this intersection function better, maybe close off access to Miller (creekside) or Taylor so that it's simpler. Then can take out

6. Fyffe St - Too much traffic, speeding traffic

'Block Fyffe St at Bracken Ave to through traffic making it a no through road. This will stop a lot of the through traffic we get due to our street being wider than say Hutton as we tend to get a lot of vehicles travelling excessively fast despite the 40km/h speed limit recently introduced. #makefyffesafe #safekidstreetplay #loveourstreet.' - Sam

the roundabout that confuses everyone and all the awful pedestrian fencing that makes this such an awkward spot for pedestrians.' - Someone

9. Miller St & St Georges Rd – Dangerous intersection

'Bikes are forced to wait for three different sets of traffic lights, which are not in sync, in order to cross this intersection and remain on the bike path'. - AS

10. Oakover Rd – No bicycle lanes, poor surface

'I frequently travel east to west via Oakover road, but I never use the cycle path between the railway line and St Georges Rd because it doesn't connect well to the west side of Oakover. When you cross at the lights coming off the path, you need to merge back in to the traffic accelerating away from the lights anyway.' - Fane

12. Neighbourhood opportunities

In the process of adding a spot on the map participants were asked *'Thinking more generally about this neighbourhood, what do you love and/or what changes do you want to make it better?'*. Below is a selection of responses that help capture the essence of Thornbury West.

'Already has a pretty good walking culture that we can make better by making streets more pedestrian friendly. Still need to be able to move by car when you need to get out though, it was unpopular but maybe parking is what needs to go to give more space to pedestrians and maintain space for vehicles.'

'Generally, I believe Darebin needs to have a greater focus on the prioritisation of public transport, pedestrians and cycling, allowing for a more equitable and liveable area. Currently, trams get stuck in traffic, there are very few fully accessible tram stops, and there are almost no bike lanes.'

'I love the general walkability of the neighbourhood, however some important intersections are unsafe for pedestrians. They include the Bracken Ave / Miller street intersection and the Gilbert Rd / Miller St roundabout. Increasingly, parking on Keon Street is being impacted from demand generated by the Gilbert Rd / Miller retail strip.'

'I love the heritage and small friendly streets, but I hate the parking (there's no room) people have more than 2 cars so you can't even park in front of your own house. Also the incessant noise of traffic and speed is a huge issue. There are no speed humps and I think our tiny streets should have 'Closing part of a street to traffic.'

'It is a great community with good amenities but the infrastructure has been neglected. Cycling infrastructure in this council is sorely lacking. Give people other choices aside from driving to get around especially for short local trips. Cycling is not just for fitness.'

'Thinking about Thornbury primary, I love that the park next door is being re-wilded! It would be great to keep making it a space that TPS can expand into as the TPS sight is small. My dream is for Murray St to be blocked to traffic where the school is so that the school can make it easier to learn in the park. It could be a shared community space!'

13. Summary and Recommendations

The *Your Street, Your Say* Group A map was open for public submissions for a period of 8 weeks, from 11 October to 7 December 2021. Group A is made up of Reservoir West, Preston West and Thornbury West. This report focuses on the data collected within Thornbury West, where the map received 2,313 individual submissions made up of 446 individual spots and the comments (466) and 'supports' (1,401) within those spots. These submissions were made from 1,247 unique participants. There was a range of location specific feedback added within the different spot types. Based on all the information collected and their relative priorities, below is a set of broad recommendations based purely on community feedback.

Vehicle movement:

- Explore methods (traffic calming, etc.) to reduce driving speed along Miller St, Hutton St, Mt Pleasant Rd, Newman St, Fyffe St and Oakover Rd.
- Investigate improving intersection at Miller St & Gilbert Rd/Taylor St

Walking:

- Improve pedestrian safety at identified intersections:
 - Bracken Ave Linear Park intersections (to establish ease of movement through the off-street corridor)
 - Miller St & Gilbert Rd/Taylor St
 - Hutton St & St Georges Rd
- Advocate for improved pedestrian safety along Bell St (towards Merri Creek Bridge)

General amenity:

- General Spots were focused on improving amenity in and surrounding open spaces including:
 - Turner Reserve (and to the south)
 - Adjacent to Thornbury Train Station
 - Newman Reserve
 - Ray Bramham Gardens

Cycling:

- Explore options of for installing separated/dedicated bicycle lanes along:
 - High St (south of Miller St)
 - Normanby Ave
 - Oakover Rd
- Advocate for an improved intersection at Miller St & St Georges Rd

Next steps:

- Collect traffic data and consider community feedback to deliver a plan of proposed treatments.
- Conduct some special interest focus groups on the issues raised (prior to design).
- The 2nd round of community consultation planned towards the middle of 2022.
- Share park-related recommendations with the City of Darebin Open Space team.
- *Your Street, Your Say* initiatives will focus on road-related treatments.

14. APPENDIX

Demographic Analysis

Your Street, Your Say – Group A

Characteristic	Overall	Reservoir West	Preston West	Thornbury West
Population	51,000	26,000	15,000	10,000
Households (Average household size)	18,800 (2.8)	9,200 (2.8)	6,300 (2.4)	3,300 (3.0)
Persons with limited English fluency ¹	3,150 (6%)	1,875 (7%)	975 (7%)	300 (3%)
Households with no motor vehicles	2,090 (11%)	920 (10%)	720 (11%)	450 (14%)
Need for assistance (due to disability)	2,990 (6%)	1,820 (7%)	770 (5%)	400 (5%)
Aboriginal and/or Torres Strait Islander	296 (0.6%)	175 (0.7%)	61 (0.4%)	60 (0.6%)
SEIFA Index Score (percentile) ²	-	960 (26th percentile)	1,024 (60th percentile)	1,055 (80th percentile)
Elderly (over 80)	2,330 (5%)	1,400 (5%)	600 (4%)	330 (4%)

Characteristic	Overall	Reservoir West	Preston West	Thornbury West
Youth (10-19)	4,250 (8%)	2,200 (8%)	1,400 (9%)	650 (9%)

Source: <https://profile.id.com.au/darebin>

1. This does not include all people who speak a language other than English at home. Rather, it is those who speak another language at home AND have limited English fluency. This is based off a tool created by officers at City of Greater Dandenong that cross-tabulates data on 'English fluency by language spoken at home' with ABS census data (2016).
2. SEIFA: Index of Relative Socio-economic Disadvantage

A higher score on the index means a *lower* level of disadvantage. A lower score on the index means a *higher* level of disadvantage or, in the case of IRSAD, a higher level of advantage.

The percentile column indicates the approximate position of this small area in a ranked list of Australia's suburbs and localities. It's meant to give an indication of where the area sits within the whole nation. A higher number indicates a higher socio-economic status. For instance, a percentile of 72 indicates that approximately 72% of Australia's suburbs have a SEIFA index lower than this area (more disadvantaged), while 28% are higher.

Number of persons speaking a language other than English at home

Language	Reservoir West	Preston West	Thornbury West	Overall
Italian	3272	1162	399	4833
Greek	1121	853	414	2388
Arabic	1537	551	149	2237
Mandarin	813	592	90	1495
Vietnamese	340	289	63	692
Hindi	413	165	45	623
Macedonian	345	173	44	562
Punjabi	446	59	17	522
Cantonese	277	183	57	517
Nepali	214	135	73	422
Spanish	140	187	89	416
Urdu	194	154	0	348
Filipino/Tagalog	138	63	0	201
Croatian	110	53	17	180
Bengali	65	98	10	173
Persian/Dari/Hazaraghi	128	43	0	171
Gujarati	63	40	58	161
Telugu	84	48	11	143
Maltese	126	16	0	142
Tamil	61	64	14	139

Turkish	84	40	11	135
French	58	37	40	135
Albanian	42	67	19	128
German	26	69	28	123
Japanese	38	66	13	117
Total population in area	26,000	15,000	10,000	51,000

Fluency in the Use of Spoken English (2016)

Language	Limited Fluency	Limited fluency rate (%)
Greek	2,121	23
Italian	1,947	20
Mandarin	1,822	34
Arabic	913	21
Vietnamese	875	26
Cantonese	588	33
Macedonian	425	20
Non-verbal, so described	224	93
Spanish	122	10
Punjabi	117	9
Persian	112	23
Somali	90	16
Thai	89	25
Chinese, nfd	85	38
Hindi	78	5
Serbian	73	22

Croatian	69	14
Urdu	65	9
Nepali	57	6
Kurdish	50	40
Korean	43	24
Japanese	42	10
Gujarati	39	10
Turkish	39	11
Bengali	35	8
Albanian	33	13
Telugu	31	8
Portuguese	28	11
Maltese	28	11

Age

Age Group	Population	YSYS Participants	Representation
15 and under	16%	0%	Under
16-19	4%	0%	Under
20-24	7%	1%	Under
25-34	21%	17%	Under
35-44	16%	36%	Over
44-54	13%	28%	Over
55-65	9%	7%	Ok
65-74	5%	4%	Ok
75 and over	7%	6%	Ok

Aboriginal and /or Torres Strait Islander

Our indigenous community make up 0.6% of the Group A population.

0.7% of posts on the YSYS platform were made by people who identified as aboriginal and / or Torres Strait Islander.

This is a huge success.

Disability

6% of Group A residents need assistance due to a disability.

6.3% of YSYS respondents identified as having a disability.