



**COUNCIL MEETING OF
THE HUME CITY COUNCIL**

MONDAY, 8 JULY 2024

7:00PM

TOWN HALL BROADMEADOWS

OUR VISION:

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

An audio and video recording of this meeting of the Hume City Council will be published to Council's website within two (2) working days.

HUME CITY COUNCIL

**Notice of a
COUNCIL MEETING OF THE HUME CITY COUNCIL**
to be held on Monday, 8 July 2024
at 7:00pm
at the Town Hall Broadmeadows

Attendees:	a: Council	Cr Naim Kurt	Mayor
		Cr Karen Sherry	Deputy Mayor
		Cr Jarrod Bell	
		Cr Trevor Dance	
		Cr Joseph Haweil	
		Cr Chris Hollow	
		Cr Jodi Jackson	
		Cr Jack Medcraft	
		Cr Sam Misho	
		Cr Carly Moore	
		Cr Jim Overend	
	b: Officers	Ms Sheena Frost	Chief Executive Officer
		Ms Rachel Dapiran	Director City Planning and Places
		Ms Kristen Cherry	Act. Director City Services & Living
		Mr Adam McSwain	Director Infrastructure and Assets
		Mr Hector Gaston	Director Customer & Strategy
		Ms Fiona Shanks	Chief People Officer
		Mr Fadi Srour	Chief Financial Officer

ORDER OF BUSINESS

1. ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Hume City Council would like to acknowledge that we are meeting on Country for which the members and Elders of the Wurundjeri Woi-wurrung people and their forebears have been custodians for many thousands of years. The Wurundjeri Woi-wurrung, which includes the Gunung-Willam-Balluk clan, are the Traditional Custodians of this land. Hume City Council would also like to pay its respects to their Elders, past and present, and to all Aboriginal and Torres Strait Islander peoples who may be here today.

2. PRAYER

Hume City's religious diversity strengthens and enriches community life and supports the well-being of the citizens of Hume City. Hume City Council acknowledges the importance of spiritual life and the leadership offered by the Hume Interfaith Network (HIN). In recognition of the religious diversity of residents in Hume City Council has invited the HIN to take responsibility for the opening prayer at Council meetings. This evening's prayer will be led by Ahmed Kucukali, from the Islamic Sciences and Research Academy, on behalf of the HIN.

3. APOLOGIES**4. DISCLOSURE OF INTEREST**

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

5. CONGRATULATIONS AND CONDOLENCES**6. CONFIRMATION OF MINUTES**

Minutes of the Council Meeting held on 24 June 2024, including Confidential Minutes.

RECOMMENDATION:

THAT the Minutes of the Council Meeting held on 24 June 2024, including Confidential Minutes, be confirmed.

7. ASSEMBLIES OF COUNCIL**7.1 Summary of Council Briefing Sessions - 3 & 17 June 2024**

1. Council Briefing Session were held on the following dates:

1.1 Monday 3rd June 2024

1.2 Monday 17th June 2024

2. RECOMMENDATION:

That Council notes the Summary of Matters Discussed at the Council Briefing Sessions held on Monday 3rd June and Monday 17th June 2024

**Summary of matters discussed at a COUNCIL BRIEFING MEETING****MEETING TITLE: COUNCIL BRIEFING SESSION**

Date of Meeting: 3 June 2024

Time of Meeting: 6:30 pm

Place of Meeting: In Person and Online via Zoom

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

COUNCILLORS PRESENT

Cr Naim Kurt (Mayor)	In person
Cr Karen Sherry (Deputy Mayor)	Apology
Cr Jarrod Bell	In person
Cr Trevor Dance	Apology
Cr Joseph Haweil	In person
Cr Chris Hollow	In person
Cr Jodi Jackson	Apology
Cr Jack Medcraft	In person
Cr Sam Misho	In person
Cr Carly Moore	Online
Cr Jim Overend	In person

OFFICERS PRESENT		MATTERS DISCUSSED
Ms Sheena Frost, Chief Executive Officer	In person	
Ms Kristen Cherry Act. Director City Services and Living	In person	
Mr Hector Gaston, Acting Director Customer and Strategy	In person	
Mr Adam McSwain, Director Infrastructure and Assets	In person	3.6, 3.7
Ms Rachel Dapiran, Director City Planning and Places	In person	
Mr Fadi Srouf, Chief Financial Officer	In person	
Ms Fiona Shanks, Chief People Officer	In person	
Ms Megan Taylor Manager City Strategy	Online	3.1
Ms Brooke Watson, Manager Community Health and Wellbeing	In person	3.2, 3.3
Mr Joel Kimber, Acting Manager Governance	Online	2.1
Mr Mark Doyle, Manager City Parks & Open Spaces	In person	3.4
Mr George Osborne, Manager Economic Development	Online	3.5

Ms Danielle Prentice, Manager Waste and Sustainability	In person	1.1, 3.8
Mr Sam Ferrier, Manager City Safety	In person	1.1
Mr Savva Giannikos, Act. Manager Active Living	Online	3.7
Ms Michelle Bennett, Coordinator Climate Action Integration	Online	3.9

MATTERS CONSIDERED:

Order	Description	Names of Councillors who disclosed conflict of interest	Did the Councillor leave the meeting?	Confidential grounds
Items Discussed				
1.1	Waste Communications and Enforcement			
2.1	Review Council Minutes prior to confirmation			
3.1	Draft Aitken Creek Master Plan			
3.2	2024 Community Grant Project Round 2 outcomes & Year-Round grants update			
3.3	Response to Petition PJL307 regarding establishment of LGBTIQA+ Advisory Committee			
3.4	Street and Reserve Tree Policy			
3.5	Request for Financial Incentive – Sunny Queen			Private Commercial Information
3.6	Contract No. 30 23 3493 - Geach Street, Dallas - Road Reconstruction			Private Commercial Information
3.7	Contract No. 30 24 3523 - Leo Dineen Reserve Pavilion (Fitout)			Private Commercial Information
3.8	Contract No. 30172698 – Recyclables Kerbside Collection Service			Private Commercial Information
3.9	Contract No, 30 24 3561 – Energy Efficiency Street Lighting Hardware and Installation Services			Private Commercial Information

Other matters dealt with:				
	LG	Pro	Membership	–
	correspondence from President			
Items not dealt with:				

Meeting Closed at: 8:31 pm

RECORDED BY:

Sheena Frost
Chief Executive Officer



Summary of matters discussed at a COUNCIL BRIEFING MEETING

MEETING TITLE: COUNCIL BRIEFING SESSION

Date of Meeting: 17 June 2024

Time of Meeting: 6:30 pm

Place of Meeting: In Person and Online via Zoom

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

COUNCILLORS PRESENT	
Cr Naim Kurt (Mayor)	In person
Cr Karen Sherry (Deputy Mayor)	In person
Cr Jarrod Bell	In person
Cr Trevor Dance	Did not attend – no notification
Cr Joseph Haweil	Online from 6:55pm
Cr Chris Hollow	In person
Cr Jodi Jackson	Online
Cr Jack Medcraft	In person
Cr Sam Misho	In person
Cr Carly Moore	Online
Cr Jim Overend	Online

OFFICERS PRESENT		MATTERS DISCUSSED
Ms Sheena Frost, Chief Executive Officer	In person	
Ms Kristen Cherry Act. Director City Services and Living	In person	
Mr Hector Gaston, Acting Director Customer and Strategy	In person	
Mr Adam McSwain, Director Infrastructure and Assets	In person	
Ms Rachel Dapiran, Director City Planning and Places	In person	1.1, 1.2
Mr Fadi Srour, Chief Financial Officer	In person	
Ms Fiona Shanks, Chief People Officer	Apology	
Ms Megan Taylor Manager City Strategy	In person	3.10
Mr James McNulty, Manager Planning and Development	In person	2.1
Mr Joel Kimber, Acting Manager Governance	Online	2.2, 3.3
Ms Anne Mallia, Manager Family, Youth and Children	In person	3.6
Ms Georgia Daly, Acting Manager, Customer Experience	In person	3.5
Mr Robert Costa, Manager Finance	In person	3.1, 3.2, 3.3, 3.4
Ms Ruth Robles-McColl, Manager Strategic Projects & Places	In person	1.3, 3.7
Ms Astrid Hartono, Manager Infrastructure Delivery	Online	3.8

MATTERS CONSIDERED:

Order	Description	Names of Councillors who disclosed conflict of interest	Did the Councillor leave the meeting?	Confidential grounds
Items Discussed				
1.1	Hume Submission Plan for Victoria			
1.2	Hume Submission - National Urban Policy			
1.3	Update: Jacksons Hill Arts & Culture Precinct			
2.1	Statutory Planning Reports			
2.2	Review Council Minutes prior to confirmation			
3.1	2024/25 Budget Adoption and Declaration of Rates Fees and Charges and Council Plan 2021-2025 (2024/25 Update)			
3.2	Submission to State Government on Cost Shifting and Financial Sustainability			
3.3	Minutes of the Audit and Risk Committee Meeting 1 March 2024			
3.4	Review of Instrument of Delegation to Members of Council Staff			
3.5	Complaints Policy			
3.6	Youth Opportunity Scholarship 2024			
3.7	Sunbury Community Arts and Cultural Precinct - Endorsement of final Concept Plan and the Next Stages			
3.8	Monthly Capital Project Update			Confidential attachment - Private Commercial Information
3.9	Correspondence received from or sent to Government Ministers or Members of Parliament			
3.10	National Urban Policy Submission			

Other matters dealt with:				
	Upcoming contracts			
	Housing target			
	Sunbury Water Play			
	GAIC funding application- feedback on the Jackson's Hill Community Centre			
	Prayer Event – Sprint Athletics Track			
Items not dealt with:				

Meeting Closed at: 8:40 pm

RECORDED BY:

Sheena Frost
Chief Executive Officer

8. PUBLIC QUESTION TIME

9. OFFICER'S REPORTS

The Mayor will ask the Councillors and gallery at the commencement of this section, which reports they wish to speak to. These reports will then be discussed in the order they appear on the notice paper.

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11. ITEMS TO BE TABLED

12. URGENT BUSINESS**13. DELEGATES REPORTS****14. CONFIDENTIAL ITEMS**

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

RECOMMENDATION:

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

14.1 Contract - Hothlyn Drive, Craigieburn Road Reconstruction

Item 14.1 is confidential in accordance with Section 3(1)(g(ii)) of the Local Government Act 2020 because it is private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

The specified grounds apply because this report contains contractual matters.

15. CLOSURE OF MEETING

**SHEENA FROST
CHIEF EXECUTIVE OFFICER**

4/07/2024

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REPORT NO:	9.1
REPORT TITLE:	Hume Transport Strategy
SOURCE:	Jillian McQuade, Coordinator Integrated Planning
DIVISION:	City Planning & Places
FILE NO:	HCC23/868
POLICY:	-
STRATEGIC OBJECTIVE:	2.3: Connect our City through efficient and effective walking, cycling and public transport and road networks
ATTACHMENTS:	<ol style="list-style-type: none">1. <i>Hume Transport Strategy</i>2. <i>Transport Strategy Engagement and Communication Program – Engagement Findings Report</i>3. <i>Table of changes to the final Strategy in response to community feedback</i>

1. SUMMARY OF REPORT:

- 1.1 Hume City Council has committed to preparing a Hume Transport Strategy to connect our City through efficient and effective walking and riding, public transport and road networks. A draft Hume Transport Strategy was released for community review and feedback in March 2024.
- 1.2 Through the community consultation process more than 190 people have been involved in discussions and feedback to the draft Strategy. Overall, there was broad support for the Strategy’s vision and priorities.
- 1.3 Feedback from the community suggested changes in the areas of advocacy priorities, the need for movement networks to be delivered as early as possible when new development starts and a desire for Hume to provide transport choice.
- 1.4 The final Strategy has been updated in response to feedback from the community and provides realistic, achievable direction for Hume’s transport future.
- 1.5 Following adoption of the Hume Transport Strategy officers will begin to implement the actions included in the Strategy and the development of the Transport Plan.

2. RECOMMENDATION:

That Council:

- 2.1 Notes the report presenting the findings from the community consultation undertaken on the draft Hume Transport Strategy.**
- 2.2 Adopts the final Hume Transport Strategy.**

3. LEGISLATIVE POWERS:

- 3.1 The Hume Transport Strategy is consistent with the *Transport Integration Act 2010* that requires “an integrated and sustainable transport system that contributes to an inclusive, prosperous, and environmentally responsible State”.
- 3.2 The Strategy will also inform future changes to the Hume Planning Scheme. Any changes will be prepared for and undertaken in accordance with the *Planning and Environment Act 1987*.
- 3.3 Governance, monitoring, and reporting proposed in the Transport Strategy are consistent with the *Local Government Act 2020*.

REPORT NO: 9.1 (cont.)

- 3.4 Following adoption of the Hume Transport Strategy officers will begin to implement the actions included in the Strategy and the development of the Transport Plan.

4. FINANCIAL IMPLICATIONS:

- 4.1 Actions undertaken in the next 12 months will be funded from the approved 2024/25 Council budget. Costs associated with implementing the actions for the following years will be subject to future Council budget processes.

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

- 5.1 The vision and directions in the Hume Transport Strategy is to take actions and make decisions that provide greater transport choice, particularly around walking and cycling, to make more environmentally sustainable transport options a viable choice for the Hume community.

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

- 6.1 The Strategy supports the leadership role Council plays in reducing transport related carbon emissions through a transition to a low emission fleet of Council passenger vehicles. It supports walking and riding as alternatives to car trips by prioritising infrastructure investment in safe and attractive path networks to key destinations.

7. CHARTER OF HUMAN RIGHTS APPLICATION:

- 7.1 The Transport Strategy supports Section 12 of the *Charter of Human Rights and Responsibilities* (2006), Freedom of Movement, which upholds the right of every person lawfully within Victoria to move freely within Victoria. The Strategy also supports the right to Equity enshrined in the *Charter of Human Rights and Responsibilities*.

8. COMMUNITY CONSULTATION:

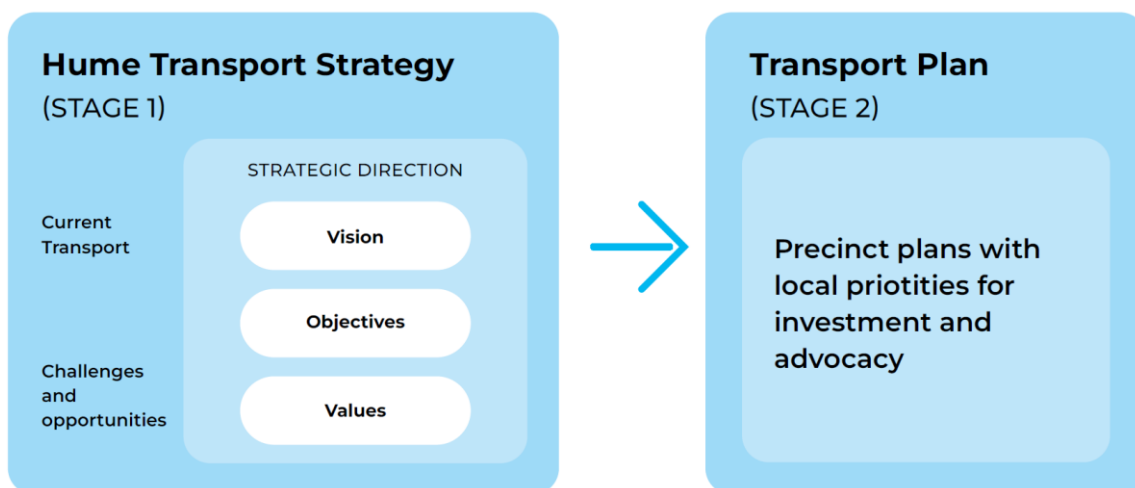
- 8.1 Council has regularly received feedback on transport issues over the last seven years through engagements with the community on Local Area Traffic Management (LATMs), community satisfaction surveys and other strategic projects (from more than 12,000 pieces of community input). Throughout this feedback the top four most common issues raised were:
- delayed infrastructure provision,
 - increasing traffic congestion,
 - poor public transport, and
 - unsafe walking and cycling infrastructure.
- 8.2 This understanding of priority issues informed the development of the draft strategy and was tested and confirmed through Phase 1 of community engagement, particularly the need for Council to advocate for public transport and improve the pedestrian and cycling networks.
- 8.3 Phase 1 engagement occurred in November-December 2023 and involved 375 people across online surveys and comments, in person intercept surveys and conversations at 8 pop ups in public places around Hume engaging with a variety of audiences.
- 8.4 The Hume Transport Strategy was drafted following the Phase 1 community engagement and incorporated the feedback heard through that process.

REPORT NO: 9.1 (cont.)

- 8.5 Following approval by Council, the draft Strategy was released for community consultation in March 2024 to seek feedback from the community on how the priority issues were addressed in the Strategy.
- 8.6 Phase 2 engagement occurred in March 2024 and around 190 people were engaged including approximately 120 people at the Craigieburn and Sunfest Festivals; 10 people at online focus groups and 58 online surveys. People were broadly supportive of the draft Transport Strategy’s Vision with travel choices, accessibility and safety important priorities for the community.
- 8.7 All feedback has been reviewed and recommendations of both phases of engagement are included in the Engagement Findings Report (Attachment 2). Both phases of engagement have been designed to achieve broad reach in the community and align with the recommendations of the Gender Impact Assessment.
- 8.8 Following Phase 2 community engagement, the Hume Transport Strategy was further refined to reflect community feedback, Attachment 3 summarises community comments and the specific changes that have been made to the Strategy in response.

9. DISCUSSION

- 9.1 Connecting our City through efficient and effective walking and riding, public transport and road networks is one of 11 strategic objectives of the Hume City Council Plan 2021-2025. The development of an updated Transport Strategy is one of the key actions to guide this outcome.
- 9.2 The *Hume Transport Strategy* is part one of a two-stage process to provide clear, realistic and actionable direction for Hume’s transport future.
- 9.3 The *Hume Transport Strategy* includes a long-term vision, directions and actions for the entire municipality. A second stage will be to develop a Transport Plan. The Plan will divide Hume into 13 local precincts and explore detailed transport needs of the community for each precinct.



9.4 Community feedback and changes to the Strategy

- 9.4.1 A draft Transport Strategy was endorsed for community engagement in March 2024. Engagement focused on testing the Vision statement, objectives and long-term targets for change. Approximately 190 people provided input at festival events, online conversations and online surveys.
- 9.4.2 Feedback endorsed the different elements of the Strategic vision, particularly around increasing walking and public transport choices. The Vision has been slightly changed in response to feedback and now reads:

REPORT NO: 9.1 (cont.)

Hume’s transport network will provide safe and convenient walking, riding and public transport choices as complementary to car travel, helping our businesses thrive and reducing our transport-related emissions.

- 9.4.3 Advocacy was an important theme in discussions and the community expect Council to play a strong and effective role in advocating with relevant authorities.
- 9.4.4 The need for major projects and upgrades was a recurring theme, such as Hume Highway, Bulla Bypass, Mickleham Road and train station upgrades. A list of future major projects has been added to the final Strategy in Appendix 1. This list compiles projects that have previously been included in various Federal, State and Council reports into a single location. This list supports Hume advocacy and is referenced in the Strategy as a new action to ensure these long-term projects are considered in our decision making.
- 9.4.5 The community appreciated that the Strategy acknowledges the important role private vehicles play in the Hume context. At the same time there were concerns with a lack of real transport choice. For many people, buses are the only public transport option in walking distance of their home, yet they are not a viable alternative due to issues with frequency and much longer trip times. Discussion of issues with the public transport system has been added to Chapter 3.5 to guide Council’s position on bus planning.
- 9.4.6 Planning for safe and convenient path networks is built into the Strategy’s priority to deliver protected riding paths. The community supported the approach of prioritising routes for activity centres and secondary schools and also saw the potential for priority routes to connect other nodes of activity, such as from train stations and these have been added into the Strategy. The next Transport Plan stage will be an important tool to clarify priorities for protected riding infrastructure in Hume at the local precinct level.
- 9.4.7 A common issue raised by the community was frustration with the pace of major infrastructure delivery and the disruptions caused by uncoordinated and successive major transport projects. For growth areas, people spoke of poor outcomes for communities when necessary infrastructure lags behind housing (such as traffic signals, public transport, bike lanes and footpaths). There was support for new estates to be led by supporting infrastructure or at least for road, public transport and path networks to be developed concurrent with development. The strategy sets direction for Council to work closely with developers to create local transport networks at the earliest possible stages of new development.
- 9.4.8 While the community supports reducing carbon emissions, the cost of electric vehicles (EVs) as a personal choice was generally considered too costly in the short term. In more detailed discussions people support innovation and being ‘future ready’ and encouraged a broader focus on emerging technologies. Changes reflecting this feedback is incorporated in broader objectives. Chapter 3.4 has also been rewritten to expand on future opportunities to include not only EVs but also supporting opportunities to introduce or trial innovation and changes throughout the life of the strategy. This acknowledges that transport has benefited from rapid innovation and Hume’s community wants to embrace the benefits of new and emerging opportunities.
- 9.4.9 Many conversations identified needs and issues at a local level and were supportive of developing precinct plans to plan for local needs and priorities. In thinking about their local streets, the number one priority for people is trees and shade. There was enthusiastic support for tapping into community

REPORT NO: 9.1 (cont.)

experience and knowledge in the next phase of precinct planning for Hume’s transport future.

10. CONCLUSION:

- 10.1 The Transport Strategy provides Council with a vision and realistic actions to improve transport choices across Hume.
- 10.2 The Strategy balances the different roles Council plays when it comes to advocacy, working with our community and directly delivering infrastructure. Our role of working in partnership with the State government and developers will advocate for and support the earliest delivery of transport networks and delivery of major projects. With the community we will embrace the opportunities of technology and innovation and work to reduce our transport related carbon emissions. The future Transport Plan will identify local projects and their priority to be delivered by Council in future years.
- 10.3 It is recommended that Council adopt the final Strategy. Following adoption of the Strategy officers will begin to implement the actions included in the Strategy and develop the Transport Plan.

REPORT NO: 9.1 (cont.)

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HUME CITY COUNCIL

Transport Strategy

2024-2034

July 2024



hume.vic.gov.au

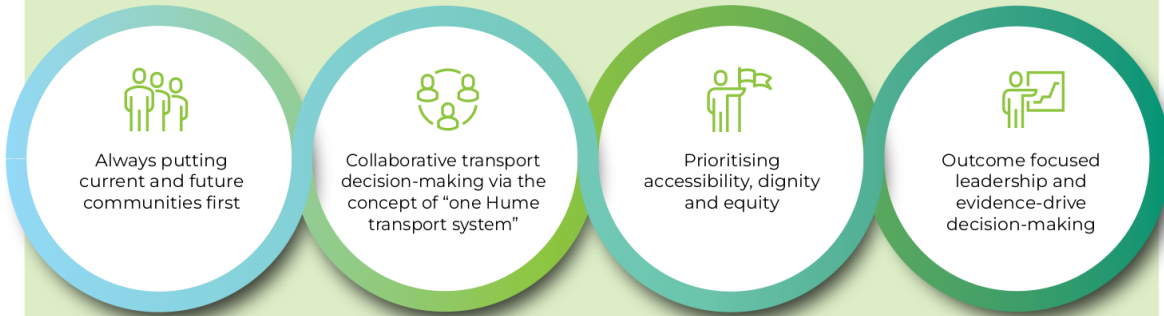




Transport Strategy on a page

VISION Hume’s transport network will provide safe and convenient walking, riding and public transport choices complementary to car travel, helping our businesses thrive and reducing our transport-related carbon emissions.

VALUES We will achieve this Vision through:



OBJECTIVES

Our transport network will:

- 

Improve transport choices
Offer diverse and healthier transport choices for everyone in the community, including more efficient and destination focussed public transport and walking and cycling paths.
- 


Boost local economy
Improve transport to help local businesses thrive, creating jobs and supporting economic opportunities for residents.
- 

Enhance community wellbeing
Develop transport solutions that bring people together, reduce cost of living and make our community safer, friendlier, and more connected.
- 


A clean low carbon transport future
Embrace change and innovation that moves Hume towards a cleaner, more connected, low carbon future.


OUR TARGETS FOR 2035

We will have made progress when:

- 

TWICE as many residents are travelling by active transport (walking and riding)
- 

80% Residents satisfied with local road network
- 

Residents’ perception of local transport network safety has increased by at least **10%**
- 

At least 30% of Council passenger vehicles will be electric

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Acknowledgement of Traditional owners

Hume City Council recognises the rich Aboriginal heritage within the municipality and acknowledges the Wurundjeri Woi Wurrung, as the Traditional Custodians of this land. Council embraces Aboriginal and Torres Strait Islander peoples’ living cultures as a vital part of Australia’s identity and recognises, celebrates and pays respect to the Wurundjeri Woi Wurrung Elders past and present.

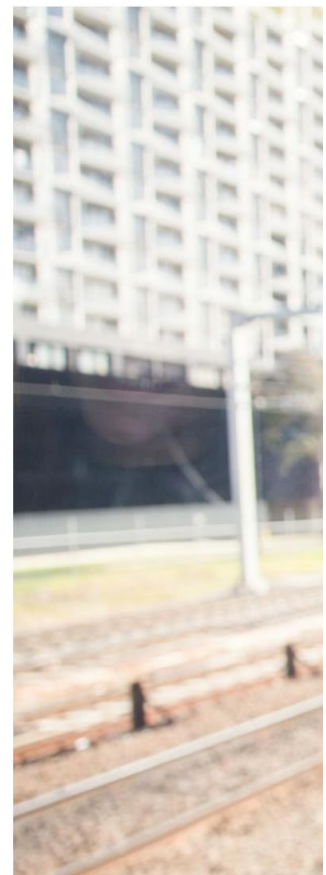
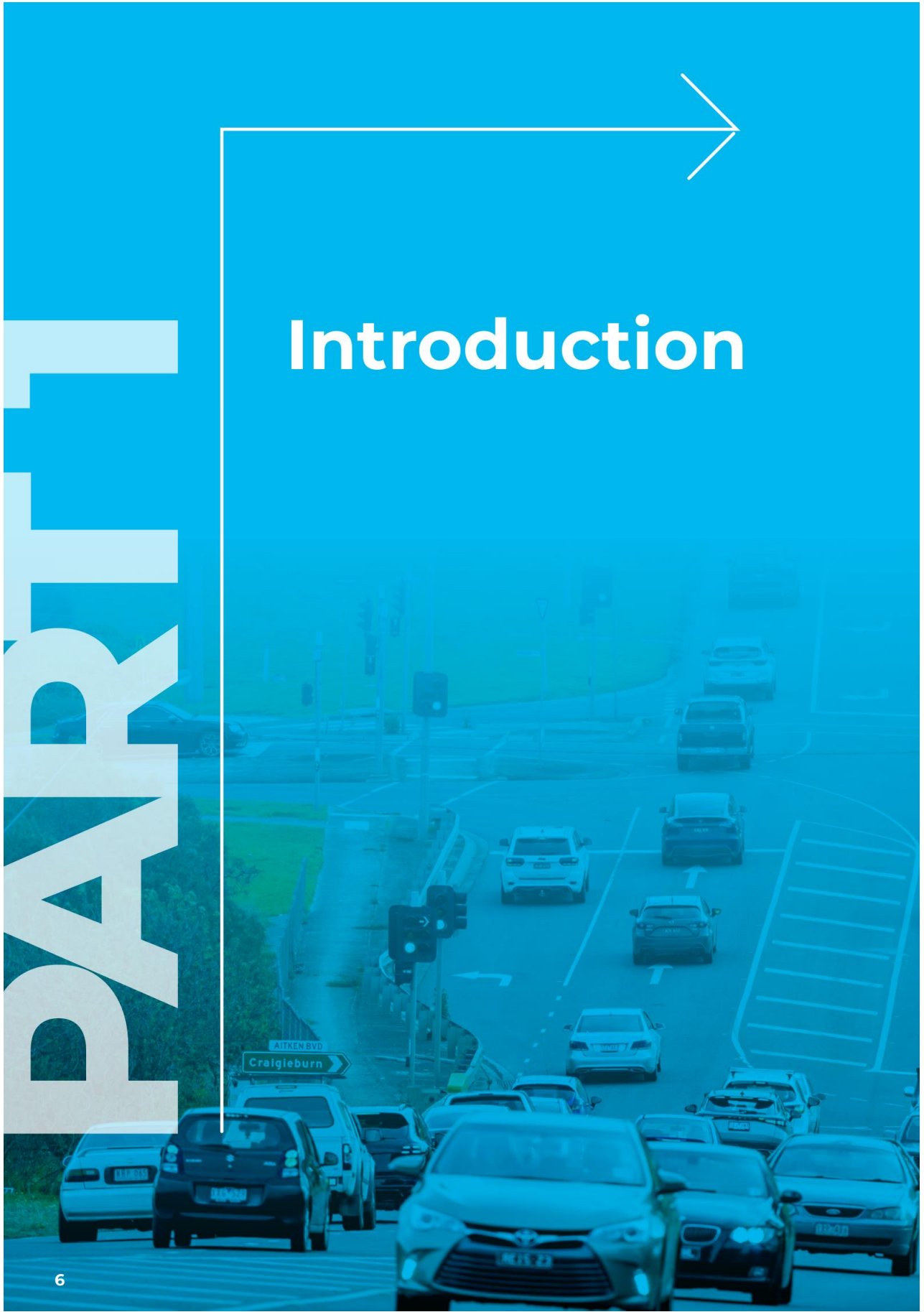


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Introduction

PART

Part 1: Introduction

1.1 Context

Located in the northern corridor of Melbourne, Hume City Council covers a diverse, vibrant and rapidly growing area with a bright future. However, for many of our residents and visitors, the lack of sequenced road infrastructure and public transport investment weighs them down with heavy road congestion and car dependency.

We know car dependency has an impact on health and wellbeing outcomes due to more sedentary lifestyle outcomes. Reliance on cars and time spent in congestion erodes time that can be spent with loved ones. We also know that, unless we act now, congestion and car dependency will continue to grow in line with Hume’s population, which is forecast to reach 390,000 by 2041.

This Hume Transport Strategy (HTS) envisages a different future, where there are far greater transport choices available for our current and future residents. It will guide us in addressing these transport challenges and contribute to a more vibrant, liveable municipality with streets that work for everyone.

While roads and car usage will always be important, this Strategy strives to improve transport options through a range of policies and actions to encourage more active transport such as walking and cycling; advocate for more train and bus services; improve safety and perceptions of safety; increase satisfaction with the local road network; and promote and support the usage of electric vehicles.

Partnerships, trials and advocacy with other tiers of government will be at the heart of our Transport Strategy, helping us gain much needed transport infrastructure and encouraging a shift towards more active and public transport choices.

The practical and realistic targets in this Strategy will help deliver improved transport choices for the benefit of current and future Hume residents, including boosting our local economy, enhancing community wellbeing and reducing carbon emissions.

Hume people

Whilst there has been limited change in Hume’s transport network over the last couple of decades, population growth has been rapid, and is expected to continue for the next 20 years.

Key characteristics and expected changes in the Hume population include:



Hume’s population is expected to reach **343,990 by 2036**, nearly double the 2018 population (224,390), and estimated **390,000 by 2041**.



Hume’s population is diverse, with **39.9% of residents born overseas** (2021 Census). 30% is the Victorian average.



Population growth by age is expected to remain steady, which means the make-up of residents age groups will be similar in 10 years compared to today.

The 35-39 age group has the largest projected growth

between 2016 and 2041 (14,300).



Hume’s fastest-growing household groups are **couples without children and single person households**.

Appropriate housing for these groups is undersupplied: in 2016, only 10% of dwellings in Hume had one or two bedrooms.

Source: Australian Bureau of Statistics, Census of Population and Housing 2021



8 - Hume City Council Transport Strategy – 2024 - 2035

How do we get around?

In the 2021 census results, 4.3% of Hume’s residents used public transport, while 63.8% relied on private vehicles for their journey to work. These figures are 5.3% and 49.7% respectively for Greater Melbourne, showing that Hume residents have above-average car dependency. Less than 1% of Hume residents are active transport users (walking and cycling) for their journey to work, which is lower than all surrounding municipalities except Melton.

Hume also has high levels of car ownership. In 2021, 61% of Hume households had access to two or more motor vehicles, compared with 51% in Greater Melbourne. Overall, a higher percentage of households have two and three cars compared to Greater Melbourne, with 29.3% of households owned one car, 38.9% owned two cars and 21.8% owned three cars or more, compared with 35.6%, 35.1% and 16.3% respectively in Greater Melbourne. Of the 105,895 people working in Hume in 2021, 41,033 people (38.7%) are also Hume residents.

61%
of Hume households had access to two or more motor vehicles

1%
of Hume residents are active transport users

38.9%
of households owned 2 cars

Source: Australian Bureau of Statistics, Census of Population and Housing 2021

Car Ownership 2021

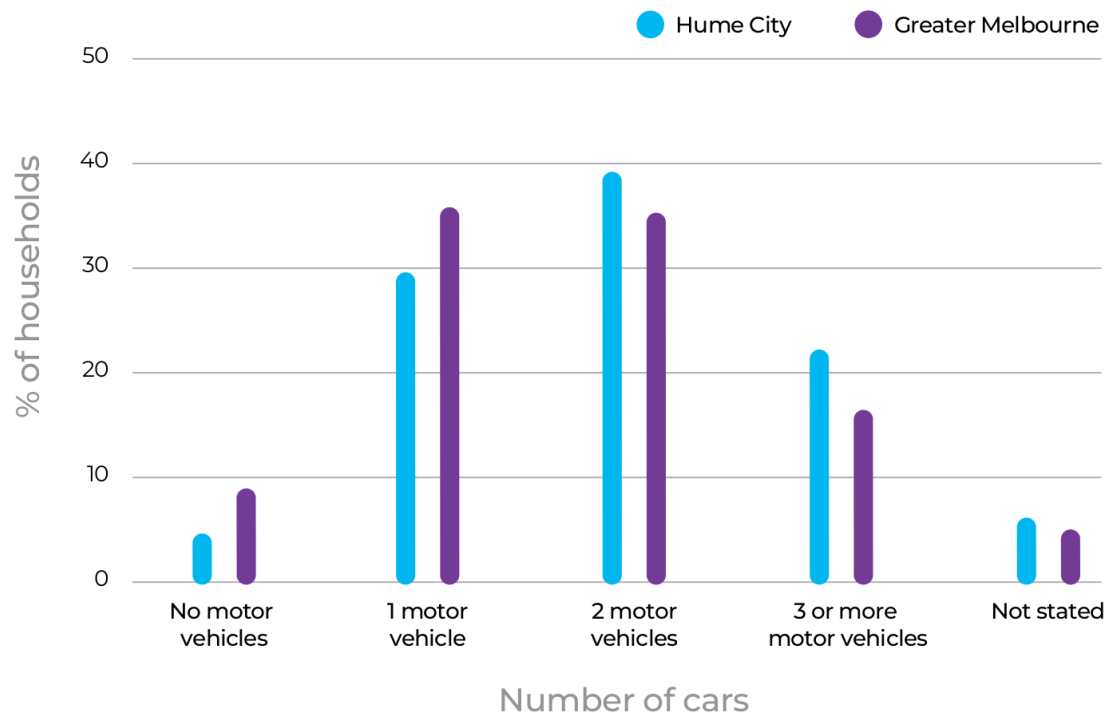


Figure 1: Comparison car ownership in Hume and Greater Melbourne, Source: Australian Bureau of Statistics, 2021.



Hume’s transport System

Hume covers an area of more than 504 square kilometres. It stretches 30 kilometres from east to west, and over 22 kilometres from north to south. The southern parts of Hume are represented by well-established suburbs within 15 kilometres of Melbourne’s CBD. Expanding out from here are Hume’s rapidly developing new suburbs and employment areas, including the future Metropolitan Activity Centre at Cloverton, 35 kilometres from the city centre.

In the west of the municipality, Sunbury is a well-established town, with heritage places around the centre and new areas that expand in all directions in a spoke and hub development pattern. Separated from the municipality’s east by rural areas that protect the operations of Melbourne Airport, Sunbury is more than 35 kilometres from the CBD.

Hume’s communities are served by major road transit routes including the Tullamarine Freeway, Western Ring Road, Hume Freeway and Calder

“
More tree lined streets for heat shelter.
Intercept survey 'do you have anything else to say' response
”

Freeway. The regional and municipal transport context is illustrated in Figures 2 and 3.

Melbourne Airport, in the south of Hume, is part of a significant industrial area in the south and east of the municipality. Logistics and related businesses in Hume benefit from access to multiple freeway networks in addition to Melbourne Airport.

Principal cycling network

In total, the principal cycling network in the municipality is around 77 kilometres. Around 1/3 of the network is off-road. Most of the network is made up of on-road bike lanes and due to real and perceived safety risks these are only suitable for confident riders. The on-road network runs along the majority of state roads with little separation or protection from vehicular traffic (26 kilometres on arterial roads vs 23 kilometres on local roads). This means that for inexperienced riders, including children, there are very few safe bike paths in Hume.

Craigieburn and Sunbury have the largest cycling networks when compared to the other precincts in Hume. However, most paths are on-road and, therefore, rarely used. Roxburgh Park and Upfield precincts contain the largest proportion of off-road paths in the municipality. However, the off-road cycling paths in the municipality are not connected to key activities and have an important recreational role rather than providing alternative transport choices to key destinations or as commuting routes.

Principal public transport network (PPTN)

Hume has 7 metropolitan train stations served by one of three train lines running from the CBD to terminate in Upfield, Craigieburn or Sunbury. A Vline service to Donnybrook Station serves the north-western suburbs of Mickleham and Kalkallo. The station with the largest patronage in Hume is Craigieburn with the Upfield service carrying the fewest passengers. The COVID pandemic reduced patronage across all services and to date patronage has not fully recovered.

Most of our residents live outside of walking distance of a train station, leaving buses as their sole public transport option to local destinations or connection with a train service. Broadmeadows, Craigieburn and Sunbury train stations include bus interchanges connecting 8 or more bus routes. Two Smartbus routes serve the southern part of the Hume corridor, providing a good connection between Broadmeadows and Melbourne Airport with a 15 minute frequency (or 30 minutes at night and on weekends).



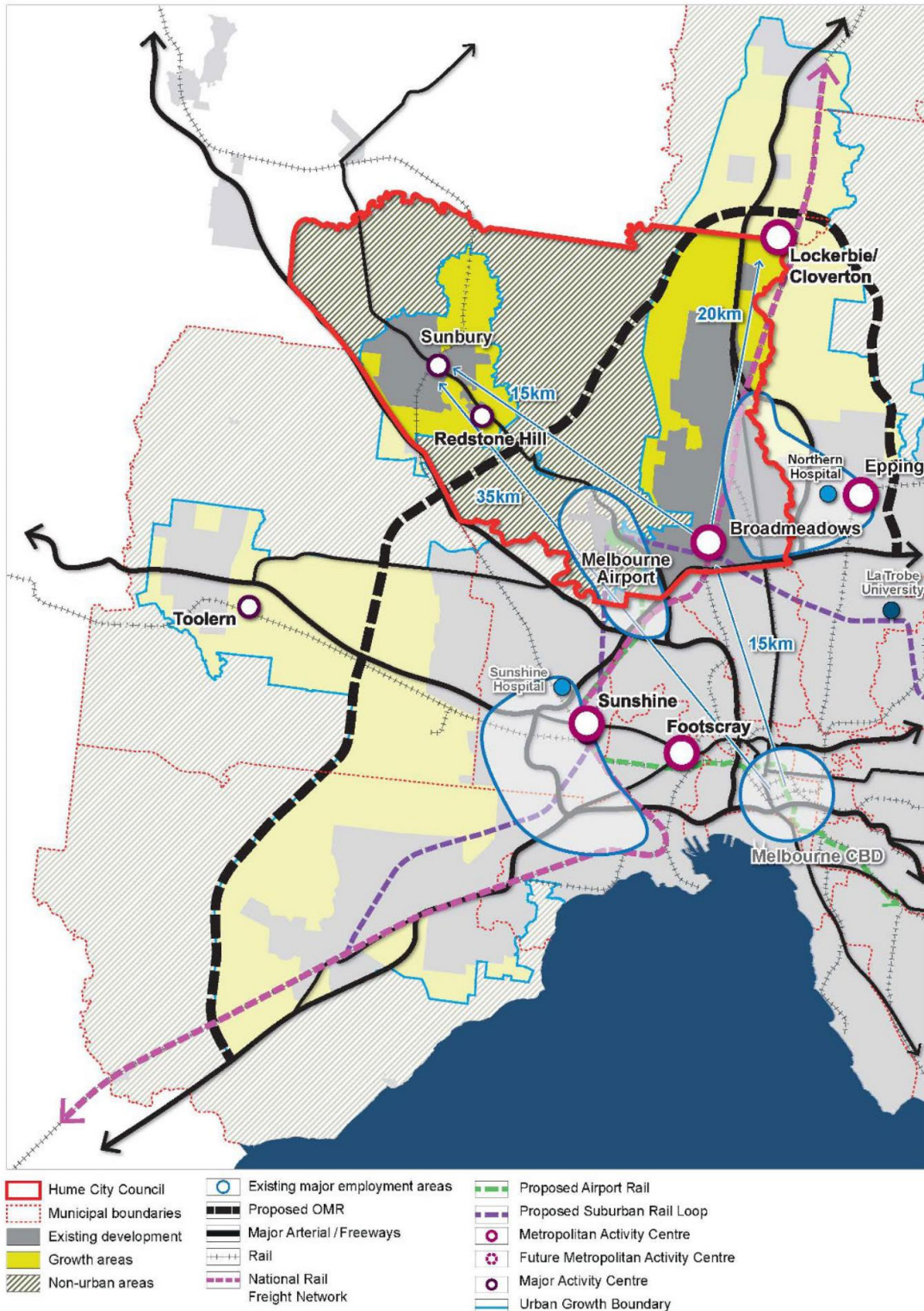


Figure 2: Hume's Land Use Context

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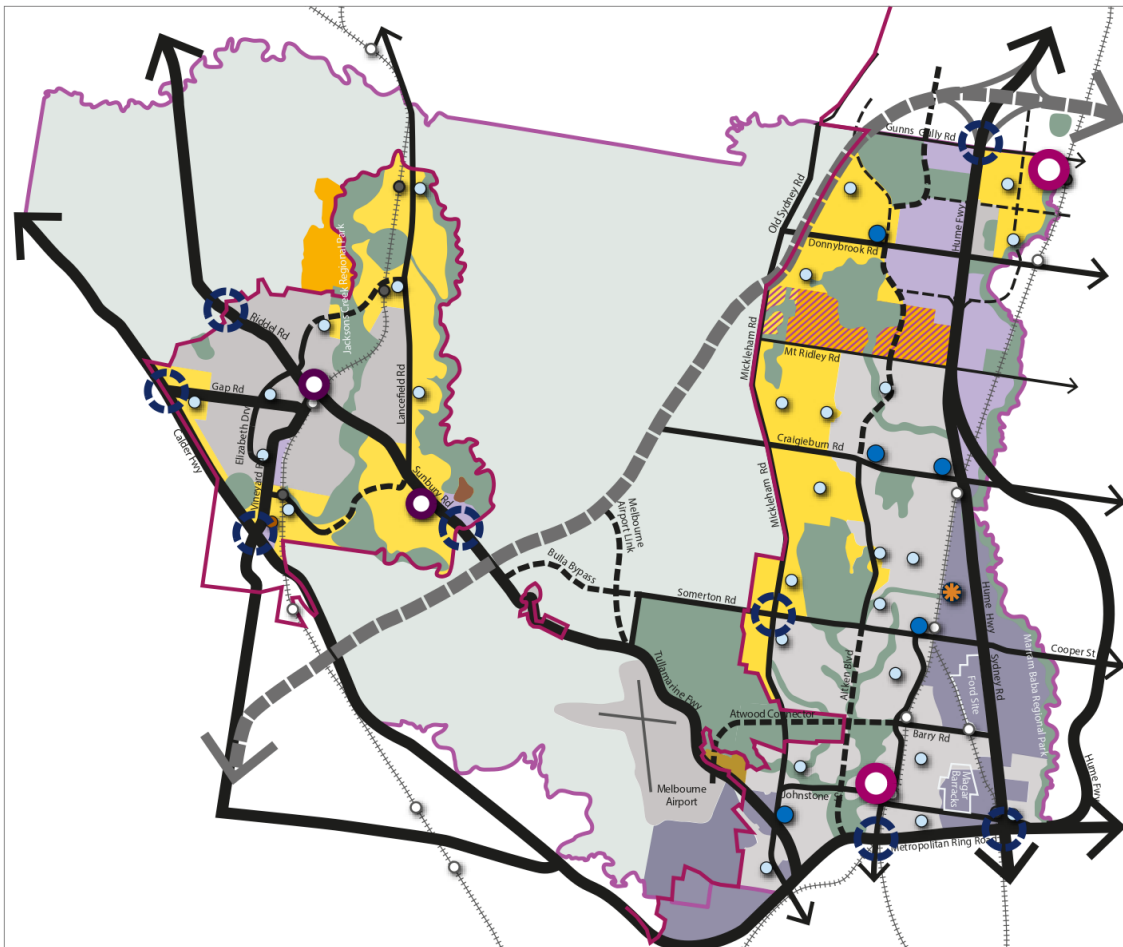


Figure 3: Hume's Land Use and Transport Context at a municipal level

- | | | | |
|--|--------------------------------------|--|----------------------------------|
| | Key gateway locations | | Existing urban area |
| | Metropolitan Activity Centre | | Growth residential land |
| | Major Activity Centre | | Low density/rural living |
| | Activity Centre | | Inter Urban Break |
| | Neighbourhood Activity Centre | | Existing employment land |
| | Future OMR | | Growth employment land |
| | Freeway | | Land use to be determined |
| | Arterial road | | Conservation land and open space |
| | Future arterial road | | Municipal boundary |
| | Existing train station | | Urban Growth Boundary |
| | Proposed train station | | |
| | Somerton intermodal freight terminal | | |

1.2 Why Hume needs a Transport Strategy

Over the last 20 years, Hume has evolved to become a significant outer municipality with an established network of railway lines and roads, including great access to multiple freeways and arterial roads. However, as the population of Hume and greater Melbourne has grown, so too has congestion on our road network. For example, the Craigieburn Bypass/Hume Freeway provided efficient road movement in peak hours for a short time after it opened in 2004. However, the last 5 years has seen it become increasingly congested, as have other arterials in Hume, such as Mickleham, Somerton, Pascoe Vale and Sunbury Roads.

Most of our growth has occurred in outer areas of the municipality, where substantial segments of the community lack access to a continuous, safe and direct walking and cycling network and efficient public transport options that provide a viable alternative to car transport. Here, residents are heavily reliant on private vehicles to get to work, shops and even local schools, which exacerbates traffic and environmental impacts.

A lack of alternative transport options is also creating parking pressure. Community feedback indicates this is especially problematic in activity areas and local streets, where private vehicles are the only option for short trips.

There is a pressing need to provide clear direction and identify opportunities within our control, including what we need to advocate for to improve our transport system. We need a holistic approach that prioritises sustainability, inclusivity and efficiency to address the complex interplay of issues arising from the region's rapid expansion and a significant shortfall in transport infrastructure.

Over time, we aim to create a holistic transport system that recognises the needs of all community members, doubles the number of people using active transport, improves access to efficient and frequent public transport and reduces our impact on climate change.

1.3 Transport network roles and responsibilities

The Transport Strategy will provide integrated, whole-of-Council guidance encompassing all roles we play in the planning, delivery and advocacy of transport infrastructure and information.

The arterial network (moving the majority of the general traffic on freeways and large roads) is the responsibility of the State Government and major infrastructure projects rely on Federal Government funding. This is the same for public transport infrastructure and services. Therefore, we rely on advocacy and representation to build partnerships that improve our arterial network and public transport.

For the local network made of neighbourhood streets, footpaths and riding infrastructure, we are the decision-makers to ensure the infrastructure is provided.

Our different roles, based on the responsibilities given by the law, are illustrated in Figures 4 and 5.



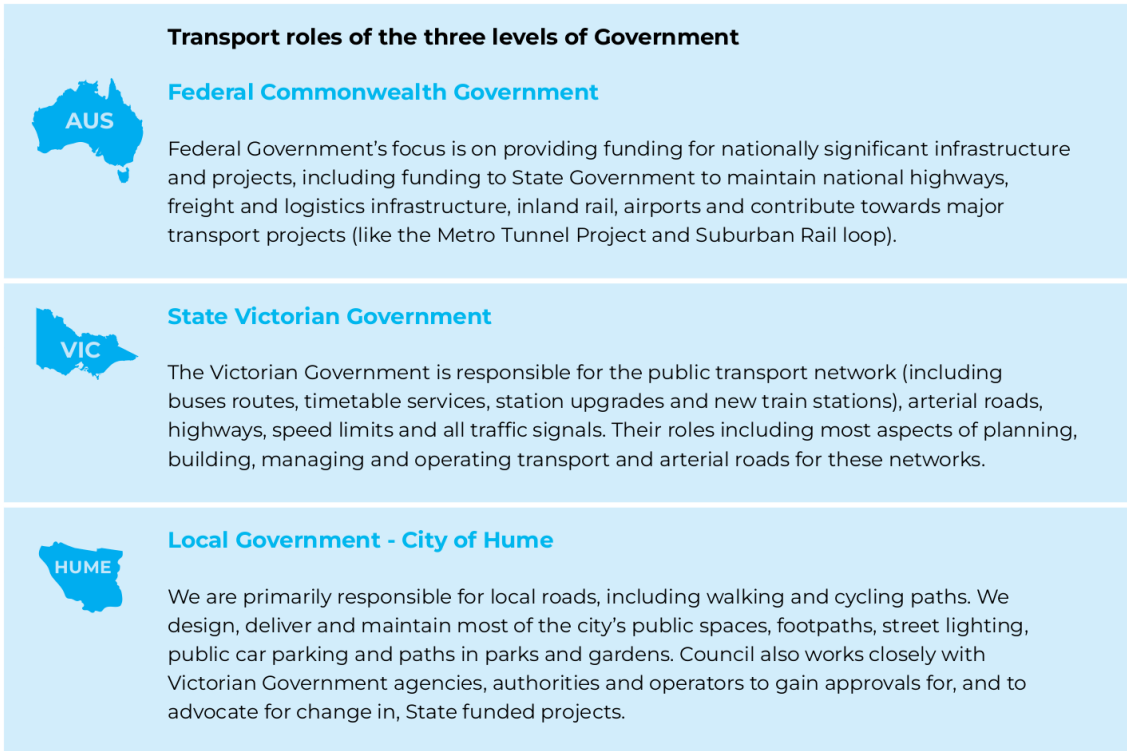


Figure 4: Roles of the Commonwealth, State and Council

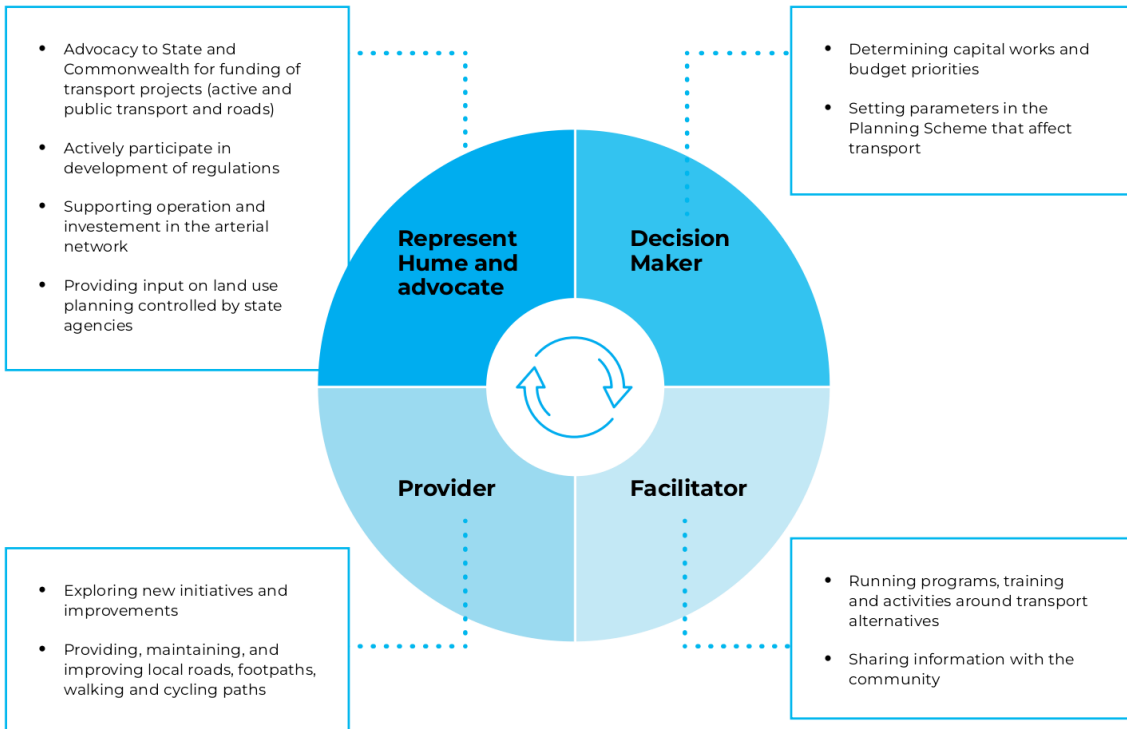


Figure 5: Council's role in the transport system

1.4 Community views

In the last 5 years, we have heard from Hume residents, councillors and business owners about their local transport options. We know there is significant frustration with congestion and lack of transport choices, highlighting frustrating, ongoing issues. These consultations paint a picture of growing pains in infrastructure sequencing and provision, increased traffic congestion and related requests for road intersection upgrades, public transport provision and safe walking and riding paths.

In new growth areas, concerns have also been raised about the delivery of roads, active and public transport choices, and a sense of transport disadvantage for those who cannot drive or afford a car.

As part of the development of this Strategy we consulted further with the community. These consultations were undertaken in two phases. Phase 1 involved around 375 people between October and December 2023, through the following activities:



94

online comments
from 64
contributors



106

online survey
contributions



70

intercept survey
contributions



100

chats at 8
community
pop ups



35

staff
contributions

The phase one pop ups occurred around the municipality, with sessions in Broadmeadows (one youth and one general public), Greenvale, Roxburgh Park, Mickleham North Craigieburn and Sunbury (one youth and one general public).

Phase two engagements involved approximately **190 people** in the following:



58

online survey
contributions



10

online focus group
contributions



approx.
120

chats at 2
community
pop-ups

+



154

draft Transport
Strategy
downloads

The phase two pop ups occurred at community festivals in Craigieburn and Sunbury and three online focus groups were held between 20 and 26 March 2024. Local issues in Craigieburn, Mickleham, Kalkallo and Greenvale were commonly raised by people at the Craigieburn Festival. Most of the conversations at Sunfest were with Sunbury residents.

Several key messages, themes and lessons have emerged from the consultations. They include the following:

Phase 1 engagement key findings:

- Most people currently drive a car for work, leisure and errands. But most people say they'd prefer to use public transport for all those activities.
- Transport confidence and mode choice is affected by things like gender, (dis)ability, cultural background and age. But not always in the way we might expect.
- People were aware of and raised the 'drivers of change' even if few people made an explicit connection between these issues and their transport choices.
- Addressing safety, amenity and accessibility are some 'quick win' actions that people want Council to focus on
- People look to Council for leadership on transport issues, particularly regarding advocacy and to addressing the drivers of change.

Phase 2 engagement key findings:

- People are broadly supportive of the draft Transport Strategy across the different engagement activities.
- People were able to articulate their priorities for vision and targets, favouring travel choice, accessibility and safety (including active travel).

Our residents confirmed the transport issues expressed in previous consultations, particularly the need for the Council to advocate for public transport and improve pedestrian and cycling networks. Key insights included:

- Most said that if they could, they'd prefer to take public transport to work, school, social and leisure activities and shopping.
- Whilst confidence to use the transport system is affected by gender, (dis)ability, cultural background and age, these factors do not always manifest in ways one might expect. Generally, residents asked us to focus on include addressing safety, amenity and accessibility across all modes of transport.
- People were aware of the challenges we need to address with our transport network, such as carbon emissions and car dependency. Not every resident consulted made an explicit connection between these issues and their transport choices but agreed that we need to work together to address these challenges.



Good luck and thanks for asking us!

Online survey 'Do you have anything else to say?' response



1.5 Challenges and opportunities

This section outlines challenges and opportunities that will produce future transport changes in Hume.

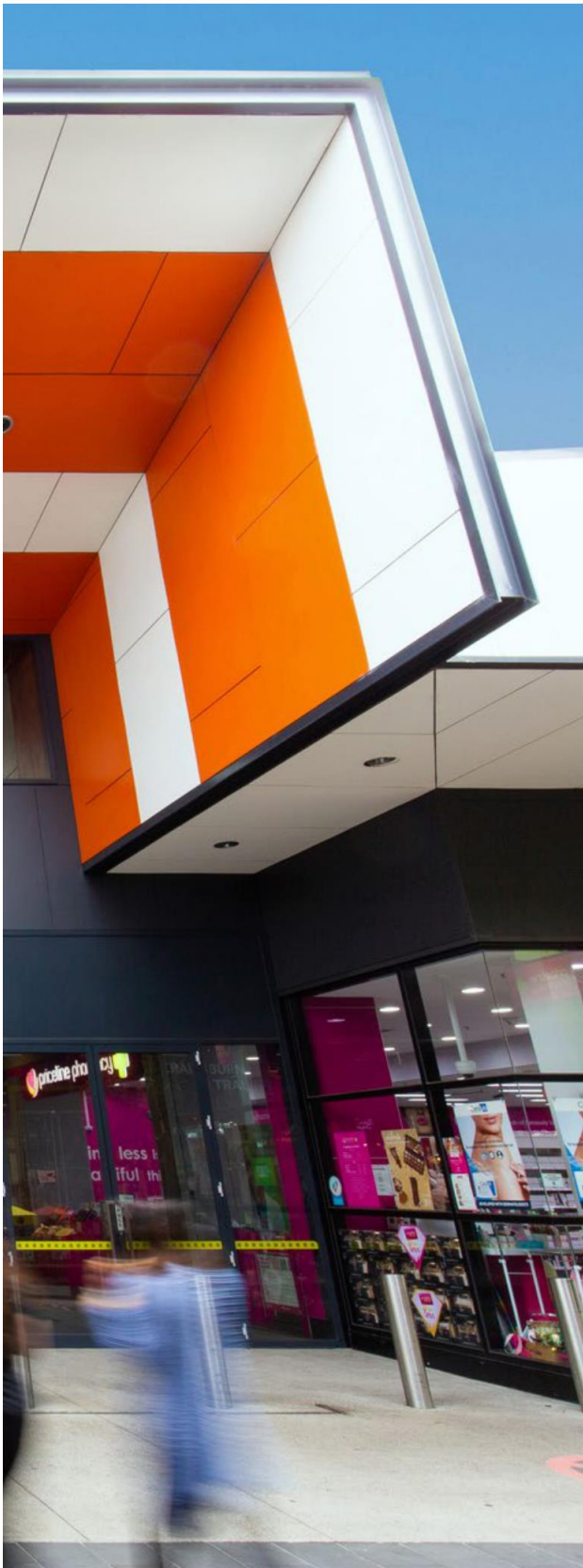
Climate change

Transport is Australia’s third-largest source of greenhouse gas (carbon) emissions, largely generated by internal combustion engine vehicles that use fossil fuel (mostly petrol and diesel) for energy. Carbon emissions lead to global warming, which in turn causes a myriad of climate change problems such as more frequent and severe weather events, rising sea levels, ecosystem disruption, impacts on food sources and health impacts. Urgent action is now required to drastically reduce carbon emissions from all sources globally. By reducing carbon emissions from transport, we can help reduce these impacts. The development of this Strategy is one of the key actions in *Hume’s Climate Action Plan 2023-2025* to reduce carbon emissions from transport and aligns with State legislation under the *Climate Change Act 2017* and associated the Transport Action Plan.

Supporting the shift to electric vehicles will be fundamental to reducing carbon emissions from transport in Hume. Initially encouraging residents to recharge with renewable energy (from solar and/or Greenpower) will be important to realise the full carbon benefits, but as our grid continues to move to more large scale renewables, carbon emissions from electric vehicles charged with regular grid electricity will continue to fall. On short trips, more use of sustainable modes of transport, such as public transport, riding or walking will play a vital role. This has multiple benefits for residents including lower energy costs, improved health and wellbeing and better liveability in local neighbourhoods. Other options for reducing carbon emissions from vehicle use include trip combining and vehicle sharing wherever possible.

Moreover, investing in sustainable transport infrastructure and providing viable alternative transport options to private car travel can stimulate local economies by creating jobs in construction and maintenance, supporting local businesses and boosting visitors.





“

Transport is ok for me but not for my wife. She takes public transport to the SE suburbs and is traveling 3-4 hours every day. This interferes with family life... we hardly see each other. We have to do better at planning ahead as people will move into these outer suburbs without even basic infrastructure and facilities (like buses and sidewalks...). The buses haven't been updated in 15-20 years! Despite population growth and urban growth. **Not acceptable.**

Pop up conversation, Craigieburn

”

Population growth

Hume’s population is expected to grow by 119,600 between 2018 and 2036. The major growth areas of Hume (Kalkallo, Mickleham, Sunbury) are expected to more than double their 2018 populations by 2036 (refer to the figure 6).

We need to plan for significant population growth and determine how our transport network can adapt to this growth, to mitigate negative effects such as congestion, increased car dependence and reduced safety. Growth has been considered within the context of future transport projects (see Appendix 1), however some of these major projects will not be completed within the life of this Strategy.

In new developments, we will strive to provide residents with transport choices as soon as possible, contributing to a vibrant urban environment. In particular, the rapid expansion of suburbs in the Hume Corridor and Sunbury will require careful management, including coordination and partnerships with key stakeholders, such as state departments. The Transport Plan, to be developed once this Strategy is endorsed, will identify specific focus and actions for managing and advocating for the transport needs of these growth areas.

Population Forecast

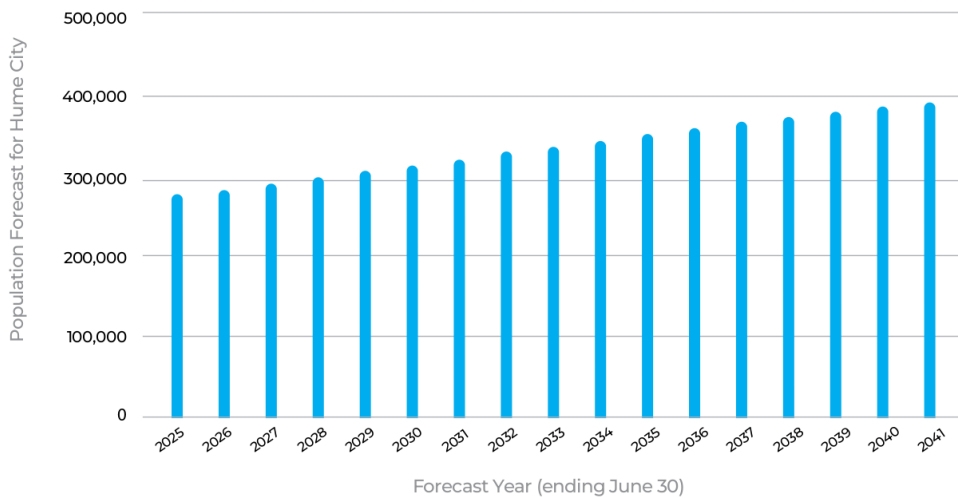


Figure 6: Forecast population growth in Hume 2025 to 2041 (Source .id consulting)

Future major road and public transport projects

Large transport projects in Hume, mostly led by State Government, are fundamental to Hume’s future transport network. In planning for the Melbourne’s future, Council and State Government strategies, studies and statutory documents have identified major transport projects to provide for the long term transport needs of the region.

More than 20 major future transport projects are proposed for Hume and summarised in Appendix 1 and Figure 7. Delivering these projects is reliant on State and Federal funding and delivery timeframes remains uncertain until budget is committed. This strategy plays an important role in identifying and protecting the long term potential of these vital projects and managing our advocacy priorities.

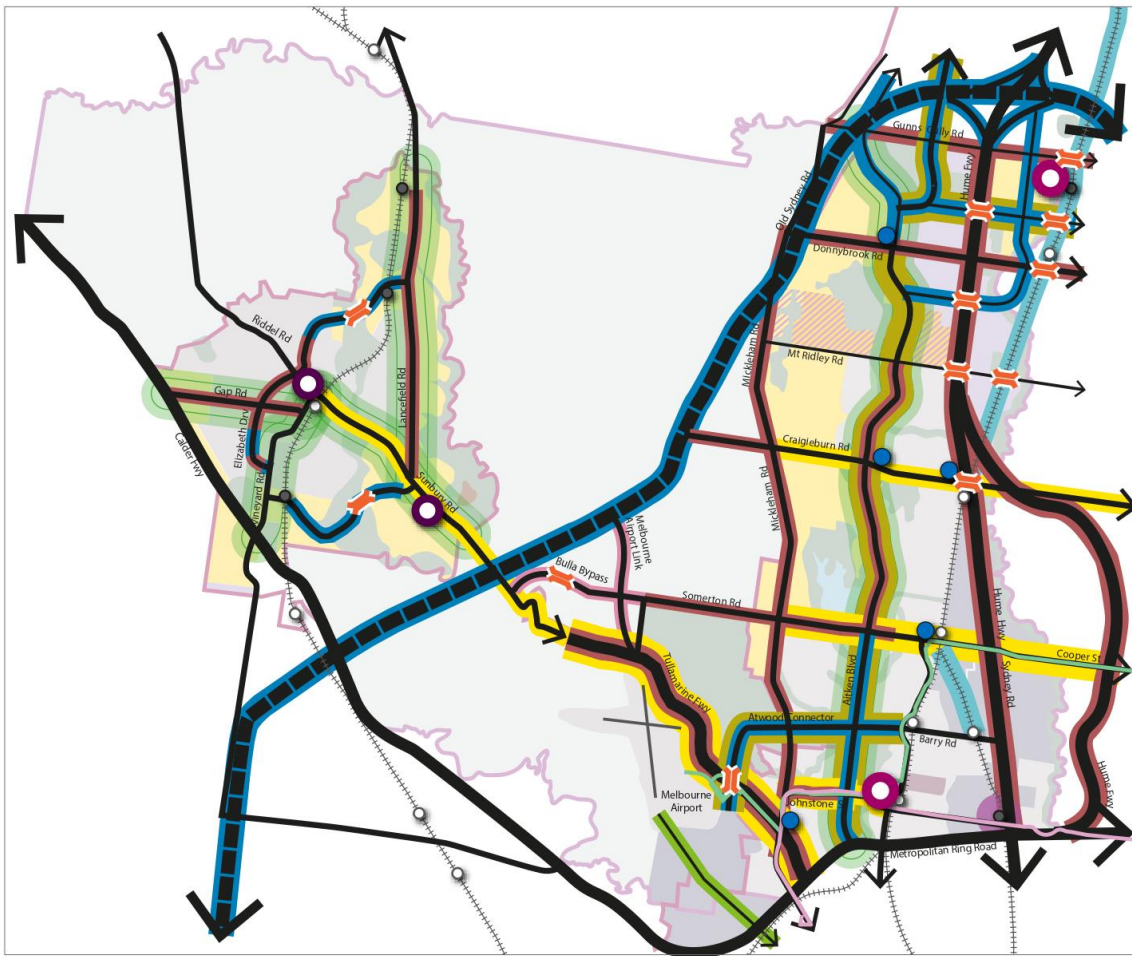


Figure 7: Proposed transport network

- | | |
|------------------------------|--|
| Metropolitan activity centre | New road |
| Major activity centre | Potential new road |
| Activity centre | Upgraded road |
| 901 smart bus | Proposed OMR |
| 902 smart bus | Major new bridge |
| Train station | Proposed train station |
| Freeway | Premium bus service "turn up & go" |
| Arterial road | High frequency bus service "check & go" |
| Connector road | Electrification of train line/extension railway line |
| Key boulevard road | Airport rail |

Integrating our places and the transport network

In Victoria, Integrated transport and land use is a key priority of the Transport Integration Act 2010. An integrated approach to land use and transport supports consolidation of land use at transport hubs like train station, bus interchanges and along key transport corridors. Integrated land use and transport can improve accessibility and transport efficiency, as well as intensify land use around transport facilities.

An integrated transport system recognises that users make journeys across multiple modes of transport and encourages this through measures like coordination of timetables, attractive interchange facilities and infrastructure, as well as consideration of land use along transport hubs.

Hume’s activity centres and employment areas provide valuable opportunities for an integrated approach. Hume has more than 20 activity centres providing a range of retail, commercial, entertainment and community services (refer Figure 3).

Hume’s economy currently generates \$32 billion worth of output and contributes significantly to Victoria’s economic performance making Hume’s employment and economic base of state significance. Most of Hume’s employment areas are identified as State Significant Industrial land in Plan Melbourne and the Melbourne Industrial and Commercial Land Use Plan (MICLUP). This planning framework supports state and local governments to effectively plan for and protect future employment and industry opportunities and provide for their transport needs.

As the population of Hume and the Northern Sub Region grows, the number and diversity of activity centres and employment opportunities in Hume will increase. Large areas of vacant employment land north of Donnybrook Road, along the Hume Freeway, around Melbourne Airport and in parts of Sunbury are available for future employment needs. These will be capable of increasing employment in Hume to over 180,000 jobs and offering the Hume community local jobs with shorter commutes. Most of this growth is anticipated to be in transport and logistics, advanced manufacturing, healthcare, education, training, retail, and professional services.





Road safety

Road safety includes the impact of traffic crashes for all road users, including people driving, walking and riding. Road trauma has very high social and personal consequences that require effective and urgent solutions.

In the 14 years between 2008 and 2022, there were 88 deaths, 2,304 serious injuries (requiring hospital admission), and approximately 7,000 other injuries recorded in Hume. The overall number of crashes is increasing, albeit with an attendant decrease in overall severity. Annual crashes and their consequences in Hume are depicted in Figures 8 and 9 below.

Fatal crashes were distributed randomly, whereas serious injury crashes have occurred broadly across the network. Concentrations of crashes, particularly those of higher consequence, were evident in activity centres like Broadmeadows, Sunbury and Campbellfield.

The increase in crashes has been slower than the increase in population, and has been concentrated on main roads. High-traffic major arterials such as Sydney Road, Pascoe Vale Road, Barry Road, Somerton Road, Mickleham Road, Metropolitan Ring Road, Calder Highway

and Tullamarine Freeway all had many crashes including fatal or severe consequences.

Local roads make up nearly 80% of Hume's road network by length, but only account for 37% of fatalities and injuries overall, although 64% of pedestrian casualties are on local roads.

Most pedestrians were killed or seriously injured in 50km/h or 60km/h zones. This is because 50km/h zones make up much of the road network in Hume (1,392km) and provide the local connections and amenity convenient for walking.

Proportionally 60km/hr and 70km/hr roads have a far higher number of fatalities and serious injuries (35 and 28.4 per road km compared to 1.3 on 50km/hr roads). These roads also have the highest concentration of pedestrian and cyclist fatalities (2.84 for 60km.hr, 1.0 for 70km/hr compared to 0.21km/hr).

Analysis of recent crash data confirms that lower speeds reduce the likelihood and severity of crashes. For pedestrians in particular, any impact greater than 30km/h greatly increases the risk of fatality or serious injury.

This data is used by Council in securing Blackspot funding to improve road safety.

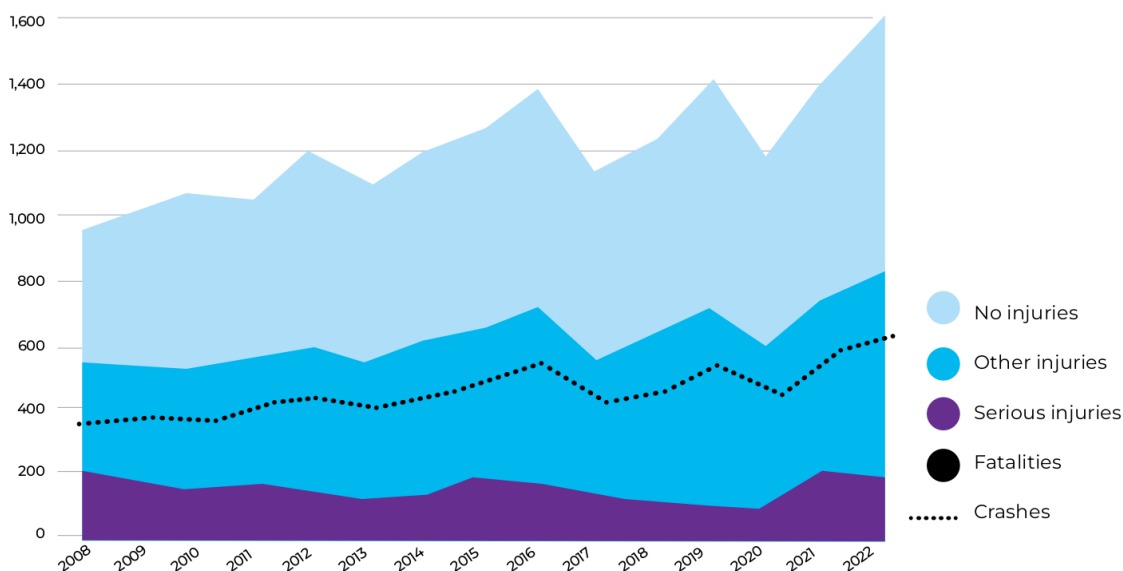


Figure 8: Annual road crashes - City of Hume (2008-2022). Source: VicRoads with M&PC analysis (2024)

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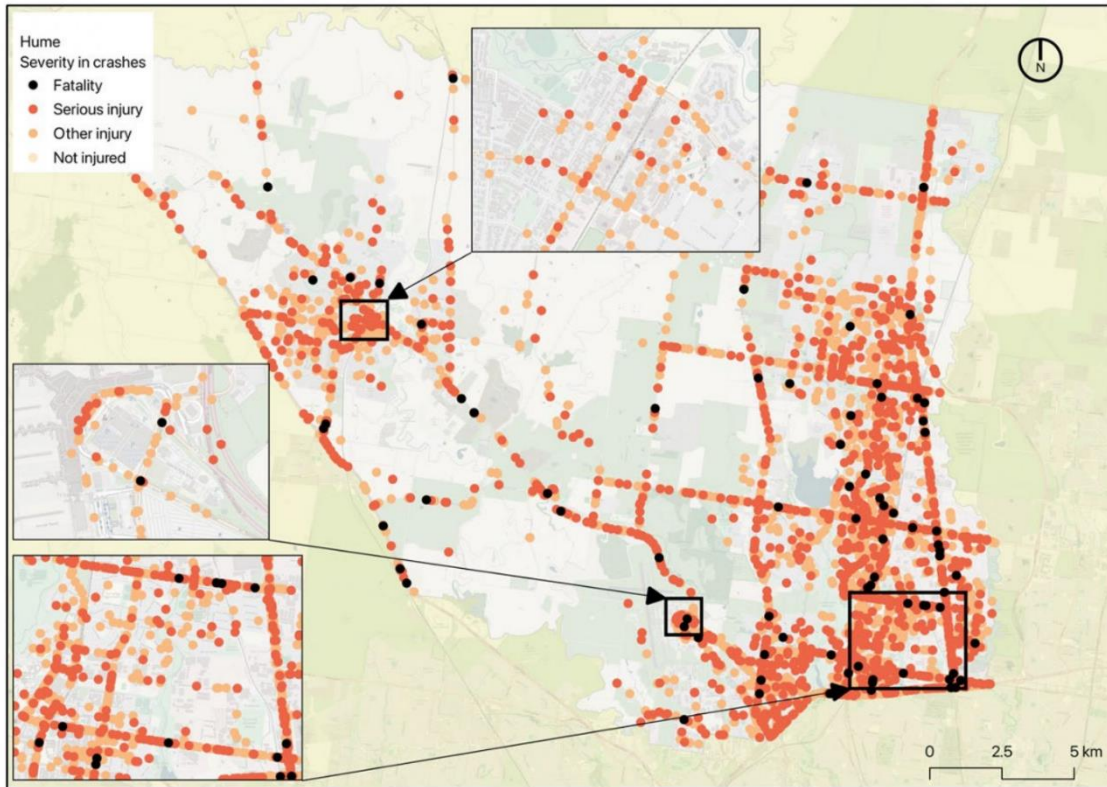


Figure 9: Distribution of crashes by severity (City of Hume, 2008-2022)

Source: VicRoads with M&PC analysis (2024)



Future of transport

New transport technologies are constantly being developed. Recent technological initiatives changing the way we move, and access goods and services include:

- Electric micro-mobility (e-scooters, e-bikes, delivery drivers).
- Local intelligence transport systems (LITS).
- On-demand public transport (or MicroPT).
- Share mobility services.



Electric micro-mobility

Electric micro-mobility, which includes e-scooters and e-bikes powered by electric motors using 'bicycle' lanes and shared paths, are evolving as a viable transport choice that reduces congestion and promotes sustainability. Legislation allowing personal ownership of e-scooters and electric motors has improved the viability of active transport (such as e-bikes and e-scooters) in hilly areas, for longer distances and with lower fitness needs. E-scooter trials are running until October 2024 including hired e-scooters in inner Melbourne and Ballarat and private e-scooters throughout Victoria.

Key opportunities for Hume include:

- Reduced congestion, particularly around activity centres such as Broadmeadows Craigieburn and Sunbury.
- Last-kilometre connectivity: Micro-mobility solutions are ideal for bridge the gap between public transport stops and final destinations (the “last kilometre”), making it easier for residents to access buses or trains.
- Economic benefits: Implementing electric micro-mobility services can create economic opportunities such as jobs in maintenance, charging and deployment of these vehicles. Additionally, micro-mobility trials have demonstrated increased foot traffic outcomes in commercial areas, benefiting local businesses.
- Reduced parking demand.
- Promotion of a healthy lifestyle.
- Reduction in carbon emissions when replacing car trips.
- Increased mobility equity: Supporting the uptake of electric micro-mobility can contribute to greater mobility equity, ensuring that transportation options are available to everyone, regardless of income or physical ability.

Local Intelligence Transport Systems (LITS)

Intelligent Transportation Systems encompass a range of advanced technologies that optimize traffic flow, enhance safety, and improve overall transportation efficiency. These systems utilize sensors, cameras, and communication networks to collect real-time data on traffic conditions, allowing for dynamic management of roadways and intersections. Many of these systems are currently used in the management of freeways in Melbourne, including ramp entry control signals and variable speed limits.

Considering the need to better use our local roads to address community challenges, local intelligence transport systems (LITS) are coming to the attention of local councils around the world. LITS normally starts with the development of real-time sensors that provide opportunities to address local traffic conditions in real-time.

Options of LITS that could be included in Hume are:

- Priority signals for buses
- Dynamic speeds for local roads based on localized conditions.
- Real-time traffic information

Challenges to implementing LITS in Hume municipality include the upfront costs of infrastructure deployment and system integration with other municipalities and VicRoads, interoperability between different technologies, cybersecurity risks, and ensuring equitable access to benefits across diverse communities.



On-demand public transport

The concept of on-demand public transport is not new and new technologies have created opportunities for its implementation. PTV has implemented Flexiride trials across Melbourne including in new growth areas where full bus services may not be viable such as in Melton South and Tarneit North. Flexiride, passengers can book a trip from anywhere within the service to stops at key transport hubs.

Flexiride services offer flexible, on-demand transportation options tailored to specific routes and passenger needs, typically utilizing smaller vehicles like vans or minibuses. These services fill gaps in traditional public transit networks, providing convenient, door-to-door mobility solutions, particularly in areas with low population density or limited fixed-route service.



Shared mobility services

Shared mobility services encompass a variety of transportation options, including ridesharing, bike-sharing, car-sharing and scooter-sharing, generally facilitated through digital platforms. GoGet cars and Lime or Neuron scooters are examples available in Melbourne’s inner suburbs.

These services offer convenient, on-demand access to transportation, reducing the need for private car ownership.

Challenges to implementing shared mobility services in Hume municipality include state-wide regulatory issues, infrastructure requirements such as designated parking for car-sharing and charging stations, as well as concerns related to safety and data privacy.





PART 2

2035 Transport Vision, Values and Objectives

Part 2: 2035 Transport Vision, Values and Objectives

2.1 Vision

Hume’s transport network will provide safe and convenient walking, riding and public transport choices complementary to car travel, helping our businesses thrive and reducing our transport-related carbon emissions.

This vision represents our desired transport system in 2035. It aims to inspire everyone (council, community, visitors and businesses) with opportunities for the future. The vision will drive Council’s decision-making and priorities.

Having a vision in the HTS is essential to ensure we have an overarching direction that encourages long-term planning. Similarly, a vision helps our partners, particularly State

Government agencies, share our understanding of what is important for Hume residents.

2.2 Objectives

Objectives capture the aims and ambitions of the transport system. They identify the desired outcomes by 2035 for transport in Hume.

- Improve transport choices**
Offer diverse and healthier transport choices for everyone in the community, including more efficient and destination focussed public transport and walking and cycling paths.
- Boost local economy**
Improve transport to help local businesses thrive, creating jobs and supporting economic opportunities for residents.
- Enhance community wellbeing**
Develop transport solutions that bring people together, reduce cost of living and make our community safer, friendlier, and more connected.
- A clean low carbon transport future**
Embrace change and innovation that moves Hume towards a cleaner, more connected, low carbon future.

2.3 Targets

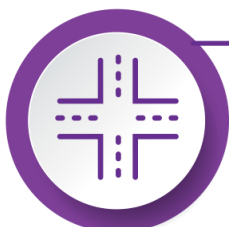
The Strategy has four long-term targets where the Council has a medium to high level of influence and a clear way of measuring our success.



Twice as many residents will be travelling by active transport (walking and cycling)

Indicator: Total number of Hume residents that use active transport based on Census Data

- baseline: 1% (census 2021 JTW data)
- Target 2035: 2%
- level of influence : medium



80% of residents are satisfied with the local road network

Indicator: Percentage of residents that are satisfied with the local network in the annual residents survey, particularly in areas where capital works projects have been recently undertaken.

- baseline: 75%
- target 2035: 80%
- level of influence : high



Residents’ perception of local transport network safety has increased by at least 10%

Indicator: Percentage of residents answering that they feel safe when using the local transport network in Hume

- baseline: 2024 residents’ survey
- target 2035: increase of 10% of safety perception by 2035
- level of influence : high



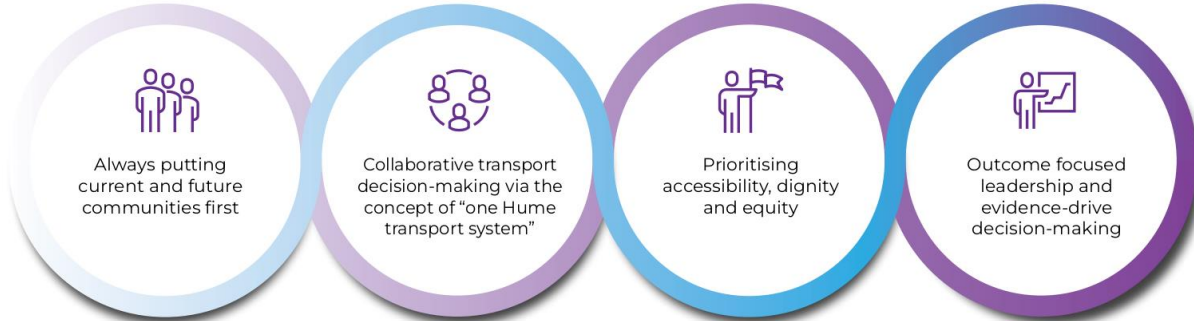
At least 30% of Council passenger vehicles will be electric

Indicator: The number of electric vehicles owned by Council

- baseline: 16%
- target 2035: 30%
- level of influence : very high

2.4 Values for transport decision-making

Values are the guiding principles and beliefs that shape decision-making and actions related to transport infrastructure, services, and policies.



To achieve the values, we will:

1. Inform and engage with the community when making transport-related decisions.
2. Gather feedback through community surveys to understand the needs and preferences of residents.
3. Work with the State Government, neighbouring municipalities, local communities, and businesses to influence more integrated decisions for Hume's community.
4. Have accessibility and equity at the forefront of our decision-making.
5. Establish clear and measurable performance metrics to evaluate the effectiveness of our transport initiatives.
6. Utilise data analysis to identify trends, prioritise projects and allocate resources based on evidence.



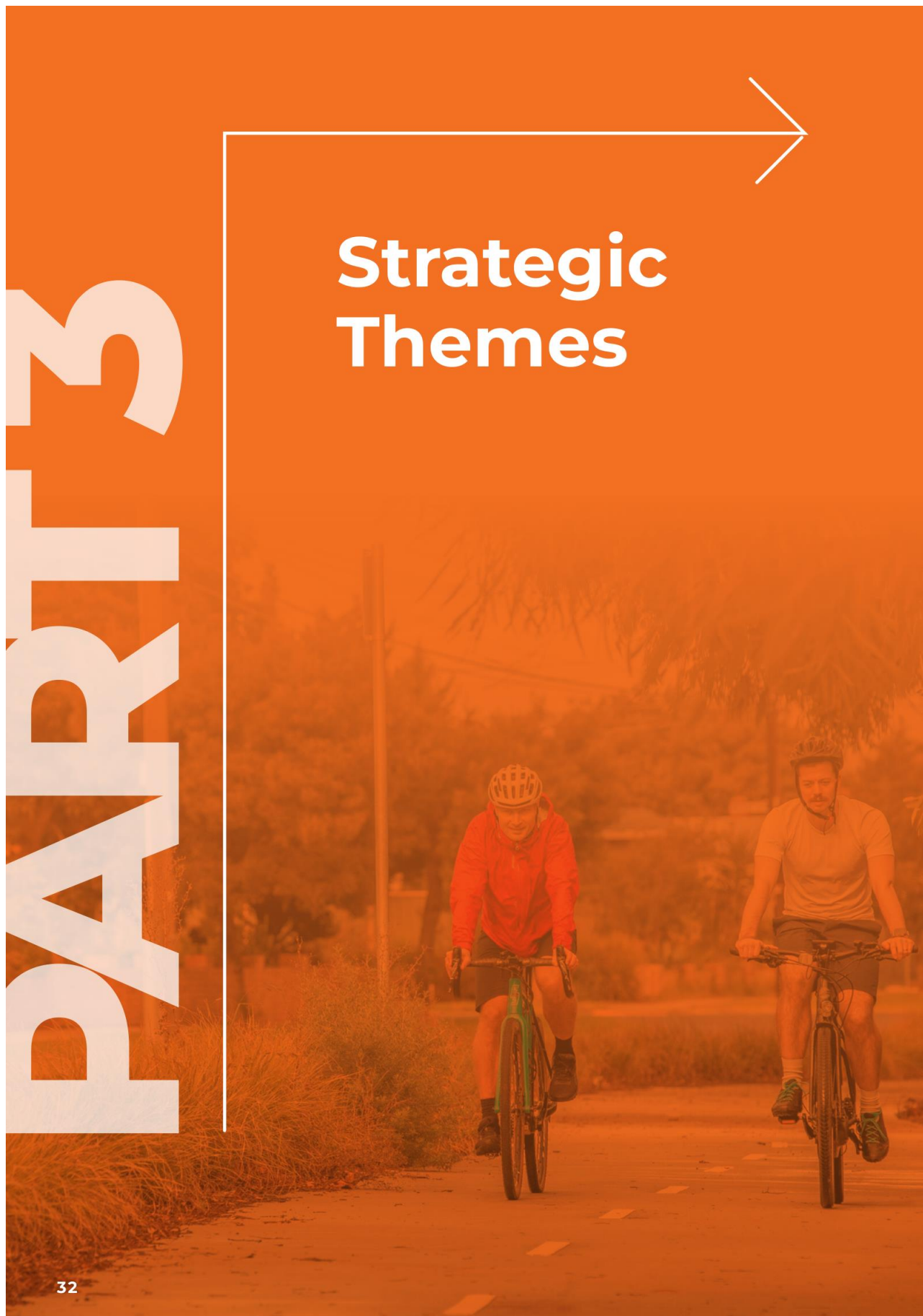
I would like to live in a world where the residents of Hume all have fair and equitable access to car alternatives. Many of Melbourne's inner suburbs have excellent access to public transport and facilities in walking distance. People living in Hume should have the same opportunities. That is what we should be aiming for.

Online survey 'do you have anything else to say?' response



PART 3

Strategic Themes



Part 3: Strategic Themes

Each of the seven themed chapters in this section focus on detailed directions and actions. The table below shows how each of the seven themes will achieve the broader objectives and targets of the Strategy.

Objectives of the transport network	Targets in our vision	Strategic themes to achieve change		
Objective 1: Diverse Transport Options	Twice as many residents will be travelling active transport (walking and cycling)	<ul style="list-style-type: none"> • State and commonwealth advocacy • Land Use Transport Integration • Governance, monitoring, and reporting 	Enhancing the active transport network	Using our local roads better
Objective 2: Boost Local Economy	80% of residents are satisfied with the local road network			
Objective 3: Enhance Community Wellbeing	Residents' perception of local transport network safety has increased by at least 10%			
Objective 4: A clean, low carbon transport future	Council's fleet of electric passenger vehicles is doubled		<ul style="list-style-type: none"> • Council's EV fleet • Readiness for future transport 	

Figure 10: Objectives, Targets and Strategic themes

“

Congestion is a big negative. Need better bike parking at train stations, shops, etc. I usually take the bus to school. Need more shelter at bus stops -- can be terrible in the summer heat. Lack of trees, exposed to the sun. The only reason I don't walk is it is too far, and I'd have to get up really early. I don't take the train by myself, but I started walking to school in grade 6.”

Youth session conversation, Broadmeadows

”

3.1 Using our local roads better

Background and trends

Road space is not just traffic lanes and parking area, it also includes footpaths; bike paths and bike parking; nature strips, plants and even small parks; bus stops and shelters; and public seating and on-street dining. Roads are part of local spaces where we meet, rest and play. They can include wide footpaths, lots of green landscaping with rows of trees down both sides for shade and in a median as a grand boulevard; or they can be highways with all space devoted to moving vehicles efficiently and safely.

For movement, our road spaces have shared roles serving people who walk and ride, buses, trucks, cars and motorcycles. All modes using, in many cases, the same roads and intersections.

Over the past two decades, different approaches have been developed to understand the role and priority given to the space of roads and how to prioritise their roles for both movement and other activities that happens along the road.

Considering the variety of roles and needs of our roads, the Department of Transport (DTP) created the “Movement and Place” or M&P Framework used to define the roles of each section of state managed roads. This is a useful framework that recognizes roads are not merely conduits for people and goods. Utilising the M&P Framework for Council’s decision-making mechanism will help guide where movement or place enhancements should be prioritised. The movement and place role of our roads has a strong connection with how we can make our roads safer and designed to maximise the roles they can play in the life of our communities.

Road safety is critical for all our roads and pedestrian safety is particularly important for our local roads where 64% of pedestrian casualties have occurred over the last 14 years. The Safety in Design Framework provides guidance to identify hazards and risks early to inform the design process for new projects

Key actions of the HTS will improve the information we provide the community in local decision-making. In this, we will work with local communities taking a place-based approach to develop a series of precinct-based priorities that improve transport choices. These precincts plans will be combined into a Transport Plan for Hume.

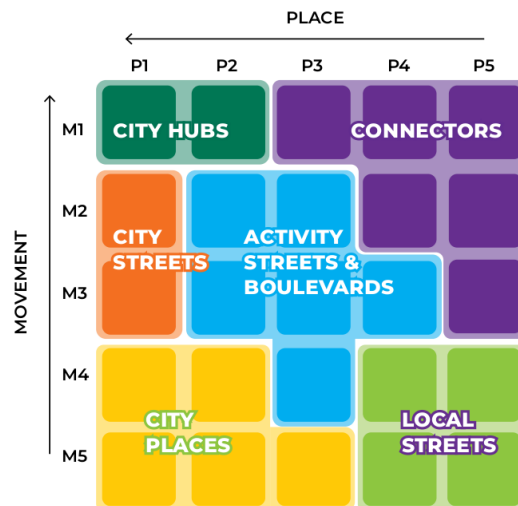


Figure 11: Victorian movement and place framework

“

Minimise/discourage street parking. It will make streets look nicer, and easier to get around for drivers and cyclists.

“By 2034 the most important thing to change about transport in Hume will be ...”
comment/idea (4 upvotes)

”

Policy Direction

- D1.** To prioritise road and personal safety outcomes in infrastructure projects at the local and arterial levels.
- D2.** To consider the movement and place role each local street plays as the primary factor in road management and investment including consecrating the activity along the road.
- D3.** To enhance opportunities for local roads to include places for the community to connect and feel safe.
- D4.** To minimise traffic spill from urban areas onto rural roads.

Key Actions

- A1.** Update Hume’s road hierarchy framework to include the place function of all roads within the municipality (creating a Movement and Place hierarchy framework) and apply it in business case formulation; advocacy; and investment in road reconstruction, place-making and other large capital works investments.
- A2.** Develop guidelines that provide consistent decision-making and build technical capacity across the Council for:
 - Applying the movement and place framework in Hume.
 - Resolving conflicts between road movements and activities around them, including landscape priorities and opportunities for consolidation of services.
 - Applying “safety in design” in the design process for new projects.
 - Designing low stress methodology for the design of riding infrastructure in Hume.

- A3.** Prioritise development of the Transport Plan for Hume with local precinct-based transport needs and priorities led by:
 - Boundaries based on the Hume Community Infrastructure Plan that provides a place-based approach including key trip destinations, including activity centres, schools and transport hubs.
 - Analysis of walking, riding, public transport and car transport networks from strategic perspectives inside and outside the precincts.
 - A local understanding of community needs.
 - Considering “safety in design” and the need for road safety designs such as low speed limits, road and intersection design and mode priorities based on priority networks.
 - Investment, decision making and advocacy opportunities encouraging walking and riding for short trips, including local employment.
 - Opportunities for synergies between land development and infrastructure projects, prioritising completion of links in the active transport networks around activity centres.
 - Considering scenarios such as traffic spills into rural areas; fast population growth and urban development in established areas; intensification of activity in activity centres; and changes to residential streets.

3.2 Enhancing the active transport network

Background and trends

Walking and riding are great ways to promote wellbeing by providing exercise, reducing carbon emissions and air pollution increasing social interaction, saving money and supporting local businesses. It can be more attractive to get around by walking, riding bikes and scooters or using mobility aids when it is a convenient, safe and pleasant option. This relies on paths that connect to where we want to go and are designed for comfort and convenience, with shade and points along the way to rest and seek shelter.

More than 40% of the people we spoke to would prefer to be able to walk or ride to work, the shops and social outings. Community feedback has also raised concerns about the unattractiveness and safety of walking and riding in Hume due to inadequate paths, on-road bike paths and poor lighting. Safety concerns, including heavy traffic, poor road conditions, and perceptions of crime that discourage walking and riding bikes, scooters and mobility aids were also raised.

Research has also demonstrated that the adoption of riding as a mode of transport is limited by the infrastructure provided. Therefore, municipalities that build active transport networks with a low 'level of stress' have more residents and workers riding to their daily destinations.

We are also seeing increasing popularity with new technologies like e-scooters and e-bikes that assist with longer distances and climbing up hills. They are an option, especially in those parts of Hume with limited public transport, as they extend the distance an average person can travel compared to walking and riding and relative to a car have lower upfront and running costs. To make these options viable a focus on road safety is essential, by prioritising good quality paths and a greater community understanding of the traffic rules.

Only children aged 12 years or younger and an accompanying older person can ride on footpaths. This means that by law most riders must ride on the road including, where provided, in a bike lane or on shared paths.

We want to improve our transport network to provide low levels of stress for active transport, particularly around major activity centres.

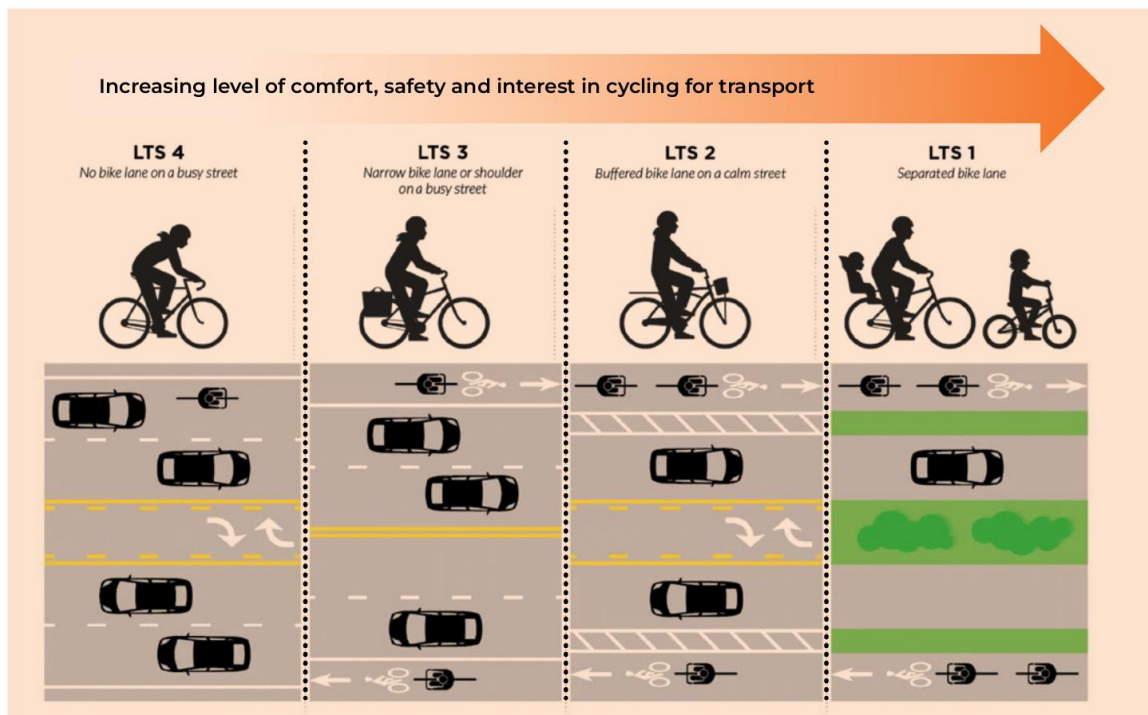


Figure 12: Level of stress for cyclists (Source Alta planning and city of Portland - USA)

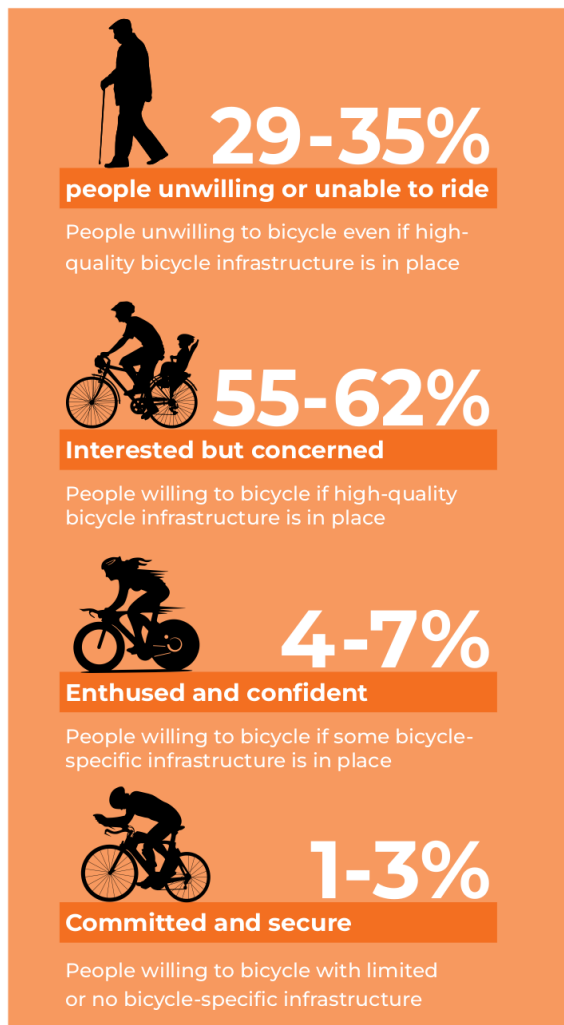


Figure 13: Type of Cyclist (Source Alta planning and city of Portland - USA)

This will provide a safer, viable option for those who would prefer to walk or ride for some of their trips.

To achieve this, a low level of stress should be created for the entire route, including all path sections and road intersections.

Initially, as resources are limited, the focus will be on creating low-stress routes close to activity centres and high schools where without safe, dedicated paths walking is unattractive due to higher traffic volumes and safety concerns. For this, development of the active network needs to be prioritised beginning at activity centres and expanding outwards. Low stress design will also be a standard requirement for the design of riding paths in any new road.

Key Actions

- A4.** Based on action A3 (precinct-based transport priorities) develop local bicycle and pedestrian priority networks and corresponding business cases for Council, State and Commonwealth funding bids that:
 - prioritise direct access to key destinations (such as shops, high schools, and community services) including through recreational path networks.
 - are designed based on low-stress links and intersection guidelines developed under Action A2.
- A5.** Explore a policy to partner with local businesses for walking and riding links to activity centres.
- A6.** Regularly update and share digital information with the community about their active and public transport choices including maps and other material on:
 - public transport routes and stops.
 - walking and cycling path networks.
 - key destinations and points of interest such as activity centres, schools, and community centres.
 - activation strategies so the community is aware of new projects and infrastructure for active and public transport.

Policy Direction

- D5.** To prioritise investment in walking and riding infrastructure from activity centres outwards, connecting travel origins with destinations.
- D6.** To develop an active transport network based on place-making principles so it is intuitive, welcoming, safe, protected and allows everyone to travel with dignity.
- D7.** To ensure new riding investment provides low stress (LTS 2, refer to the figures 12 and 13) links and intersections.
- D8.** To support micromobility devices, such as e-scooters, as innovative transport solutions.



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3.3 Council's electric vehicle fleet

Background and trends

Most Hume residents have identified climate change as a key challenge to be addressed in the next 10-15 years. In Victoria, transport is a major contributor to greenhouse gas (carbon) emissions (23.2 % of total emissions based on the 2021 Victorian Climate Action Plan). Choosing greener, full or hybrid electric vehicles can significantly reduce our carbon emissions.

To lead by example, we will transition the Council's fleet of passenger vehicles reaching their end of life to electric vehicles. Efforts have begun to reduce carbon emissions with the purchase of five electric vehicles as part of the council's small vehicle fleet. The aim is to show leadership and expand the fleet of heavy vehicles to electric or other low-emission options once technologies allow cost-effective solutions that meet operational needs. The introduction of electric vehicles to Council's and other fleets will also support the increase in affordable second-hand electric vehicles in the private market.

Currently the battery size and recharging time required for heavy vehicles is prohibitive. For trucks, cost parity between internal combustion and electric vehicles isn't expected until 2035 or later. Battery technology will continue to develop and electric trucks may rely on power cells or hydrogen in the future. We will monitor the market, communicate often on opportunities and be open to trials of heavy electric vehicles and other low emission technologies. We have started our transition to electric tools and other small machinery.

To support a new low-emission fleet and ensure operational efficiency, we will roll out charging infrastructure at Council facilities so there is enough charging capacity for our fleet.

Carbon emission reductions will also be encouraged via the development of travel plans for those working and visiting council's facilities. These plans, called green travel plans, are a way to identify and correct barriers by staff and visitors to have travel choices that are low or zero carbon emissions.

Green travel plans further enhance environmental benefits by encouraging sustainable transport practices among employees and visitors. These plans can include

parking spots for carpooling, use of public transport and cycling facilities.

Together, EVs, green travel plans, support for walking and riding and better public transport will contribute to tackling climate change and creating a more sustainable Hume City.

Policy Direction

- D9.** To implement a transition to a zero emission Council fleet based on principles established in *Council's Climate Action Plan 2023-2028*.
- D10.** To reduce carbon emissions generated at council's workplaces and facilities.

Key Actions

- A7.** Purchase electric vehicles when replacing or adding to the Council's fleet of passenger and light vehicles and monitor the evolution of heavy vehicles to conduct a pilot with the use of a zero/low emission heavy vehicle in the Council's fleet.
- A8.** Monitor the EV market and communicate to community and decision-makers the progress of technologies towards operational and financial viability, particularly for heavy vehicles.
- A9.** Develop green travel plans for key sites and consider at all sites where 10 or more effective full-time staff positions are based.



3.4 Ensuring readiness for future transport

We have all experienced significant changes in our transport options over the last 15 years, like access to app-based taxi services, food delivery from any of our local restaurants and a significant increase in electric vehicles on our roads and in some of our driveways. We may see an e-scooter or e-bike on the streets of Hume or thanks to level crossing removals we enjoy driving along Camp Road, Campbellfield and Station Street, Sunbury without a 5 minute delay waiting at boom gates.

Transport improvements and innovations are constantly being developed and delivered to make it easier, quicker and safer to get people and goods from A to B. We want to be ready for the changes that we know are coming as well as those that may not have been thought of yet. For now, our strategy can be clear about two major innovations: electric vehicles and intelligent transport systems (ITS). Our strategy can also provide flexibility to get ready for opportunities as they come our way in the future.

Electric vehicles have increased their popularity due to the urgent need to tackle climate change and a global shift away from vehicles powered by fossil fuels. Early EVs faced limitations in range, battery technology, and infrastructure, but with lithium-ion batteries and improved drivetrain technology, EVs are now more practical and efficient. They are often safer than combustion engines.

Currently, electric vehicles are pricier upfront but cheaper to run for residents compared to traditional combustion options. Projections suggest that by 2027, owning and operating small electric vehicles may be the same as a petrol-powered car. Hume has already experienced a significant increase in the uptake of EVs with sales of the two most popular brands (Telsa and BYD) increasing 7 times between 2021 and 2023.

The aim is for Hume to provide leadership in terms of charging stations to make it convenient for our residents, visitors and businesses to take up the opportunities offered by electric vehicles. We will explore partnerships with land developers and charging providers to enhance charging options throughout the municipality in easily accessible locations.

In Chapter 3.5 the Strategy outlined emerging transport technologies and services. Including on demand public transport, shared mobility services and Local Intelligent Transport Systems (LITS). The roll out of LITS has started on main roads and provide real-time information to residents and visitors about their travel conditions. Such data facilitates, developed in partnerships with other agencies and the private sector, enables smarter operational decisions, in response to detours due to road constructions, accidents, and other dynamic factors impacting public transport and overall traffic flow. In the short term, LITS offers Hume the opportunity to support efforts to improve road safety such as by trialling reduced speeds for some periods of the day using variable speed signs.

Policy Direction

- D11.** To introduce or trial transport innovations and changes that improve movement and transport choices in Hume.
- D12.** To embrace innovation and emerging technologies for traffic management.

Key Actions

- A10.** Investigate partnerships with other government bodies and the private sector to expand EV charging infrastructure and the role of traffic sensors and other LITS devices (such as variable speed signs and electronic advisory boards).
- A11.** Develop guidance for EV charging infrastructure that sets out minimum expectations in new multi dwelling developments and advocates for statewide controls in the Victorian Planning Provisions related to EV charging.
- A12.** Ensure relevant Council buildings, depots and facilities are EV-ready and able to incorporate required charging capacity.
- A13.** Continuously explore opportunities for advocacy and implementation of transport innovations and improvements on behalf of the Hume community.

3.5 State and Commonwealth transport advocacy

Background and trends

The urban growth Hume has experienced over the last 20 years has seen Hume’s population, grow from 131,000 people to 243,000 people between 2001 to 2021. Much of this growth has been along the Hume freeway corridor where traffic congestion has had a growing impact on our residents’ daily lives. In the next 10-15 years, Sunbury is also expecting significant population growth, including approximately 12,000-16,000 people in the next 5 years.

The delivery of public transport and major road infrastructure is the responsibility of the State Government. Therefore, State intervention is necessary for major projects like public transport services, road duplications, grade separations, improved signalling systems, and public network delivery and upgrades. These investments are needed to provide more transport choices, a smoother and more inviting transport system for the community with less carbon emissions, less delays and healthier journeys.

Grants and other funding may also be offered by State and Federal governments contributing full or part cost for Council to deliver infrastructure. This is most commonly available for smaller projects, especially for walking and cycling infrastructure.

The voice of the community around needs and priorities for major projects and infrastructure upgrades, is essential to secure commitments from State and Commonwealth Governments. Collaboration with State Government departments is important to share our understanding of community needs and provide data to substantiate the value of individual major projects.

Therefore, our approach to advocacy will have early defined priorities that we will emphasise until funding has been committed. We will also seek to collaborate with the State Government and the Commonwealth around trials to help build the evidence base for further transport improvements for our community. Our transport advocacy will be divided into three areas for investment: arterial road, public transport, and active transport projects.

Public transport

The long distances between schools, shops, and employment areas, coupled with limited public transport, force our reliance on cars. This leaves those without a driver’s license or unable to afford a car at a transport disadvantage. They may experience more challenges finding a job they can reliably get to or lengthy, unpredictable travel times and greater potential for social isolation. In most areas of Hume, the only public transport option is a bus service. Bus routes follow convoluted paths resulting in much longer journey times compared to car trip. Services are infrequent and the community are discouraged from using public transport due to concerns with reliability.

In new suburbs, delayed and poorly sequenced infrastructure delivery means that there are no alternative transport options for new residents, apart from cars. When buses do eventually arrive, they are not a competitive option as services are infrequent (20-40 minutes between services, which may not operate on weekends or in the evenings) and routes to key destinations are not direct as they are planned to try to cover as much population as possible.

Public transport is key to improving transport equity and choices, alleviating traffic congestion and improving the efficiency of the road network. The expansion of train services, efficient bus routes and dedicated bus lanes can notably reduce travel times, making public transport a viable choice and positively impacting community well-being. The poor service and frequency of public transport is a very consistent theme raised by the community and an explicit area where the community support Council taking a strong and effective advocacy role.

Without accessible public transport options, eligible people with accessibility and mobility needs may need to rely on subsidised taxi programs. But due to the higher fares created by long distances to services in outer suburbs the relief provided by these subsidies is disproportionate to other parts of metropolitan Melbourne.

Arterial roads

In the past, road upgrades have arrived years after residents first move into new suburbs. As this is likely to happen again, traffic congestion on Hume’s urban and rural roads is likely to worsen even further. This congestion will be exacerbated with urban development planned to our north in Mitchell Shire where the future road network feeds into Hume. Any new major land use or development projects should be supported by on infrastructure upgrades to mitigate further strain on our road network.

Road congestion has serious negative economic, social and environmental impacts. Our residents, businesses and industries all rely on the major arterial road network maintained by State Government to move around and receive goods.

State Government commitments will be sought to projects to ease congestion and improve connections throughout Hume.

Active transport

Our aim is for people to be able to walk, ride and use mobility aids safely and with dignity. That means our paths need to have quality surfaces, adequate widths and desirable routes to key destinations. Many of our paths have missing links or are not appropriate for the different needs of our communities. We will ask State and Federal governments to partner with us to deliver improved connections, build missing links and support our communities with advice and training to safely move around.

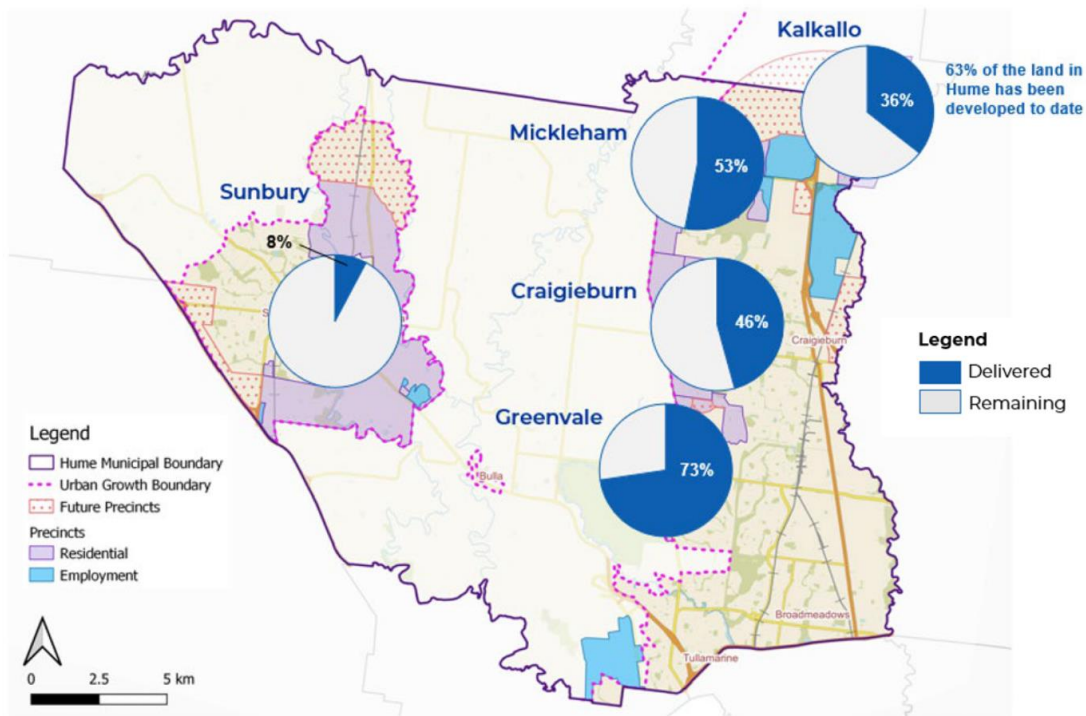


Figure 14: Delivered and remaining residential and employment growth in Hume

Policy Direction

- D13.** To advocate on behalf of the Hume community to ensure:
 - a. early delivery of key infrastructure projects.
 - b. efficient and frequent public transport.
 - c. equitable access to low emission vehicles and infrastructure.
 - d. better transport subsidies for people with a disability and limited mobility.
- D14.** To partner with the State and Commonwealth governments in achieving common goals.
- D15.** To define the 5 top advocacy priorities for each mode: active transport, public transport, vehicle transport and the road network.
- D16.** To support advocacy with a strong evidence base of data and technical analysis.
- D17.** To provide clarity to the community on Council's advocacy priorities.

Key Actions

- A14.** Prepare a Transport Advocacy Strategy that:
 - Defines 5 top priority transport advocacy projects, including details of the proposed solution for each of the following advocacy themes:
 - public transport.
 - vehicle transport and arterial roads
 - active transport (walking and cycling).
 - Seeks a partnership with the state government on micromobility, buses and active transport pilot projects.
 - Supports early delivery of bus routes and public transport infrastructure, including a bus service mimicking the Suburban Rail link north corridor.
- A15.** Develop and maintain an online map with information and status updates on Council's advocacy priorities and Council managed transport projects.
- A16.** Leverage the impacts of major land use and development projects by State and Government agencies to advocate for the delivery of planned State Government transport infrastructure initiatives (for example, delivery of the Bulla Bypass or railway line upgrades).
- A17.** Utilise Council's community transport fleet to understand and demonstrate the need for improved public transport. For example, pilot on-demand or scheduled bus service to demonstrate the value of early delivery of commuter bus services for newly developed residential areas.



The road from Mickleham to Craigieburn is terribly busy and very narrow. It is a safety hazard. There is a lot of trucks due to construction and it feels very unsafe. During peak hours what should be a quick journey takes so much longer due to congestion. If I need to drop the kids to school or head to work, I need to leave twice as much time.

Intercept survey 'do you have anything else to say?' response



Victoria’s Transport Integration Act and Transport Policies

Today there is a strong state policy framework underpinned by the Transport Integration Act 2010. A recent modification of the Transport Integration Act 2010 created obligations for all entities responsible for transport to ensure the development and operation of the transport network in Victoria helps achieve the vision of "an integrated and sustainable transport system that contributes to an inclusive, prosperous, and environmentally responsible State".

Many of the demands for a more sustainable transport system have been integrated into all municipalities as part of modifications to the Planning Scheme. Other complementary state acts provide the relevant powers, rights, and responsibilities for councils to lead the development of the local transport network, including off-road paths and footpaths. The State maintains responsibility for the arterial network and public transport development and operations.

Other state strategies have given intervention priorities in key areas such as road safety, the purpose of the different segments of the arterial network and cycling.

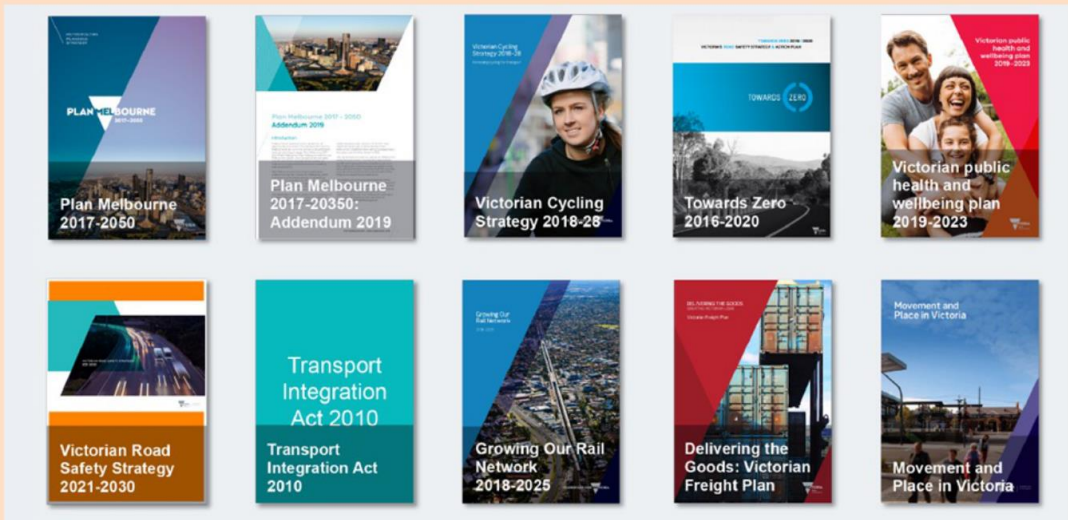


Figure 15: Victoria’s Transport Integration Act and Transport Policies (Source DTP)

3.6 Land Use Transport Integration

Background and trends

In Hume, fostering sustainable urban growth requires close integration of land development and transport policies. Over time, land development in our municipality has outpaced infrastructure delivery. Bridging this gap is vital in ensuring quality of life for our residents.

The efficient mobility of new communities is reliant on creating a connected road network. Out-of-sequence development can isolate new communities from day-to-day services like schools and shops and make journeys much longer than necessary. Community feedback confirmed that ensuring that development is staged to deliver transport connections is important in providing real choice for new residents. We also need to ensure communities have resilient access networks so they are not dependant on one route and access for many years.

Effective sequencing of road and path networks will be a priority of our development approvals resulting in resilient, liveable neighbourhoods. Coordinating land use with access to transport choices delivers a connected local road network and creates access to active transport links. It provides a road network for new bus services. It connects residents to activity centres and transport hubs encouraging walking and cycling, fostering a healthier community.

In both our new and older suburbs, housing diversity and mixed-use activity will be consolidated around train stations, high-frequency bus routes and activity centres. This will mean our community will have options to live close to public transport and in vibrant activity centres. Through integration of development and transport, we will transition into building resilient, liveable neighbourhoods that meet the evolving needs of our community.



Policy Direction

- D18.** To ensure land use and development positively contributes to the choice and efficiency of the transport system.
- D19.** To prioritise the early delivery of resilient and connected movement networks and places for new communities.
- D20.** To ensure land use and development decisions maintain the viability of long-term transport projects (identified in Appendix 1).

Key Actions

- A18.** Clarify planning permit application requirements for:
 - transport assessments and network priorities including consideration of estimated travel modes of community members.
 - low-stress bicycle path design and connections to activity centres and schools.
 - bicycle infrastructure and end-of-trip facilities.
 - reinforcing a sense of place through high-quality urban design, and wayfinding that promotes walking and place-making initiatives in existing and planned neighbourhoods, such as through detailed landscape and functional layout plans.
 - development of a Green Travel Plan.
- A19.** Coordinate development to build resilient access networks and places for new residents with delivery at the earliest possible stage of:
 - connector and bus-capable roads.
 - multiple points of vehicular access to arterial roads.
 - walking and cycling paths to key destinations.
 - local shops in new town centres.
 - adequate public electric vehicle recharging infrastructure.
- A20.** Update the Hume Planning Scheme to include relevant aspects of this Hume Transport Strategy including appropriate protections for the long-term major projects in Appendix 1.
- A21.** Plan for the Cloverton Metropolitan Activity Centre (MAC) to be a leading example of active transport with safe, convenient, and attractive paths for walking and riding a bicycle connecting to and through the centre, and high-quality end-of-trip facilities at key public destinations.
- A22.** Ensure land use and development approvals maintain the viability of long-term transport projects (identified in Section 3.5 and Appendix 1).

“

I used to cycle in my last location but not in Hume... no place to go. Electric scooter is an option but expensive. I want independence as a person with a disability. Lack of footpaths and bike paths [complicate that].

Intercept survey 'What is preventing you using your idea choice' response

”

3.7 Governance, monitoring and reporting

Background and trends

In the ever-evolving landscape of urban development, the creation and execution of effective local transport strategies have become crucial for building thriving communities. Central to achieving policy outcomes is high governance standards.

Governance refers to actions and strategies that define how the different internal and external stakeholders will implement the transport strategy. It also identifies overarching mechanisms for monitoring, learning and reporting while creating the pillars for strong coordination between internal implementing units, external stakeholders and the community.

Clear governance in the implementation of our transport policy is an opportunity to achieve the best outcomes for our community. With direction, leadership, and decisive action we will deliver transport improvements and ensure we are transparent and remain accountable.



An overriding message for me was that people want to have transport choices and that when they're offered enough choice, they will start to exercise that choice. Some ways to improve choice are making investments in very small, simple things: more crossings, wider footpaths bike paths, bike parking at stations.

Focus group facilitator



Policy Direction

D21. To manage the implementation of the actions and reporting of the Hume Transport Strategy so the Vision, Objectives and Policy Directions are achieved, and successes are celebrated and promoted.

Key Actions

- A23.** Establish an implementation committee at the executive and senior management level, with the following responsibilities:
- Identify responsibility and timing for delivery of key actions as part of the finalisation of the HTS, particularly for the development of active transport business cases.
 - Setting up key performance indicators (KPIs) and corresponding targets, and report to the Council regarding the progress (using the local government reporting framework).
 - Coordinating the information and system sharing required for transport decision making and any other governance task that is associated with the implementation of this strategy.
 - Ensuring the Transport Plan is prepared.
 - Coordinating information governance for transport decision-making among council units to ensure a single source of truth for key transport datasets including advocacy projects and principal networks for walking and cycling, public transport, freight movements and cars.
 - Maintaining the transport advocacy list and presenting it annually for Council endorsement.
 - Promoting successes in the implementation of the Strategy as a means to create and maintain positive momentum for change within the community, councillors, and officers.
 - Investigate and support partnerships with other government bodies and the private sector to expand EV charging infrastructure and the role of traffic sensors and other LITS devices (such as variable speed signs and electronic advisory boards.)
 - Supporting new transport trends and practices such as behaviour change, electric vehicle usage and local intelligence transport systems (LITS).

Appendix 1: Future transport projects

Large transport projects in Hume, mostly led by State Government, are fundamental to Hume's future transport network. In planning for the Melbourne's future, Council and State Government strategies, studies and statutory documents have identified major transport projects to provide for the long-term transport needs of the region. The following table collates the future transport projects in Hume and associated policy documents. Although these projects have been referenced in previous documents, funding or timeframe commitments have not been secured. Additionally, new transport projects and priorities may be introduced reflecting changing needs and opportunities.

As many of these projects will not be built for the next 20 years, land development should consider possible impacts in the future and appropriate land use planning instruments to ensure the protection and viability of these projects.

Principal Networks and Arterial roads

Title	Short description	Policy document and information
Principal Freight Network (PFN)	Deliver suitable road and rail infrastructure for all nominated PFNs	Hume Planning Scheme – The PFN is recognized as part of the State Transport System in Clause 18: Transport of the Victorian Planning Provisions.
Principal Public Transport Network (PPTN)	Deliver high quality public transport services for all nominated SCCs	Hume Planning Scheme – Cl 81.01 as incorporated document
Principal Bicycle Network (PBN)	Deliver dedicated, low stress bike paths for all nominated path in the PBN including along Strategic Cycling Corridors	Strategic Cycling Corridors (SCC) Victorian Cycling Strategy, 2018 Lancefield Road PSP
Aitken Boulevard (E14)	Ultimate four lane arterial from Western Ring Road to Gunns Gully Road incorporating rapid transit service requiring: <ul style="list-style-type: none"> • Duplication of existing Aitken Boulevard between Somerton Road & Donnybrook Road • construction of 4 lane arterial between Somerton Road and Western Ring Road (along alignment of Public Acquisition Overlay PAO1) • inclusion of dedicated rapid transit lanes and stops • continuation into the future Merrifield North PSP • bus interchange in Merrifield town centre on south-east corner of Aitken Blvd and Blackmore Road (as approved in Merrifield Town Centre PCP) 	Hume Corridor HIGAP, HCC Merrifield West PSP, VPA Merrifield Town Centre Precinct Concept Plan (PCP), MAB approved by HCC Growth Corridor Plans, VPA, Hume Planning Scheme, PAO

Title	Short description	Policy document and information
Attwood Connector	<p>New State arterial road with dedicated bus way.</p> <p>East-west four lane road from Pascoe Vale Road to Mickleham Road connecting with Barry Road.</p>	<p>Hume Corridor HIGAP 2015</p>
Calder Freeway	<p>Upgrade the Calder Freeway between the Western Ring Road (M80) and the Melton Highway to bring it up to freeway standard:</p> <ul style="list-style-type: none"> - Add lanes from Keilor Park Drive to Melton Highway - Widen the Maribyrnong River Bridge. <p>Build a full diamond interchange at the intersection of the Calder Freeway and Calder Park Drive</p> <p>Duplicate Calder Park Drive between the Calder Freeway and the Melton Highway.</p>	<p>Australian Infrastructure Audit 2019, Infrastructure Australia 2019</p>
Somerton Road	<p>Ultimate four lane arterial from Pascoe Vale Road to Oaklands Road and shared use path on both sides.</p> <p>Medium term or coinciding with delivery of Bulla Bypass from Mickleham Road to Oaklands Road to connect to the future Bulla Bypass.</p>	<p>Strategic Cycling Corridor</p> <p>Hume Planning Scheme, PAO</p> <p>Principal Freight Network (future from Pascoe Vale Road to Bulla/OMR alignment)</p>
Outer Metropolitan Ring (E6) transport corridor	<p>Freeway standard road (ultimately allowing for up to four through lanes in each direction) and high standard rail corridor for rail and commuter.</p> <p>Provision for a high amenity riding path along the alignment with early priority for path along the Urban Growth boundary alignment in Mickleham.</p>	<p>OMR/E6 reports and maps</p> <p>Delivering Melbourne's Newest Sustainable Communities, Vic Gov, 2009</p> <p>PAO introduced by VC68, 2010</p> <p>Infrastructure Victoria – Victoria's infrastructure strategy 2021-2051</p> <p>Melton CC is also advocating for the OMR Delivery</p>
Mickleham Road	<p>Four lane arterial from Somerton Road to Donnybrook Road, with new bus services dedicated two way bike path on one side and footpath.</p>	<p>Strategic Cycling Corridor</p> <p>Craigieburn West and Lindum Vale PSPs</p>

Title	Short description	Policy document and information
Mount Ridley Road	<p>Four lane arterial from Mickleham Road to Amaroo Road requiring:</p> <ul style="list-style-type: none"> • Bridge over Hume Freeway and Sydney-Melbourne trainline connecting Mount Ridley Road and Summerhill Road • Duplication of Mount Ridley Road • Construction of Summerhill Road as four lane arterial 	<p>Strategic Cycling Corridor</p> <p>Craigieburn North precinct structure plan</p> <p>Hume Planning Scheme, PAO</p>
Hume Freeway	<p>Triplication of the Hume Freeway creating an additional lane the length of the Hume Freeway and</p> <ul style="list-style-type: none"> • new bridge crossing of Hume Freeway at Cameron Street, Kalkallo • new Hume Freeway half diamond interchange at Conquest Boulevard/English Street • Provision of land for the creation of a public east-west road (Conquest Boulevard) in the southern part of Federal land housing the Mickleham Post-entry Quarantine Facility/ Centre of National Resilience • new Hume Freeway Overpass, connecting Mount Ridley Road and Summerhill Road as identified in the Craigieburn North Employment Area PSP • new Hume Highway Overpass, connecting Craigieburn Road and Craigieburn Road East as part of the future Craigieburn South Employment Area PSP 	<p>Stage 2 Big build State policy</p> <p>Infrastructure Victoria - Victoria's infrastructure strategy 2021-2051</p>
Donnybrook Road	<p>Four lane arterial with:</p> <ul style="list-style-type: none"> • Dedicated and protected bike path on both sides • bridge over Merri Creek • duplication of bridge over Hume Freeway 	<p>Principal Freight Network</p> <p>Strategic Cycling Corridor</p> <p>Big build roads State program</p>

Title	Short description	Policy document and information
Bulla Bypass and Melbourne Airport Link	Construction of arterial road and associated bridging connecting Sunbury-Bulla Road to Oaklands Road	Delivering Melbourne's Newest Sustainable Communities, Vic Gov, 2009 Growth Corridor Plans, VPA Independent Planning Panel for C190
Sunbury town centre bypass	Signalised intersection at Barkly and Macedon Street to route traffic around the town centre along Station and Barkly Streets	Sunbury Town Centre Plan, Planisphere/HCC, 2008

Public Transport Projects

Title	Short description	Policy document and information
Broadmeadows train station and bus interchange	Redevelopment of the Broadmeadows Station Precinct.	Hume Planning Scheme City Deal Proposal – P20 North & West Melbourne City Deal Plan 2020-2040, NCA, 2019 Building Communities, Connecting People: Northern Horizons 2020
Sunbury train station and bus interchange	Redevelopment of the Sunbury Train Station and Bus Interchange to provide: <ul style="list-style-type: none"> • Lift access to all platforms connected by an all-weather overpass. • New bus interchange located to minimise buses on Evans St. • All weather waiting areas for both platforms. 	

Title	Short description	Policy document and information
Sunbury south train station	Delivery of a new Sunbury South Train Station, bus interchange and supporting infrastructure at earliest possible stage based on urban road access.	Delivering Melbourne's Newest Sustainable Communities, Vic Gov, 2009 Growth Corridor Plans, VPA Sunbury South Precinct structure plan
Electrification of train line and two new metro stations north of Sunbury station	Electrification north of Sunbury and delivery of two new train stations including bus interchange and supporting infrastructure.	Delivering Melbourne's Newest Sustainable Communities, Vic Gov, 2009 Growth Corridor Plans, VPA
Duplication and extension of Upfield train line	Rebuild the train line extension from Upfield to Roxburgh Park Station, along with a duplication of the Upfield Line to Craigieburn, corridor upgrades, electrification of the line to Wallan with new stations at Cloverton/ Lockerbie and Beveridge.	Growing Our Rail Network 2018-2025, DOT City Deal Proposal – P20 North & West Melbourne City Deal Plan 2020-2040, NCA, 2019 Northern Region Transport Study Melbourne Rail Plan 2020-2050 (Rail Futures Institute)
Melbourne Airport Rail Link	Melbourne Airport Rail will connect Melbourne Airport to Victoria’s regional and metropolitan train network as part of the suburban rail link (SRL)	Big build SRL project phase 2
Aitken Boulevard bus rapid transit	See Aitken Boulevard above	Hume Corridor Integrated Growth Area Plan (HIGAP)
Bus services in new suburbs	Provide frequent and efficient bus services in new developed areas in Greenvale, Craigieburn, Mickleham and Sunbury at earliest possible stage.	
Tram Route 59 extension	Extension of existing tramline from Airport West to Melbourne Airport via Melrose Drive, Tullamarine	Melbourne Rail Plan 2020-2050 (Rail Futures Institute)

Appendix 2: Summary of policy directions in the Strategy

- D1.** To prioritise road and personal safety outcomes in infrastructure projects at the local and arterial levels.
- D2.** To consider the movement and place role each local street plays as the primary factor in road management and investment including consecrating the activity along the road.
- D3.** To enhance opportunities for local roads to include places for the community to connect and feel safe.
- D4.** To minimise traffic spill from urban areas onto rural roads.
- D5.** To prioritise investment in walking and riding infrastructure from activity centres outwards, connecting travel origins with destinations.
- D6.** To develop an active transport network based on place-making principles so it is intuitive, welcoming, safe, protected and allows everyone to travel with dignity.
- D7.** To ensure new riding investment provides low stress (LTS 2, refer to the figures 12 and 13) links and intersections.
- D8.** To support micromobility devices, such as e-scooters, as innovative transport solutions.
- D9.** To implement a transition to a zero emission Council fleet based on principles established in Council’s Climate Action Plan 2023-2028.
- D10.** To reduce carbon emissions generated at council’s workplaces and facilities.
- D11.** To introduce or trial transport innovations and changes that improve movement and transport choices in Hume.
- D12.** To embrace innovation and emerging technologies for traffic management.
- D13.** To advocate on behalf of the Hume community to ensure:
 - a. early delivery of key infrastructure projects.
 - b. efficient and frequent public transport.
 - c. equitable access to low emission vehicles and infrastructure.
 - d. better transport subsidies for people with a disability and limited mobility.
- D14.** To partner with the State and Commonwealth governments in achieving common goals.
- D15.** To define the 5 top advocacy priorities for each mode: active transport, public transport, vehicle transport and the road network.
- D16.** To support advocacy with a strong evidence base of data and technical analysis.
- D17.** To provide clarity to the community on Council’s advocacy priorities.
- D18.** To ensure land use and development positively contributes to the choice and efficiency of the transport system.
- D19.** To prioritise the early delivery of resilient and connected movement networks and places for new communities.
- D20.** To ensure land use and development decisions maintain the viability of long-term transport projects (identified in Appendix 1).
- D21.** To manage the implementation of the actions and reporting of the Hume Transport Strategy so the Vision, Objectives and Policy Directions are achieved, and successes are celebrated and promoted.

Appendix 3: Summary of Actions in the Strategy

- A1.** Update Hume’s road hierarchy framework to include the place function of all roads within the municipality (creating a Movement and Place hierarchy framework) and apply it in business case formulation; advocacy; and investment in road reconstruction, plac-making and other large capital works investments.
- A2.** Develop guidelines that provide consistent decision-making and build technical capacity across the Council for:
- applying the movement and place framework in Hume.
 - resolving conflicts between road movements and activities around them, including landscape priorities and opportunities for consolidation of services.
 - applying “safety in design” in the design process for new projects.
 - designing low stress methodology for the design of riding infrastructure in Hume.
- A3.** Prioritise development of the Transport Plan for Hume with local precinct-based transport needs and priorities led by:
- Boundaries based on the Hume Community Infrastructure Plan that provides a place-based approach including key trip destinations, including activity centres, schools and transport hubs.
 - Analysis of walking, riding, public transport and car transport networks from strategic perspectives inside and outside the precincts.
 - A local understanding of community needs.
 - Considering “safety in design” and the need for road safety designs such as low speed limits, road and intersection design and mode priorities based on priority networks.
 - Investment, decision making and advocacy opportunities encouraging walking and riding for short trips, including local employment.
- Opportunities for synergies between land development and infrastructure projects, prioritising completion of links in the active transport networks around activity centres.
 - Considering scenarios such as traffic spills into rural areas; fast population growth and urban development in established areas; intensification of activity in activity centres; and changes to residential streets.
- A4.** Based on action A3 (precinct-based transport priorities) develop local bicycle and pedestrian priority networks and corresponding business cases for Council, State and Commonwealth funding bids that:
- prioritise direct access to key destinations (such as shops, high schools, and community services) including through recreational path networks.
 - are designed based on low-stress links and intersection guidelines developed under Action A2.
- A5.** Explore a policy to partner with local businesses for walking and riding links to activity centres.
- A6.** Regularly update and share digital information with the community about their active and public transport choices including maps and other material on:
- public transport routes and stops.
 - walking and cycling path networks.
 - key destinations and points of interest such as activity centres, schools, and community centres.
 - activation strategies so the community is aware of new projects and infrastructure for active and public transport.
- A7.** Purchase electric vehicles when replacing or adding to the Council’s fleet of passenger and light vehicles and monitor the evolution of heavy vehicles to conduct a pilot with the use of a zero/low emission heavy vehicle in the Council’s fleet.

- A8.** Monitor the EV market and communicate to community and decision-makers the progress of technologies towards operational and financial viability, particularly for heavy vehicles.
- A9.** Develop green travel plans for key sites and consider at all sites where 10 or more effective full-time staff positions are based.
- A10.** Investigate partnerships with other government bodies and the private sector to expand EV charging infrastructure and the role of traffic sensors and other LITS devices (such as variable speed signs and electronic advisory boards).
- A11.** Develop guidance for EV charging infrastructure that sets out minimum expectations in new multi dwelling developments and advocates for statewide controls in the Victorian Planning Provisions related to EV charging.
- A12.** Ensure relevant Council buildings, depots and facilities are EV-ready and able to incorporate required charging capacity.
- A13.** Continuously explore opportunities for advocacy and implementation of transport innovations and improvements on behalf of the Hume community.
- A14.** Prepare a Transport Advocacy Strategy that:
 - Defines 5 top priority transport advocacy projects, including details of the proposed solution for each of the following advocacy themes:
 - public transport.
 - vehicle transport and arterial roads
 - active transport (walking and cycling).
 - Seeks a partnership with the state government on micromobility, buses and active transport pilot projects.
 - Supports early delivery of bus routes and public transport infrastructure, including a bus service mimicking the Suburban Rail link north corridor.
- A15.** Develop and maintain an online map with information and status updates on Council’s advocacy priorities and Council managed transport projects.
- A16.** Leverage the impacts of major land use and development projects by State and Government agencies to advocate for the delivery of planned State Government transport infrastructure initiatives (for example, delivery of the Bulla Bypass or railway line upgrades).
- A17.** Utilise Council’s community transport fleet to understand and demonstrate the need for improved public transport. For example, pilot on-demand or scheduled bus service to demonstrate the value of early delivery of commuter bus services for newly developed residential areas.
- A18.** Clarify planning permit application requirements for:
 - transport assessments and network priorities including consideration of estimated travel modes of community members.
 - low-stress bicycle path design and connections to activity centres and schools.
 - Bicycle infrastructure and end-of-trip facilities.
 - reinforcing a sense of place through high-quality urban design, and wayfinding that promotes walking and place-making initiatives in existing and planned neighbourhoods, such as through detailed landscape and functional layout plans.
 - development of a Green Travel Plan.
- A19.** Coordinate development to build resilient access networks and places for new residents with delivery at the earliest possible stage of:
 - connector and bus-capable roads.
 - multiple points of vehicular access to arterial roads.
 - walking and cycling paths to key destinations.
 - local shops in new town centres.
 - adequate public electric vehicle recharging infrastructure.
- A20.** Update the Hume Planning Scheme to include relevant aspects of this Hume Transport Strategy including appropriate protections for the long-term major projects in Appendix 1.

Appendix 3: Summary of Actions in the Strategy *(continued)*

- A21.** Plan for the Cloverton Metropolitan Activity Centre (MAC) to be a leading example of active transport with safe, convenient, and attractive paths for walking and riding a bicycle connecting to and through the centre, and high-quality end-of-trip facilities at key public destinations.
- A22.** Ensure land use and development approvals maintain the viability of long-term transport projects (identified in Section 3.5 and Appendix 1).
- A23.** Establish an implementation committee at the executive and senior management level, with the following responsibilities:
- Identify responsibility and timing for delivery of key actions as part of the finalisation of the HTS, particularly for the development of active transport business cases.
 - Setting up key performance indicators (KPIs) and corresponding targets, and report to the Council regarding the progress (using the local government reporting framework).
 - Coordinating the information and system sharing required for transport decision making and any other governance task that is associated with the implementation of this strategy.
 - Ensuring the Transport Plan is prepared.
 - Coordinating information governance for transport decision-making among council units to ensure a single source of truth for key transport datasets including advocacy projects and principal networks for walking and cycling, public transport, freight movements and cars.
 - Maintaining the transport advocacy list and presenting it annually for Council endorsement.
 - Promoting successes in the implementation of the Strategy as a means to create and maintain positive momentum for change within the community, councillors, and officers.
 - Investigate and support partnerships with other government bodies and the private sector to expand EV charging infrastructure and the role of traffic sensors and other LITS devices (such as variable speed signs and electronic advisory boards.)
 - Supporting new transport trends and practices such as behaviour change, electric vehicle usage and local intelligence transport systems (LITS).



Increasing bus frequencies, most people would use buses if they were more frequent and connected to shops, schools, health clinics, etc.

Online 'most important change' comment (with 11 upvotes)







hume.vic.gov.au





Hume City Council: Transport Strategy Engagement and Communication Program

Engagement Findings Report

May 2024

Acknowledgements & authorship

We acknowledge the Traditional Owners of the land upon which Hume City Council sits and pay our respects to the Wurundjeri Woi-wurrung and other Indigenous Elders and communities who have cared for this Country over millennia, who care for it currently and who seek to preserve it for future generations.

This report was written by RedRoad Consulting and reflects the in-depth discussion, perspectives and ideas shared by the many community and staff participants of the stage one and two engagements of this process. We acknowledge these contributions with many thanks.

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At a glance...

This report details the two phases of community engagement activities undertaken in developing Hume City Council’s new Transport Strategy. The focus of each phase of engagement was as follows:

Phase 1 engagement (October-December 2023): to develop an understanding of local transport issues and factors that support or constrain mobility, including transport disadvantage.

Phase 2 engagement (February-April 2024): to test a transport vision and directions, developed by Council’s project team and based on consultation feedback from Phase 1 engagements.

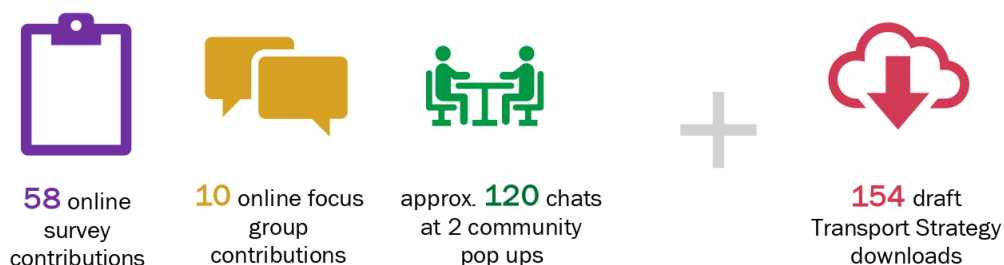
How we gathered people’s insights

In addition to two staff workshops (a scoping workshop and a facilitation training session), phase one engagements in the development of the Hume Transport Strategy involved about **375 people** in the following activities:



The phase one pop ups occurred around the municipality, with sessions in Broadmeadows (one youth and one general public), Greenvale, Roxburgh Park, Mickleham North Craigieburn and Sunbury (one youth and one general public).

Phase two engagements involved approximately **190 people** in the following:



The phase two pop ups occurred at community festivals in Craigieburn and Sunbury and three online focus groups were held between 20 and 26 March 2024.

In addition to those directly engaged and providing feedback to this process, many more have downloaded the draft Strategy (154 downloads of the draft Transport Strategy were recorded) and learned more about what Council is proposing for the future.

Who we heard from

While the demographics of participants were not gathered at all activities (e.g. the pop-up discussions or phase two engagements), the following demographic information was gathered from the online and intercept surveys in phase one (N= 176):

- most survey respondents were women (55.1%) followed by men (41.5%) followed by those who preferred not to say/didn't answer (3.4%). No survey respondents identified as non-binary, although some pop-up participants did.
- the age of the survey respondents was quite evenly distributed across the age ranges.
- a slim majority of respondents were born in Australia (51.7%) with those born in other countries accounting for 40.3% and those preferring not to say or not answering making up 8.0% of respondents.
- Those born overseas came from 26 different countries, including India, Türkiye, El Salvador, Italy, Lebanon, the UK, the USA, Vietnam, Nepal, Pakistan, the Philippines and Sri Lanka.
- The respondents shared that they were from culturally and linguistically diverse (CALD) backgrounds (39.8%), Aboriginal and Torres Strait Islander (1.7%), living with a disability (9.7%), caring for someone with a disability (2.3%) and/or LGBTIQ+ (8.5%).
- Most respondents in the intercept surveys (35.7%) lived in a household comprising of a couple with children at home, an intergenerational family household (20.0%) or on their own (15.7%).
- The average household size of the intercept survey respondents was 3.29 people.
- Most respondents feel 'very confident' about driving a car (43.2%), being a passenger in a car (40.3%), walking (37.5%) and taking public transport (35.2%). People are less confident and less experienced using taxis and ride share and cycling/scooting (including using e-bikes and e-scooters).

What we've heard

Several key messages, themes and lessons have emerged from the consultations. They include the following:

Phase 1 engagement key findings:

- 1.1. Most people currently drive a car for work, leisure and errands. But most people say they’d prefer to use public transport for all those activities.
- 1.2. Transport confidence and mode choice is affected by things like gender, (dis)ability, cultural background and age. But not always in the way we might expect.
- 1.3. People were aware of and raised the ‘drivers of change’ even if few people made an explicit connection between these issues and their transport choices.
- 1.4. Addressing safety, amenity and accessibility are some ‘quick win’ actions that people want Council to focus on
- 1.5. People look to Council for leadership on transport issues, particularly regarding advocacy and to addressing the drivers of change.

Phase 2 engagement key findings:

- 2.1. People are broadly supportive of the draft Transport Strategy across the different engagement activities.
- 2.2. People were able to articulate their priorities for vision and targets, favouring travel choice, accessibility and safety (including active travel)..

Key messages for the Hume Transport Strategy:

1. The Transport Strategy should articulate how Council will advocate with other transport authorities, especially around public transportation.
2. Hume residents embrace transport choice and change and do not want to be left behind (in relation to emerging technologies, more sustainable and adaptive transport, etc.)
3. People are supportive of cleaner transport technology and responded positively to examples of Council-led action.
4. The proposed active travel infrastructure approach of developing radially from activity hubs might be complemented with a ‘priority route’ approach as well, to ensure accessibility between adjacent Hume activity centres.
5. People were very supportive of a Strategy that addresses land use integration, ‘infrastructure first’ approaches and local area planning with developers.
6. There was support for and interest in the idea of Council undertaking a process of detailed local area precinct planning for the Transport Plan (with further community engagement).

The phase 2 engagement messages suggest specific support for and modifications to the draft Hume Transport Strategy and these changes will be made (using this and other feedback) to finalise the Strategy for the end of the 2023/24 financial year.

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1 Introduction

The project background

Hume City Council is developing a new Transport Strategy which will “will set a new transport vision and priority areas/directions for the municipality, guiding Council’s advocacy, decision-making, facilitation and investment in transport projects/ infrastructure”.

A critical part of that process is to understand community experiences and aspirations for the Strategy and for their transport choices in Hume in the future. The engagement and communication process has been designed in two phases:

Phase 1 engagement (October-December 2023) to develop an understanding of local transport issues and factors that support or constrain mobility, including transport disadvantage.

Phase 2 engagement (February-April 2024) to test a transport vision and directions, developed by Council’s project team and based on consultation feedback from Phase 1 engagements.

These two phases make up the first stage of the Transport Strategy development, which focuses on setting the broad strategic directions for transport planning and advocacy in Hume. This strategic and high-level information will guide more place-based-action in the later stage of the Transport Plan development (Fig. 01).

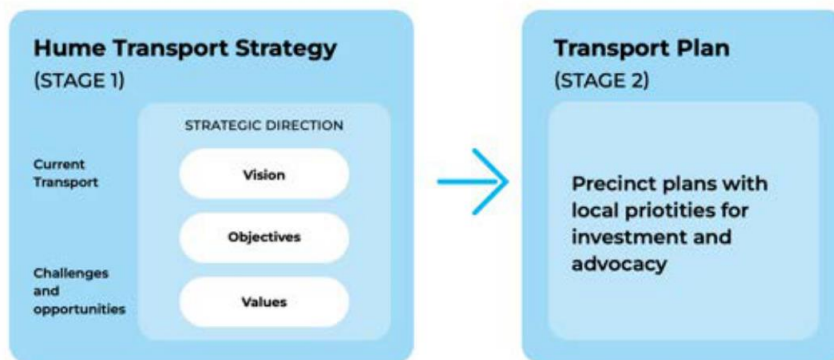
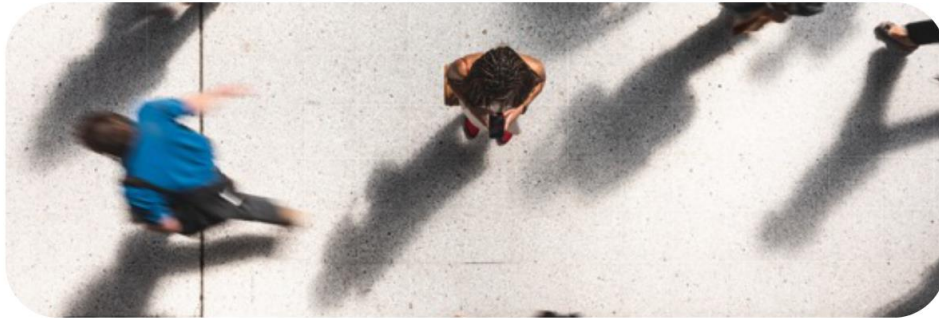


Fig 01: the Transport Strategy and Transport Plan process (source: Hume City Council)

An interim consultation report was prepared in December 2023 following the first phase of engagement and detailed the background, the approach and emerging findings from the first phase of community engagement. That interim report was used by Council in drafting its Draft Transport Strategy and has been updated to include phase 2 engagement findings in this Final Report.

The report details the background (this Section), the approach taken to community engagement (Section 2), the emerging findings from both phases of engagement (Sections 3 and 4) and recommendations/key messages for finalising the Hume Transport Strategy (Section 5).



2 Our approach

The engagement and communications approach for this project was designed with a few engagement principles in mind. Through the engagements, we sought to build on Council’s prior engagement and research activity using quantitative and qualitative methods designed to tap into the experiences and aspirations of those in Hume’s culturally and spatially diverse communities (including those that might be experiencing transport disadvantage, like young people and people with disabilities for example).

The first phase of engagement sought to canvass different people’s experiences and aspirations of transportation in Hume, These engagements helped shape the draft Hume Transport Strategy. In the second phase of engagement, we sought to ‘test’ the draft Strategy vision and directions with a range of community members across different parts of the municipality.

The engagements employed various methods, as outlined below (and mapped in Fig. 02) and involved more than 550 people over both phases.

	<i>Purpose and focus of the engagement phase</i>	<i>Snapshot of activities and participants</i>
<i>Phase 1 engagements (October to December 2023)</i>	to develop an understanding of local transport issues and factors that support or constrain mobility, including transport disadvantage.	approximately 375 participants involved in: <ul style="list-style-type: none"> • 8 pop up community activities • intercept surveying in locations around Hume • online engagement (survey and ‘post it wall’)
<i>Phase 2 engagements (February to April 2024)</i>	to test the draft Transport Strategy vision statement and directions, developed by Council’s project team and based on consultation feedback from Phase 1 engagements.	approximately 190 participants involved in: <ul style="list-style-type: none"> • 2 pop up community activities • 3 online focus group conversations • online engagement (short survey)

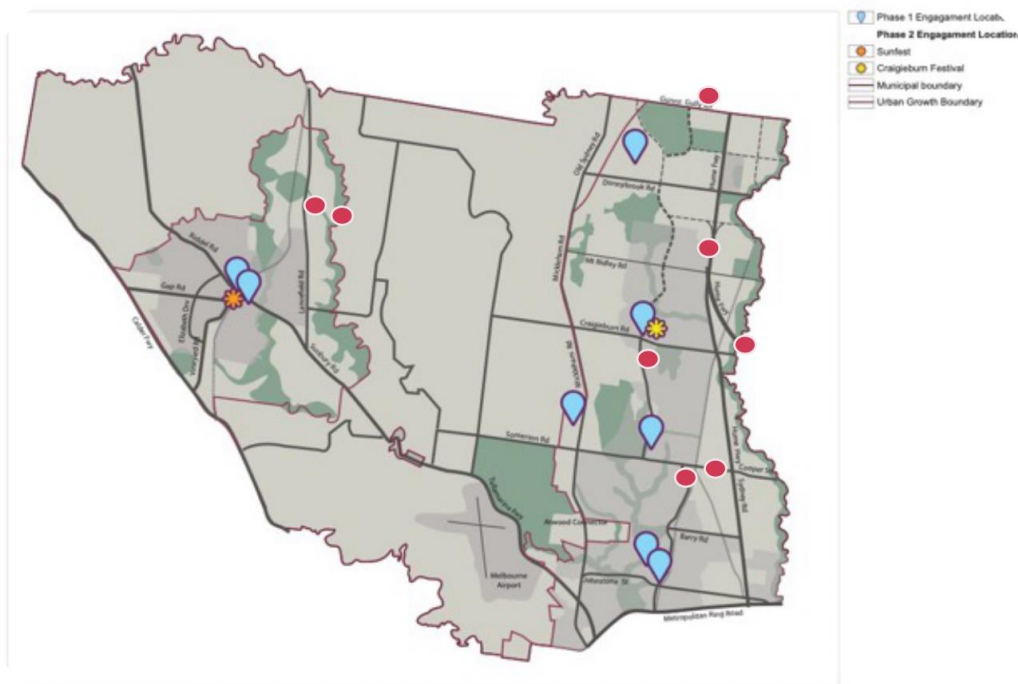


Fig 02: the pop up/engagement activity locations
(source: Hume City Council)

The following is a more detailed description of the different facilitated engagement activities, their intended audience and the questions they focused on. Copies of the online surveying and summary survey data is supplied in the Appendices:

Phase 1:

Scoping workshop: focused on scoping expert knowledge/ input as well as engagement advice via a workshop format (facilitated small group discussions). The audience was Hume City Council staff from a wide range of departments and disciplines (e.g. Open Space, M&CH, Libraries, Sustainability Taskforce, etc.)

Youth consultations at Broadmeadows and Sunbury: we popped up at the regular youth drop-in sessions held at Broadmeadows Youth Central and Sunbury Youth Centre to engage young people via a graffiti wall, a dice game (where the question asked about transport was decided by the throw of a dice) and photo voting.

Broadmeadows and Sunbury transport exchanges: we popped up at bus/train interchanges with intercept surveys to catch commuters and those visiting key activity centres for shopping and errands.

Greenvale and Mickleham North Community Centres: focused on ‘pop up’ activities, intercept surveying and photo voting activities with those using the

centres. Times/dates were negotiated with Centre staff to maximise opportunities to speak with people attending regular programs or special events.

Roxburgh Park Homestead Community Centre focused on conversations and intercept surveying with those attending the centre’s weekly community lunch. This activity is popular both with migrant communities and by people with disability/carers.

Craigieburn and Sunbury shopping centres: we focused on intercept surveying and photo voting activities with people at the centres. Times/dates were negotiated with centre managers on weekends to maximise opportunities to speak with people.

Phase 2:

Craigieburn Festival and Sunfest: we focused on testing aspects of the draft Strategy through dot voting activities and general conversation about the Strategy. Times/dates were selected to maximise the passing traffic at busy community events, attended by residents from across the municipality. Local issues in Craigieburn, Mickleham, Kalkallo and Greenvale were commonly raised by people we spoke to at the Craigieburn Festival.. Most of the conversations at Sunfest were with Sunbury residents.

Online focus groups: we had semi-scripted discussions that used themes and suggested prompts to guide the conversations and feedback. We also followed the conversations threads that participants raised. We had 2 evening and one daytime session, each lasting about 1 to 1.5 hours.



Figure 03: pop up activities in the phase 1 and 2 Transport Strategy engagements (source: RedRoad Consulting and Hume City Council)

The key engagement questions

The engagement activities were designed around the following co-designed research questions:

Phase 1:

1. What is your experience and/or understanding of how transport links to the following ‘drivers of change’ and how do you/would you respond to these drivers?
 - climate change, pollution and/or urban heat
 - new technologies (like electric vehicles)
 - population and urban growth
 - social and economic [in]equity
2. How do you *currently* and how would you *ideally* like to travel to... work/school, leisure and social activities and errands like shopping
3. What are the barriers and enablers (e.g. safety, accessibility, etc.) of different travel choices and what might be done to ease these barriers?
 - for different people (including people from CALD backgrounds, those unable to drive, etc)?
 - in different locations in Hume (e.g. established, growth and rural areas)?
4. Where do you think Council should focus its own transport efforts and what should Council prioritise for transport advocacy?
5. Demographics: gender, age, residential suburb, country of birth, ATSI, CALD, disability/carers status, LGBTIQ+, transport (of different types) confidence.

Phase 2:

1. What do you think of this Vision for transport in Hume as emerging from phase 1 engagement/articulated in the draft Strategy?
 - what is the most important element of the Vision to you?
2. What do you think of these directions/strategies for transport for Hume as emerging from phase 1 engagement/articulated in the draft Strategy?
 - what values and targets do you agree or disagree with?
 - what are the important elements for your local street?
3. *[Other specific questions as emerge from the engagement conversations]*
4. Do you have any questions for us?

Who participated in this process

In total, about 375 members of the public and staff participated in this first round of engagement and 190 participated in the second phase (with an additional 154 downloading the draft Transport Strategy from Council’s website). Participants contributed a wide range of feedback and ideas regarding the strategic vision and directions that people are hoping to see in the new Hume Transport Strategy.

While the demographics of participants were not gathered at all activities (e.g. the pop-up discussions), the following demographic information was gathered from the online and intercept surveys in phase one (N= 176):

- most survey respondents were women (55.1%) followed by men (41.5%) followed by those who preferred not to say/didn’t answer (3.4%). No respondents identified as non-binary.
- the age of the survey respondents was quite evenly distributed:

Under 18	3	1.7%
18-24	18	10.2%
25-34	31	17.6%
35-44	32	18.2%
45-54	29	16.5%
55-64	23	13.1%
65-74	23	13.1%
75+	10	5.7%
prefer not to say/no answer	7	4.0%

- a slim majority of respondents were born in Australia (51.7%) with those born in other countries accounting for 40.3% and those preferring not to say or not answering making up 8.0% of respondents.
- Those born overseas came from 26 different countries, including the following countries where more than 1% of respondents were born:

India	17	9.7%
Türkiye	6	3.4%
El Salvador	3	1.7%
Italy	3	1.7%
Lebanon	3	1.7%
UK	3	1.7%
USA	3	1.7%
Vietnam	3	1.7%
Nepal	2	1.1%
Pakistan	2	1.1%
Philippines	2	1.1%
Sri Lanka	2	1.1%

- The respondents shared that they were from culturally and linguistically diverse (CALD) backgrounds (39.8%), Aboriginal and Torres Strait Islander (1.7%), living with a disability (9.7%), caring for someone with a disability (2.3%) and/or LGBTIQ+ (8.5%).

- Most respondents in the intercept surveys (35.7%) lived in a household comprising of a couple with children at home, an intergenerational family household (20.0%) or on their own (15.7%).
- The average household size of the intercept survey respondents was 3.29 people.

Strengths and limitations of the approach

Phase 1:

Efforts in going out to the community via different pop-up sessions worked well and helped us reach a broad audience. This type of engagement approach allowed people to contribute in ways that suited them (e.g. they could speak to the issues for a short or long time, opt into a survey or conversation style engagement, etc.) and didn't require complex or time-consuming public communications/invitations. The result of this accessibility was a very diverse and representative group of participants, including people of diverse ages and cultural backgrounds.

The range of options for people to get involved worked especially well in the two youth sessions. Young people responded well to 'gaming' with us (rolling some dice to answer a corresponding question) and launched into more open chats with us via that process. They also got active in the sticky dot voting and drew/commented on the 'graffiti wall'.

Running activities at the different types of venues (like transport interchanges, shopping centres and community centres) helped us reach people who might not normally participate, including the time-poor and people living outside Hume who had connection through work/school, family or frequent visits. The community lunch session in Roxburgh Park was particularly successful because the lunch activity was convivial and provided a captive audience.

The communications material, especially the postcards, were useful in driving online engagement. After people took them away from pop up sessions, there were spikes in online engagements.

People also routinely fed back to us that they appreciated the opportunity to contribute and hoped their reflections and their ideas were able to influence the process.



Good luck and thanks for asking us!

*Online survey 'Do you have anything else to say?' response,
M35-44*

While the strengths of the approach were significant, the project would have benefited from more translator-assisted methods (e.g. online focus groups) as we did struggle to engage people with limited/no English, and it is difficult to anticipate the translator need in a pop-up format.

The survey (Appendix A) also had some questions that didn’t work very well. The ranking questions with specific action ideas (Q14, Q15 and Q16) were very difficult for both online and intercept respondents to complete and would have been better as a ‘pick 3’ prioritising exercise and/or as an interactive ‘game’ at pop up activities.

It is also worth noting that online surveys/engagement tools are increasingly subject to AI and bot traffic and, while this data has been ‘cleaned’, we cannot guarantee that all the responses are authentic, human-generated ones. Designing an approach with multiple methods and then triangulating data, as we did in this project, is a safeguard.

Phase 2:

As in phase 1, efforts in going out to the community via different pop-up sessions worked well and helped us reach a broad audience. This type of engagement approach allowed people to contribute in ways that suited them and didn’t require complex or time-consuming public communications/invitations. The result of this accessibility was a very diverse and representative group of participants, including people of diverse ages and cultural backgrounds. The only shortcoming was that there wasn’t scope to stage more pop ups in other locations in Hume.

The focus group sessions were less successful as there were high attrition rates at all three sessions. While RSVPs were quite strong for each session, the attendance wasn’t. There was also a technological issue at the first session. Two virtual invite links, one for Teams and another, automatically generated – but unattended – one for Zoom were sent out and one person logged into the empty Zoom ‘room’ unbeknownst to organisers.

Despite the focus group challenges, all three sessions proceeded, and each had robust and interesting discussions.

Finally, as in the phase 1 engagements, people genuinely appreciated the opportunity to contribute and could see how their feedback was going to influence the final Strategy. They also let us know that they wanted to be involved in future engagements for the Transport Plan and other local area transport planning engagement.

“ Thank you very much. I appreciate the time with everyone. That’s been really good.

Focus group participant, 20 March 2024

3 Phase one engagement findings

The participants in this phase of the engagement process have communicated several key messages, themes and ideas to Council about how they currently get around, how they’d prefer to get around and the actions they’d most like to see Council take to support their travel choices.

FINDING 1.1: Most people currently drive a car for work, leisure and errands. But most people say they’d prefer to use public transport for all those activities.

While most people currently drive to work/school (34.7%), social/leisure activities (46.6%) and errands such as shopping or appointments (52.8%), there is already a fairly high rate of public transport use for work/school trips (32.4%) and walking trips for social/leisure activities and for errands (34.7% and 26.1% respectively), indicating that people do deploy different transport choices for different types of trips (see Table 01).

In all categories, people’s preference for driving dropped when asked how they’d ideally like to travel, with people showing a clear preference for public transport and walking (Table 02). Cycling and scooting was also more popular in an ‘ideal future’ than as currently used but the numbers of those currently cycling were quite low.

Table 01: How do you *currently* travel to the following?

(Online and Intercept surveys, N=176)

	work/school	social/leisure	errands
car driver	34.7%	46.6%	52.8%
car passenger	14.8%	36.9%	32.4%
taxis/ride share	4.0%	19.3%	6.3%
public transport	32.4%	33.0%	25.0%
walking	10.8%	34.7%	26.1%
cycling/scooting	7.4%	14.8%	5.7%

Table 02: How would you *ideally* like to travel to the following?

(Online and Intercept surveys, N=176)

	work/school	social/leisure	errands
car driver	25.0%	37.5%	40.3%
car passenger	8.0%	22.7%	22.2%
taxis/ride share	3.4%	14.8%	6.8%
public transport	41.5%	48.9%	44.3%
walking	21.6%	41.5%	32.4%
cycling/scooting	15.3%	20.5%	14.2%

Table 03 illustrates that the ‘desire’ gap between the ‘current’ and the ‘ideal’ are highest for public transport and active travel modes and that options involving cars (including being a passenger and taxi and ride share) are less desired.

Table 03: The difference between ‘current’ and ‘ideal’ travel preferences
 (Online and Intercept surveys, N=176)

	work/school	social/leisure	errands
car driver	-9.7%	-9.1%	-12.5%
car passenger	-6.8%	-14.2%	-10.2%
taxis/ride share	-0.6%	-4.5%	0.5%
public transport	9.1%	15.9%	19.3%
walking	10.8%	6.8%	6.3%
cycling/scooting	7.9%	5.7%	8.5%

In some instances, these are very dramatic gaps and underscore where people want strategic energies applied.

These desires are also reflected in the other information generated. For example, of the many ideas generated by community members in the online engagement and ‘voted’ on by other community members (see Appendix B), six of the top ten related to public transportation – and buses in particular -- and the other four to cycle and walking path improvements.

“ *Increasing bus frequencies, most people would use buses if they were more frequent and connected to shops, schools, health clinics, etc.*

Online ‘most important change’ comment (with 11 upvotes)

“ *We both walk to school currently, but we are going to high school soon and will probably need to take the bus, so we want frequent service.*

F11 and F10, Scoping Workshop

FINDING 1.2: Transport confidence and mode choice is affected by things like gender, (dis)ability, cultural background and age. But not always in the way we might expect.

Gender

Confidence in (and experience of) travel modes differed between men and women (Fig. 03), with men showing a lot more confidence and experience in cycling and scooting as well as using taxis and ride shares. Almost 60% of the women we surveyed had no experience riding a bicycle or scooter and more than half of those who had didn't feel very confident using those modes.

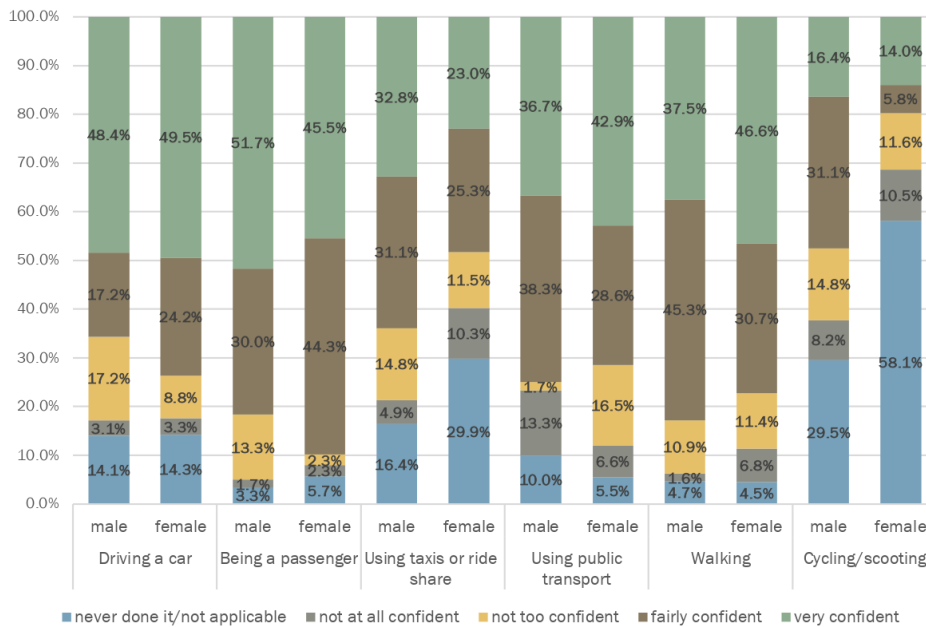


Fig 03: travel mode confidence by gender
 (source: online and intercept surveys N=176)

Women, on the other hand, seemed to have slightly more experience of and confidence in public transportation. Public transport represented the travel mode with the largest share of 'not at all confident' men (13.3%) and open comments often highlighted safety concerns as underpinning that view.

Driver confidence and experience was quite even, with no significant gender difference showing up in our survey responses. Walking also elicited reasonably similar responses about experience and confidence levels (though women were

more likely to give us polarised responses, with higher ‘very confident’ and ‘not at all confident’ response rates.

Table 04: The difference between ‘current’ and ‘ideal’ travel preferences, by gender
(Online and Intercept surveys, N=176)

	work/school		social/leisure		errands	
	male	female	male	female	male	female
car driver	-9.6%	-10.3%	-6.8%	-11.3%	-8.2%	-17.5%
car passenger	-13.7%	-5.2%	-17.8%	-14.4%	-4.1%	-21.9%
taxis/ride share	0%	-1.0%	-6.8%	-2.1%	1.4%	0.0%
public transport	8.2%	9.3%	8.2%	20.6%	17.8%	21.6%
walking	13.7%	7.2%	11.0	1.0%	4.1%	8.2%
cycling/scooting	6.8%	9.3%	9.6%	3.1%	8.2%	7.2%

Women and men have similar transport change aspirations for:

- reducing their car trips to work/school
- increasing their public transport trips to work/school
- increasing cycle/scooter trips for errands
- reducing car trips as passengers to social/leisure activities

Some of the starkest gender differences regarding the changes people want to see, however, are:

- women are more interested in reducing car trips for running errands and for trips to social/leisure activities than men are
- women want to reduce their errand trips as passengers a lot more than men do
- women want to increase their public transport trips to social/leisure activities a lot more than men do
- men want to increase their walking trips to social/leisure activities more than women do

(Dis)ability

“ I used to cycle in my last location but not in Hume... no place to go. Electric scooter is an option but expensive. I want independence as a person with a disability. Lack of footpaths and bike paths [complicate that].

Intercept survey ‘What is preventing you using your ideal choice’ response, M45-54

Travel mode confidence levels were quite different for people living with disability as compared to the survey average (Table 05). Those with a disability who felt confident as car drivers were about 1/3rd of the sample average and about 10% less for cycling/scooting. People with disability also had less experience with these two modes with a greater share saying they had never driven or cycled/ridden a scooter. People with disability, however, reported higher confidence levels than the sample average on all other travel modes. Few people with disability also said they had never been a passenger in a car, taken a taxi/ride share used public transport or walked/rolled.

Table 05: Travel mode confidence for people with disability
(Online and Intercept surveys, N=176)

	Very or fairly confident		not too or at all confident		never done it/not applicable	
	with disability	whole sample	with disability	whole sample	with disability	whole sample
car driver	23.5%	63.7%	47.1%	14.0%	29.4%	22.2%
car passenger	88.2%	76.2%	5.9%	7.8%	5.9%	16.1%
taxis/ride share	52.9%	48.2%	23.6%	18.4%	23.5%	33.3%
public transport	76.4%	65.7%	11.8%	17.8%	11.8%	16.6%
walking	76.4%	71.6%	23.5%	14.2%	0.0%	14.2%
cycling/scooting	17.6%	27.4%	5.9%	19.6%	76.5%	53.0%

The lower experience levels with driving are also evident in the ‘current travel data from the survey (Table 06). Though other patterns are less consistent.

Table 06: How people with disability currently travel (v. entire sample)
(Online and Intercept surveys, N=176)

	work/school		social/leisure		errands	
	with disability	whole sample	with disability	whole sample	with disability	whole sample
car driver	5.9%	34.7%	17.6%	46.6%	17.6%	52.8%
car passenger	23.5%	14.8%	47.1%	36.9%	47.1%	32.4%
taxis/ride share	5.9%	4.0%	11.8%	19.3%	11.8%	6.3%
public transport	23.5%	32.5%	47.1%	33.0%	58.8%	25.0%
walking	5.9%	10.8%	29.4%	34.7%	35.3%	26.1%
cycling/scooting	0.0%	7.4%	5.9%	14.8%	11.8%	5.7%

People with disability use cars significantly less than the average for all trips and are more often passengers in cars than the average. For the other modes, the destination of the trip determined a good deal. For example:

- people with disability used public transport more for running errands and attending social/leisure activities but less for getting to work/school.
- people with disability used taxis and ride share more for running errands and for getting to work/school but less for attending social/leisure activities
- people with disability walked/rolled more for running errands but less for attending social/leisure activities or for getting to work/school



Install lifts at Roxburgh Park train station to help people with disabilities, the elderly, and families with prams access to and from the platforms better especially on rainy, windy and extreme heat days. This will encourage more people to use trains to and from the area.

Online survey ‘do you have anything else to say?’ response, M45-54

CALD background

A significant number of people involved in these consultations identified as having a culturally or linguistically diverse background (39.8%) and early scoping with Council staff identified that CALD people (women in particular) might experience “social isolation through inability to drive and/or lack of familiarity with the public transport system” (Scoping Workshop notes, Table 2).

The survey data didn’t find many substantial differences in CALD travel mode confidence (Table 07) or current travel mode choices (Table 08).

Table 07: Travel mode confidence for people with CALD background

(Online and Intercept surveys, N=176)

	Very or fairly confident		not too or at all confident		never done it/not applicable	
	CALD	whole sample	CALD	whole sample	CALD	whole sample
car driver	79.6%	63.7%	11.1%	14.0%	9.3%	22.2%
car passenger	88.2%	76.2%	5.9%	7.8%	5.9%	16.1%
taxis/ride share	67.9%	48.2%	13.2%	18.4%	18.9%	33.3%
public transport	72.2%	65.7%	22.2%	17.8%	5.6%	16.6%
walking	80.0%	71.6%	14.5%	14.2%	5.5%	14.2%
cycling/scooting	23.4%	27.4%	25.5%	19.6%	51.1%	53.0%

Table 08: How people with CALD backgrounds currently travel (v. entire sample)
 (Online and Intercept surveys, N=176)

	work/school		social/leisure		errands	
	with disability	whole sample	with disability	whole sample	with disability	whole sample
car driver	31.4%	34.7%	41.4%	46.6%	31.4%	52.8%
car passenger	14.3%	14.8%	37.1%	36.9%	17.1%	32.4%
taxis/ride share	2.9%	4.0%	24.3%	19.3%	5.7%	6.3%
public transport	41.4%	32.5%	31.4%	33.0%	8.6%	25.0%
walking	11.4%	10.8%	28.6%	34.7%	17.1%	26.1%
cycling/scooting	7.1%	7.4%	11.4%	14.8%	0.0%	5.7%

The difference we did find were that:

- CALD communities were generally more confident and experienced that the average with all travel modes other than cycling/scooting.
- CALD communities had similar rates of car use (driver/passenger and taxi) for work/school and social/leisure trips but lower rates for running errands. In fact, across the board, there were lower rates of errand trips in CALD communities.
- CALD communities have higher than average use of public transport for work/school commutes.

While the survey data doesn’t highlight significant difference, our conversations with CALD community members did. For example, we did not collect data on how long migrants had been in Australia and this data may be important to the transport experiences of CALD communities. Newer migrants and refugees face different challenges than more established communities, as the following woman’s comment suggests:

“ I am a driving instructor as well as someone who drives/cares for people with disability. Recent migrants need support as they are very nervous about driving and need to know how to avoid major roads until they are more confident. There are practically no options for people who can't drive/need support.

Pop up conversation in Roxburgh Park, F51 (Kurdish)

The comment also raises issues of intersectionality and how different aspects of identity (e.g. migration status, disability, gender, etc.) overlap and affect people’s transport choice and experience.

Age

The two sessions we ran with young people highlighted several obvious and less obvious transport issues that are age specific.

The more obvious finding was that young people were not able to drive themselves and therefore had a particular relationship with questions of transport experience and choice.

This translated in two major ways:

- young people were more experienced in relation to active travel (walking and cycling/scooting) than older people.
- young people (especially young men) were more enticed by driving, given they were on the brink of being licensed and this can represent a ‘coming of age’ moment and one of increased independence.

Young people were also more aware of and likely to raise climate change and environmental issues, either in a more existential sense or in the entirely practical way that this young person has spoken about climate extremes when traveling on public transport, by bike or on foot:

“ *Congestion is a big negative. Need better bike parking at train stations, shops, etc. I usually take the bus to school. Need more shelter at bus stops – can be terrible in the summer heat. Lack of trees, exposed to the sun. The only reason I don't walk is it is too far, and I'd have to get up really early. I don't take the train by myself, but I started walking to school in grade 6.*

Youth session conversation, Broadmeadows, X15

At the other end of the age spectrum, we found that older people also had more constrained choices about driving cars, in this case because of diminishing capacity and confidence. Ageing also affected other transport choices:

“ *I used to cycle a lot but have gotten too old. Public transport may feature more in my transport choices as I age (I still walk a lot now). I find the sightlines for drivers (of pedestrians) difficult too.*

Intercept survey ‘What is preventing you using your ideal choice’ response, F75+

FINDING 1.3: People were aware of and raised the ‘drivers of change’ even if few people made an explicit connection between these issues and their transport choices.

The drivers of change underpinning the Transport Strategy include:

- climate change, pollution and/or urban heat
- new technologies (like electric vehicles)
- population and urban growth
- social and economic [in]equity

All these drivers of change were mentioned in the engagements, as the following comments indicate:

“ *Transport is ok for me but not for my wife. She takes public transport to the SE suburbs and is traveling 3-4 hours every day. This interferes with family life... we hardly see each other. We have to do better at planning ahead as people will move into these outer suburbs without even basic infrastructure and facilities (like buses and sidewalks...). The buses haven't been updated in 15-20 years! Despite population growth and urban growth. Not acceptable.*

Pop up conversation, Craigieburn, M35-44

“ *There are lots of dead animals (kangaroos, etc.) on the side of the road and this speaks of impatience and overly aggressive driving that is common in this area.*

Pop up conversation, Craigieburn, M35-44

“ *I would like to live in a world where the residents of Hume all have fair and equitable access to car alternatives. Many of Melbourne's inner suburbs have excellent access to public transport and facilities in walking distance. People living in Hume should have the same opportunities. That is what we should be aiming for.*

Online survey ‘do you have anything else to say?’ response, F35-44



Climate change is an issue I think about...

Intercept survey ‘What is preventing you using your ideal choice’ response, M18-24



Safety, as a young woman... my trip to Uni next year will be very long on public transport.

Intercept survey ‘What is preventing you using your ideal choice’ response, F18-24



Ageing impact choices (like walking is harder). The bus goes past house so convenient. I needed more info on schedule when I first started taking the bus. Young people are not always respectful of drivers and other passengers (and the facilities).

Intercept survey ‘What is preventing you using your ideal choice’ response, M75+

In addition to those comments, in the online ‘post it’ wall, many of the top five comments/ideas (as voted on by other contributors) were related to the ‘drivers of change’ – addressing climate change, using more electric buses and reducing car use and pollution (Table 09).

Table 09: Top five “by 2034 the most important thing to change about transport in Hume will be ...” responses
(Online and Intercept surveys, N=176)

Comment/idea	upvotes
Creating alternative options to driving. Transport reform that reduces traffic and the impacts of climate change should be a priority!!!	21
Letting go of the car-centric mindset and building up infrastructure for walking, bicycling, and public transportation.	15
To stop entrenching car dependence with multilane roads, high speed limits, and free parking.	13
More bus routes to a much wider range of destinations, with a much more frequent service.	12
Electric buses and new routes everywhere, reducing reliance on cars	11

FINDING 1.4: Addressing safety, amenity and accessibility are some ‘quick win’ actions that people want Council to focus on

Local action that people raised as transport priority were often specific projects (repairing specific roads, installing footpaths in residential streets missing pedestrian infrastructure, fixing ‘missing links’ in cycle and walking paths, etc.). People also wanted more universal improvements (like improving lighting on walking paths for safety, improving the standard of bike lanes so that they were separated, etc.)

““ *More tree lined streets for heat shelter.*

*Intercept survey ‘do you have anything else to say?’
response, M35-44*

““ *Minimise/ discourage street parking. It will make streets look nicer, and easier to get around for drivers and cyclists.*

“By 2034 the most important thing to change about transport in Hume will be ...” comment/idea (4 upvotes)

““ *Lots of dumping on Forest Red Gum Rd - ruins pedestrian amenity. Intersection between Mickleham Rd and Bardwell is also unsafe. No right turning lane into Bardwell is an issue. Speed humps are the best way to slow people down, along with narrower roads - speed limit signs do not help. Wider streets should also have trees in the middle of road for traffic calming and amenity. Deciduous trees on footpath edge for natural light. Eucalypts in the middle.*

*Intercept survey ‘do you have anything else to say?’
response, M55-64*

““ *Accessibility for all disabled wheelchair/mobility scooter users.*

“By 2034 the most important thing to change about transport in Hume will be ...” comment/idea (0 upvotes)

These actions were often responding to the drivers of change, as the above comments illustrate with their link to climate change adaptation/mitigation, equity and so forth. Other comments, though, related more to travel convenience and minimising commute times and congestion (for drivers and others):

“ *The road from Mickleham to Craigieburn is terribly busy and very narrow. It is a safety hazard. There is a lot of trucks due to construction and it feels very unsafe. During peak hours what should be a quick journey takes so much longer due to congestion. If I need to drop the kids to school or head to work, I need to leave twice as much time.*

*Intercept survey ‘do you have anything else to say?’
response, F45-54*

“ *More pedestrian crossings are required in Sunbury to ensure people can cross roads safely, I've seen many near misses involving older people and school students. Gap Rd near Anderson Rd, for people crossing to go to Aged Care centre and doctors in Gap Rd, Horne St where school crossing is needs to be a zebra crossing, Elizabeth Dr and Mitchell's Ln and across driveway entry to Target in Gap Rd.*

*Online survey ‘do you have anything else to say?’ response,
F65-74*



FINDING 1.5: People look to Council for leadership on transport issues, particularly with respect to advocacy and to addressing the systemic features of the drivers of change like climate change.

“ People don't really love cars: hold steady when implementing good walking/cycling/PT policy.

Online survey ‘do you have anything else to say?’ response, M25-34

There is an acknowledgement via these engagements that transport change is in part a matter of individual choices and behaviours but also substantially a matter of strong, principled leadership that guides the changes needed.

While the survey question asking, “where do you think Council should focus its efforts in relation to transport?” was flawed and didn’t work as anticipated, it is still the case that the following three options were the most consistently ranked:

1. advocacy to the state government for improved bus routes/ frequency
2. advocacy to the state government for improved train routes/ frequency
3. high quality local streets, including speed management strategies

So, while public transport is a State government responsibility, the aspiration of those involved in these consultations was certainly for Council to lead the way in lobbying for improved public transport and arterial infrastructure, particularly as a precursor to new estate development (rather than after estates are established).

“ Hope you’re including land allocation for tramways and bike "highways" in your planning. The region is going to grow for the next 50-100 years. If you get these things right now you will avoid pain in the future. Also - fix the roads. If VicRoads can’t do it, investigate a partnership or get the contract to do the work for them, it’s a nightmare at the moment. Also push for Sunbury south bypass! And Sunbury South/North train stations! And Bulla bypass!

Online survey ‘do you have anything else to say?’ response, F35-44

Council already leads through local [policy](#) and [advocacy](#) work and community members expect this Strategy to complement and expand existing efforts.

Notably, these engagements reinforce existing ‘high order’ policy, including some of the strategic elements of the retiring Integrated Land Use and Transport Strategy 2011-2020. The Vision, strategic aspirations and guiding principles of that Strategy are not in conflict with the findings of these engagements and the people we have spoken to broadly endorse those transport aspirations in Hume.

“ *Hume is a municipality that has a convenient, equitable and sustainable transport system, offering a range of transport choices for residents, workers, visitors and businesses. Employment and industry are supported by high quality and direct transport routes that link vibrant activity centres and communities, where housing, jobs and key attractions can be accessed by walking, cycling or public transport.*

Hume City Council Integrated Land Use and Transport Strategy 2011-2020: 4

The findings of these engagement also reflect the Council Plan principles of ‘sustainability’ and ‘social justice’ and the three themes that “guide what Council and the community can do together to achieve its long-term aspirations”:

1. A community that is resilient, inclusive, and thriving.
2. A city that cares about our planet, is appealing and connected.
3. A Council that inspires leadership, is accountable, and puts the community first.

Hume City Council 2021: 25-26

This sort of policy alignment is important for the effective implementation of the engagement findings of this process and to really deploy the leadership that community expect and need in relation to transport systems change.

4 Phase two engagement findings

The participants in this phase of the engagement process have communicated several key messages, priorities and ideas to Council about how the draft Transport Strategy might best support their travel options and choices, now and into the future.

FINDING 2.1: Across the various phase 2 engagements, people expressed broadly support of the draft Transport Strategy.

In broad terms, the phase two engagements provided a community endorsement of the draft Transport Strategy: the community members we spoke to were supportive of the draft vision and actions.

As Table 10 and Fig. 4 illustrate, the pop up participants at both the Craigieburn and Sunbury festivals were most supportive of increasing transport choice and addressing congestion. People also supported reducing crashes and transport emissions. While still supported, the Strategy focus on electric vehicles (EVs) was embraced less by the community.

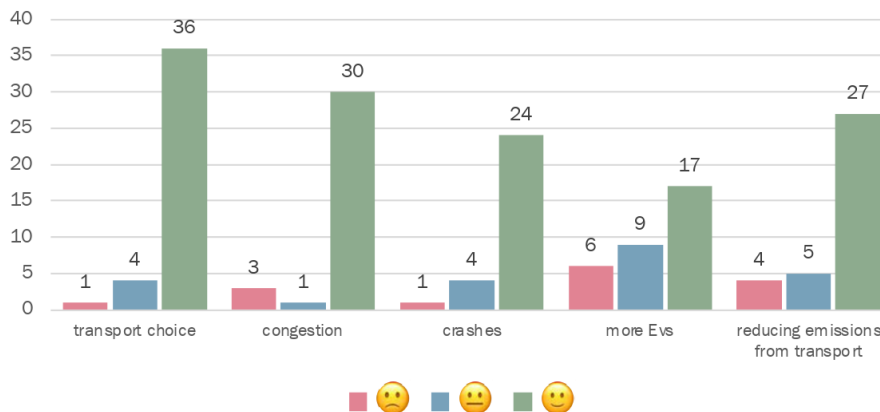
Table 10: what identified values of the vision and targets do you agree or disagree with?

(Craigieburn and Sunbury pop ups)

	don't support 🙄		neutral 😐		support 😊		total N
	#	%	#	%	#	%	
transport choice	1	2%	4	10%	36	88%	41
congestion	3	9%	1	3%	30	88%	34
crashes	1	3%	4	14%	24	83%	29
reducing emissions	4	11%	5	14%	27	75%	36
more EVs	6	19%	9	28%	17	53%	32



Fig 4: What identified values of the vision and targets do you agree or disagree with?
 (source: pop up participants)



Some of the weaker support for EVs was related to the focus being too narrow: when ‘tested’ in pop up and focus group conversations, people did support innovation and being ‘future ready’ and thought that the focus for this part of the Strategy should be on emerging technologies as opposed to just electric vehicles. The other weakness stemmed from relevancy to people’s current travel situation, as described below:

“

No, we don't have electric vehicle. And from a sustainability perspective, we'd probably be more looking at, you know, walking and biking. That's probably the kind of active transport we've been looking at. I think that there's a price barrier for us in terms of having a big car that's electric: that's probably a bit out of our reach at the moment.

So look, as much as I'm certainly all for sustainability and the environment, it's probably not a big concern for me and my family right now.

Focus group participant, male, 26 March 2024

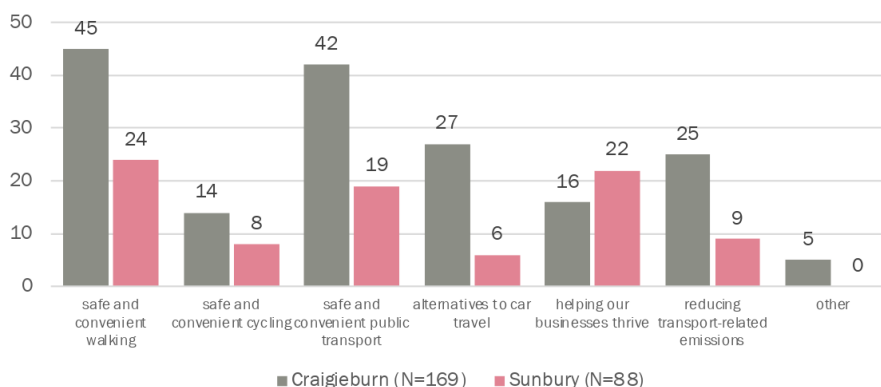
FINDING 2.2: People were able to articulate their priorities for vision and targets, favouring travel choice, accessibility and safety (including active travel).

The engagements were able to assess priorities people placed on the different elements of the draft Strategy vision, with safe and convenient public transport (28%), walking (24%) and alternatives to car travel (15%) garnering the most support across all the online and pop up activities (Table 10 and Fig 5).

Table 10: What bit of the vision is most important to you?
 (Online surveys and pop ups)

	online survey (N=57)		Craigieburn pop up (N=169)		Sunbury pop up (N=88)		TOTAL/AVERAGE (N=314)	
	#	%	#	%	#	%	#	%
Public transport	28	49%	42	25%	19	22%	89	28%
Alternatives to car travel	14	25%	27	16%	6	7%	47	15%
Safe and convenient	5	9%	n/a		n/a		n/a	n/a
Walking	5	9%	45	27%	24	27%	74	24%
Cycling	4	7%	14	8%	8	9%	26	8%
Reducing transport related emissions	1	2%	25	15%	9	10%	35	11%
helping our businesses thrive	0	0%	16	9%	22	25%	38	12%

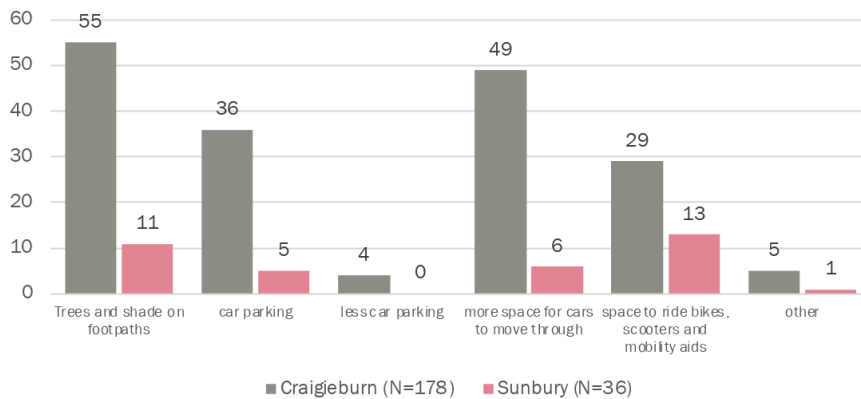
Fig. 05: In terms of the Vision statement element, what is most important to you?
 (source: pop up engagements)



Differences did exist in people’s response to the Strategy that related to their location. For example, we can see much stronger support in Sunbury for the element of the Transport vision aimed at ‘helping local businesses to thrive’. Sunbury participants did speak about the importance of the local shops in their ‘high street’ to how well the community functioned.

In people’s local streets, they also supported measures to improve the walking/cycling experience, as we discovered at the pop up engagements (Fig. 06). At the Craigieburn Festival, people placed the highest priority on providing trees and shade on their local footpaths (31% of all respondents) and at Sunfest, the highest priority was for space to ride bikes, scooters and mobility aids in their area (also 31% of all respondents).

Fig. 06: Thinking about the street you live in, which of these elements are most important?
(source: pop up engagements)



These locational differences also underscore the value of Council’s plan to adopt a place-based approach to developing the Transport Plan in the next stage of this policy work (as illustrated in Fig. 01 on page 1).



4 Key messages for the Transport Strategy

The participants in this engagement process have communicated several key messages, themes and ideas to Council about how the draft Transport Strategy fits with their aspirations and the actions they’d most like to see Council take to support their travel choices.

The following are the six key messages that we’ve taken from our engagements with community about the draft Transport Strategy.

KEY MESSAGE 1

The Transport Strategy should articulate how Council will advocate with other transport authorities, especially around public transportation.

Public transport has been a very significant theme in both phase 1 and phase 2 engagements. People regularly expressed the view, throughout the engagements, that the biggest barrier to them using public transport is the poor service quality and frequency in many parts of Hume.

“ Yeah, it’s very inefficient and it takes a takes up a lot of time.

I guess you can probably never expect public transport to be as fast, A to B, as a personal vehicle. But, umm, it needs to be at least comparable, and I don't think we're alone in [feeling that public transport is unusable], especially on the fringes of Hume, like where we are Gladstone Park.

Focus group participants (couple), 20 March 2024

While community members understand that public transport is not the domain of the Council, they have strongly expressed their expectations that Council will play a strong and effective role in advocating with responsible authorities. People also want advocacy on other transport matters, particularly major road works.

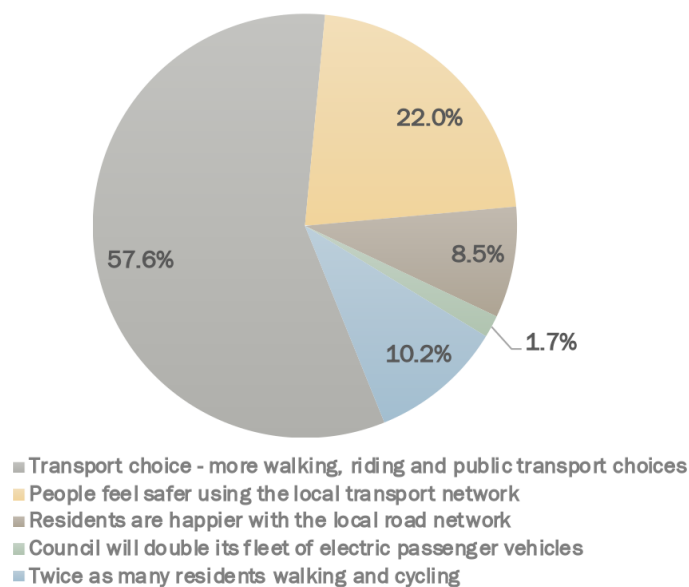
People want to see this transport advocacy reflected in the final Transport Strategy as an explicit action area.

KEY MESSAGE 2

Hume residents embrace transport choice and change and do not want to be left behind (in relation to emerging technologies, more sustainable and adaptive transport, etc.).

While Hume residents acknowledge their reliance on cars to move around, there was a big appetite for a diversity of transport choices (including walking, public transport, cycling, e-vehicles and other emerging technology) and an optimistic tone in terms of ‘future proofing’ the municipality. The phase 2 survey asked which of the Strategy’s target was most important and a significant majority (57%) nominated ‘transport choice’ followed by feeling safer on public transport (22%) and doubling the numbers of walkers/cyclists (11%) (Fig. 07).

Fig. 07: Which of the strategy's targets are most important to you?
(source: online survey, N=59)



The population growth and development across Hume was cited a lot in relation to the ‘future proofing’ aspect of this message. People assume (even if some resist) continued growth and can see the ways in which that will add to congestion, trip times and pollution/vehicle emissions. Even if not exercising transport choices for themselves now, many could see how paving the way for greater choice would be good for them and their families in future.

“ *An overriding message for me was that people want to have transport choices and that when they're offered enough choice, they will start to exercise that choice.*

Some ways to improve choice are making investments in very small, simple things: more crossings, wider foot paths, bike paths, bike parking at stations...

[These things] may not make a huge dent in the driver behaviour now, but you're setting yourself up for people being able to exercise greater choice in the future when that anticipated congestion really does hit. Then people will be able to transition to a different option very easily and to go, “oh well, you know, now it is an hour and a half to drive versus the same hour and a half on public transport, which is cheaper and lets me read a book”.

Focus group facilitator (debrief)

People with children seemed most acutely aware of this need to have diverse options/choice. As some parents with young children discussed in two different focus groups, they might be quite captive to their car at this stage of life (with very young children) but as their children got older, they wanted their children to be able to safely walk, ride or take public transport to school. People with disability were also more sensitive to transport choice as many were unable to drive and needed accessible alternatives.



KEY MESSAGE 3

People are supportive of cleaner transport technology and responded positively to examples of Council-led action in this area.

While the Strategy’s focus on EVs received a mixed response, at least some of that response was driven by a view that Council needed to take bolder action towards a sustainable transport future.

“ I saw that the Council are looking at increasing the number of EVs in their fleet as well as infrastructure, like charging points.

But I guess it all comes down to public perceptions. There are people that are really in love with EVs and promote them and others that look at an EV that is getting charged by a diesel generator and are sceptical. It would silence the critics if the charging locations were actually backed up with solar panels or alternative renewable power.

Focus group participant, male, 20 March 2024

Another commentator urged Council to better lead by example by increasing the targets for EVs in the Council fleet while others had their eye on hydrogen-fuelled transport and electric-powered public transport vehicles.

These prompts for bolder steps aside, people were supportive of Council leading by example in this space and felt that this was a more effective strategy than simply educating community about the benefits of adopting more sustainable travel behaviours and using cleaner technology.

“ *Mass [electric] transit makes a lot of engineering sense from efficiency standpoints, and you've got depots and dedicated space for charging and maintenance and everything.*

So you know, as fleet vehicles, it makes a lot of sense, especially if it's transporting lots of people.

Focus group participant, couple, 20 March 2024

KEY MESSAGE 4

The proposed active travel infrastructure approach of developing radially from activity hubs might be complemented with a ‘priority route’ approach as well, to ensure accessibility between Hume activity centres.

In the draft Transport Strategy, Council proposes prioritising active travel infrastructure (e.g., bike lanes, shared paths and footpaths) in a walking and cycling radius from activity centres and schools (as illustrated in the example, Figure 03).

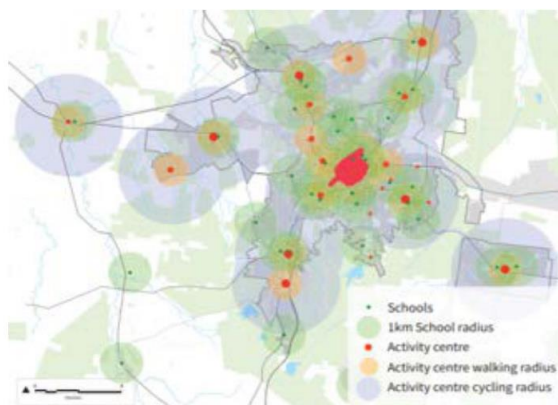


Figure 03: the ‘radial’ approach to active travel infrastructure investment

The people involved in these engagements supported this approach but also supported the idea, posed in focus groups in response to conversations at pop ups in phase two engagements, of some ‘priority routes’ that would connect key nodes and make it possible to use active travel both around and between activity centres in Hume (for example, to public transport, as described below)

“ You know, this time-consuming thing – the large waiting times and the safety aspect of it and some of the congested areas where, you know, the walking paths are not good enough.

Focus group participant, female, 20 March 2024

This further demonstrates the priority that people place on improving active travel infrastructure and opportunity in this Transport Strategy, as discussed earlier.

KEY MESSAGE 5

People were very supportive of a Strategy that addresses land use integration, ‘infrastructure first’ approaches and local area planning with developers.

Across both phases of engagement, people have spoken about the poor outcomes for community when new housing development precedes the necessary infrastructure like road traffic management (lights, slip lanes, etc.), public transport, bike lanes and footpaths.

Many community members urged Council to be as proactive as possible in adopting an ‘infrastructure first’ approach in planning and development and to work more closely with developers to ensure that the transport choices people want in the future are part of development designs and approvals processes.

“ *Up at the top of Craigieburn, I think as you take a right off Mickleham Rd., there are some new housing estates going in there and I'm just keen to see how things are developed along the way there... we have a lot of new housing estates and it seems like the infrastructure is an afterthought.*

Focus group participant, male, 20 March 2024

In addition to stronger development controls, people wanted more coordination on major projects and road upgrades. Many felt that congestion in Hume was exacerbated by multiple large projects happening concurrently and that there might be a better way to staging these large works projects.

“ *There is the concern, I guess, with the congestion and the multiple projects happening at the same time. We would have hoped there would be better planning.*

Focus group participant, male, 26 March 2024

KEY MESSAGE 6

There was support for and interest in the idea of Council undertaking a process of detailed local area precinct planning for the Transport Plan (with further community engagement).

Finally, people were mindful that this draft Transport Strategy is an arching policy document that sets a vision and actions for a large and diverse municipality. By the same token, people do have an interest in (and experience of and ideas for) their more local area. Some of these experiences and ideas were raised during these engagements. For example, people raised the topic of traffic speeds in particular streets, wanting to see Council trial lower speeds (as is happening in some other local areas in Melbourne).

This Transport Strategy doesn't drill down to that level of detail in its proposed actions. However, the next phase of transport policy work, developing a Hume Transport Plan, could.

Participants endorsed the idea of taking a local area approach to that work and to tapping community experience and knowledge about local area transport needs during that process.

Summary and possible responses to key messages

The interim report for this process made three recommendations regarding the Transport Strategy and transport planning in Hume more broadly. Those recommendations were to:

1. Honour the engagement research investment and incorporate the findings of these consultations into the broader Strategy development. Ensure these findings/ideas are analysed in conjunction with other key transport imperatives for Hume.
2. Acknowledge and reflect that individual transport choices and decisions are impacted by systemic conditions, including some 'baked in' bias that privileges certain people (e.g. adult, able bodied) that need redress.
3. Recognise that communities expect Council to work with other planning authorities to address the issues that rest outside of Council's responsibility/control (e.g., the Department of Transport, VicRoads, etc).

The six key messages of these second phase engagements reconfirm and deepen those recommendations, providing specific feedback on how the draft Transport Strategy might better articulate community expectations and ambitions for moving around Hume in the future.

Key message	Possible responses in the Transport Strategy
<p>Key message 1: The Transport Strategy should articulate how Council will advocate with other transport authorities, especially around public transportation.</p>	<ul style="list-style-type: none"> • Strengthen/emphasis section 3.5 (Advocacy) and public transport advocacy within that theme. • Emphasise Action 12 (A12) • Link to the strategic Advocacy function at Council explicitly in the Strategy.
<p>Key message 2: Hume residents embrace transport choice and change and do not want to be left behind (in relation to emerging technologies, more sustainable and adaptive transport, etc.)</p>	<ul style="list-style-type: none"> • Include more walking data in section 3.2 to balance the cycling data and reflect the importance of walking to community members. • Emphasise choice (rather than priority) in A3, noting that future choice can be curtailed by the priorities of today. • Change the language/focus in section 3.4 from EVs to ‘emerging technology’.
<p>Key message 3: People are supportive of cleaner transport technology and responded positively to examples of Council-led action.</p>	<ul style="list-style-type: none"> • Consider increasing the targets for electric Council fleet vehicle transition. • Change the language/focus in section 3.4 from EVs to ‘emerging technology’.
<p>Key message 4: The proposed active travel infrastructure approach of developing radially from activity hubs might be complemented with a ‘priority route’ approach as well, to ensure accessibility between Hume activity centres.</p>	<ul style="list-style-type: none"> • Add this concept to the precinct approach to infrastructure provision detailed in A3.
<p>Key message 5: People were very supportive of a Strategy that addresses land use integration, ‘infrastructure first’ approaches and local area planning with developers.</p>	<ul style="list-style-type: none"> • Emphasise A16 through A20.
<p>Key message 6: There was support for and interest in the idea of Council undertaking a process of detailed local area precinct planning for the Transport Plan (with further community engagement).</p>	<ul style="list-style-type: none"> • Foreshadow this approach to more detailed local area transport planning in the Strategy.

5 Conclusions and next steps

The phase one and two engagements in the process of developing Hume’s new Transport Strategy have concluded, involving over 550 participants in a range of engagement activities across Hume and online.

The interim reporting in December 2023, detailed the first phase engagements in October-December 2023, has been updated to include the findings and key messages from the second phase engagements in February-April 2024. Those findings and messages include:

Phase 1 engagement key findings:

- 1.1. Most people currently drive a car for work, leisure and errands. But most people say they’d prefer to use public transport for all those activities.
- 1.2. Transport confidence and mode choice is affected by things like gender, (dis)ability, cultural background and age. But not always in the way we might expect.
- 1.3. People were aware of and raised the ‘drivers of change’ even if few people made an explicit connection between these issues and their transport choices.
- 1.4. Addressing safety, amenity and accessibility are some ‘quick win’ actions that people want Council to focus on
- 1.5. People look to Council for leadership on transport issues, particularly regarding advocacy and to addressing the drivers of change.

Phase 2 engagement key findings:

- 2.1. Across the various phase 2 engagements, people expressed broadly support of the draft Transport Strategy.
- 2.2. People were able to articulate their priorities for vision and targets, favouring travel choice, accessibility and safety (including active travel)..

Key messages for the Hume Transport Strategy:

1. The Transport Strategy should articulate how Council will advocate with other transport authorities, especially around public transportation.
2. Hume residents embrace transport choice and change and do not want to be left behind (in relation to emerging technologies, more sustainable and adaptive transport, etc.)
3. People are supportive of cleaner transport technology and responded positively to examples of Council-led action.

4. The proposed active travel infrastructure approach of developing radially from activity hubs might be complemented with a ‘priority route’ approach as well, to ensure accessibility between adjacent Hume activity centres.
5. People were very supportive of a Strategy that addresses land use integration, ‘infrastructure first’ approaches and local area planning with developers.
6. There was support for and interest in the idea of Council undertaking a process of detailed local area precinct planning for the Transport Plan (with further community engagement).

Work has already begun to incorporate this feedback into the final Strategy. The aim is to have that final Strategy complete by the end of the 2023/24 financial year. Work on the local area-focused Transport Plan is anticipated to begin in 2025, with approval from the Council.



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Appendix A: phase one surveys

Hume City Council: Transport Strategy Engagement



Intercept survey

Hume City Council is preparing a new Transport Strategy which will set new transport vision and will guide Council’s advocacy, decision-making, facilitation and investment in transport projects and infrastructure.

This short survey seeks your feedback on transport issues in Hume to contribute to that strategic work. Would you have 10 minutes to help us out?

1. Before we begin, what is your connection to Hume? (click as many as apply)

- I live here
- I visit regularly (e.g. seeing family)
- I work here
- other (please specify):
- I go to school/college here
- n/a

[do not continue with respondents who don’t have a connection to Hume. Thank them for their time and move on]

First, a bit about you... do you mind sharing:

2. Gender

- Male
- I use a different term (specify):
- Female
-
- Non-binary
- prefer not to say

3. Age

- under 18 *[w/ consent form only]*
- 55-64
- 18-24
- 65-74
- 25-34
- 75 or older
- 35-44
- prefer not to say
- 45-54

4. What suburb do you live in?

5. What was your country of birth?

- Australia
- other (please specify):
- prefer not to say

6. Do you identify as any of the following? (tick as many as apply)

- Culturally & Linguistically Diverse (e.g. speak a language other than English at home, non-Anglo-Australian descent)
- a person living with a disability
- a carer of a person with a disability
- Aboriginal/Torres Strait Islander
- LGBTQ+
- none of the above
- prefer not to say

7. What sort of household do you live in?

- Solo
- Solo adult with child/children at home
- Solo adult with child/children not living at home
- Couple without child/children
- Couple with child/children at home
- Couple with child/children not living at home
- Intergenerational family
- Multiple unrelated adults (e.g. a share house)
- I am unhoused
- prefer not to say

8. How many people (including yourself) are there in your household?

- 1
- 2
- 3
- 4
- 5
- 6
- 7 or more
- prefer not to say

9. How confident do you feel doing the following in Hume?

	never done it	not at all confident	not too confident	fairly confident	very confident
driving a car					
being a passenger in a private car					
using taxis or ride share (uber, Lyft, etc.)					
using public transport (bus, train, etc.)					
walking					
cycling/scooting (including e-vehicles)					

Next, a few questions about how you get around and your experience with different types of transport in Hume:

10. How do you **currently** travel to the following in Hume?

	not applicable to me	my work/school	social/leisure activities	errands like shopping	other (specify):
drive a private car					
passenger in a private car					
use taxis or ride share (uber, Lyft, etc.)					
use public transport (bus, train, etc.)					
walk					
cycle/scoot (including e-vehicles)					

11. If you had a choice, how would you **ideally** like travel to the following?

	not applicable to me	my work/school	social/leisure activities	errands like shopping	other (specify):
drive a private car					
passenger in a private car					
use taxis or ride share (uber, Lyft, etc.)					
use public transport (bus, train, etc.)					
walk					
cycle/scoot (including e-vehicles)					

12. What is the biggest barrier to you being able to use your ideal choice of transport?

13. What might be done to ease this barrier?

Finally, we’d like to get a sense of what you feel are the priorities for action by Council (both in terms of its own role and what it advocates for with other transport authorities and providers):

14. Where do you think Council should focus its efforts in relation to transport (rank from 1-most important to 10-least important):

- improving transport infrastructure for people with disabilities
- high quality footpaths and walking paths
- high quality separated cycle/scooter paths
- high quality local streets, including speed management strategies
- introduce parking restrictions for non-residents, permit systems on residential streets and/or pay parking in busy areas to improve parking access
- higher density housing within walking distance of train stations and shopping centres
- advocacy to the state government for improved bus routes/ frequency
- advocacy to the state government for improved train routes/ frequency
- advocacy to the state government for improvements to main roads (e.g. Somerton, Mickleham and Bulla Road) or freeways (e.g. Hume, Calder, Tullamarine Freeways)
- advocacy to state government for access to ride share e-scooters, e-bikes and/or car share schemes (e.g. Lime, Neuron, GoGet, Flexicar)

[OPTIONAL FOLLOW ON FROM 13 (e.g. if they rank Council actions highly)]

15. When Council is designing local roads and road improvement what is most important? (please choose your top 3 priorities)

- accessibility for people living with disabilities
- the safety and comfort of people who are walking (including children and older people)
- the safety and comfort of people riding their bikes, scooters
- the safety and comfort of residents driving vehicles in/through Hume
- the safety and comfort of non-residents driving vehicles through Hume
- providing space for on street parking for residents
- providing space for on street parking for visitors
- the safety and comfort of those driving commercial vehicles like delivery vans or trucks

[OPTIONAL FOLLOW ON FROM 13 (e.g. if they rank advocacy highly)]

16. What State government or private operator transport initiatives would you most like Council to advocate for to improve your transport options? (please choose your top 5 priorities)

- Advocating to increase the number of lanes on major roads like Somerton Rd, Mickleham Rd, Aitken Boulevard
- Advocating for better road connections to areas outside of Hume
- Advocating for more fast and frequent bus services
- Advocating for bus routes in and through the municipality
- Advocating for the provision of public electric vehicle charging stations
- Advocating for new train stations north and south of Sunbury Station
- Advocating for a new train station in Campbellfield
- Advocating for the electrification of the train line to Donnybrook
- Advocating for an extension of the Upfield line to Craigieburn

- Advocating for the Bulla bypass project to be delivered
- Advocating for safe bike routes for riders to get to activity centres and employment areas
- Advocating for the Outer Metropolitan Ring road west of the Hume Highway
- Advocating for the Outer Metropolitan Ring road east of the Hume Highway
- Advocating for access to ride share e-scooters and e-bikes schemes (e.g. Lime, Neuron)
- Advocating for access to car share schemes (e.g. GoGet, Flexicar, etc.)
- Advocating for greater access to ride share (e.g. uber, Lyft, etc.)

17. Do you have anything else you'd like to add to this survey on transport in Hume?

Thanks for your time! [provide project information postcard]

Appendix B: phase one online comments

“One thing I like about getting around in Hume is ... “

N=10

- Lovely pockets of walkable green space that has great potential to expanded upon and connected together.
- Walking trails and parks in parts of Sunbury are good.
- The green tree areas in Sunbury. I love Kismet park walking trails, but unfortunately in a lot of those areas it sounds like a freeway.
- Space.
- Maybe it should be not like. Too much traffic congestion on roads even when no road works
- The Craigieburn line, when it is running, is efficient and better than the Upfield
- Nothing to like really when there are road works that never seem to finish
- Current availability of services. A very punctual timetable. (Especially our bus service)
- I like these message boards good job on capturing all your community thoughts.
- The bike trails are impeccable. I cannot fault them. They get me through Sunbury, are super accessible, and I get to enjoy the divine scenes

“The main thing I would change about transport in Hume is ... “

N=32

Comments/ideas	up votes	down votes	total votes
Increasing bus frequencies, most people would use buses if they were more frequent and connected to shops, schools, health clinics etc.	11	0	11
More bus services connecting to more direct/faster metro train services to the city during peak times	7	0	7
More buses between key areas of activity e.g. Sunbury & Broadmeadows	6	0	6
There should be fast bus services to the metro/V line stations during peak times that will reduce heavy traffic congestion and use of cars	4	0	4
Link up existing off road bike paths in Sunbury so can safely going riding with young children from family	4	0	4
The cleaning (never been cleaned) of existing bike lanes either on the road or next to the road which are now covered by debris from vehicles	4	0	4
Buses running more often	4	0	4
Less cars. More places to quietly/safely walk, scooter or bike to town. And some quiet area to sit. Way too many cars and way too loud atm!!	3	0	3
Better cycling and footpaths that connect suburbs such as bike trails	3	0	3
Considering Greenvale is reliant on Roxburgh Park or Craigieburn train station, more frequent buses would be helpful	2	0	2
Road works on Craigieburn Road cancelled my closest bus stop. I'm 78 it's making me a recluse	2	0	2

Comments/ideas	up votes	down votes	total votes
Would love a bus to travel down Windrock Ave Craigieburn!!!! Also connect Craigieburn and Greenvale via Bus please	2	0	2
Pedestrians are currently second-class citizens. Cars come first. Lower speed limits and ban/limit cars from busy shopping streets	2	0	2
The excessive emphasis on private motor vehicle usage. Although private transport facilitates independence, motor traffic is detrimental.	2	0	2
Safer, more comfortable cycling routes. Trials can be made along key cycling routes to see if people feel safer to cycle	2	0	2
Increase service & times- buses start earlier. Ideally before 5 am 24/7. And 24/7 taxi service	2	0	2
Create safe bike paths / trails	2	-1	1
More car charging points at shopping centres & car parks. More electric buses. Encourage public transport use - for shopping & work commute	1	0	1
More stations, more bus lines, more frequency, upgraded trains. Endless parking spaces at Craigieburn won't solve the issue	1	0	1
That bus times of arrival and departure at Sunbury Interchange would synchronise with the departure and arrival times of the trains	1	0	1
Trial separated bike lanes at Bridgewater Rd. 2.0m bike lane, 0.3m buffer kerb, 2.4m parking/ bus stop lane, 0.3m buffer, 3.5m traffic lane	1	0	1
Pedestrian Crossing at Craigieburn Road outside sports stadium with limited car parks more people will need to cross this road when it opens	1	-1	0
I would like to start riding a bike to the station once the road is done, a more secure bike storage at Donnybrook station would be nice	0	0	0
Bus extension of bus 525 to Pinegrove estate also direct bus serving Kalkallo from Craigieburn	0	0	0
More buses and bigger car parks in Craigieburn and Roxburgh station. In the future Kalkallo should be part of the metropolitan rail line	0	0	0
Donnybrook Road Heading east before Hume Freeway overpass. That intersection, built-up traffic because of the sequence of light. Fix it!	0	0	0
More direct, accessible and frequent bus services. Many of the expanded suburbs have no PT options, a proper bus system would transform Hume	0	0	0
Timeframe earlier than 2034. We're get older & need more help in every way as a rate payer. Lots live alone, we need safe place to live	0	0	0
Remove the rubbish bins at the front of pedestrian crossings in Sunbury (e.g. Evans St) blocking the clear view of children and wheelchairs	0	0	0
Duplication and upgrade of the C743 road by the airport to support traffic for Sunbury and Mickleham suburbs	0	0	0
Express bus between Craigieburn and Donnybrook stations	0	0	0

Comments/ideas	up votes	down votes	total votes
Our parking options in and around Craigieburn Sports Stadium is limited now & into the future with no public plans for additional car parks	1	-2	-1

“By 2034 the most important change to transport in Hume will be ... “

N=52

Public transport (infrastructure and routes)

- Extended bus services into Kalkallo
- Metro trains running to Donnybrook station
- Trains network to Mickleham, bus route to other parts
- Metro trains to Donnybrook station and better serviceable roads in Kalkallo area
- A train station for Greenvale
- I would like a bus service from Greenvale to Airport West
- An extra station between Roxburgh Park and Craigieburn. Which was cancelled a long time ago, but we need still
- Train station near Greenvale, perhaps Airport train can extend it here?
- Train station in Gladstone Park to make PT options more accessible and easier than current options which aren't easy to get to without a car
- A bus service from Roxburgh Park train station to Upfield train station. A direct bus to Upfield and its main neighbourhoods.
- There needs to be a train station in Gladstone park and Tullamarine. Perhaps the SRL can put a station in Gladstone park?
- Link Greenvale to Craigieburn with a bus that's runs along Mickleham Road so residents can access libraries, pool & shopping centres
- Greenvale, Mickleham, Merrifield requires a train station. More buses within the area
- A new train line to Greenvale, Yuroke and Mickleham. This will get many cars off roads!
- More train stations to service Craigieburn and Greenvale Lakes, and more frequent buses
- Sky rail, it's safer, it takes up less land, no level crossings, can be noise proofed, and painted to blend in. Geelong - Airport - Beveridge
- Have cleaner buses especially on route 533, 532, 529. Have CCTV cameras on every bus. Bright lights or ample streetlights at every bus stop
- Have a new train station at Kalkallo suburb and run busses inside Kalkallo inner streets as well, not only on Main Street like Dwyer road
- Connecting every estate in Hume with public transport and upgrading Broadmeadows train station for an airport/suburban rail loop connection.
- Electrification of the Donnybrook and Wallan train line to Metro to keep up with population growth and high demand
- Bullet Train
- Either the Upfield line moved further north to Wallan or at the very least a significant increase in V-Line services to the city
- More bus routes to a much wider range of destinations, with a much more frequent service.
- Electric buses and new routes everywhere, reducing reliance on cars

Public transport (services and frequency)

- Buses run more frequently not waiting 20 minutes or more. A bus stop near Craigieburn central shops especially Craigieburn to Broadmeadows
- To have buses actually line up with trains. Have more trains on Craigieburn line.
- Change the times of 542 bus. 40 minutes apart is too long

- Have public transport on the weekends in Campbellfield
- Craigieburn need a new bus company who can deliver a reliable friendly service and provide safety and care
- To be able to catch a train from Melbourne airport but paying Met fares. Not airport fares
- Bus delay notification system stop specific. App & also at stop display
- More buses on same times e.g. 0606/0616/0626 like it used to be
- Bus and train timetables that reflect shift workers’ needs. Strategic streetlights

Road infrastructure

- Minimum of 4 lanes in each direction up the Hume Hwy from Western Ring Road to at least Wallen A bus that runs through botanical more than once an hour
- Quicker upgrade of the Somerton Rd and Mickleham Rd upgrade works. So a 30-minute commute can become a 15minute one again
- SUFFICIENT expansion of Somerton and Mickleham roads to reduce current 1 hour commute time to the nearest train stations only ~4km away
- Fix Hanson Road, Craigieburn – can't see over trees, decrease speed back to 50km/hr
- Forest Gum Road needs urgent upgrade
- Minimise/ discourage street parking. It will make streets look nicer, and easier to get around for drivers and cyclists
- Get rid of roundabouts at busy intersections and put in lights, so traffic can flow freely
- To stop entrenching car dependence with multilane roads, high speed limits, and free parking
- Wider roads and higher speeds

Cycling and walking infrastructure

- A bike network that is safe, connected and extensive. Ideally all short trips should be bike/e-bike. This is by far the best value for money
- More bike lanes. Bike lanes opened up to electric scooters
- New Mickleham estates need a connecting footpath/cycle path to Craigieburn
- Currently, walking on busy Forest Red Gum road is dangerous.
- Connect the Craigieburn Rail Bike Path north to Donnybrook/ Kalkallo and south to the Upfield Rail Bike Path
- More bike lanes and better maintained footpaths

Sustainability

- Letting go of the car-centric mindset and building up infrastructure for walking, bicycling, and public transportation
- Less cars and more effort towards noise pollution. Constant car noise is stressful. It affects mental health living/walking near busy roads
- Creating less dependency on private motor vehicles (especially ICE vehicles) and a greater usage of active (and public) transport.
- Public transport to move to zero emissions
- Creating alternative options to driving. Transport reform that reduces traffic and the impacts of climate change should be a priority!!!

Accessibility

- Accessibility for all disabled wheelchair/mobility scooter users.
- Access to public transport - frequent services 24/7. Including trains, buses and taxis.

Electric vehicles (infrastructure)

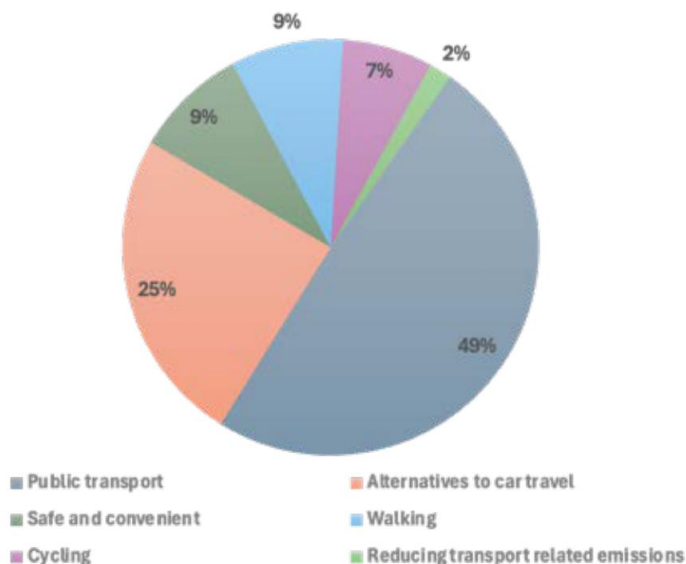
- Installing infrastructure for charging electric vehicles at places we park our cars for prolonged periods

Appendix C: phase two survey results

Q: What bit of the vision is the most important to you?

Response (N=57)	# of responses	% of total
Public transport	28	49%
Alternatives to car travel	14	25%
Safe and convenient	5	9%
Walking	5	9%
Cycling	4	7%
Reducing transport related emissions	1	2%

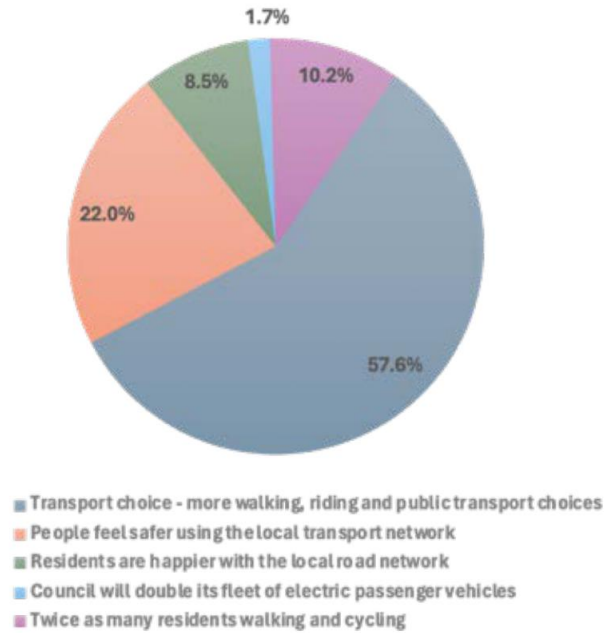
What bit of the vision is the most important to you? (N=57)



Q: Which of the strategy's targets are most important to you?

Response (N=59)	Response #	% of total
Transport choice - more walking, riding and public transport choices	1	57.6%
People feel safer using the local transport network	13	22.0%
Residents are happier with the local road network	5	8.5%
Council will double its fleet of electric passenger vehicles	34	1.7%
Twice as many residents walking and cycling	6	10.2%

Which of the strategy's targets are most important to you?



Appendix D: phase two pop up results

The following is the data collected at the Craigieburn Festival (Craigieburn) and Sunfest (Sunbury). We focused on testing aspects of the draft Strategy through dot voting activities and general conversation about the Strategy. Times/dates were selected to maximise the passing traffic at busy community events.

Q: What is most important to you (choose 3 max)?

	Craigieburn Festival (N=169)	Sunbury Sunfest (N=88)
safe and convenient walking	45	24
safe and convenient cycling	14	8
safe and convenient public transport	42	19
alternatives to car travel	27	6
helping our businesses thrive	16	22
reducing transport-related emissions	25	9
other	5	0
good to be sustainable but we need more reliable stations and no Teslas. Hydro options are preferred		
Craigieburn Road bus stops should have shelter +1		
Mickleham Road needs to be wide and complete +1		

Q: Thinking about the street you live in, which of these elements are most important?

	Craigieburn Festival (N=178)	Sunbury Sunfest (N=36)
Trees and shade on footpaths	55	11
car parking	36	5
less car parking	4	0
more space for cars to move through	49	6
space to ride bikes, scooters and mobility aids	29	13
other	5	1
street design: add water taps for pedestrians and cyclists		
better sequenced road upgrades to stop bulk congestion on key roads +1		
more public transport, especially for older people		
public transport options on the outskirts of Hume need improvement		

Q: what identified values of the vision and targets do you agree or disagree with

	Craigieburn Festival			Sunbury Sunfest		
						
transport choice	1	4	15			21
congestion		1	13	3		17
crashes	1	4	11			13
more Evs	4	8	6	2	1	11
reducing emissions from transport	3	4	9	1	1	18

Q: Have we missed anything?

Craigieburn Festival

- move to hydrogen cars
- litter management +9
- shuttle bus from Craigieburn station to Craigieburn Town Centre
- Public transport being safe to use: bus drivers driving erratically, safety around schools and school crossings
- Better/more frequent public transport on weekends
- public toilets at parks
- more frequent buses
- more cars and buses -- Melbourne's outer roads expanded to our region
- more EV infrastructure
- smaller buses -- don't need to be so big

Sunbury Sunfest

- Duplicate Sunbury Road - Bulla - Airport +5
- Duplicate the bridge over the Calder Fwy +1
- Safety concerns about electric scooters and bikes on walking tracks and footpaths
- Traffic management strategies for major roads +1
- include shoulders on all main roads to help with safety, breakdowns and keeping traffic flowing
- Make public transport more accessible
- Boardwalk or other access around Spavin Lake +2
- Sufficient space for commuter parking at the station (in line with community growth)
- trains that connect Sunbury and Craigieburn lines

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Transport Strategy – response to community input

Community feedback	What we did in response – changes in the final Strategy
People are broadly supportive of the Strategy and vision with minor changes suggested.	Changed ‘alternatives’ to ‘complementary’ to car travel in the Strategy’s Vision.
People look to Council for leadership on transport issues, particularly regarding advocacy.	<ul style="list-style-type: none"> • Appendix 1 added to the Strategy listing major transport projects identified in State and Local policy to provide clear project needs for advocacy and to protect the potential of the projects in the interim • Advocacy themes reflecting feedback clarified in Direction 13
The Transport Strategy should articulate how Council will advocate with other transport authorities, especially around public transportation. Poor quality and infrequent public transport services, especially buses came up a lot	<ul style="list-style-type: none"> • Background added around issues with inefficient bus routes, low frequency, low reliability added in Chapter 3.5. Direction 13 now references efficient and frequent public transport as advocacy theme.
Hume residents embrace transport choice and change and do not want to be left behind (in relation to emerging technologies, more sustainable and adaptive transport, etc.)	<ul style="list-style-type: none"> • Broadened the direction of Objective 4 to include embrace change and innovation • Maintained EVs in Chapter 3.4 and added discussion and directions embracing innovations and emerging technologies.
People are supportive of cleaner transport technology and responded positively to examples of Council-led action.	<ul style="list-style-type: none"> • Targets for a green transport fleet in Council have been clarified and enhanced
The proposed active travel infrastructure approach of developing radially from activity hubs might be complemented with a ‘priority route’ approach as well, to connect other nodes of activity such as transport.	<ul style="list-style-type: none"> • Added transport hubs as priority destinations for developing walking and riding infrastructure in Action A3.
People were very supportive of a Strategy that addresses land use integration, ‘infrastructure first’ approaches and local area planning with developers.	<ul style="list-style-type: none"> • Added discussion to Chapter 3.6 around sequencing of development. • Maintained A19 that commits council to coordinate development networks at earliest possible stages of new development.
There was support for and interest in the idea of Council undertaking a process of detailed local area precinct planning for the Transport Plan (with further community engagement).	<ul style="list-style-type: none"> • Actions for the local precinct plans development have been enhanced in the final version of the Strategy

REPORT NO:	9.2
REPORT TITLE:	Hume Libraries: response to NOM 24/05
SOURCE:	Mieke Mellars, Coordinator Libraries
DIVISION:	City Services & Living
FILE NO:	HCC23/592
POLICY:	-
STRATEGIC OBJECTIVE:	1.1: Create learning opportunities for everyone to reach their potential, through all stages of life
ATTACHMENTS:	Nil

1. SUMMARY OF REPORT:

1.1 At the 26 February 2024 Ordinary Council Meeting, Council endorsed NOM24/05:

I move that Council notes that:

- a) *Hume Libraries currently operate across eight physical locations, including three Hume Global Learning Centres (Broadmeadows, Craigieburn, Sunbury), one standalone branch library (Tullamarine), one community library (joint-use with the school library in the Gladstone Park Secondary College) and three remote library kiosks (at the community centres in Kalkallo, Mickleham North and Greenvale West).*
- b) *Whilst Hume Libraries provide a service that is accessible to a large percentage of the Hume community, including a good geographic spread of services, and branches that are open at nights and across the weekend, their branch hours can still be unsuitable for shift workers and people requiring extended study time.*
- c) *There are industry examples of library services, including services in Victoria, that have implemented 24-hour library access to one or more branches, which supports greater accessibility.*
- d) *Directs officers to investigate 24/7 library requirements, including the suitability for trialling 24/7 access at Hume Libraries, and provide a briefing report to Council on the findings.*

1.2 This report responds to point d) listed above.

2. RECOMMENDATION:

That Council notes the findings of the investigation into 24/7 library requirements.

3. LEGISLATIVE POWERS:

3.1 The *Local Government Act (2020)* identifies that the role of a Council is to provide good governance in its municipal district for the benefit and wellbeing of the municipal community. Furthermore, priority is to be given to achieving the best outcomes for the municipal community, including future generations and innovation and continuous improvement is to be pursued.

3.2 Council’s libraries provide inclusive, accessible, and welcoming spaces for people to learn, create, socialise and share ideas and resources. They contribute to lifelong learning and support Council’s strategic objective of a community that is resilient, inclusive, and thriving.

4. FINANCIAL IMPLICATIONS:

There are no immediate financial implications arising from this report.

REPORT NO: 9.2 (cont.)

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

There are no environmental sustainability considerations relating to this report.

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

- 6.1 Hume Libraries’ diverse programs and activities ensure that the organisation delivers services and activities that aim to redress disadvantage and increase participation in community life by building community resilience. It is well documented that communities that are more engaged, connected, and resilient in general are also more resilient to climate change impacts.
- 6.2 Activities and programs delivered by all service points of Hume Libraries include services and programs that engage and educate community members about actions to reduce the incidence of inefficient and costly home energy use, encouraging improved thermal comfort despite increased impacts of heatwaves and rising energy costs.

7. CHARTER OF HUMAN RIGHTS APPLICATION:

- 7.1 Hume Libraries is committed to upholding the rights of the Hume community.
- 7.2 The provision of universal access to information, delivery of early literacy and lifelong learning programs, ensuring inclusivity of all communities and provision of safe spaces for all community members demonstrate how Council’s commitment to the application of the Charter of Human Rights and Responsibilities Act Vic (2006) is put into action.

8. COMMUNITY CONSULTATION:

- 8.1 This report has been prepared with information gathered from:
 - Interviews with senior staff at Yarra Libraries, Bayside Library Services, Whitehorse Manningham Libraries, Goulburn Valley Libraries, and the Parkes Shire Council Libraries.
 - Site visits to Bargoonga Nganjin (North Fitzroy) library, Carlton library, Richmond library, Warrandyte library and Hampton library.
 - Desktop research on open library trends and examples, including international experiences.
 - Local data from the 2019 library customer experience survey, the 2022 Public Libraries Census and Survey, and patron feedback.

9. DISCUSSION:

Background on the ‘Open Library’ model

- 9.1 Extended / unstaffed opening hours in public libraries was first introduced in Europe approximately 15 years ago. This occurred in response to declining funding (i.e. staffed branch hours of 15-23 hours per week) alongside increased customer demand. The concept has become known as ‘Open Library’.
- 9.2 An ‘Open Library’ allows library patrons the ability to access the physical library space, including collection materials, and resources (PC / printers etc) outside of staffed hours.
- 9.3 Library service providers have developed underpinning technology that can be enacted to remotely manage lights, public computers, printers, self-checkout stations etc to provide patron access when a staff member cannot be onsite.
- 9.4 In an Australian context, Parkes Shire Council (NSW) was the first public library to offer 24/7 access. This was introduced to patrons who registered for access at two small library branches that had very limited staffed opening hours (Tullamore pop. 250 / 4.5 staffed hours per week; Trundle pop. 335 / 8 staffed hours per week).
- 9.5 More recently (2022) Central Coast Libraries (NSW) trialed extended access at Toukley Library. Previously the library closed at 4:30pm. It is now open from 6am - 9pm

REPORT NO: 9.2 (cont.)

daily, with 37.5 staffed hours across this time. Two more libraries in their network (Bateau Bay and Kariong) now also offer extended hours, with access from 7am - 7pm (staffed hours of 37.5 hours per week and 9 hours per week, respectively).

- 9.6 Forestville Library (Sydney) initiated their first 24/7 library in 2023. Outside of regular staffed hours (9am - 5pm weekdays and Saturdays 10am – 1pm) the library is accessible and unstaffed. Security was a priority and as a result, a full refurbishment was undertaken to create clear lines of sight, implement 24/7 CCTV monitoring, duress alarms and privacy blinds. The most popular user group at Forestville is patrons in their twenties, and the most popular visiting times are early evenings, Sundays, and public holidays.
- 9.7 Of the 49 library services in Victoria, seven (14.3%) operate extended unstaffed hours. These are:
- Yarra Libraries x 4 (Bargoonga Nganjin (North Fitzroy), Carlton, Richmond and Collingwood),
 - MyLi (formerly West Gippsland) x 3 (Foster, Poowong, Mirboo North),
 - Bayside Library Service (Hampton branch),
 - Kingston Libraries (Dingley Village and Patterson Lakes branches),
 - Whitehorse Manningham Libraries (Warrandyte branch),
 - Goulburn Valley Libraries (Tatura and Numurkah branches), and
 - Mildura Rural City Council Libraries (Murrayville branch)
- 9.8 Of these, only the MyLi branches and Murrayville Library offer 24-hour access.
- 9.9 The following is noted in relation to extended library access:
- A joining fee applies in some instances.
 - Typically, only (a part of) the main library space is available, rather than full branch access (supporting safety / security / visibility). Where a library is spread across multiple floors, generally only the ground floor (or part thereof) is accessible.
 - The library services that have implemented extended or 24/7 access have typically been for smaller, stand-alone branch libraries with limited staffed opening hours.

Risks and considerations for ‘Open Libraries’

- 9.10 Research into the ‘Open Library’ model identified the following risks and operational considerations:
- a) The importance of patron, and staff safety, including ensuring excellent visibility, sight lines, and robust technology systems that can monitor activity, usage, and behaviour.
 - b) The need for monitoring devices such as personal duress alarms (with fall detection), as well as an after-hours service with staff on call in case of emergencies or other difficulties.
 - c) The need to clearly define criteria as to who can access the service, including minimum age limitations, child safety considerations, and ensuring patrons can be identified / verified. This includes verification of identity, address, and considerations regarding parental permission for patrons under 18 etc.
 - d) Additional policies, procedures and conditions of use, including processes for when visitors require assistance for incident/s, specific emergency evacuation procedures, as well as procedures pertaining to risks relating to vandalism, littering, rough sleepers, allowing unregistered and unauthorised people to enter, tailgating through entries/exits, circumventing library loans systems, smoking,

REPORT NO: 9.2 (cont.)

- vaping, dealing or consuming illicit substances and/or consuming alcohol on Council premises, deliberately setting off the emergency exit and/or fire alarm systems etc.
- e) All abilities access and after-hours considerations for mobility impaired patrons.
 - f) Safety of adjacent areas such as toilets and carparks, including considerations about the frequency of security patrols / timing of site cleaning and maintenance (cleaning and maintenance is often scheduled out of hours, extended access needs to take this into consideration).
 - g) Potential employee concerns associated with reduced employment opportunities, including fears that core staffed hours would be reduced in the future, favouring unstaffed hours.

Hume Libraries current operations / accessibility

- 9.11 As identified in the Notice of Motion, Hume Libraries currently operate across eight physical locations (five branches / three kiosks). These include:
- a) Three Hume Global Learning Centres (Broadmeadows, Craigieburn, Sunbury) that are open extended hours each week:
 - Sunbury: 68 hours per week / 352 days per year, including 8pm/10pm closures weeknights, and opening hours across Sat / Sun each weekend.
 - Broadmeadows and Craigieburn: 58 hours per week / 352 days per year, including 8pm/10pm closures weeknights, and opening hours across Sat / Sun each weekend.
 - b) One standalone branch library in Tullamarine that is open 20 hours per week / 300 days per year.
 - c) One joint-use library operated in partnership with Gladstone Park Secondary College (open 50.5 hours per week / 300 days per year).
 - d) Three remote library kiosks (at the community centres in Kalkallo, Mickleham North, and Greenvale West). Two of these (Kalkallo and Mickleham North) will be accessible 24/7 from June 2024.
- 9.12 Hume’s online public access catalogue, library app and digital library are available to the community 24/7. The digital library includes an extensive selection of e-books, e-audiobooks, e-newspapers and e-magazines, movie streaming and learning platforms such as LinkedIn Learning.

Demand for ‘Open Libraries’ in Hume

- 9.13 A Victorian statewide survey (2022) showed that Hume Libraries’ opening hours rated higher than the Victorian average (on a scale of 1-5, Hume’s opening hours / accessibility rates at 4.39, the Victorian average is 4.28).
- 9.14 When reviewing general library feedback from customers in the preparation of this report, it was identified that no specific feedback has been received requesting Hume Libraries to open either on a 24/7 basis, or for more hours late in the evening / overnight at any branch location.
- 9.15 Anecdotal feedback from customers includes occasional requests for earlier weekday opening in Broadmeadows and Craigieburn, and a desire to extend the opening hours of the Tullamarine library across the full week (up to 40 hours per week) and offer more library programs there (early years literacy for preschoolers, digital literacy for seniors etc).

REPORT NO: 9.2 (cont.)

Suitability of Hume Libraries for either trialled or permanent ‘Open Library’

- 9.16 From a site suitability perspective, the design of Hume Libraries branches doesn’t automatically accommodate the easy trialling or implementation of the ‘Open Library’ model without significant capital works and retrofitting.
- 9.17 The open plan design of the Hume Global Learning Centres would be costly to implement technology into; these sites face greater safety and security considerations that would be costly to resolve.
- 9.18 The Gladstone Park Library, as a joint use library with the Secondary College, is not an appropriate site for an Open Library, even with technology or safety changes.
- 9.19 The Tullamarine Library provides the strongest opportunity within the current branch network to consider an ‘Open Library’ model. This is because it is a stand-alone branch with limited opening hours. Opportunities for this can be considered in future re-development plans (noting the recommendations under the Community Infrastructure Plan and Libraries and Learning Service Plan 2021-2026 regarding this site).
- 9.20 In addition to this, the Libraries and Learning Service Plan 2021-2026 identifies future library sites across this City. Future library projects should include consideration of ‘unstaffed / extended hours’, with the requirements included in the initial project scope / concept planning.
- 9.21 Industry estimates show that the cost of hardware, software, upgrading lighting, security, heating, cooling, and CCTV systems for an ‘Open Library’ would be in the vicinity of \$150,000. If physical modifications are required to the branch layout / infrastructure, additional capital works funds (above the \$150,000 identified for hardware / software etc) would be required.
- 9.22 For Hume Libraries to either trial, or transition to an ‘Open Library’ model, it is noted that both site modifications as well as technology upgrades would be required. There are currently no budgets allocated to undertake this work.
- 9.23 As a trial cannot occur in Hume Libraries without incurring significant costs, Officers do not recommend undertaking a trial at this time.

10. CONCLUSION:

- 10.1 Research into unstaffed public library operations beyond the current staffed opening hours at Hume Libraries has provided an understanding of the issues involved in introducing the Open Library concept.
- 10.2 Whilst the findings suggest that Hume Libraries cannot implement this model without incurring significant costs, Officers will continue to explore opportunities to maximise the accessibility of the library service to the Hume community.

REPORT NO: 9.2 (cont.)

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REPORT NO:	9.3
REPORT TITLE:	Neighbour Day: response to NOM24/12
SOURCE:	Julie Andrews, Coordinator Community Capacity Building
DIVISION:	City Services & Living
FILE NO:	HCC
POLICY:	Social Justice Charter
STRATEGIC OBJECTIVE:	1.4: Strengthen community connections through local events, festivals and the arts
ATTACHMENTS:	Nil

1 SUMMARY OF REPORT:

- 1.1 At the 25 March 2024 Ordinary Council Meeting, Council endorsed the NOM24/12 that:
- Notes that Neighbour Day is a national initiative that usually takes place annually in March and is an initiative of Relationship Australia. The purpose of this day is to foster community connections.*
 - Notes that Brimbank City Council run a program called "Neighbour Day." This program awards up to \$250 per applicant for citizens to hold events in their neighborhood and/or council reserves that foster connection and community, with the aim of promoting health, safety, and wellbeing.*
 - Officers provide a report back to a council briefing session on the possibility of undertaking a "Neighbour Day" style program in Hume similar to Brimbank. This report should feature a recommended budget and the feasibility of running it as a 12-month rolling program.*
- 1.2 This report responds to point c) listed above.

2 RECOMMENDATIONS:

That Council:

- 2.1 Notes the findings of the investigation into Brimbank Neighbour Day program.**
- 2.2 Commence an annual acknowledgment of Neighbour Day through:**
 - The development of a Neighbour Day community challenge campaign**
 - The distribution of promotional materials to help promote Neighbour Day celebrations.**
 - Promote Neighbour Day via Council’s existing grant programs and community facing services.**

3 LEGISLATIVE POWERS:

- 3.1 The provision of a community campaign and grants is aligned to the Service Performance principles (Part 5, Division 1, Section 106) of the Local Government Act, 2020 specifically that:
- 3.1.1 Services are equitable and responsive to the diverse needs of the community.
 - 3.1.2 Services are accessible and provide good value for money.

REPORT NO: 9.3 (cont.)

4 FINANCIAL IMPLICATIONS:

- 4.1 The estimated cost of a Neighbour Day community challenge campaign and promotional materials are provided in Table 1. These costs can be met within existing operational budgets.

Table 1 – Neighbour Day Community Challenge Campaign and Promotion Material budget

<i>Description</i>	<i>Comments</i>	<i>Amount (est.)</i>
Social Media boosts	Facebook / Instagram posts boosted in lead up to the day	\$1,000.00
Gift vouchers	20 x \$100 Gift Vouchers	\$2,000.00
Total		\$3,000.00

5 ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

- 5.1 Programs are promoted with consideration of Council policies and frameworks related to environmental sustainability.

6 CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

- 6.1 There are no climate change adaptation considerations pertaining to this report.

7 CHARTER OF HUMAN RIGHTS APPLICATION:

- 7.1 Human rights have been taken into consideration in the design and delivery of the social media campaign and grants program. The rights that have been considered are:
- 7.1.1 right to recognition and equality before the law (section 8).
 - 7.1.2 protection of privacy and reputation (section 13); and
 - 7.1.3 cultural rights (section 19).

8 COMMUNITY CONSULTATION:

- 8.1 Hume’s Health and Wellbeing Plan 2021-2025 consultation has documented the link between loneliness, social isolation, and mental health.
- 8.2 Growing neighbourhood connections have long been considered to make people feel safe in their local area. This was confirmed in the Hume Community Safety Survey and the consultation for the Safe in Hume Plan 2020-2024
- 8.3 Council Officers consulted Brimbank City Council Community Grants department.

9 DISCUSSION:

9.1 Loneliness and Social Isolation Impacts and Interventions

- 9.1.1 It is well documented that health and wellbeing is related to social connections and relationships formed with others. Evidence also extends to the benefits of social connection beyond the wellbeing of individuals’ health to quality of life, education, employment, and economic outcomes (Our Epidemic of Loneliness and Isolation 2023).
- 9.1.2 The economic and social impacts of the COVID-19 pandemic have compounded stressors within the municipality, disrupting many existing social support networks and leaving some people and families vulnerable. A focus on supporting neighbourhood connections is critical to responding to and recovering from the COVID-19 pandemic.
- 9.1.3 Hume’s Health and Wellbeing Plan outlines the importance of community connection to facilitate the reduction in loneliness and increase in community resilience.

REPORT NO: 9.3 (cont.)

9.1.4 Direct solutions to loneliness can include:

- Helping people to make new connections.
- Supporting people to maintain and improve their existing relationships.

9.2 National Neighbour Day History and Purpose

9.2.1 Neighbour Day is an annual celebration on the last Sunday in March that encourages people to connect with their neighbours and build stronger community bonds with the aim of reducing loneliness.

9.2.2 It is part of Relationships Australia Neighbours Everyday campaign, which aims to foster respectful and sustainable relationships across communities.

9.2.3 The inaugural Neighbour Day was launched in Melbourne in 2003. It began as an opportunity to “check on your neighbour” after the remains of an elderly woman were found inside her suburban home. She had been deceased for two years, forgotten by her neighbours, friends, and family.

9.2.4 The Neighbours Everyday website provides a range of resources that support Local Government to promote Neighbour Day to the local community. The provision of resources guides the community to connect informally and initiate connection in the absence of a planned or formal activity.

9.2.5 Whilst there are a range of resources that can be co-branded with Council, there is no grant funding available through Relationship Australia to support incentives or host events to celebrate activities at a local level.

9.2.6 Council currently supports the celebration of Neighbour Day within existing programs which include Community Centres, Grants Programs, and funding Neighbourhood House Programs.

9.3 Brimbank City Council’s Neighbour Day program

9.3.1 Brimbank City Council Neighbour Day program offered residents the opportunity to connect with neighbours on National Neighbour Day with the support of a Neighbour Day grant of up to \$250.00 per applicant.

9.3.2 This incentive was offered as a grant program and was initiated to support community connection post COVID-19.

9.3.3 An average of 20 individuals per year participated in the program during the two years the program was offered.

9.3.4 Brimbank Neighbour Day program is currently under review and was last offered to the community in 2023.

9.3.5 Feedback from the consultation with Brimbank Council highlighted a challenge in the program where individual applicants, who had little to no previous experience in grant applications / management, found it difficult to adhere to grant program funding guidelines. It was noted that this provided challenges with program probity.

9.4 Hume City Council Current Grant Programs

9.4.1 Hume City Council distributes approximately \$1.4 million per year through six different grant giving programs.

9.4.2 In 2021/22, the Victorian Auditor General’s Office (VAGO) undertook a review of all Hume City Council’s grant-giving programs resulting in Council adopting the Grant-Giving Policy in 2022.

9.4.3. This policy provides a framework for Council to grant public funds consistently and transparently. Any new initiatives such as a Neighbour Day Grant program would need to be delivered within the framework of the Grant-giving policy, which includes

REPORT NO: 9.3 (cont.)

consideration of fraud and corruption controls, grant management, record keeping and public liability.

- 9.4.4 The guidelines within Council’s current Community Grant Program categories such as Community Participation and Small Community and Neighbourhood Events Grants provide existing scope to support community-led Neighbour Day activities and initiatives.

9.5 Proposed activities to increase the participation of Neighbour Day in Hume

- 9.5.1 Council Officers have explored initiatives and incentives that could enable the community to informally connect with their neighbours. Noting the findings of the research into the Brimbank program, and an understanding of local needs in Hume, Officers propose the following activities to increase community celebrations of Neighbour Day:

Component	Description
<p>Neighbour Day Community Challenge</p>	<p>Promoted through the Hume City Council:</p> <ul style="list-style-type: none"> • Facebook / Instagram pages • Website • Hume People e-newsletter <p>Requires residents to share a story and image on how they have connected with their neighbours.</p> <p>Incentives to include a prize draw (20 x \$100 gift voucher) for categories including:</p> <ul style="list-style-type: none"> • New connections • Established connections.
<p>Promotion and education to be launched on Neighbour Day</p>	<p>Utilising the National Neighbour Day resources, develop and distribute promotional messaging about the benefits of getting to know your neighbour, including:</p> <ul style="list-style-type: none"> • links to local neighbourhood houses and community centres • ‘safe’ places to interact online. <p>The promotion and education component to include suggestions of ways people can connect.</p>
<p>Increase awareness and participation in Neighbour Day community gatherings</p>	<p>Provide promotional material to current grant recipients.</p> <p>Future Grants program guidelines to specifically include reference to Neighbour Day celebrations as a suggested funded activity. This will provide a greater opportunity for prospective applicants to consider hosting Neighbour Day events / activities.</p>

- 9.5.2 Officers propose to proceed with the above initiatives for 2025 Neighbour Day celebrated on Sunday 30 March 2025, and conduct a review of these initiatives to inform longer term activities.

REPORT NO: 9.3 (cont.)

10 CONCLUSION:

- 10.1 Encouraging community to participate in National Neighbour Day celebrations fosters respectful and sustainable relationships across community that aim to reduce social isolation and loneliness.

REPORT NO: 9.3 (cont.)

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REPORT NO:	9.4
REPORT TITLE:	Proposed changes to Council Meeting Schedule 9 July 2024 to 30 November 2024
SOURCE:	Joel Kimber, Acting Manager Governance
DIVISION:	Finance & Governance
FILE NO:	HCC04/13
POLICY:	-
STRATEGIC OBJECTIVE:	3.2: Deliver responsible and transparent governance, services and sustainable assets that respond to community needs
ATTACHMENTS:	Nil
RELATED PREVIOUS ITEMS	9.5 - Proposed Council Meeting Schedule 1 July 2024 to 30 June 2025 - Council Meeting - 12 Mar 2024 7.00pm

1. SUMMARY OF REPORT:

- 1.1 As per section 9 of Chapter 2 of Council’s Governance Rules, Council is required to fix the date, time and place of all Council meetings.
- 1.2 On 12 March 2024 Councillors endorsed a schedule of meetings for 1 July 2024 to 30 June 2025.
- 1.3 Based on feedback from Councillors this report proposes changes to the Council meeting schedule for the period 9 July 2024 to 30 November 2024 for Council consideration.
- 1.4 It is proposed that a new 12-month schedule of meetings will be adopted at the 2024 Statutory Meeting.

2. RECOMMENDATION:

2.1 THAT Council:

- 2.1.1 **adopts the following amended Council meeting schedule for the period 9 July 2024 to 30 November 2024:**

DATE	VENUE
Monday, 22 July 2024	Town Hall Broadmeadows
Monday 12 August 2024	Council Chamber, Hume Global Learning Centre – Broadmeadows
Monday, 26 August 2024	Council Chamber, Hume Global Learning Centre – Broadmeadows
Monday, 9 September 2024	Council Chamber, Hume Global Learning Centre – Broadmeadows
Monday, 23 September 2024	Council Chamber, Hume Global Learning Centre – Broadmeadows
Monday, 14 October 2024	Council Chamber, Hume Global Learning Centre – Broadmeadows
<i>Wednesday, 27 November 2024</i>	Council Chamber, Hume Global Learning Centre - Broadmeadows (Statutory Meeting)

- 2.1.2 **Notes that changes to the above schedule may be made in response to the forward program of Council business.**

REPORT NO: 9.4 (cont.)

- 2.1.3 Notes that a schedule for between 1 December 2024 and the 2025 Statutory Meeting will be presented to Council for consideration at the 2024 Statutory Meeting on 27 November 2024.

3. LEGISLATIVE POWERS:

Council has the power to adopt a meeting schedule under its Governance Rules, which are made under the *Local Government Act 2020*.

4. FINANCIAL IMPLICATIONS:

Costs associated with the holding of Council meetings are included in Council’s annual budget.

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

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

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

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

7. CHARTER OF HUMAN RIGHTS APPLICATION:

The rights protected in The *Charter of Human Rights and Responsibilities Act 2006* were considered and it was determined that no rights are engaged in the recommendations made to Council in this report.

8. COMMUNITY CONSULTATION:

Community consultation is not required prior to Council setting a Council meeting schedule.

9. DISCUSSION:

9.1 An initial 12-month meeting schedule for the period 1 July 2024 to 30 June 2025 was presented to Council on 12 March 2024.

9.2 As a result of discussions at that meeting it was determined that a review of Council meetings dates and venues should be undertaken to present a new list of potential dates and venues for consideration of Councillors.

9.3 This includes:

9.3.1 That all meetings would be held in the new Council Chamber at the Hume Global Learning Centre, Broadmeadows.

9.3.2 Changing the date of the Statutory Meeting (to elect the Mayor and Deputy Mayor) from 20 November to 27 November following the swearing in of Councillors post the 2024 Council election.

10. CONCLUSION:

This report presents Council with a proposed amended Council meeting schedule for the period 9 July 2024 to 30 November 2024 for its consideration and adoption.

REPORT NO:	9.5
REPORT TITLE:	Opportunity for a University Study Hub in Hume
SOURCE:	Ruth Robles McColl, Manager Strategic Projects & Places
DIVISION:	City Planning & Places
FILE NO:	TBC
POLICY:	-
STRATEGIC OBJECTIVE:	1.1: Create learning opportunities for everyone to reach their potential, through all stages of life
ATTACHMENTS:	Nil

1. SUMMARY OF REPORT:

This report outlines Council's support for La Trobe University's application to establish a suburban study hub on the ground floor of the Broadmeadows Civic Centre. While Council is not the applicant, it supports the location via a lease to La Trobe University. This report includes background information on study hubs, the opportunities and challenges of the proposed location, and the next steps, subject to a successful grant application by La Trobe University.

2. RECOMMENDATION:

- 2.1 That Council endorse the inclusion of the ground floor office space in the north west corner of the Broadmeadows Civic Centre as a potential location for a university study hub.**
- 2.2 That Council notes the proposal is subject to a successful grant application by La Trobe University.**
- 2.3 That Council notes the execution of the lease will be subject to a further report outlining the outcome of the grant application and the key lease terms which will be in accordance with Councils Lease and Licence Policy.**

3. LEGISLATIVE POWERS:

- 3.1 Council has powers to enter into a lease agreement in accordance with Section 115 of the Local Government Act 2020.

4. FINANCIAL IMPLICATIONS:

- 4.1 The recommendations in this report will not result in a financial cost to Council. All capital costs will be covered by the grant funding.
- 4.2 Any leasing agreement with La Trobe University will include detailed terms to address rent, maintenance and outgoings.
- 4.3 The terms and length of the lease will be commensurate with the term of any funding agreement and any options to extend beyond that time will be entirely at Council's discretion.
- 4.4 These considerations and parameters will be set in accordance with Council's Lease and Licence Policy. The Policy ensures that when considering the leasing or licensing of Council Property, Council explores all possible lease options for the use of the Council Property through its internal procedures, applies processes that are demonstrably equitable, consistent and transparent, complies with appropriate legislative requirements and approved Delegations of Authority and obtains the best outcome for the Hume Community. Through this Policy, Council will ensure sound financial management and effective administration of Council Property.

REPORT NO: 9.5 (cont.)

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

- 5.1 Utilising the existing infrastructure of the Broadmeadows Civic Centre for the study hub promotes environmental sustainability by maximising the use of current facilities and reducing the need for new construction. This approach aligns with sustainable development principles and minimises the environmental impact associated with building new structures.

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

Council will request that the design and operation of the study hub considers climate change adaptation measures, such as energy-efficient systems, sustainable building materials, and climate-resilient infrastructure to ensure long-term sustainability and resilience against climate-related impacts.

7. CHARTER OF HUMAN RIGHTS APPLICATION:

The establishment of the study hub will support the right to education and the enhancement of educational facilities, promoting equal access to tertiary education for all members of the community, particularly underrepresented and disadvantaged groups.

Council will require that the hub adheres to principles of non-discrimination, inclusivity, and accessibility in line with the Charter of Human Rights.

8. COMMUNITY CONSULTATION:

Community consultation will be a key component in the planning and implementation phases of the study hub. This engagement will be led by La Trobe University. Engagement with local residents, businesses, Hume Multiversity members and Hume Jobs and Skills Task Force and key stakeholders will be conducted to gather input, address concerns, and ensure the study hub meets the community’s needs and expectations.

Subject to the terms of the lease Council may be required to undertake community engagement with respect to the terms of the lease.

9. DISCUSSION:

- 9.1 Hume Council is strongly advocating for a tertiary education facility that will offer improved pathways for our residents closer to home. Education is the key to breaking cycles of disadvantage, and through better access to improved educational qualifications, Hume’s residents will be positioned to secure jobs to support their families and assist in the transformation and progression of their local community.
- 9.2 Council has actively sought to increase educational attainment in Hume and supported initiatives such as the Hume Multiversity to achieve this. Over the years, these efforts have led to an increase in university completion rates from 14.8% to 20.2% between 2016 and 2021. However, this is still well below the Greater Melbourne rate of 32%.
- 9.3 The Suburban University Study Hubs program aims to support underrepresented and educationally disadvantaged students from outer suburban areas with low tertiary education participation. It does this by supporting any student studying at any Australian publicly funded tertiary education provider and providing dedicated wrap-around support services and study facilities to improve access and outcomes for these students.
- 9.4 Details of the 2024 funding round can be found at <https://www.education.gov.au/higher-education/support-students/suburban-university-study-hubs/suburban-university-study-hubs-2024-application-round>.

REPORT NO: 9.5 (cont.)

- 9.5 The program also focuses on building readiness and aspiration for tertiary level study, complementing existing and planned university investments and activities in metropolitan and peri-urban areas. Additionally, it encourages linkages between providers, employers, industry, and the local community to support improved outcomes for students, including Work Integrated Learning.
- 9.6 Study hubs are designed to provide dedicated spaces for tertiary students to access resources and support services outside of traditional university campuses. They typically offer facilities such as study spaces, computer access, and student support services, which are crucial for enhancing the educational experience and success of students.
- 9.7 The establishment of study hubs provides a complementary link to support Council’s existing initiatives and accelerate the rate of higher education attainment. Study Hubs emphasise supporting any university student in areas like Hume, increasing visibility and access to tertiary education resources. This initiative aligns with our goal of improving educational outcomes for our community.
- 9.8 La Trobe University has approached Council to review opportunities within eligible suburbs in Hume to establish a study hub. In reviewing available spaces within the constraints of the eligibility criteria, the office space on the ground floor in the north west corner of the Broadmeadows Civic Centre was identified as a potential location.
- 9.9 La Trobe University has taken the initiative to enhance educational opportunities in the region, and the study hub will provide valuable resources and support for all tertiary students in Hume, irrespective of their university affiliation.
- 9.10 La Trobe University has established significant connections in the northern region, including its involvement with Northlink, viewing the north as an integral part of its catchment area. It is important to note that the study hub is designed to support students from any university not just students from La Trobe and this will be reflected in the signage.
- 9.11 The proposed hub at the Broadmeadows Civic Centre will cater to the needs of local students, particularly those who are underrepresented and disadvantaged.
- 9.12 The tables below outline the opportunities and challenges of the proposed location:

Opportunity	Description
Alignment with Council's Advocacy Goals	The establishment of a study hub aligns with Council's goal of advocating for a university presence in Hume. Given the current financial constraints and the difficulty of investing in new campuses, this hub provides an alternative pathway to achieving these goals.
Location Alignment with Hume Central	The proposed location at Broadmeadows Civic Centre is strategically aligned with Hume Central, supporting the broader aims of community development and accessibility.
Service Demand from Libraries	There is a documented demand for after-hours study access beyond 8pm, which the study hub would provide. La Trobe University has indicated its intention to keep the hub open later than the GLC’s opening hours, addressing this community need.
Passive Surveillance	Increased activity in the area will lead to passive surveillance, enhancing security and safety around the Civic Centre.

REPORT NO: 9.5 (cont.)

Challenge	Description
Shared Tenancy Issues	Sharing the space with other tenants may present challenges in terms of coordination, space management, and potential conflicts.
Shared Space in Customer Service Area	The use of shared space can have both positive and negative implications. While it fosters community interaction, it may also lead to privacy concerns and operational conflicts. The area will be set up with separate access and have no impact on customer service centre operations.
Loss of Office Space	The conversion of ground floor office space into a study hub may impact the Council's office space availability. However, this concern is mitigated by the growth of office space at Maffra Street and by utilising the existing office areas more efficiently.
Security Costs	The increased activity resulting from the hub may lead to higher security costs. These costs will need to be carefully managed and budgeted and will be recovered as part of the lease arrangements.

10. NEXT STEPS

- 10.1 La Trobe University will finalise their application for the grant, with support from Council pending the outcomes of this report.
- 10.2 It is anticipated that successful recipients of Suburban University Study Hubs funding will be announced in October 2024. Council will receive a report on the outcome of the grant application following this announcement (noting caretaker provisions during this period).
- 10.3 Should La Trobe be successful with their grant application, Council will negotiate and enter a lease agreement with La Trobe University to establish the study hub at the Broadmeadows Civic Centre.

11. CONCLUSION:

The proposed establishment of a suburban study hub at the Broadmeadows Civic Centre by La Trobe University presents significant benefits aligned with Council’s goals for educational advancement, community development, and efficient use of public facilities. While there are potential risks, they can be mitigated through clear agreements, community engagement, enhanced security measures, regular audits, and robust financial and operational planning. Council’s support for this initiative demonstrates a commitment to fostering educational opportunities and community well-being.

Supporting La Trobe University's application for a suburban study hub is an opportunity for Council to enhance educational access and supports the advocacy goals for a university campus to be established in Hume.

REPORT NO:	9.6
REPORT TITLE:	Providence Road, Greenvale - Permanent Road Closure
SOURCE:	Catriona Burke, Coordinator Traffic
DIVISION:	Infrastructure & Assets
FILE NO:	8240
POLICY:	-
STRATEGIC OBJECTIVE:	2.3: Connect our City through efficient and effective walking, cycling and public transport and road networks
ATTACHMENTS:	<ol style="list-style-type: none">1. <i>Locality Plan</i>2. <i>Public Notice</i>3. <i>Correspondence to Affected Stakeholders</i>

1. SUMMARY OF REPORT:

- 1.1 At the Council meeting held on 14 November 2022, Council resolved:
- 1.1.1 to commence the statutory procedures to permanently close Providence Road, Greenvale.
 - 1.1.2 that options for surveillance such as CCTV be explored in the area to prevent illegal rubbish dumping.
- 1.2 This report considers the outcome of the statutory process undertaken and recommends the permanent closure of Providence Road.

2. RECOMMENDATION:

That Council:

- 2.1 note that submissions from the public were invited under Section 223 of the Local Government Act 1989 by publishing a notice of intention to permanently close Providence Road, Greenvale in the Northern Star Weekly and on Council’s website. Refer to Attachment 2.**
- 2.2 note affected properties, utility service providers, emergency services and Parks Victoria were consulted directly regarding the proposal to permanently close Providence Road, with no objections received. Refer to Attachment 3**
- 2.3 note no public submissions were received and the statutory requirements to permanently close Providence Road have been satisfied.**
- 2.4 permanently close the section of Providence Road, Greenvale shown in Attachment 1, by installing new gates at an estimated cost of \$25,000 (excluding GST), to be funded through Council’s Responsive Road Safety Works Operating Budget.**
- 2.5 note that following an assessment of the site, CCTV cameras will be reinstated to monitor and enforce any illegal dumping that takes place in the area.**

3. LEGISLATIVE POWERS:

- 3.1 The Local Government Act 2020 (LGA 2020) was proclaimed in 2020, however parts of the LGA 1989 remain in force until further notice. These include Schedules 10 and 11 – Relating to Powers of Councils over roads and traffic.

REPORT NO: 9.6 (cont.)

- 3.2 Under section 207 of the LGA 1989, Council has powers over traffic management that are set out in Schedule 11. Under Schedule 11, Clause 9, Council has the power to close the road permanently. Specifically, a “Council may block or restrict the passage or access of vehicles on a road by placing and maintaining any permanent barrier or other obstruction on the road.”
- 3.3 Under section 207A of the LGA 1989, a person has a right to make a submission under section 223, in relation to the proposed exercise of power under clause 9 of Schedule 11.
- 3.4 In accordance with Section 223 of the Local Government Act 1989 (LGA 1989), Council must consider any submissions received in response to the public notice. Council must publish a public notice outlining its intentions and allowing at least 28 days from the date of the public notice for submissions to be made. If any submissions are received Council must allow the person making a submission to be heard at a meeting of Council or of a committee determined by the Council for their consideration.

4. FINANCIAL IMPLICATIONS:

- 4.1 The cost to install new gates is estimated at \$25,000 (excluding GST) and is proposed to be funded from Council’s Responsive Road Safety Works Operating Budget.

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

- 5.1 The proposed road closure is anticipated to restrict the illegal dumping of rubbish and arson of vehicles, previously experienced on Providence Road. This is expected to reduce the occurrence of fires spreading to the adjacent Woodlands Historic Park, reducing impacts to native flora and fauna.

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

- 6.1 This report aims to improve Hume’s climate change adaptability by reducing the occurrence of fires on Providence Road, and subsequently the demand for critically needed emergency services during high-risk periods.

7. CHARTER OF HUMAN RIGHTS APPLICATION:

- 7.1 This report aims to improve the safety and amenity of Providence Road, Greenvale. This enhances the protected rights under the Victorian Charter of Human Rights of individuals who use this area, including the right to freedom of movement and the right to life.

8. COMMUNITY CONSULTATION:

- 8.1 A public notice of intention to permanently close the road was published in Northern Star Weekly on Tuesday 5 March 2024. The notice was also published on Council's website on Tuesday 5 March 2024 and remained on the website for a period of 4 weeks.
- 8.2 A public submissions hearing was scheduled for 8 April 2024.
- 8.3 Affected properties, utility service providers, emergency services and Parks Victoria were consulted with directly regarding the proposal to permanently close Providence Road.

REPORT NO: 9.6 (cont.)

9. DISCUSSION:

9.1 Background

9.1.1 Council resolved at its meeting on 14 November 2022:

“That Council:

2.1 commence the statutory procedures to permanently close the section of Providence Road, Greenvale, shown in Attachment 1;

2.2 note the Department of Transport (DoT) has expressed no objection to the proposed road closure subject to Council undertaking appropriate levels of engagement with affected stakeholders and no objections are received from any emergency service agency or Parks Victoria;

2.3 calls for submissions from the public under Section 223 of the Local Government Act 1989 by publishing its notice of intention to close the road via a public notice in the Northern Star Weekly and on Council’s website;

2.4 schedules a submission hearing to be held to consider any submissions received pursuant to Section 223 of the Local Government Act 1989 at a place, time and date to be advised within the public notice in 2.3.

2.5 investigate opportunities for CCTV cameras or other suitable surveillance to prevent dumping of illegal rubbish in this area and bring a report back on this matter following the section 223 process”

9.2 Existing Road Conditions

9.2.1 Providence Road is unsealed between Somerton Road and approximately 300 metres west of Section Road. The sealed section to the west of Section Road was previously used for access to the former Greenvale Hospital site at 125 Providence Road, which is currently unoccupied.

9.2.2 Providence Road, east of Section Road, is an urban Access Street, providing access to the Umbra Estate subdivision as part of the Greenvale Central Precinct Structure Plan.

9.2.3 The section of Providence Road to be closed provides access to three properties, all of which are government owned.

9.3 Previous Seasonal Closure

9.3.1 Providence Road has been regularly closed on a seasonal basis over the fire period each year since 2016, to deter antisocial behaviour on Providence Road, following an initial request from Victoria Police.

9.3.2 During the years since its implementation, the temporary closure of Providence Road has proved to be very successful in reducing the occurrence of abandoned vehicles, illegal dumping, and arson in the area.

9.3.3 The seasonal closure has received positive feedback from Victoria Police.

9.4 Proposed Road Closure

9.4.1 Council is seeking to permanently close Providence Road under the same arrangement as the seasonal road closure. Locked gates would be used to close the road and placed in the locations detailed in Attachment 1, which would be accessible for maintenance and fire services via a supplied key. The estimated cost for new gates is \$25,000.

REPORT NO: 9.6 (cont.)

9.5 Consultation on Proposed Closure

- 9.5.1 A public notice of intention to permanently close Providence Road was published in Northern Star Weekly and on Council’s website on Tuesday 5 March 2024. The notice, which welcomed public submissions regarding the proposal, remained on Council’s website for a period of 4 weeks. A copy of the public notice is provided in Attachment 2.
- 9.5.2 Public submissions were open until 3 April 2024, allowing for 28 days after the public notice was published, in accordance with Section 223 of the Local Government Act 1989. (LGA 1989)
- 9.5.3 A public submissions hearing was scheduled for 8 April 2024.
- 9.5.4 No submissions were received and as such the scheduled submissions hearing was not required and did not go ahead. Officers deem this to indicate community acceptance of the proposal.
- 9.5.5 In October 2019, Council wrote to DoT requesting a report regarding the exercise of Council’s power to permanently close this section of Providence Road, as required under Schedule 11, Clause 9, of the LGA 1989.
- 9.5.6 DoT advised no objection to a permanent road closure, but required Council to ensure all affected stakeholders, including landowners and utility service providers were consulted appropriately, and no objections were received from any emergency service or Parks Victoria.
- 9.5.7 Affected properties, utility service providers, emergency services and Parks Victoria were consulted with directly regarding the proposal to permanently close Providence Road, with no objections received. The correspondence sent to these stakeholders in March 2024 is provided in Attachment 3.
- 9.5.8 Based on the lack of concern from either the community or DoT, officers recommend the permanent closure of Providence Road by permanently placing a barrier on the road have been satisfied.

9.6 CCTV

- 9.6.1 Council is seeking to permanently close Providence Road under the same arrangement as the seasonal road closure. Locked gates would be used to close the road and placed in the locations detailed in Attachment 1, which would be accessible for maintenance and fire services via a supplied key.
- 9.6.2 CCTV can be a useful tool in capturing breaches of legislation, protecting Council assets, and enhancing community safety by deterring antisocial and criminal behaviour.
- 9.6.3 While the seasonal road closure has been successful in deterring some antisocial and illegal behaviour on Providence Road, CCTV will be reinstated in the area to ensure significant enforcement can be undertaken to further reduce any incidents of this behaviour.

10. CONCLUSION:

- 10.1 The statutory requirements to permanently close Providence Road have been satisfied. This proposal has been shown to be accepted by the community.
- 10.2 It is recommended that new gates are installed on Providence Road to permanently close the road.
- 10.3 CCTV will also be reinstated at the site to deter illegal dumping and antisocial behaviour.



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PUBLIC NOTICE

HUME CITY COUNCIL

NOTICE OF INTENTION TO CLOSE PROVIDENCE ROAD, GREENVALE

Hume City Council acting under clause 9 of Schedule 11 to the *Local Government Act 1989*, gives notice under section 223 of the Act, that it proposes to restrict the passage of vehicles on a section of Providence Road, Greenvale by placing and maintaining permanent gates with locks in the locations marked on the plan below.



Council is seeking to permanently close this section of Providence Road under the same arrangement as the seasonal road closure that has been undertaken on Providence Road during the annual fire season for a number of years. Locked gates would be used to close the road, which would be accessible

for maintenance and services via a supplied key. The closure is intended to permanently reduce antisocial behaviour in the area, specifically the occurrence of abandoned vehicles and arson in the area.

Council invites submissions on the proposal. Submissions must be submitted by no later than 5pm on 3 April 2024. Any person making a submission is entitled to request in the submission that the person wishes to appear in person, or to be represented by a person specified in the submission, at a meeting to be heard in support of that submission.

All submissions will be considered in accordance with section 223 of the Act.

Submissions should be addressed to the Chief Executive Officer, and can be emailed to contactus@hume.vic.gov.au, hand delivered to Council’s Broadmeadows Office at 1079 Pascoe Vale Road, Broadmeadows or posted to the following address:

Chief Executive Officer

Hume City Council

PO Box 119 Dallas VIC 3047

Any person requesting to appear in person or to be represented by a person specified in his or her submission is entitled to be heard before Council (or a Committee established by Council for this purpose) to be held (if required) at 6:30pm at Broadmeadows Town Hall, 10 Dimboola Road, Broadmeadows on Monday 22 April 2024. Submitters will be contacted closer to the time on how/where the meeting will proceed. A person must clearly state in their submission whether they, or their representatives wish to speak at the meeting.

Further information regarding the proposal may be obtained from David Fricke, Manager Assets on (03) 9205 2200.

Our File: HCC23/30
Enquiries: Catriona Burke
Telephone: 9205 2462



1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
PO BOX 119
DALLAS 3047

Telephone: 03 9205 2200
Facsimile: 03 9309 0109
www.hume.vic.gov.au

Tuesday 5th March 2024



Dear [REDACTED]

RE: PROVIDENCE ROAD, GREENVALE – PERMANENT ROAD CLOSURE

I am writing to advise of Council's proposal to restrict the passage of vehicles on a section of Providence Road, Greenvale by placing and maintaining permanent gates with locks in the locations marked on the plan enclosed.

The same section of Providence Road has been closed annually over each fire season since 2016 in the same manner, following an initial request by Victoria Police and consultation with affected properties.

During the years since its implementation, the temporary closure of Providence Road has proved to be very successful in reducing the occurrence of abandoned vehicles and arson in the area. Council is now seeking to permanently close this section of Providence Road under the same arrangement as the seasonal road closure. Locked gates would be used to close the road, which would be accessible for maintenance and fire services via a supplied key.

A public notice regarding the proposed closure of Providence Road has been published on Council's website. Council invites submissions on the proposal to be submitted by no later than 5pm on 3 April 2024.

Please do not hesitate to contact Council's Coordinator Marvin Chen on 9205 6595 should you require any further information regarding this.

Yours sincerely

DAVID FRICKE
MANAGER ASSETS

HumeLink Multilingual telephone information service	المعلومات باللغة العربية	9679 9815	Γρα πληροφορίες στα ελληνικά	9679 9818	Türkçe bilgi için	9679 9822
	هاتفك في كل لغة	9679 9809	Per avere informazioni in italiano	9679 9819	Alun biêt thông tin tiếng Việt	9679 9823
	Za informacije na bosanskom	9679 9816	За информације на српском	9679 9820	For other languages...	9679 9824
	Za informacije na hrvatskom	9679 9817	Para información en español	9679 9821	Enquiries	9205 2200

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REPORT NO:	10.1
REPORT TITLE:	NOM24/30 - Cr Joseph Haweil
SOURCE:	David Fricke, Manager Assets
DIVISION:	Infrastructure & Assets
FILE NO:	HCC24/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. **Background Information:** To enhance the site and its recognition, it is proposed that the approaches to the Mickleham Road Avenue of Honour be identified with signage at both the northern and southern ends of the Avenue. It is noted that the Mickleham Road Avenue of Honour site, its tree plantings, obelisk memorial, and memorial plaques have been acknowledged and recorded as Heritage Overlay 37 within the Hume Planning Scheme, noting its local significance.
2. **RECOMMENDATION:**
That Council investigates and reports on the costs and options of erecting roadside signage at the southern and northern ends of the Mickleham Road Avenue of Honour, specifically identifying the Avenue of Honour, and that a report be presented to council on the options available, acknowledging that Mickleham Road, Mickleham is designated as an arterial road, controlled and managed by VicRoads, and any works of this nature would require their prior approval.
3. **OFFICER COMMENTS**
If supported by Council, Officers would develop a report and bring it to Council in August 2024.

REPORT NO: 10.1 (cont.)

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REPORT NO:	10.2
REPORT TITLE:	NOM24/31 - Cr Carly Moore
SOURCE:	Hazel Finnie, Coordinator Arts, Culture and Events
DIVISION:	City Services & Living
FILE NO:	HCC24/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. BACKGROUND INFORMATION:

The City of Whittlesea has published a brochure called 50 Sites of Significance, highlighting some of the historical locations, and places of interest in their city.

We know from the community feedback received during the development of the Creative Community Strategy, that our local Hume community are very interested in celebrating culture and our culturally significant places too.

Hume City has many historic sites of significance which tell the story of our city, and our people, and we know the community has a strong interest in understanding and exploring these more. From Rupertswood and the Ashes, to Roxburgh Park Homestead, the Maygar Barracks and Woodlands Homestead, just to name a few, we have so many local stories to tell, and so much history to share.

I believe there is an opportunity for Hume to better promote our significant sites and consider the opportunities to undertake a similar piece of work to the City of Whittlesea's 50 Sites of Significance.

2. RECOMMENDATION:

That Council receives a report outlining the options for improving the promotion of Hume's historical sites of significance, similar to the material provided by City of Whittlesea in their 50 Sites of Significance.

The report should also provide information on the benefits and costs for Council's consideration.

3. OFFICER COMMENTS

The Creative Community Strategy 2020-2025 supports initiatives that engage local communities in the celebration of place and culture, and which enhance the cultural significance of the natural and built environment.

Officers will consider opportunities for the promotion of Hume's historical sites of significance, referencing the City of Whittlesea's work in this space and provide a report back to Council outlining options, benefits, and costs.

REPORT NO: 10.2 (cont.)

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REPORT NO:	10.3
REPORT TITLE:	NOM24/32 - Cr Sam Misho
SOURCE:	Kristen Cherry, Acting Director City Services & Living
DIVISION:	City Services & Living
FILE NO:	HCC24/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. Background information:

Council is committed to improving safety and amenity in Hume City, understanding that these are critical to resident wellbeing. The range of services and programs delivered by Council, spanning from community development to enforcement activities, demonstrate this commitment.

Addressing resident's primary safety concerns, such as illegal dumping and property crime, requires collaboration with the police. Effectively partnering to tackle these issues requires Council and police to have a shared understanding of resident perspectives, as well as each other's roles, resources, and priorities. This notice of motion aims to support this.

2. RECOMMENDATION:

That Council: Write to Shayne Kerley, Acting Inspector, Hume Local Area Command, extending an invitation to attend a future Council briefing and to present on:

1. Hume City crime trends: including local crime statistics and any notable shifts, patterns, or distinctive features within the Hume municipality.

2. Local police priorities and strategies: including an overview of strategic priorities and initiatives underway to address prevalent crime issues and to enhance community safety within Hume City.

3. Preliminary insights and/or findings arising from the 2024 Victoria Police Community Sentiment Survey 2024: including top concerns of Hume residents, safety perceptions, and trust in law enforcement.

3. OFFICER COMMENTS

Hume City Council remains committed to creating a vibrant, sustainable and safe environment for all residents of the municipality and acknowledges that working in close partnership with other authorities such as the Victorian Police strengthens our collective resolve when responding to primary safety concerns raised by local residents.

The proposed NOM is supported by Council Officers and as such Officer will write to Acting Inspector Shayne Kerley, Hume Local Area Command.

REPORT NO: 10.3 (cont.)

REPORT NO:	10.4
REPORT TITLE:	NOM24/33 - Cr Sam Misho
SOURCE:	Adam McSwain, Director Infrastructure and Assets David Fricke, Manager Assets Joel Kimber, Acting Manager Governance
DIVISION:	Infrastructure & Assets
FILE NO:	HCC24/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. Background information:

Many of our rate payers are subject to fines for parking on gutters and nature strips. The behaviour is often a result of extremely poor estate design. Numerous suburbs feature narrow streets and curved kerbs, making it nearly impossible for individuals to gauge if their vehicles are parked on an even surface. The poor design leaves residents with limited options for safe and practical parking. Despite these design flaws, residents are frequently fined for parking on gutters and nature strips. It is critical that our rate payers are protected and ensure that such fines are not a driver for unwarranted revenue for council, as they penalize individuals for circumstances beyond their control.

I acknowledge that since 2016, Council began to implement the Hume City Parking on Narrow Street Policy. Whilst many streets have benefited from this program, as Council has upgraded 62 streets with indented parking bays, there are still a large number of narrow streets across Hume that need to be completed.

The Indented Parking Bay Program is already fully allocated for the next ten years, as we have approximately 420km of narrow streets to be completed (this is almost the distance from Hume to Wagga Wagga). By fast-tracking the program hopefully this will lead to a reduction in fines to our residents.

2. RECOMMENDATION:

That Council

- 1. Conduct a review of the Infringement Management Policy, in particular its impacts on nature strip parking, including consideration of the practical realities faced by residents due to poor estate design.**
- 2. Encourage Council Officers to continue to engage positively with fine recipients to understand their experience and circumstances that have led to receiving infringements – particularly those in narrow streets.**
- 3. Receive a report detailing the number of infringements that have been handed out to residents living in narrow streets.**
- 4. Receive a report on the Indented Parking Program and the Hume City Parking on Narrow Streets Policy, including options to fast-track the delivery of the Indented Parking Bay projects where needed to provide benefits as quickly as possible to residents and remove the need for residents to park on nature strips or other locations.**

REPORT NO: 10.4 (cont.)

3. OFFICER COMMENTS

The issuing of fines for illegal parking on nature strips is governed by the Road Safety Act. Fines may be issued by Council's Authorised Officers, Victoria Police and VicRoads (Department of Transport). Officers have no influence over the fining policies under this Act.

Council's Infringement Management Policy addresses the rights and opportunities to appeal a fine. This Policy is currently being reviewed and will be presented to Council for consideration in August 2024.

A review of options for the fast track delivery of the Indented Parking Bay Program can be completed by Officers. The program currently completes approximately six to eight roads/projects each year and options to complete more than this can be undertaken. At the current pace the program would run for at least the next ten years to complete projects that meet the warrants under the current policy.