

12.10	Glengala Road Village Streetscape Improvements
Directorate	Infrastructure and City Services
Director	Chris Leivers
Manager	Lisa Davis
Attachment(s)	1. Glengala Village Streetscape Upgrade - Enhanced Option 1 (Recommended) [12.10.1 - 1 page] 2. Glengala Village Streetscape Upgrade - Engagement Outcomes Report [12.10.2 - 40 pages] 3. Glengala Village Streetscape Upgrade - Cost Estimate [12.10.3 - 1 page] 4. Glengala Village Streetscape Upgrade - Sunshine West Our 20-Minute Neighbourhood Pilot [12.10.4 - 16 pages] 5. Glengala Village Streetscape Upgrade - Two Draft Concept Options [12.10.5 - 2 pages]

Purpose

For Council to consider adopting the recommended Concept Design option for the Glengala Road Village Streetscape Improvements Project, as shown at **Attachment 1**.

Officer Recommendation

That Council:

- Notes the feedback received as part of the consultation process for the Glengala Road Village Streetscape Improvement Project, as shown at Attachment 2, including a petition dated 13 May 2024, regarding parking in Glengala Road, and thanks the community and petitioners for their feedback.**
- Notes that the feedback over both stages of the project indicated a desire for a design that focussed on traffic calming, improved pedestrian safety, areas for people to sit, increased greenery and canopy cover and support for the local economy.**
- Notes that Enhanced Option 1 in this report, as depicted in Attachment 1, addresses the community's feedback by: introducing a roundabout at the Simmie Street intersection; preventing U-turns through a central median strip; providing raised pedestrian crossings at key locations to increase walkability of the centre; relocating the bus stop and reconfiguring car parking resulting in no net loss of car parking in close proximity to the Village; a greater allocation of space for pedestrians, footpath trading and bike parking; providing more greening and shade through increased plantings; and installing new wayfinding and parking signage.**
- Adopts Concept Design shown as Enhanced Option 1 in this report, as depicted in Attachment 1.**
- Notes that subject to adoption, funding for implementation of the Final Glengala Village Streetscape Improvement Project will be considered in**

current and future budget processes, as per high level cost estimate at Attachment 3.

- f. Advises the community and petitioners of its decision via letter to the lead petitioner, a Media Statement and updates on the Council website and Your Say web page.**

Background

Glengala Village is a Local Activity Centre (LAC) in Sunshine West that provides shopping and other services to the local community. It is one of 42 LACs in the Brimbank Local Government Area (LGA).

Glengala Road is the main thoroughfare through Sunshine West and the only road that links Sunshine and Fitzgerald Road/M80. It carries approximately 10,000 vehicles a day.

In 2018, Victorian Government launched the 20-Minute Neighbourhood Pilot Program under its *Plan Melbourne Strategy* to test the practical delivery of 20-minute neighbourhoods through place-based planning.

Sunshine West was identified as a pilot location, and since then Council and the State Government have engaged extensively with the community to improve the liveability and economic performance of Glengala Village, guided by the *Plan Melbourne* objectives and hall marks of a 20-minute neighbourhood. These are:

- Be safe, accessible and well connected for pedestrians and cyclists to optimise active transport
- Offer high-quality public realm and open space
- Provide services and destinations that support local living
- Facilitate access to quality public transport that connects people to jobs and higher-order services
- Deliver housing/population at densities that make local services and transport viable
- Facilitate thriving local economies.

Stage 1 - Community Engagement and Technical Assessments (2018-2021)

In 2018 the State Government funded a comprehensive community engagement program, and a detailed technical analysis of the local neighbourhood. The aim was to determine existing issues and opportunities and ascertain how this neighbourhood could develop over time to meet the hall marks of a 20-minute neighbourhood.

The analysis found that within Glengala Village there is a high school, primary school, kindergarten, community centre, medical centres, dentists, cafes, restaurants, takeaway food, fresh fruit and vegetables, post office, ATM, bakery and many other services. However, pedestrian movement is limited and dwell times are low. This contributes to businesses often being under financial stress due to low customer numbers, and the strip lacking in pedestrian activity and vibrancy.

Two of the major issues raised by the community were high traffic speed and poor driver behaviour. These were seen to be major limiting factors to pedestrians feeling safe or comfortable within the streetscape, and a contributing factor to shoppers feeling less inclined to spend time in the Village.

In response to these findings Council worked with the (then) Department of Environment, Land, Water and Planning (DELWP), to deliver a plan for temporary activations. These included:

- Traffic calming – through introduction of a 20km/h speed limit and extensive road art;
- Street greening – through installation of planters, garden beds and new trees;
- A pop-up park – by reconfiguring the street furniture layout of an existing underutilised kerb outstand and adding colourful seating, turf and shade;
- Shop front renewals – through eight (8) traders being assisted by experts in marketing to redesign their brand and present their businesses in a more attractive way; and
- Installation of bike parking stations.

In 2021, an event called GlenGALA day was held to thank the community for their contribution to the project so far and to encourage continued involvement in setting the direction for more permanent changes to their local streetscapes.

During Stage 1, \$90,000 in funding was obtained from the TAC to install 6 raised pedestrian thresholds along Glengala Road to improve pedestrian safety and connectivity to the Village.

A report into the Pilot Project was prepared as a result of the community feedback, workshops and technical assessments. Refer **Attachment 4**.

Stage 2 – Development of Permanent Solutions (2022 onwards)

In preparing for permanent improvements to the Glengala Road Village Officers developed two draft Concept Design Options using the findings and recommendations from Stage 1 of the project. These are included at **Attachment 5**.

Both Concept Design options shift the spatial focus of the village away from the current vehicle-oriented thoroughfare to a safer and more pedestrian-oriented environment. The options recognise the role of Glengala Road as an important vehicle corridor and the need for parking space, whilst seeking to balance these functions with pedestrian safety and a streetscape that supports vibrancy, activation and encouragement for people to stay longer in the Village.

Specifically, the two Concept Design options address the following **key objectives** that were generated from the Stage 1 community and stakeholder engagement:

Traffic safety

Traffic calming:

- A new roundabout at Simmie Street intersection to reduce approaching vehicle speed
- Raised pedestrian 'wombat' crossings to act as traffic calming and improve line of sight of pedestrians at approximately 30m apart
- Reduction of carriageway width from 3.9m to 3.6m
- Perception of narrower street created by planted central median.

Limit vehicle movements within the Village:

- A new roundabout at Simmie Street intersection to prevent right turn out movement onto Glengala Road
- Rearrangement of angled parking on northern kerb line to parallel parking to prevent vehicles reversing out onto on-coming traffic

- Planted central median to prevent west-bound vehicle cutting across on-coming traffic to park in angled parking on the northern kerb side
- Planted central median and narrower carriageway reduces the likelihood of double parking within the Village.

Improved pedestrian safety and amenities

Prioritisation of pedestrian environment and movements

- Widened footpaths at shopfront from existing 3m to proposed 6m approximately
- Formalised pedestrian crossings including pedestrian crossings at Simmie Street intersection where currently pedestrians are informally crossing
- Consistent raised pedestrian 'wombat' crossing arrangement to all pedestrian crossings within the Village
- Minimised pedestrian crossing distance to lessen likelihood of informal crossing
- Existing pedestrian operated signal (POS) crossing north of Sunshine Heights Kindergarten to be upgraded to raised pedestrian 'wombat' crossing and relocated closer to Simmie Street intersection.

Improved pedestrian amenities

- Increased tree canopy cover for improved greening and shade
- Increased public seating and gathering opportunities
- Increased vegetation throughout for increased texture and biodiversity
- Upgraded footpaths
- Lighting assessment to be carried out in the detailed design phase and upgraded as required.

Provision for bike parking

- Space on footpaths designated for bikes parking, in close proximity to shops and eateries.

Increased greenery and canopy cover

- 3m wide central median with large canopy trees and understorey planting
- Smaller scale street trees and garden planting along footpaths.

Support for local economy

- Widened footpath will provide increased footpath trading space to support local economy
- Bus stop relocation from northeastern corner of Simmie Street intersection to in front of 92 Glengala Road will create increased footpath/trading space.

The **key differences** between the two options are outlined below:

Concept Design Option 1:

- Three raised pedestrian 'wombat' crossings between Gregory Street and Simmie Street
- Total of 19 on-street parking bays within the shopping village
- Net loss of 3 on-street parking spaces within shopping village**

**Note: Since community consultation, Officers have identified that three indented car parking spaces can be added to St Andrews Street, to offset the reduction in on-street

parking spaces in Glengala Road. The changes are reflected as "Enhanced Option 1" in **Attachment 1**.

Concept Design Option 2:

- Two raised pedestrian 'wombat' crossings between Gregory Street and Simmie Street
- Total of 22 on-street parking within the shopping village
- No net loss of on-street parking spaces in the Village.

Matters for Consideration

Options

- A. **Officer Recommendation:** Adopt Enhanced Option 1 as the Final Concept Design for the Glengala Road Village Streetscape Improvements project.
- B. Do not adopt the Enhanced Option 1 or the Original Option 1 and undertake routine streetscape maintenance as required.
- C. Adopt Option 2.
- D. Do not adopt Option 2 and undertake routine streetscape maintenance as required.

Analysis

Officers recommend adoption of Enhanced Option 1 as depicted in **Attachment 1** for the following reasons:

1. It addresses the pedestrian and vehicle safety issues identified, and balances these with a new visitor friendly and green Village, as widely desired by the community in the Stage 1 research.
2. It was supported by 63% of respondents in the community engagement process.
3. It is likely to increase the time people spend in the Village. When respondents were asked if their preferred design option would encourage them to visit and spend more time in Glengala Village, the majority (75%) of participants said "yes".
4. The option can be achieved whilst ensuring there is no net loss of parking within close proximity to the Village, as Officers have identified an opportunity to include three additional indented parking bays on St Andrews Street.

Note: There are also 124 publicly accessible car parks, including on-street and off-street within 150m radius (maximum 2-minute walk) of the Village. These include angled parking spaces on Simmie Street and the spaces in the Castley Reserve car park which remains largely unutilised other than on Sundays (when many of the shops in Glengala Village are closed).

5. An Independent Road Safety Audit (RSA) identified Option 1 as the safer of the two options, from a road safety perspective.

Both options introduce a roundabout at the Simmie Street intersection; prevent U-turns through a central median strip; relocate the bus stop and reconfigure car parking,

resulting in a greater allocation of space for pedestrians, footpath trading and bike parking; provide more greening and shade through increased plantings; and installing new wayfinding and parking signage.

The recommended Enhanced Option 1 design provides a better outcome for pedestrians by including an additional raised central pedestrian crossing to maximise walkability of the centre. It can be delivered without a net loss of parking spaces in close proximity to the Village and is therefore considered the better outcome for the streetscape upgrade.

Implementation

Subject to Council approval, work would commence on the detailed design and construction documentation for the purposes of tendering. This would be undertaken by Council's engineering team with input from the Parks and Public Realm team.

Funding for the project is nominally included in Council's draft Capital Works Budget in the 2026/2027 financial year. A high-level cost estimate of construction of Option 1 is a minimum \$2.41 million. Refer **Attachment 3**. This includes a contingency of \$150,000. It should be noted that this is an estimate only and that costs could be higher and will be clearer once the detailed design has been completed and tested via a competitive procurement process. There is potential for costs to escalate due to inflation, supply chain challenges and general volatility in the construction industry. Council will be kept apprised of any cost escalation and subsequent budget adjustments.

Subject to Council's adoption, the community and traders would be notified of Council's decision through a Media Statement, Council website and Your Say page updates. The lead Petitioner would be notified of the decision by letter.

Community Engagement

Community engagement on the final draft two Concept Design Options for permanent improvements was carried out during a five-week period between 15 April 2024 and 19 May 2024.

Engagement included:

- Online survey through Council's YourSay page
- On-site listening post on 11 May 2024 from 10am to 12pm
- Targeted direct engagement with all businesses in Glengala Village.

Engagement promotion included:

- Draft design options were made available on Council's YourSay page, Glengala Hall windows and Glengala Village bus stop
- Mail-out to approximately 1,250 residential addresses within approximately 500m radius of the Village
- On-site posters
- Council's website and social media posts.

The Engagement Report includes all feedback received. It is provided in **Attachment 2** and summarised below:

Preferred design option by wider community	Number	%
Option 1	247	63%
Option 2	112	30%

Neither Option 1 nor 2	30	7%
TOTAL respondents	389	100%

Overall, the majority (63%) of participants were in favour of Option 1.

The top three themes identified as reasons to prefer Option 1 were:

- Pedestrian accessibility/convenience (126 mentions)
- Pedestrian safety (97 mentions)
- Pedestrian priority (44 mentions).

Concerns raised by those who preferred Option 1 included reduced parking (8 mentions), perceived increased congestion (8 mentions) and reduced visibility due to planted central median (3 mentions). This was based on the initial Option 1 design, in which car parking was reduced; the number of car parks have been retained in the *Enhanced* Option 1 design.

Among those who preferred Option 2 or neither, the top reason for not preferring Option 1 was concerns over inadequate parking provision (56 mentions) and concerns over perceived increased traffic congestion (37 mentions).

When respondents were asked if their preferred design option would encourage them to visit and spend more time in Glengala Village, the majority (75%) of participants said yes.

Due to low participation rate among the trading community within the Village, the engagement period was extended for 9 days to ensure all voices had been heard. The feedback provided by the trading community is included in the attached engagement report, and summarised below:

Preferred design option by Glengala Village traders	Number	%
Option 1	14	73.7%
Option 2	3	15.8%
Neither Option 1 nor 2	2	10.5%
TOTAL respondents	19 (out of 24)	100%

The Glengala Village trader's design preferences were in line with the broader community findings with an overall preference for Option1.

Petition

During the engagement period on 13 May 2024, a petition was presented to Council that contained 262 signatures. The petitioners "object to the removal and reconfiguration of any parking spaces directly in front of shops along Glengala Village, Glengala Road".

The majority of the petition's signatories were from Sunshine and Sunshine West and surrounding suburbs, with one signatory from interstate and several from Regional Victoria.

The signatories included five individuals from three businesses in Glengala Village. Three signatories were from one business. One of the signatories from a Glengala Village business also provided a preference for Option 1 in the Council's Your Say survey.

Internal Collaboration

An internal Project Working Group (PWG) with representatives from the following departments have been engaged at key stages; City Strategy, Engineering and Infrastructure Services, Operations, Communications and Community Engagement, Community Learning and Participation.

Key External Stakeholders Engagement

Department of Transport and Planning and Trans Systems VIC (Operator of bus route 420) have been engaged with to inform the concept designs, and to obtain in-principle consent on the proposed designs.

Resource And Risk Implications

Community:

The petition that was submitted requested there to be no removal of the angled parking outside of the shops on Glengala Road. Despite the community engagement results showing overall support for Option 1, there is potential that some petitioners may continue to object to the removal of the existing angled parking in front of the shops in Glengala Road. Both Option 1 and Option 2 showed the removal of the angled parking to create more space for pedestrians and a safer road environment.

Environmental:

Implementation of Enhanced Option 1 will increase space for tree planting and thereby increase shade and reduce the urban heat island effect on the Village. The proposed design will encourage more people to walk and cycle to the village rather than travelling by car.

Financial:

Implementation of Enhanced Option 1 will require significant allocation of funds in the forward Capital Works Program, which is subject to Council approval. An amount of \$2.4M is currently allocated in the 2026/27 year of Council's Ten-Year Financial Plan.

The current cost estimate for the streetscape works is a minimum of \$2.41million, which includes a contingency of \$150,000 (refer **Attachment 3**). This cost estimate will be further refined during the detailed design and documentation phase.

There is potential for costs to escalate due to inflation, supply chain challenges and general volatility in the construction industry. Council will be kept apprised of any cost escalation and subsequent budget adjustments.

Future maintenance budgets for the Village are estimated to increase to cover the maintenance and cleaning costs of additional street furniture, lighting, garden beds and trees. The total additional cost per annum for maintenance is estimated at \$400 for lighting, \$6,840 for garden beds and trees (based on monthly visits) and \$300 for cleansing per annum, which equates to an additional cost of approximately \$7,540 per year. Subject to adoption and implementation, funding for these additional costs would be factored into the annual budget.

Safety:

The recommended option will increase the safety of all pedestrians and visitors to the Village by calming traffic speeds, providing safe crossing points and wider footpath spaces.

Legislation/Council Plan/Policy Context

This report supports the Council Plan 2021-2025 strategic direction and objective of:

1. People and Community - A welcoming, safe and supported community - An inclusive place for all

- Wellbeing and Belonging - Responsive services that support mental and physical wellbeing.

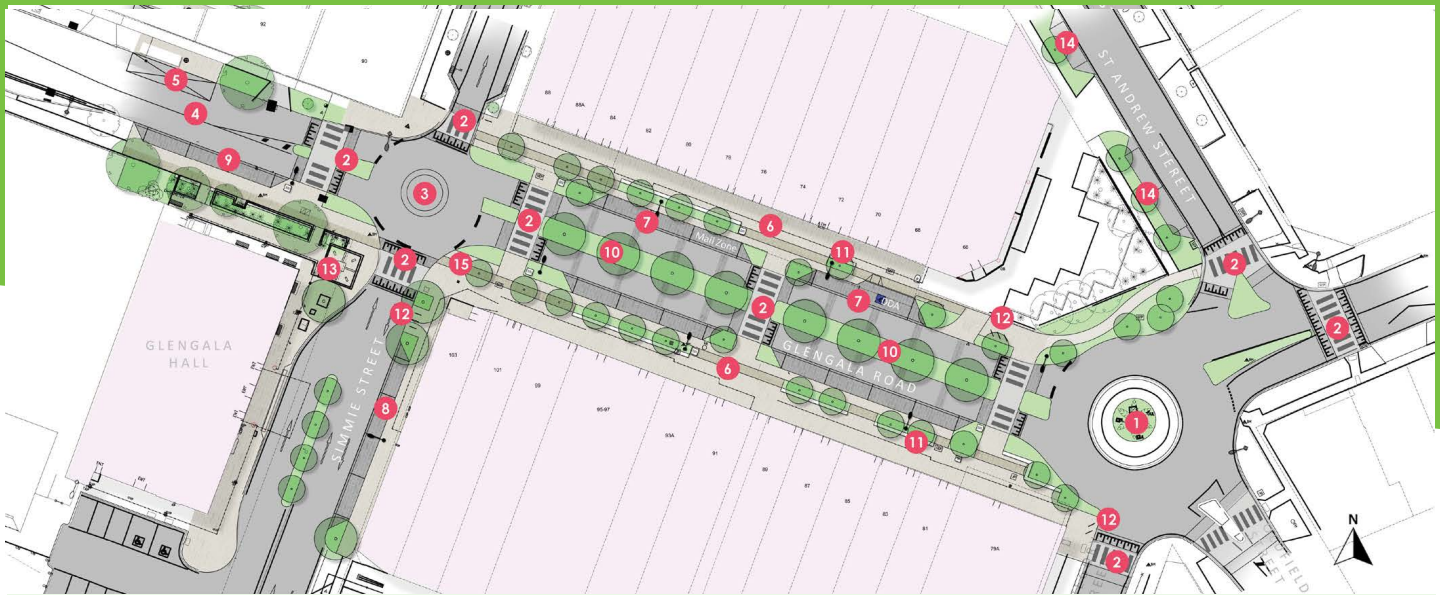
2. Places and Spaces - Liveable and connected neighbourhoods that support healthy and sustainable futures - A green place for all

- Liveable and Connected - Inviting and liveable spaces and facilities, connected so people can get around
- Sustainable and Green - Protect natural environments for current and future generations.

This project aligns with the Council Plan 2021-2025, Brimbank Climate Emergency Plan, Brimbank Activity Centre Strategy 2018, Brimbank Cycling and Walking Strategy 2016, Urban Forest Strategy 2016-2046, and Brimbank Creating Streets for People Policy 2022.

Council Officers contributing to the preparation and approval of this report, have no conflicts of interests to declare.

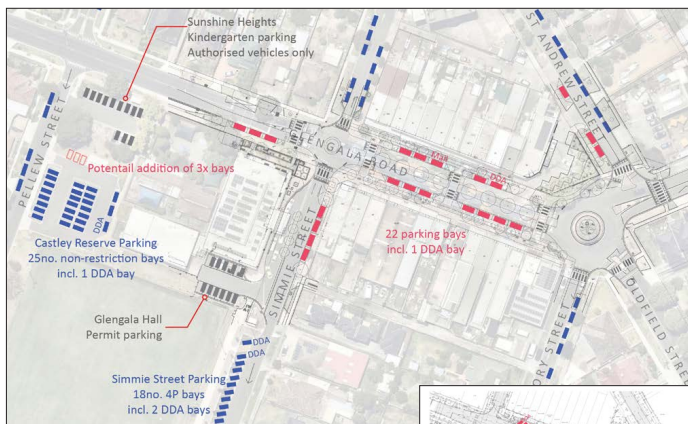
Recommended Concept - Enhanced Option 1



Reflecting the community support for Option 1 and strong emphasis for a pedestrian focused streetscape, while recognising the concerns over parking loss associated with the proposal, an augmented option1 is recommended with additional 3 indented on-street parking bays on St Andrews Street, ensuring no net loss of car parking space.

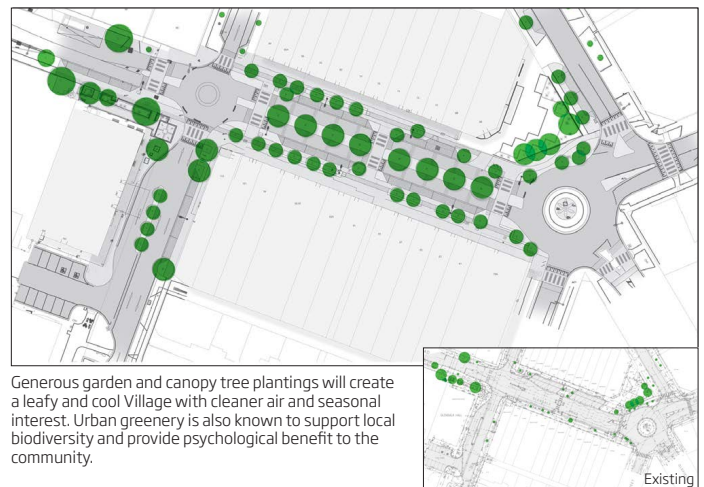
- 1 Retention and rationalisation of eastern roundabout
- 2 Introduction of Wombat crossings
- 3 Introduction of new roundabout at Simmie Street intersection
- 4 Removal of existing push button pedestrian crossing
- 5 Relocation of bus stop to west of Simmie Street and provide shelter (subject to stakeholder approvals)
- 6 Widened Village footpaths: approximately 6m to north (3m gain), 6.3m to south (2m gain) with added greenery and ample seating and gathering opportunities. Inclusion of public art will be considered.
- 7 Rearrangement of northern parking from angled to parallel
- 8 4x new indented parking bays on Simmie Street
- 9 3x new indented parking bays on Glengala Road west of Simmie Street
- 10 3m wide planted central median and large canopy avenue tree planting
- 11 Update to street lighting (subject to lighting assessment)
- 12 Bicycle facilities including hoops. Consider a water station.
- 13 Consider opportunity to open up the corner for community meeting space
- 14 3x new indented parking bays on St Andrew Street
- 15 Add new wayfinding signage along Glengala Road for parking locations

Public Parking



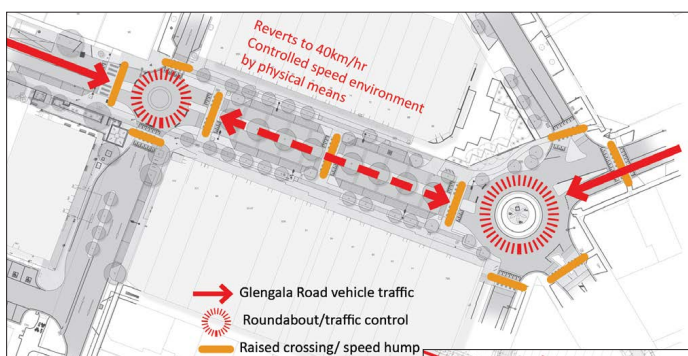
Augmented Option1 offers 22 on-street parking spaces, the same number as the existing. Existing provision of 1x DDA bay and 1x mail zone will be retained in a different arrangement. There is a potential to rearrange Castley Reserve parking to add further bays.

Village in an Urban Forest



Generous garden and canopy tree plantings will create a leafy and cool Village with cleaner air and seasonal interest. Urban greenery is also known to support local biodiversity and provide psychological benefit to the community.

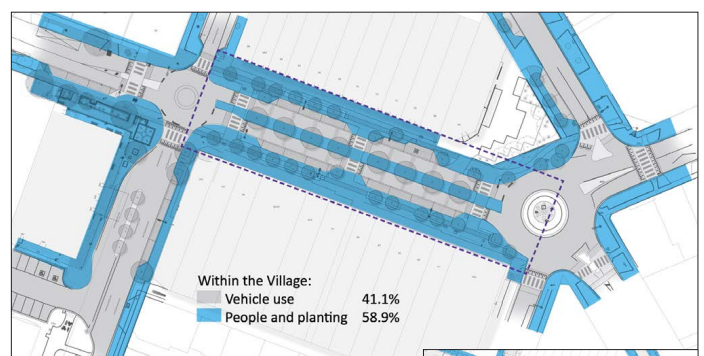
Traffic Calming



In 2018, the community identified traffic calming as one of the main priorities for the Village.

Introduction of small roundabout at Simmie Street intersection, along with widened pedestrian crossings and central median will create a slow speed environment within the Village

More Space for People and Greenery



Rearrangement of on-street parking from angled to parallel creates more space for people to walk, meet, gather and enjoy the Village. Generous footpath space also supports footpath trading and increased planting.

Glengala Village Streetscape Upgrade

Brimbank City Council

Consultation Report

May 2024



Prepared by

Conversation Co.

Conversation Co acknowledges the Traditional Custodians for all First Nations peoples that cover the lands of metro and regional within Victoria involved in this project. We recognise and respect their continuing connection to climate, culture, Country and waters.

Executive Summary

Conversation Co was engaged by Brimbank City Council to support delivery of its face-to-face engagement activity for the Glengala Village Streetscape and carry out analysis of community feedback from across the engagement program.

Project methodology

A mixed method community engagement program was delivered and included an online and hard copy survey, community pop up conversations and face-to-face trader engagement. A total of 382 participants provided feedback across these methods. There was good representation in engagement activities across age groups, with the highest percentage of participants coming from the 35-44 year age group (34%), followed by the 25-34 and 45-54 year age groups (each 20%), and the 55-64 year age group (14%). More women (52%) participated than men (41%) and people from diverse backgrounds were well represented.

Key Findings

Overall, the majority (63%) of participants, including traders, were in favour of Option 1, with 30% preferring Option 2 and 7% preferring neither option. When asked, regardless of the design selected, the majority of participants (75%) said improvements would encourage them to visit the village more often. Slightly more participants (79%) who preferred design Option 2 said this option would encourage them to visit and spend more time in the village, compared with participants who preferred Option 1 (76%).

Reasons for selecting each option varied, free text feedback was coded to identify common themes. Following is a summary of the top five themes for each design choice.

Option 1

- Pedestrian accessibility/convenience (126 mentions)
- Pedestrian safety (97 mentions)
- Pedestrian priority (44 mentions)
- Activation/ beautification (24 mentions)
- Traffic calming (18 mentions)

Option 2

- Need more parking (56 mentions)
- Reduction of congestion (37 mentions)
- Reducing excessive crossings (15 mentions)
- Greenery (8 mentions)
- Alternative design suggestions (6 mentions)

Opportunities for improvement

Following are our suggestions based on our analysis of the data and reporting of the findings. We acknowledge that our expertise is in community engagement and social research, not in traffic management, urban planning or design.

Improvements to the options

- Consider additional ways to alleviate the need for more parking near the village and to assist less mobile residents to carry shopping to their cars.
- Further review implications of angle versus parallel parking on traffic flow and safety.
- Review the need for designated disabled parking spaces, and designated spaces for families with young children.
- Review safety of crossings at roundabouts.
- Consider additional measures to enhance pedestrian safety, for example flashing lights at crossings, warning signs on approach to crossings and speed limit signs, more lighting in neighbouring streets.
- Consider the height of plants/trees in the central median strip, to avoid impeding visibility between each side of the street.

Other infrastructure improvements

- Consider ways to improve the aesthetic of the area, including upgrading of footpaths, renovating shop fronts and seating areas.
- Consider ways to improve the mix of businesses, by making modifications to the design - kerb outstands for outdoor dining with covered shade.
- Consider ways to create more public performance spaces and activations along laneways, within rear car parking areas and within the village itself (permeable surfaces, lighting, street art).
- Consider ways to increase night time activation through lighting installation and the mix of businesses.
- Consider ways to improve bicycle safety and security through dedicated and secure bike parking and access lanes.

Table of Contents

1. Introduction	6
1.1 Project background	6
1.2 Engagement purpose and scope	6
2. Who Participated?	8
2.1 Participation by engagement activity	8
2.2 Demographic characteristics	8
2.3 Suburb of residence	9
2.4 Reason for visiting Glengala Village	9
2.5 Mode of transport to Glengala Village (pop up only)	10
2.5 Where do motorists park at Glengala Village? (pop up only)	11
3. Key Findings	13
3.1 Overall level of support for design options	13
3.1.1 Level of support for design options - By gender and age	13
3.2 Influence of design option on intention to visit and spend time in the Village	14
3.3 Rationale for choice of design option	14
3.4 Ways to increase enjoyment and duration of visit to the Village (pop up only)	23
3.5 Ways to make it easier to move around the Village (pop up only)	24
3.6 Additional design feedback	24
3.7 Trader engagement	25
4. Opportunities	27
4.1 Future engagement processes	27
4.2 Improvements to the options	27
4.5 Other infrastructure improvements	28
5. Appendices	29
Appendix 1 Detailed project information	29
Appendix 2 Options Presented (Option 1 and 2)	32
Appendix 3 In person survey questions	34
Appendix 4 Community Petition to Council	39
Appendix 5 Trader drawings (design concept ideas)	40

1. Introduction

Conversation Co was engaged by Brimbank City Council to support delivery of its face-to-face engagement activity for the Glengala Village Streetscape and carry out analysis of community feedback from across the engagement program.

1.1 Project background

As part of Council's capital works program, Brimbank City Council is looking to improve the streetscape and public realm of Glengala Village, the community hub for Sunshine West neighbourhood. Sunshine West, particularly Glengala Village has received limited developments in recent years while Sunshine Metropolitan Activity Centre has been a great focus for growth.

Sunshine West is located approximately 13 km west of Melbourne CBD and 2 km west of Sunshine in Brimbank LGA. The neighbourhood is characterised by low-density housing with entrenched car-dependency. Glengala Village is a strip of shops on a busy Glengala Road. It is a key east-west connector and 10,000 cars pass through daily.

Sunshine West Neighbourhood was identified as one of the pilot sites for the Victorian State Government's 20 minute neighbourhood program in 2018. The pilot project included community engagement campaigns, temporary activations and technical assessments, and concluded in 2019 with a series of strategic opportunities and future recommendations. While the pilot project looked at the whole neighbourhood of Sunshine West, improvement to Glengala Village public realm was a recurring theme along with improvement to traffic safety, walkability and sustainability for the wider neighbourhood.

Two design options for the Glengala Village streetscape improvement program were developed based on community feedback through the pilot project. The two options presented were similar in intent, with a focus of traffic safety, walkability, pedestrian amenity, greening and support of local economy and community cohesion. Please refer to Appendix 1 to view a detailed description of the project.

The difference was that Option 1 includes an additional safe pedestrian crossing in the centre of the Village. The inclusion of the pedestrian crossing results in less numbers of on-street parking spaces directly in front of the shops. Option 2 does not include the pedestrian crossing in the centre of the Village, which enables space for three more on-street parking spaces in front of the shops compared to Option 1. See Appendix 2.

1.2 Engagement purpose and scope

This phase of community consultation took place between 15th April 2024 and 19th May, 2024. This engagement phase sought to:

- Understand the preferred design option for the project and any necessary changes to either option.
- Understand other ideas to improve navigation and wayfinding around the village; and ideas to enhance enjoyment of the village to increase length of stay.

Key questions asked included:

- Which option do you prefer? Why?
- Will your preferred design encourage you to spend more time in the Village?
- What would make it easier for you to move around Glengala Village?
- Is anything missing from the design?

Please refer to Appendix 3 to view the survey used at the face-to-face engagement activity. This aligns closely to the survey which was available online.

A mixed method community engagement program was delivered. The engagement activities were based on the IAP2 Public Participation Spectrum of “Inform” and “Consult”.

Online and hard copy survey

An online survey was hosted on Council’s Your Say community engagement platform. To provide a fair process, participants completing the online survey were asked to register to the site with a username and email address prior to completing the survey, thereby ensuring each person completed no more than one survey response. Hard copy paper-based surveys were made available by request

Community pop up conversations

A drop-in session was held on site at Glengala Village on Saturday 11th May 2024 from 10am to 12pm, where community members could complete the survey in person, ask specific questions about the project or discuss the project with Council’s project officers.

Face-to-face trader engagement

Council officers also visited each business in the Village in person and additional flyers were made available to the community members from some of the businesses in the Village.

Communicating the project

Community members were notified of the engagement through on-site posters, flyer mail-out to approx. 1,250 properties within 500m radius of the Village, as well as through Council’s events page and social media posts. Local schools including Sunshine Heights Primary School and Sunshine College West Campus and Sunshine Heights Kindergarten were contacted by email and notified about the upcoming consultation, and asked to promote the consultation to their students and their families.

Council also received a petition with 262 signatures, which raises similar issues canvassed in this report. However, as this was not a Council sanctioned activity, it has not been included within the main body of the report, but it is attached as Appendix 4.

2. Who Participated?

2.1 Participation by engagement activity

Table 1 shows a summary of the engagement activities which involved a total of 394 participants. Participants were able to participate in more than one engagement activity e.g. complete the survey and also attend a community pop-up conversation, therefore there may be duplication of participants.

Table 1. Participation by engagement activity

Engagement Activity	No.	%
Online survey	314	80%
Trader engagement (visit in store)	19	5%
Community drop in session	60	15%
Email submission	1	-
TOTAL participants	394*	100%

*Some drop in participants provided feedback in pairs, both individuals have been counted, however only one vote for the option counted.

2.2 Demographic characteristics

Table 2 summarises the demographic characteristics of participants. There was good representation in engagement activities across age groups, with the highest percentage of participants coming from the 35-44 year age group (34%), followed by the 25-34 and 45-54 year age groups (each 20%), and the 55-64 year age group (14%). Seven percent of participants were over 64 years old and 5% were under 25. More women (52%) participated than men (41%) and people from diverse backgrounds were well represented.

Table 2. Demographic characteristics of participants

Characteristics	Total No.	Total %	Characteristics	Total No.	Total %
Age Group			Gender		
12-17 years	1	-	Male/Man	142	41%
18-24 years	17	5%	Female/Woman	180	52%
25-34 years	69	20%	Self-described	7	2%
35-44 years	119	34%	Prefer not to say	15	4%

Characteristics	Total No.	Total %	Characteristics	Total No.	Total %
45 - 54 years	68	20%	Selected Characteristics*		
55 - 64 years	47	14%	Aboriginal and/or Torres Strait Islander	4	2%
65 - 74 years	18	5%	A person with disability	26	14%
75 - 84 years	7	2%	A carer of someone with disability	23	13%
85 or older	0	-	Member of the LGBTQIA+ community	44	24%
			Speak a language other than English at home	85	47%

Data sources: Survey, pop-up. Not all participants answered demographic questions

*Able to select multiple options.

2.3 Suburb of residence

Table 3 provides a breakdown of participants' residential suburbs. The vast majority (69%) reside in Sunshine West, followed by Sunshine (11%) and Albion (8%), with 2% residing in Derrimut, and 10% residing in a total of 19 'other' suburbs.

Table 3. Suburb of residence

Suburb	No.	%
Sunshine West	253	69%
Sunshine	42	11%
Albion	28	8%
Derrimut	6	2%
Other	37	10%
TOTAL respondents	366	100%

Data sources: Survey, pop-up.

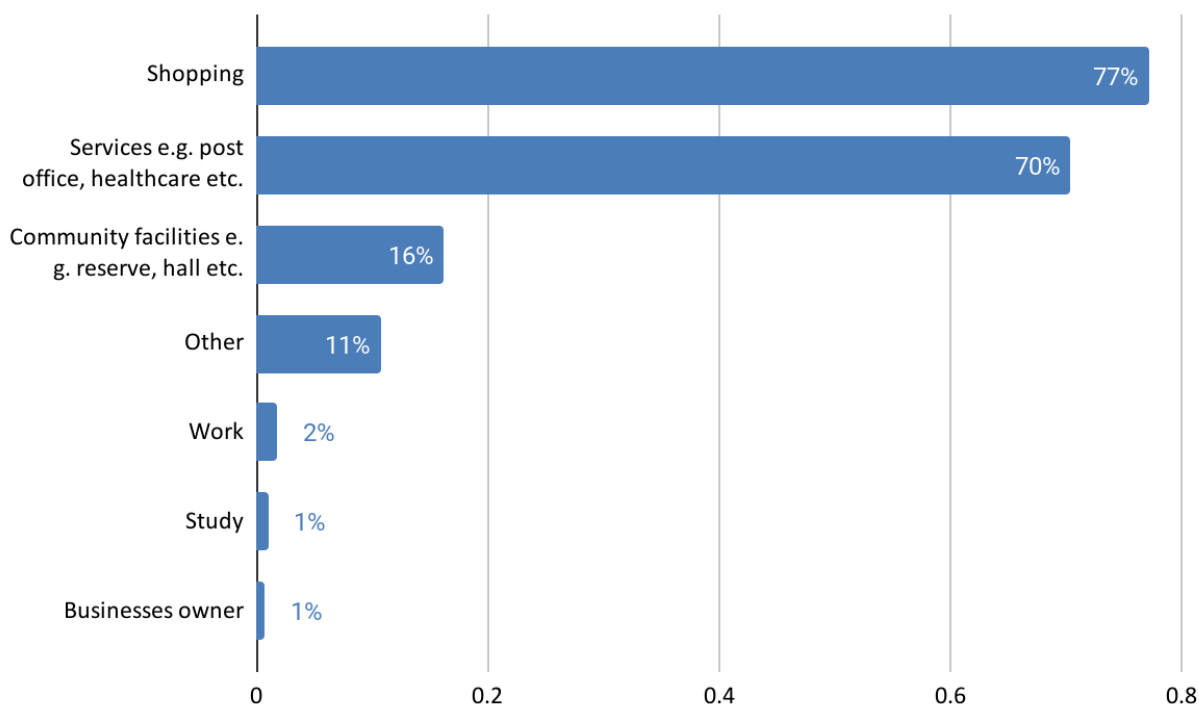
2.4 Reason for visiting Glengala Village

Participants were asked to select their reasons for visiting Glengala Village in the online and hardcopy survey and at the drop in session. The most common reasons for visiting Glengala Village were shopping (77%) and services (70%), followed by community

facilities (16%) and 'other' (11%), with small numbers visiting for work (2%), study (1%) or as a business owner (1%).

Figure 1 illustrates the breakdown of participants' reasons for visiting Glengala Village.

Figure 1. Reasons for visiting Glengala Village

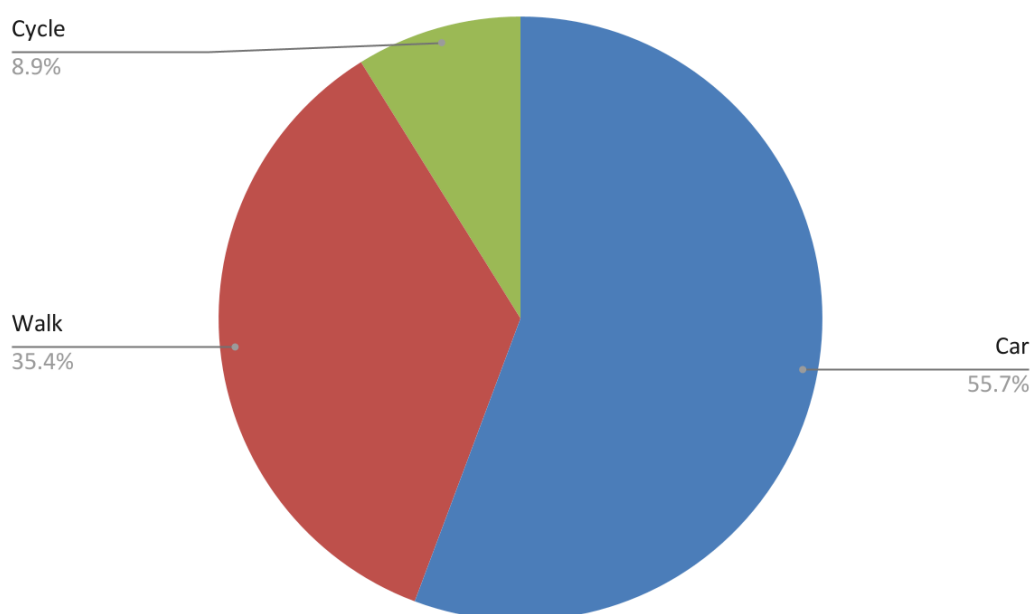


Data source: Survey, pop up. Participants were able to select multiple options.

2.5 Mode of transport to Glengala Village (pop up only)

Drop-in participants were asked how they travel to Glengala Village, with the option to select multiple types of transport. The most frequently cited mode of transport to the village was via car (56%), followed by walking (35%) and cycling (9%). No participants said they travel to the village by public transport.

Figure 2 illustrates participants' mode of transport to Glengala Village.

Figure 2. How do you travel to Glengala Village?

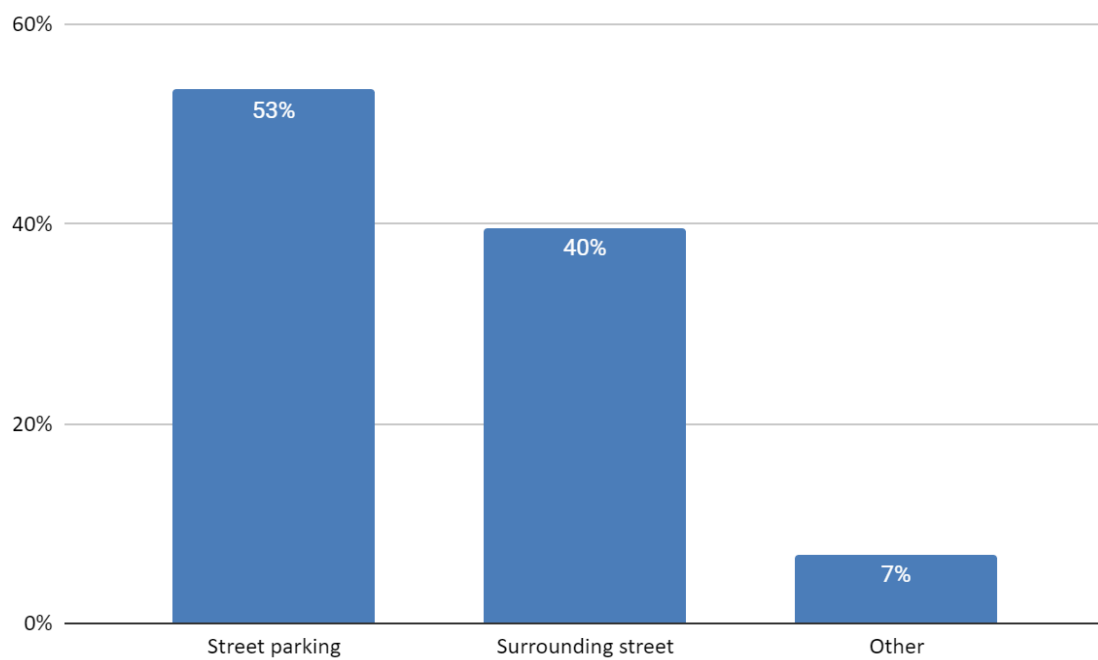
Data source: Drop in session only. Participants were able to select multiple options.

2.5 Where do motorists park at Glengala Village? (pop up only)

Drop-in participants who indicated they drive to Glengala Village were also asked where they park in the village. The most frequently cited place where participants said they park was street parking (in the Glengala Road shopping strip) (53%), followed by surrounding streets (40%), and four (7%) 'other' responses (including: *"Castly Reserve car park"*, and *"...wherever I can find a spot - it's very hard - I sometimes have to go to Anderson Street"*). It's worth noting nearly half (45%) of the participants who indicated they use street parking also indicated they park in surrounding streets; likely due to difficulty finding somewhere to park in the shopping strip.

Figure 3 illustrates the breakdown of where motorists park at Glengala Village. Participants were able to select more than one response to this question.

Figure 3. Where do you park at Glengala Village (pop up drivers only)?



Data source: Drop in session only.

3. Key Findings

This part of the report explores the findings in detail. Section 3.1 explores the overall level of support for the design options from across all the engagement activities (community drop-in, online and hardcopy surveys). Section 3.2 explores the influence of design options on the intention to visit and spend time in Glengala Village. Section 3.3 explores the rationale for choice of each design option. Sections 3.4 - 3.6 explore ways to increase enjoyment and duration of visits to the Village and make it easier to move around the Village, and additional design feedback. Section 3.7 presents trader feedback from Council Officers' direct conversations with traders and business owners. Section 3.8 outlines data limitations.

3.1 Overall level of support for design options

Overall, the majority (63%) of participants were in favour of design Option 1, with 30% preferring Option 2 and 7% preferring neither option. Participants via the online survey were required to make a choice of Option 1 or 2 only. Council added the 'neither option' choice to the drop in session survey, in response to community feedback during the first few weeks of the engagement period. However, where online survey participants explicitly indicated via free text that they preferred neither option, their responses were also coded under the 'neither' category and are included in Table 4.

Table 4. Level of support for design options

Preferred design option	No.	%
Option 1	247	63%
Option 2	112	30%
Neither Option 1 or 2	30	7%
TOTAL respondents	389*	100%

Data source: Survey, drop in session and trader engagement. *Some drop in participants provided feedback in pairs, both individuals have been counted, however only one vote for the option counted.

3.1.1 Level of support for design options - By gender and age

Following is a comparison between level of support for each of the design options based on participant gender and age. Observed differences are negligible, with the exception of:

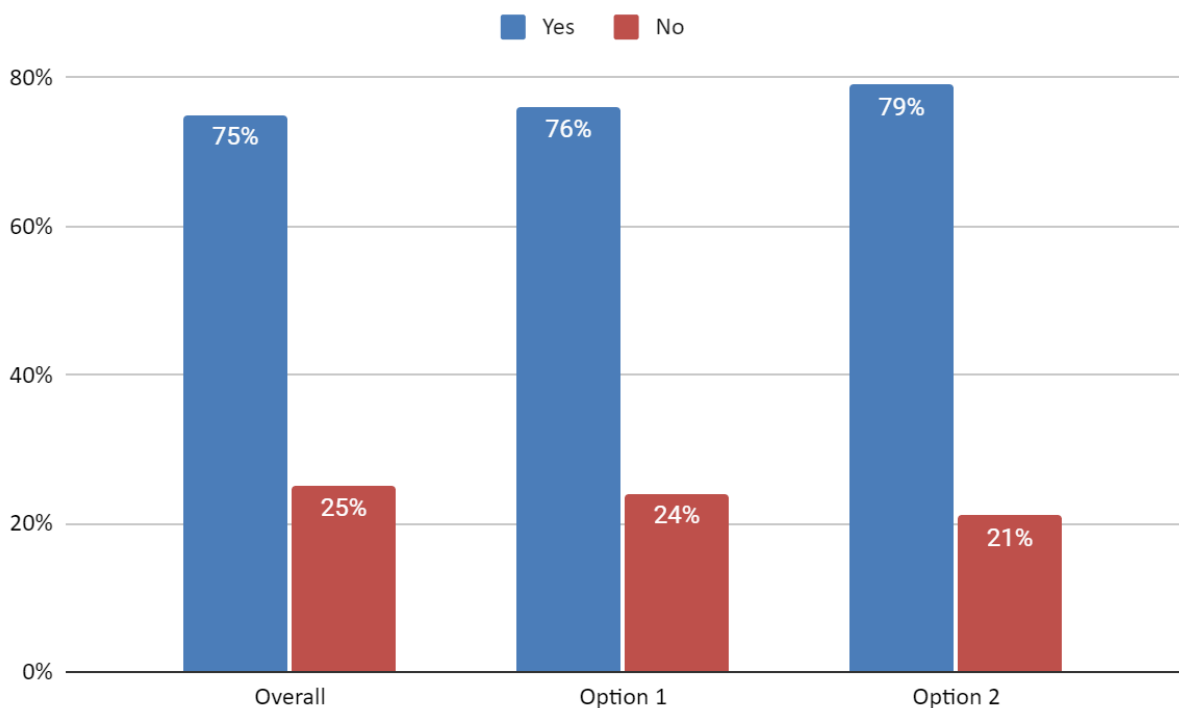
- Participants who selected Option 2 were more likely to be female (58%), compared with participants who selected Option 1 (51%).
- Participants who selected Option 2 were more likely to be 65-74 years old (7%), compared with participants who selected Option 1 (3%)..

While the reasons for these differences are unclear, they suggest a preference for access to car parking in the village among these two cohorts.

3.2 Influence of design option on intention to visit and spend time in the Village

When asked if their preferred design option would encourage them to visit and spend more time in Glengala Village, as illustrated in Figure 4, overall, the majority (75%) of participants said yes (and 25% said no). Slightly more participants (79%) who preferred design Option 2 said this option would encourage them to visit and spend more time in the village, compared with participants who preferred Option 1 (76%).

Figure 4. Will your preferred design encourage you to visit and spend more time in Glengala Village?



3.3 Rationale for choice of design option

Participants were asked to provide a rationale for their choice of design option. Comments were analysed using a coding framework, to identify common themes. Some comments have been coded and counted under more than one theme.

Table 5 compares the overall themes identified within each design choice, with further detail provided about each theme, in subsequent sections.

Table 5. Rationale for choice of design option - Comparison of key themes

Key Themes		
Option 1	Option 2	Neither Option
Acceptance of less parking (15 mentions)	Need more parking (56 mentions)	
Pedestrian safety (97 mentions)	Pedestrian safety (7 mentions)	Pedestrian safety (2 mentions)
Traffic calming (18 mentions)	Congestion (37 mentions)	Congestion (4 mentions).
Pedestrian accessibility/ convenience (126 mentions)	Excessive crossings (15 mentions)	
Pedestrian priority (44 mentions)		
Activation/ beautification (24 mentions)	Activation/ beautification (5 mentions)	
Greenery (11 mentions)	Greenery (8 mentions)	
	Alternative design suggestions (6 mentions)	Additional suggested changes (10 mentions)
	Generally supportive (4 mentions)	No changes needed (6 mentions).
Other (11 mentions)	Other (4 mentions)	Other (4 mentions)

3.3.1 Rationale for choosing Option 1

When asked why Option 1 is their preferred design, participants provided a total of 224 free text comments to explain their choice. The top three themes identified for Option 1 were: Pedestrian accessibility/ convenience (126 mentions), Pedestrian safety (97 mentions), and Pedestrian priority (44 mentions). These results indicate a clear focus on perceived benefits of Option 1 for pedestrians. Other frequently mentioned themes included Activation/ beautification (24 mentions), Traffic calming (18 mentions) and Acceptance of less parking (15 mentions).

Alongside support for Option 1 many participants expressed concerns and offered additional suggestions about certain aspects of Option 1.

Table 6 summarises the common themes identified in support of design Option 1, along with descriptions of these themes, and examples verbatim quotes which were coded under each theme.

Table 6: Participants' rationale for choosing Option 1

Theme	Description	Verbatim quotes
Pedestrian accessibility/ convenience (126 mentions)	- Central crossing point supported in general, and to provide more convenient access to shops - Discouraging J-walking and decreasing walking distance/increasing accessibility for elderly and disabled residents and parents with young children)	<i>The central crossing point is integral.</i> <i>Everyone crosses in the middle of the street and the other one doesn't allow it which is daft as people will do it anyway.</i> <i>Better access to all the shops.</i> <i>Pedestrian crossing to the Post Office needs to remain.</i> <i>There are also a lot of elderly residents and families in this area for which the crossing will be useful.</i>
Pedestrian safety (97 mentions)	- Central (and other) crossing point (s) supported to increase pedestrian safety and discouraging j-walking and increasing safety for elderly residents and children.	<i>There's a lot of foot traffic and a pedestrian crossing will make it safer for people to cross roads.</i> <i>People will jaywalk if the central crossing is removed. This is a safe option.</i> <i>Providing the crossing in the centre reduces risk by encouraging people to not cross through the landscaping or median which would be more dangerous.</i> <i>So many elderly people use the precinct, a crossing is paramount to safety.</i> <i>It will ... make it safer for children as they are already crossing the road without the crossings.</i> <i>I have kids and we need an option to cross safely without having to walk all the way around. It feels ridiculous to get rid of the crossing?!</i>
Pedestrian priority (44 mentions)	- Support for the prioritisation of the needs of pedestrians over the needs of motorists.	<i>Why the hell are we prioritising cars? In order to make Brimbank/sunshine more pedestrian friendly, there needs to be an additional increase of safe routes for people to take. This is common sense. ... be bold, be creative. Option 1 is the path that will go there.</i> <i>My priority is pedestrian accessibility and reduced car spaces.</i>

		... emphasises this is a zone for walking across, not a thoroughfare. ... if you are trying to make a town more walkable you should prioritise convenience for the pedestrian and not the driver.
Activation/ beautification (24 mentions)	- Support for proposed features of Option 1 considered to make the village more: - aesthetically pleasing, and: - attract more community presence and engagement in shopping and other activities in the village	<i>I think the addition of trees ... will make the area ... more visually attractive.</i> <i>Pedestrian access is the heart of activating the central strip ...</i> <i>Being able to more easily cross ... will make it easier for me to catch the bus to and from this lovely strip of shops.</i> <i>Pedestrians are prioritised making it a safe and welcoming environment to complete daily tasks.</i> <i>Centralising [the crossing] makes it more vibrant and gives attention to all the businesses.</i> <i>Pedestrian priority will encourage more people to shop and stay and will be more aesthetically pleasing.</i> <i>... easy access between stores will promote more purchasing.</i>
Traffic calming (18 mentions)	- Support for various aspects of the proposed measures (including some features included in Option 2) to slow down and better manage traffic .	<i>I think the ... proposed traffic alterations will make the area much safer.</i> <i>Adding a crossing point will require cars to drive slower therefore making it safer in general for everyone.</i> <i>Great feature of both options is blocking off the middle of the road - people do crazy shit in there, from parking to suddenly chucking a youie or racing for a car park on the other side of the road.</i> <i>There are a number of cars (regular offenders) that like to rev and race between the humps. The more humps the better along the shopping strip.</i> <i>...the traffic may slow down so people really get to enjoy road art.</i>
Acceptance of less parking (15 mentions)	- Support for reduced parking in favour of and to facilitate other perceived benefits of Option 1 (e.g. pedestrian safety, activation, greenery, traffic calming),	<i>I don't think we need more car parking.</i> <i>Car Parking is plenty around the corner.</i> <i>It's seriously not worth removing the crossing to gain four parking spots!</i> <i>Anything that puts pedestrian safety as the priority of the road is preferable to extra parking</i>

	and: - No need for additional parking..	<i>spots. People need to stop being so lazy.</i> <i>I would much prefer space for outdoor eating, trees and traffic calming measures over car parking bays.</i> <i>The removal of two car spaces is a good thing as it is a step towards promoting walkability in the neighbourhood and there will be less cars entering/leaving car spaces to slow down the buses that go along Glengala Rd.</i>
Greenery (11 mentions)	- Specific support for prioritising more trees/plants.	<i>Love how green you've made both options</i> <i>Less car spaces on the street and more greenery</i> <i>I would prefer more green space over a centre pedestrian crossing.</i>
Other (11 mentions)	- A mixture of additional positive feedback, suggestions and concerns, including a sense that Option 1, while preferred overall, is still not ideal.	<i>Better use of space</i> <i>My only concern is the volume of activity - crossings, car parking - requires a very high degree of driver vigilance in that area ...</i> <i>People will want to cross in the middle, so might as well make it official. I would add that I very much object to how similar the two proposals are. It would be good to see a bit more creativity in the options provided</i> <i>A central crossing point is essential. In every other aspect though, I prefer option 2.</i> <i>Council should come down and enforce time Restrictions (business owners park in these parks).</i> <i>If it isn't broken don't fix it</i>
Concerned about less parking (8 mentions)	- Concerned about reduced parking spots making it harder to find somewhere to park and potentially discouraging people from going to or shopping at the village	<i>It has less car parking though which will reduce overall traffic to the village - people DO NOT WALK in SUNSHINE WEST!</i> <i>It's a pity that car spaces have to be sacrificed ...</i> <i>Please don't reduce parking in an already congested area.</i> <i>... parking is necessary otherwise I would not stop to shop in the village. Most times it's hard to get a parking spot.</i> <i>Perhaps an extra disability parking would help.</i>
Congestion (8 mentions)	- A mixture of support for the design's potential to	<i>Increased pedestrian and vehicle flow providing a balanced "all community" access.</i>

	ease congestion and concerns it will make it worse.	<i>... there are too many crossings. Traffic banks up regularly.</i> <i>... entering the roundabout and having a crossing immediately after. Will cause traffic congestion.</i> <i>... driver frustration with the slow flow of traffic will be frustrating.</i>
Specific area mentioned (7 mentions)	- Concerns and suggestions about specific existing and proposed crossing points in the village.	<i>A crossing near the bottle shop should be removed, it's a terrible location to cross the road, cars get stuck in the round about.</i> <i>The crossing point at the eastern end is a hazard. As a pedestrian I've had many near misses [with drivers] ...</i> <i>... the pedestrian crossing on [the Gregory Street] side of Glengala off the roundabout should be scrapped because it's often a hazard</i> <i>The hall where a lot of [the elderly] gather is at the other end of the road if the middle crossing is removed ... it would be better to provide them with as many pedestrian crossings as possible ...</i>
Additional suggestion to proposed design (5 mentions)	Additional suggestions about the proposed design, including: - The number, location and safety features of crossings. - The positioning of plants.	<i>Two pedestrian crossings near medical centre and one in middle to service everything</i> <i>3 crossing seem a lot overkill</i> <i>Add warning steps before crossing speed and pedestrians crossing.</i> <i>A suggestion that the greenery is on either side of the road to allow shoppers and people visiting food venues to enjoy and relax, keeping the seating areas.</i> <i>Suggest no plantings in the middle of the road, people will still cross at different points</i>
Visibility concerns (3 mentions)	- Concerns that planting trees along a central median strip will create parking, safety and aesthetic concerns by reducing visibility.	<i>... the plants in the middle of the road will reduce passive [parking] surveillance opportunities.</i> <i>Pedestrian access ... [should provide] more views for safety particularly for children and women at night. Tall trees in the midline of the street will be detrimental to the visual impact of this central zone, and create a segmentation.</i>

3.3.2 Rationale for choosing Option 2

When asked why Option 2 is their preferred design, participants provided a total of 105 free text comments to explain their choice. The top three themes identified among these comments were: Parking (56 mentions), Congestion (37 mentions) and Excessive crossings (15 mentions). These results suggest a focus on perceived benefits of Option 2 for motorists.

Less frequently mentioned themes included greenery (8 mentions), safety (7 mentions) and Beautification/activation (5 mentions).

Table 7 summarises the common themes identified in support of design Option 2.

Table 7: Participants' rationale for choosing Option 2

Theme	Description	Verbatim quotes
Parking (56 mentions)	- Retains more parking spaces - Parking is already limited. - Enables close access to shops. - Better for local businesses/people will shop elsewhere. - Better for elderly and disabled. - Preference to retain angle parking (easier and less interruption to traffic flow than angle parking).	<i>Option 2 provides 3 more parking spots which is essential to encourage use of the businesses.</i> <i>Parking in the area is already difficult during peak periods. Unless any option considers providing alternative parking nearby, the idea of reducing the number of spots will mean I may as well shop elsewhere as the convenience of being nearby is outweighed by the frustration of trying to park</i> <i>As someone with disabilities, I'd prefer to be able to park nearby and walk to a crossing than have to park further away but have more crossings. I'd likely have to walk further all up if there is no park for me.</i> <i>Glengala Village has to be easy for elderly residents to carry their shopping back to their cars</i> <i>Parking is the biggest issue in this space. We actually need more parking, not less. Also most of the people who use this shopping strip are older people who can't park well as it is. We are making it harder, not easier.</i> <i>Lesser of two evils at least it preserves more parking, even if it makes it less safe by encouraging poor pedestrian and driver behaviours</i>
Congestion (37 mentions)	- Less interruption to traffic flow with 2 crossings instead of 3. - Concern about reduced (and parallel) parking increasing congestion.	<i>I feel that adding the central crossing point could cause more chaos and congestion.</i> <i>reduce stop/start traffic on the strip.</i> <i>Less traffic back up</i>

Theme	Description	Verbatim quotes
		<i>It takes far too long to drive up and down this road as you have to stop frequently for pedestrians. It becomes cumbersome, time consuming and a reason to avoid the area.</i> <i>...this is a thoroughfare for a lot of traffic in Sunshine West. If there were other ways to drive to Sunshine and avoid Glengala then we could totally pedestrianise the shops. ... three crossings will bring this whole area to a standstill.</i> <i>... it can be crazy down there with cars parking to the sides and traffic having to wait and clog up the roads ...</i> <i>Parallel parking in this strip causes a bottleneck for west-bound traffic and this will be the case for east-bound traffic if it is implemented.</i>
Excessive crossings (15 mentions)	Two crossings is enough, it's not far to walk to either end	<i>There doesn't need to be 3 pedestrian crossings if you have two on either end</i> <i>Not a large distance to consider a crossing at each end</i> <i>We do like the middles crossing point, however three crossings is just too many</i>
Greenery (8 mentions)	Preference for greenery	<i>More tree cover</i> <i>Far better to use the space where the crossing point would be placed ... for an additional tree to benefit the environment and appearance of the shopping strip. A 'greener' Glengala Village is welcome.</i>
Alternative design Suggestions (6 mentions)	- Omit the median strip, or replace with a curb - Retain central and one other crossing	<i>A central curb (instead of a tree-lined median) to prevent west-bound traffic entering the angled parking directly is my preferred option.</i> <i>... it would be better to keep two crossings (in the middle and at one end as the middle crossing is the main one used)</i> <i>it would be nice to have the crossing in the middle to slow the traffic for safety.</i> <i>Ideally I would like the median strip to be scrapped.</i>
Pedestrian safety (7 mentions)	Less crossings is safer for pedestrians - more likely cars will slow down or stop.	<i>This section of road is a nightmare for a driver and very unsafe.</i> <i>Reduced crossing point will funnel the Peds to</i>

Theme	Description	Verbatim quotes
	Concern about jaywalking, regardless of the number of crossings.	<i>two crossing points. As a pedestrian it is dangerous crossing the road as there are too many crossing points and drivers do not stop at all of them, they will slow for one and then either not see or can't be bothered stopping again.</i> <i>Need to stop people jaywalking - it doesn't matter how many crossings you have. They always take the closest to their cars.</i>
Activation/ beautification (5 mentions)	- More street space for gatherings and shops - Encourages shop patronage along full length of the street - Complimentary aesthetics	<i>Maximises ... street space to allow for communal gatherings and shop spaces.</i> <i>Encourages increased patronage via pedestrian movement along the full lengths of the street between crossings</i> <i>It would compliment Sunshine Social's landscape well.</i>
Generally supportive (4 mentions)	- Cleaner, neater - More practical - Balances needs of cars and pedestrians	<i>More of a cleaner design</i> <i>Looks more neat</i> <i>More practical</i> <i>Better balance between cars and pedestrians</i>
Other (4 mentions)	- Forced choice, distrust in process. - No need for change - current parking working well, footpath wide enough.	<i>Because I had to pick one. There is so little difference in the designs that it was like playing spot the difference rather than assessing the amenities. It feels like a thinly veiled attempt at pre-empting angry businesses and blaming it on the community instead.</i> <i>... I don't see a problem with the current streetscape. Parking is well managed with angle bays that allow far easier access than parallel parking (a concern on a main through road such as this), and the footpath area is quite wide.</i>

3.3.3 Rationale for choosing Neither Option

As noted in Section 3.1, participants within the online survey were required to choose between Option 1 or 2. Participants who indicated in free text comments that they did not prefer either option were reallocated to the 'neither option' group by Conversation Co. Pop up participants who explicitly stated they preferred neither option were also allocated to this group.

When asked why they supported neither option, participants provided a total of 28 free text comments to explain their choice. The top theme identified among these comments

was inadequate parking (20 mentions), including suggestions to retain angle parking, have angle parking on both sides, and a designated large car park. Other feedback included:

- Additional suggested changes (10 mentions) - E.g., retain central crossing, install lights at the central crossing, upgrade existing streetscape without reducing parking or road space, moveable furniture.
- No perceived need for changes (6 mentions).
- Congestion concerns, due to limited parking (4 mentions).
- Pedestrian safety concerns (2 mentions) - Not addressed by design. Central crossing currently unsafe; drivers disregard. Footpath too narrow for elderly on the north side, and there are lots of obstacles.
- Other isolated concerns (4 mentions) - Dislike of median strip; more difficult to access shops, more tables encourage loitering and increase parking demand, not enough food variety to encourage prolonged dining, beautification futile without adequate parking to visit, more trees increase clutter and maintenance expense, inadequate community and trader input into proposed designs.

3.4 Ways to increase enjoyment and duration of visit to the Village (pop up only)

When asked what would increase their enjoyment of and encourage them to spend more time in Glengala Village, drop in participants provided a total of 36 free text comments. The top three themes identified among these comments were: Business/street life/street art (13 mentions), Shade/seating/amenity (13 mentions) and Green space (11 mentions). Some participants continued to raise a perceived need for More parking (6 mentions) and 'Other' comments (8 mentions).

Table 8 summarises the common themes identified in relation to ways to increase enjoyment and duration of visits to Glengala Village.

Table 8: Ways to increase enjoyment and duration of visit to Glengala Village

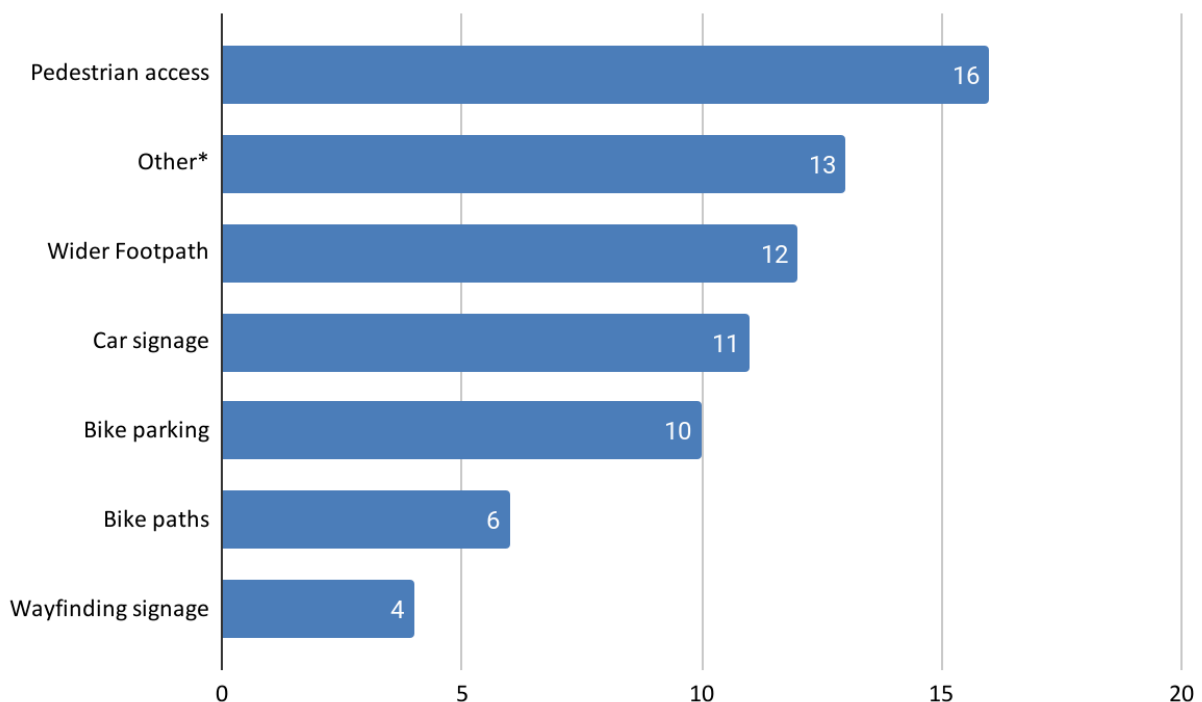
Theme	Description
Business/street life/street art (13 mentions)	• Better/more diverse shops and cafes • Laneway activation at rear • Markets at church • Holiday decorations and activities • More community programs • Community spirit and space
Shade/seating/amenity (13 mentions)	• Outdoor dining areas • Covered seating areas • Maintain/upgrade footpaths • More street lights
Green space	• More greenery/trees

(11 mentions)	• Nicer surrounding areas • More native plants
More/easier (angle) parking (6 mentions)	• Parking needs to increase to match demand • Less double parking/vehicle stopping • Angle parking on both sides
Other (8 mentions) .	• Bike lines and secure bike parking • Slow traffic; more pedestrian and cyclist friendly • No changes; current design is fine

3.5 Ways to make it easier to move around the Village (pop up only)

Drop-in participants were asked to select from a list of options to indicate what would make it easier for them to move around Glengala Village. The most frequently selected option was Pedestrian access (16 counts), followed by a range of other suggestions to improve infrastructure and signage for pedestrians, motorists and cyclists. Figure 5 illustrates the breakdown of the selected options.

Figure 5. Ways to make it easier to move around the Village (pop up only)



'Other' suggestions were further qualified via free text (14 comments), as summarised below:

- More parking, angle parking, metered parking
- Pedestrian safety; safer crossing, restricted car access.
- Entertainment space

3.6 Additional design feedback

Survey and drop-in participants were also asked if they thought anything was missing from the proposed design(s). This question generated 261 additional comments, however, at least 170 of these had already been mentioned via previous responses. Suggestions that were new at this point are summarised below:

- Pedestrian safety - Speed humps, warning signs before speed limit signs and crossings, flashing lights on crossing, remove roundabout crossings.
- Amenities - children's play area, drinking fountain/water feature, security cameras, public toilet, library, community chess board, study area, electric vehicle charging station.
- Beautification - Shop front renovations, remove road art and existing seating and synthetic grass. Provide public gardens nearby. Sustainable design..
- Traffic management - Alternative transport routes around the village. Enhance public transport and bike access routes to the area. Make the entire area car free.
- Activation - Ban chop-chop shops to increase space for more desirable businesses, appease fire bombing concern and attract more shoppers. Business grants and marketing.
- Designated parking for families (and disabled)

3.7 Trader engagement

Initial consultation

Council officers sought initial trader feedback by visiting the shop fronts in person. The following seven businesses were visited directly, business owners were also encouraged to participate in the online survey:

- Banh Mi
- Glengala Takeaway
- Glengala Dry Cleaners
- Newsagency
- Chemist
- Sunshine Social
- Glengala Fresh.

Feedback has been de-identified and is reported below in themes. Trader drawings are also included within Appendix 5, which illustrate alternative design concepts for the Village.

Support for the elements within the options:

- Need for additional trees and vegetation.
- Traffic calming and ideas to stop u-turning and double parking.
- Existing wombat crossing is considered dangerous.

Concern for the elements within the options:

- Concerned that the centre needs more parking, not less.
- Concerned that people are double parking and that this will increase if less parking is available.
- Concerned there is only one disabled car parking space and reducing this access will make it harder for older people and/or those with a mobility challenge to get their groceries.
- Concerned that parallel parking will make it more difficult for users.
- No vegetation down the middle of the road (concern will create mess and disrupt views).

Additional concerns, non project specific:

- Disruption to business during the works.
- Need for better surveillance or CCTV cameras.
- Cyclists are riding on the footpath and making it difficult for visitors.
- Additional lighting at the nearby playground.
- Need for increased maintenance of existing vegetation (trimming grass and street sweeping).
- Need to attract a local florist.
- Lobby to keep the soccer club.

Further consultation

Given the small numbers of traders who engaged in the consultation process overall, Council made further direct contact with traders about the proposed streetscape design. Of 24 businesses on the strip (not including three vacant addresses but including three premises that are vacant due to recent fire), 19 businesses responded. As noted below, the traders' design preferences were in line with the broader community findings, with an overall preference for Option 1:

Option 1:	14 businesses	- Preference for crossings
Option 2:	3 businesses	- Preference for car parking spaces
Neither option:	2 businesses	- No need for change / likes crossings, but need parking

4. Opportunities

Following are the opportunities for improvement based on our analysis of the data and reporting of the findings. We acknowledge that our expertise is in community engagement and social research, not in traffic management, urban planning or design.

4.1 Future engagement processes

Below are some suggestions we offer to address potential barriers to participation in Council's future engagement projects:

- **Survey development:** the online survey required participants to select a preference for either design Option 1 or 2. We recommend avoiding forced choice responses to maximise genuine and transparent engagement.
- **Providing better clarity between options:** both options were similar in nature and some free text comments indicated that participants were unsure what the difference between the options were.
- **Keeping people informed:** this project has created significant interest and aspirations for the Brimbank community, for those who participated, read a post online or engaged at a drop-in. We recommend Council issues a statement and update the Council project page thanking participants for participating in the project and for sharing their ideas.
- **Share the data to other departments:** a substantial level of data was collected for this project that may be used by other departments. Consider ways you can share this data to inform future projects.

4.2 Improvements to the options

Following are suggestions based on free text feedback from participants about the options:

- Consider additional ways to alleviate the need for more parking near the village and to assist less mobile residents to carry shopping to their cars.
- Further review implications of angle versus parallel parking on traffic flow and safety.
- Review the need for designated disabled parking spaces, and designated spaces for families with young children.
- Review safety of crossings at roundabouts.
- Consider additional measures to enhance pedestrian safety, for example flashing lights at crossings, warning signs on approach to crossings and speed limit signs, more lighting in neighbouring streets.
- Consider the height of plants/trees in the central median strip, to avoid impeding visibility between each side of the street.

4.5 Other infrastructure improvements

Following are suggestions based on free text feedback from participants about the village and streetscape:

- Consider ways to improve the aesthetic of the area, including upgrading of footpaths, renovating shop fronts and seating areas.
- Consider ways to improve the mix of businesses, by making modifications to the design - kerb outstands for better dining options and cafes with covered shade.
- Consider ways to create more public performance spaces and activations along laneways, within rear carparking areas and within the village itself (permeable surfaces, lighting, street art).
- Consider ways to increase night time activation through lighting installation and the mix of businesses.
- Consider ways to improve bicycle safety and security through dedicated and secure bike parking and access lanes.

5. Appendices

Appendix 1 Detailed project information

Council is planning a multi-million investment on Glengala Village streetscape improvement.

The project aims to refresh the centre and to help create a viable, attractive and sustainable local neighbourhood hub for Sunshine West.

Priorities expressed by the community since 2018 are:

- Improved public open space
- Improved pedestrian safety and traffic control
- Improved streetscape
- Support local transport
- Support local economy

Two concept design options are developed to reflect these priorities and community feedback.

- Dramatically increased greening and canopy cover.
Urban greening help our cities cool, improve air and water quality, limit the effects of climate change, increase habitat and biodiversity. It also positively impact the community both mentally and physically, increase the feeling of calmness, improve neighbourhood satisfaction, reduce aggression and transport stress.
- Increased footpaths space for street trading and community gathering
- Improved pedestrian safety and added traffic control
- Minimum reduction of parking

Car Parking

- Two parking bays on the southern kerbside have previously been taken
- Option1 has three fewer parking spots (19) compared to existing (22).
To compensate, there is a possibility to create three additional parking spots within the Castly Reserve parking off Pellew Street.
- Option2 retains the same number of parking spots (22).
We could still consider adding another three bays in Castly Reserve parking.
- There are ample free public parking opportunities in the vicinity of the Village:
 - 25 @ Castly Reserve parking – no restriction. When there aren't events at Hall, Reserve or Kindergarten pick up, this is often free.
 - 18 @ Simmie Street southern end (east of Castly Reserve) 4P
 - 15 @ Simmie Street north 1P
 - 16 @ Gregory Street 1P
 - St Andrew Street (bays unmarked)
 - Pellew Street (bays unmarked)
 - Glengala Hall parking is permit only

- Sunshine Heights Kindergarten parking is approved vehicle only
- No on-street parking on Oldfield
- Rearrangement of angle parking removes vehicles reversing out into the on-coming traffic, which is a dangerous manoeuvre.

Pedestrian Space

- By rearranging the road, footpath on both sides will be significantly wider from 3m to 6m approx. to allow for:
 - More space for walking
 - More furniture such as seating
 - More greenery
 - Community gathering
 - Outdoor dining/ footpath trading
 - Events
 - Public art

Pedestrian Crossing Points within the Village (between Simmie and Gregory)

- Proposed pedestrian crossings are all wombat crossings. Wombat crossings are raised zebra crossings where pedestrians have priority over vehicles.
- Raised pedestrian crossings doubles as speed hump and adds to traffic control
- Proposed arrangement especially at Simmie Street intersection reduces the distance pedestrians have to cross by eliminating right turn slip lanes.
- Proposed arrangement adds to pedestrian safety by providing a central refuge point (aligned to central median tree planting strip) to pedestrian crossings in the Village
- Option1 has three crossings within the Village including one centrally. This is a safer option for pedestrian movement.
- Option2 has two ped crossing within the Village, without the central
- Currently central crossing point is the most used crossing points within the Village
- We are aware of north-south (diagonally from bus stop to Hall) pedestrian crossing movements at Simmie Street intersection and this is unsafe.
- Central median will add to pedestrian safety by provide refuge for people crossing at non-designated points

Urban Greening

- The proposals include significant amount of tree planting including central median where we want to see large avenue canopy trees
- Benefits of urban tree planting includes
Environmental benefits:
 - provide shade and cool our cities
 - Reduce stormwater flow, flood mitigation and nutrient loads
 - Reduce air pollution and greenhouse gas emissions
 - Provide habitat and enhance levels of biodiversity

Community benefits:

- Creation of local identity
- Improve community cohesion
- Encourage outdoor activity
- Reconnect with nature
- Reduce sun exposure and heat related illnesses
- Improve mental wellbeing and reduce violence

Economic benefits:

- Reduce energy costs by providing shade in summer
- Increase property values
- Improved image attracts visitors and improve local economy
- Decrease health costs

Traffic

- Proposed arrangement aims to slow vehicle movement in the village by roundabouts, speed hump (raised crossing), narrower street width, central median tree planting etc.
- Traffic experts have advised the both proposals will most likely not result in a significant delay in current vehicle travel time as there already are speed hump at Simmie Street, zebra crossing centrally to the Village and wombat crossing at Oldfield roundabout. Vehicles needing to stop for parking/reversing out vehicles scenario will see some improvements.

Removal of right turn movement at Simmie street intersection through introduction of a roundabout will result in less vehicle stopping at the intersection

- Current central space used by vehicles driving from either directions to overtake parking vehicle increases risk of accidents
- The proposed arrangement will reduce the likelihood of vehicle making large loops in surrounding residential streets looking for parking
- Rearrangement of angle parking removes reversing out of angle parking manoeuvre. This is a high risk movement.

Bus stop

- Existing bus stop at the corner of Simmie Street is proposed to be relocated further west. This will make space for pedestrian crossing at Simmie Street end of the Village, and more footpath/ trading space on this corner.
- Bus Operator (Transit Systems) has in-principle accepted the proposal of relocation.

Appendix 2 Options Presented (Option 1 and 2)

Have Your Say: Glengala Village Streetscape Improvements

Proposed Concept - Option 1






Building on the Plan Melbourne Pilot Project recommendations and further investigative works, a concept design for Glengala Village Streetscape has been developed.

The design aims to support Glengala Village as a vibrant neighbourhood hub and an attractive local destination. It is a sustainable, cool and healthy centre for everyone.

- 1 Retention and rationalisation of existing roundabout
- 2 Introduction of wombat crossings
- 3 Introduction of new roundabout at Simmie Street intersection
- 4 Removal of existing push button pedestrian crossing
- 5 Relocation of bus stop to west of Simmie Street and provide shelter (subject to stakeholder approval)
- 6 Widened Village footpaths: approximately 6m to north (3m gain), 6.3m to south (2m gain) with added greenery and ample seating and gathering opportunities. Inclusion of public art will be considered.
- 7 Rearrangement of northern parking from angled to parallel
- 8 4x new indented parking bays on Simmie Street
- 9 3x new indented parking bays on Glengala Road west of Simmie Street
- 10 2m wide planted central median and large canopy avenue tree planting
- 11 Update to street lighting (subject to lighting assessment)
- 12 Bicycle facilities including hoops. Consider a water station.
- 13 Consider opportunity to open up the corner for community meeting space

Public Parking



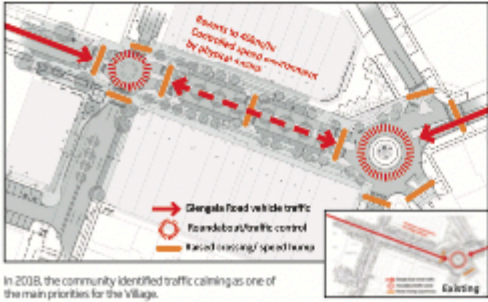
Option 1 offers 19 on-street parking spaces to replace existing 22 spaces. Existing provision of 1x CDA bay and 1x mail zone will be retained in a different arrangement. There is a potential to rearrange Caddy Reserve parking to add 3 more bays to make up for the loss.

Village in an Urban Forest



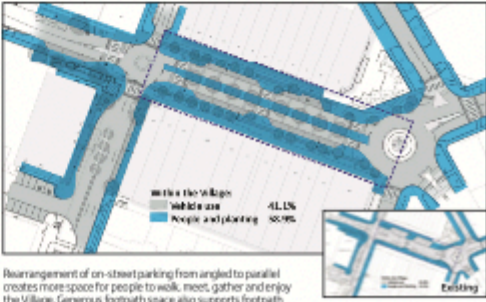
Generous garden and canopy tree plantings will create a leafy and cool Village with cleaner air and seasonal interest. Urban greenery is also known to support local bio-diversity and provide psychological benefit to the community.

Traffic Calming



In 2018, the community identified traffic calming as one of the main priorities for the Village. Introduction of a soft roundabout at Simmie Street intersection, along with a series of new raised pedestrian crossings and introduction of central median will create a slow speed environment within the Village.

More Space for People and Greenery



Rearrangement of on-street parking from angled to parallel creates more space for people to walk, meet, gather and enjoy the Village. Generous footpath space also supports footpath trading and generous planting.

Final design is subject to further design process, service authority and Council budget approval

Have Your Say: Glengala Village Streetscape Improvements

Proposed Concept - Option 2






Option2 removes a pedestrian crossing point in the middle of the Village in favour of maximised on-street parking provision.

- 1 Retention and rationalisation of eastern roundabout
- 2 Introduction of wombat crossings
- 3 Introduction of new roundabout at Simmie Street intersection
- 4 Removal of existing push button pedestrian crossing
- 5 Relocation of bus stop to west of Simmie Street and provide shelter (subject to stakeholder approvals)
- 6 Widened Village footpaths: approximately 6m to north (2m gain), 6.3m to south (2m gain) with added greenery and ample seating and gathering opportunities. Inclusion of public art will be considered.
- 7 Rearrangement of northern parking from angled to parallel
- 8 4x new indented parking bays on Simmie Street
- 9 3x new indented parking bays on Glengala Road west of Simmie Street
- 10 3m wide planted central median and large canopy avenue tree planting
- 11 Update to street lighting (subject to lighting assessment)
- 12 Bicycle facilities including hoops. Consider a water station.
- 13 Consider opportunity to open up the corner for community meeting space

Public Parking



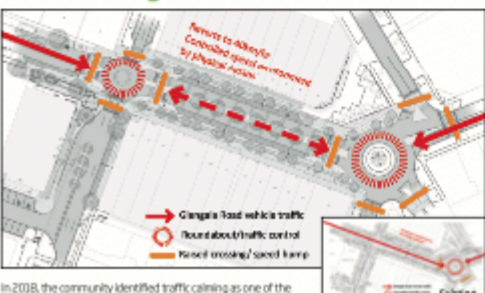
Option2 offers 22 on-street parking spaces, the same number as the existing. Existing provision of 1x COA bay and 1x mail zone will be retained in a different arrangement.

Village in an Urban Forest



Generous garden and canopy tree plantings will create a leafy and cool Village with cleaner air and seasonal interest. Urban greenery is also known to support local bio-diversity and provide psychological benefit to the community.

Traffic Calming



In 2008, the community identified traffic calming as one of the main priorities for the Village. Introduction of a self-contained, at Simmie Street intersection, along with a series of new raised pedestrian crossings and introduction of central median will create a slow speed environment within the Village. Option2 does not have a raised pedestrian crossing in the middle of the Village to allow for more parking spaces.

Final design is subject to further design process, service authority and Council budget approval

More Space for People and Greenery



Rearrangement of on-street parking from angled to parallel creates more space for people to walk, meet, gather and enjoy the Village. Generous footpath space also supports footpath trading and generous parking. Option2 removes the existing pedestrian priority crossing in the middle of the Village.

Appendix 3 In person survey questions

01. What are the reasons for you to visit Glengala Village?

Shopping	
Services e.g. post office, healthcare etc.	
Businesses owner	
Work	
Study	
Community facilities e.g. reserve, hall etc.	
Other	

02. How often do you visit Glengala Village?

Daily
A few times a week
Once a week
A few times a month or less

03. Which suburb do you live in?

Sunshine West	
Sunshine	
Derrimut	
Albion	
Other	

03.1 How do you get to Glengala Village?

Walk
Cycle
Public transport
Car
If you drive, where do you park?
Street parking in the Village
Surrounding street
Castly Reserve carpark
Other
Other

About the Design

04. Which design do you prefer?

Option 1
Option 2
☐ Neither

05. Tell us about your response

06. What would increase your enjoyment and encourage you to spend more time in Glengala Village?

07. What would make it easier for you to move around Glengala Village?

Easier pedestrian access
Wider footpath
Bike parking
Safe bike paths
Wayfinding signage
Signage to available car parking
Other

08. In your opinion, is there anything missing from the proposed design?

About you

If you have the time we would appreciate it if you answered the following questions. You don't need to answer them to provide your feedback for this consultation.

09. What is your age group?

Select one answer only
12-17

18-24
25-34
35-44
45-54
55-64
65-74
75-84
85 or older

10. How do you identify?

Woman/Female
Man/Male
I prefer to self-describe
I prefer not to say

11. What is your relationship to Brimbank?

live in Brimbank
work in Brimbank
study in Brimbank
Other, tell us

12. Select any of the following that apply to you

Aboriginal and/or Torres Strait Islander
A person with disability
A carer of someone with disability
Member of the LGBTQIA+ community

Speak a language other than English at home

13. What language/s other than English do you speak at home?
Please specify

--

14. Which Country were you born in?

Australia
Other

Appendix 4 Community Petition to Council

PETITION

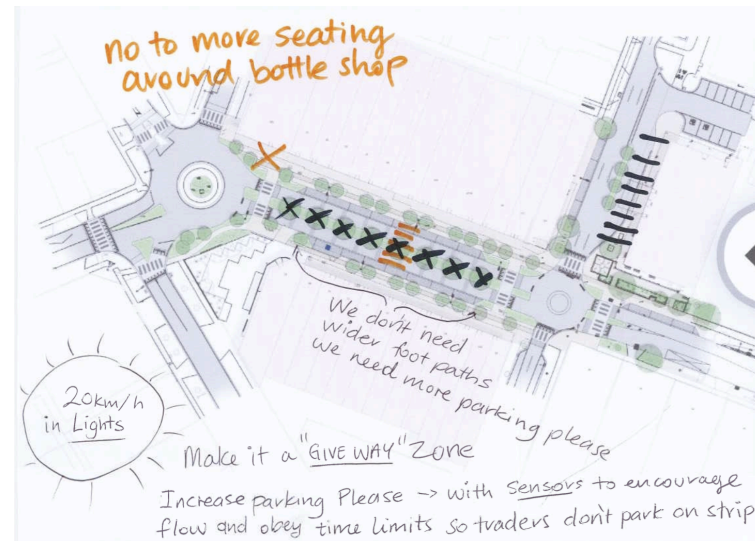
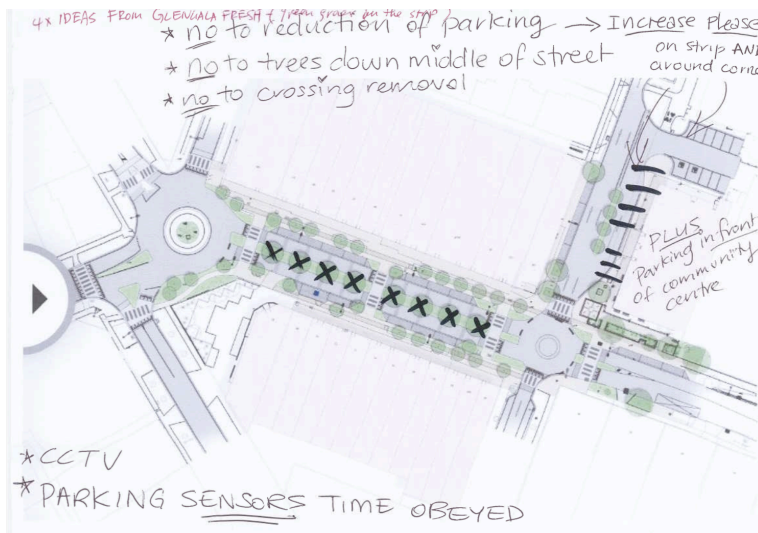
To: Brimbank City Council

Clearly define the issue and your request to Council

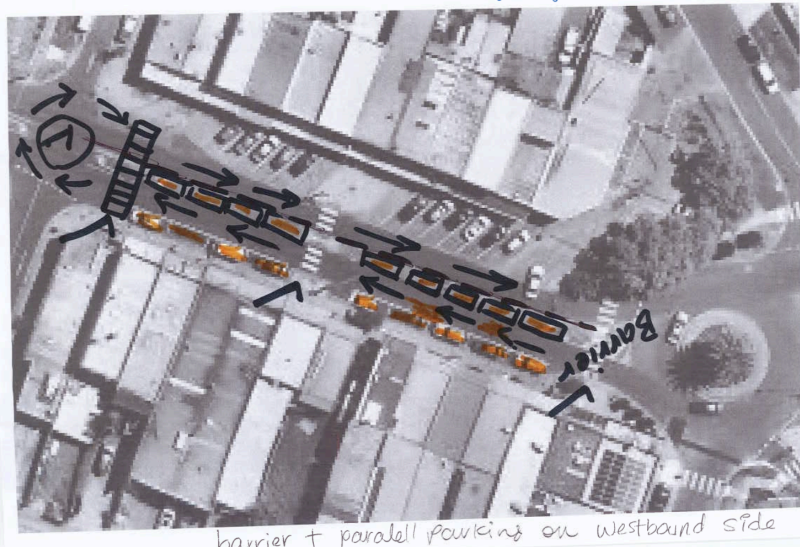
We object to the removal and reconfiguration of any parking spaces directly in front of shops along Glengala Village, Glengala Road.

- Many people utilising the businesses at the Village are frail or elderly. Reducing the number of spaces will make it more challenging for elderly people or those with a disability to access a parking space within walking distance to the shops.
- Removing parking spaces will encourage people who are close enough by car (but are not within walking distance) to go to other nearby shopping spaces that do have ample parking spaces such as the Sunshine Marketplace, negatively impacting business along the Village.
- The angled bays maximise parking spaces in the Village. The current parallel parking arrangement disrupts traffic flow more than the current angled parking bays.
- Removing spaces for wider footpaths and seating will not increase the amount of customers for traders and will attract anti-social behaviours as opposed to wholesome intentional business. This has been seen at the current pop-up seating arrangement which took the space of a car park.
- Recent fires have impacted 5 of the village businesses and traders require all the parking spaces possible to encourage people to come and support local shops through all means possible.
- The removal of the middle pedestrian crossing will encourage people to cross illegally if they are not near either end of the Village, increasing the potential for more pedestrians to be hit by cars.

Appendix 5 Trader drawings (design concept ideas)



Glenroy



* mirror parking



Glengala Village Streetscape Upgrade
Cost Estimate (2024)

Estimated construction cost		\$1,565,694.00
Project management fees (12.5%) (Calculated)	\$267,777.78	\$267,777.78
Project Signage	\$300.00	\$300.00
Lighting Upgrade (Estimated)	\$200,000.00	\$200,000.00
Other Costs (Utility diversion allowance)	\$200,000.00	\$200,000.00
Other Costs (Trees)	\$25,000.00	\$25,000.00
Other Costs (Street furniture allowance)	\$150,000.00	\$150,000.00
Estimated Total Project Cost		\$2,408,771.78

Sunshine West

Our 20-Minute Neighbourhood

20-Minute Neighbourhood Pilot Program



Creating a city of 20-minute neighbourhoods

Neighbourhoods are the foundation of our city — they are the places where we live, connect and build communities.

Plan Melbourne 2017-2050 is a long-term plan to accommodate Melbourne's future growth in population.

The 20-minute neighbourhood concept is a key principle of the strategy. It is all about 'living locally' — giving people the ability to meet most of their everyday needs within a 20-minute walk from home, with access to safe cycling and local public transport options.

Research shows that 20 minutes is the maximum time people are willing to walk to meet their daily needs locally.¹

These needs include local health facilities and services, local schools and local shopping centres. This represents an 800m walk from home to a service or destination, and back again.

This distance is a guide as there are many factors that influence people's ability or willingness to walk.

To make Sunshine West a more liveable place, people should have access to the 20-minute neighbourhood features within 800 metres from home.



Figure 1 Features of a 20-minute neighbourhood

Source: Department of Environment, Land, Water and Planning

20-Minute Neighbourhood Pilot Program

The Victorian Government is working in partnership with local government to test the implementation of 20-Minute Neighbourhoods in three Neighbourhood Activity Centres in Melbourne.

This report outlines the approach taken in the Sunshine West project, delivered in partnership with Brimbank City Council, Victoria Walks and the Heart Foundation (Victoria).

The purpose of the project was to identify opportunities to improve liveability and start the process of creating a 20-minute neighbourhood in Sunshine West.

The pilot program and this report are important in developing local solutions to address global and metropolitan sustainable development challenges.

20-minute neighbourhood 'hallmarks'

Plan Melbourne outlines the 'hallmarks' of a 20-minute neighbourhood.

The purpose of the Sunshine West project was to identify opportunities to deliver on the hallmarks.

To deliver on the hallmarks, Sunshine West must:

- be safe, accessible and well connected for pedestrians and cyclists to optimise active transport
- offer high-quality public realm and open space
- provide services and destinations that support local living
- facilitate access to quality public transport that connects people to jobs and higher-order services
- deliver housing/population at densities that make local services and transport viable
- facilitate thriving local economies.

The Sunshine West project was delivered in three stages

1.1 Community partnerships

Place-based engagement to understand community concerns and capture their ideas.

1.2 Technical assessments

Technical assessments undertaken on walkability, transport network, land use, housing density and vegetation cover.

1.3 Future opportunities

Initiatives and infrastructure opportunities identified for the neighbourhood.





Glengala Village
Image Courtesy of Brimbank City Council

Sunshine West

Neighbourhood context

Sunshine West is located approximately 13km from Melbourne CBD and 2km from Sunshine in Brimbank City Council. Serviced by bus route 420 (Sunshine-Watergardens), the neighbourhood is characterised by low-density housing with entrenched car-dependency. 66,000 cars passing through Glengala Road daily.

Sunshine Metropolitan Activity Centre is outlined as a place of state significance in Plan Melbourne. It has been a focus for growth and investment. There has been limited development in Sunshine West, particularly in Glengala Village (the commercial centre and community anchor in Sunshine West).



While Glengala Village has a mix of businesses, including a chemist, casual dining and fresh food grocer, many residents drive to the Sunshine to meet their daily needs.

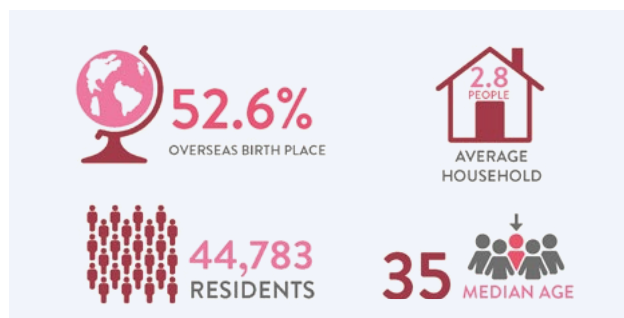
Sunshine West is a multicultural neighbourhood that has the capacity to provide the services and destinations to support the community to shop and live locally.

The 20-minute neighbourhood concept is all about 'living locally'

Local strategic context

Relevant local strategies that apply to this area include:

- Brimbank Housing Strategy, Home and Housed
- Brimbank Council Plan 2017–2021
- Brimbank Activity Centre Strategy 2018

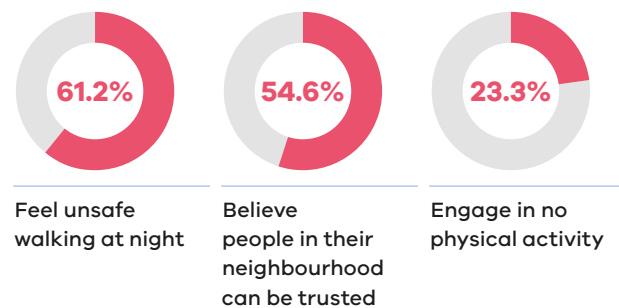


"Brimbank is hard to get around for people who do not have (or have limited access to) a car. We need to include these people as well! We need walking and cycling, as well as better and cheaper bus transport."

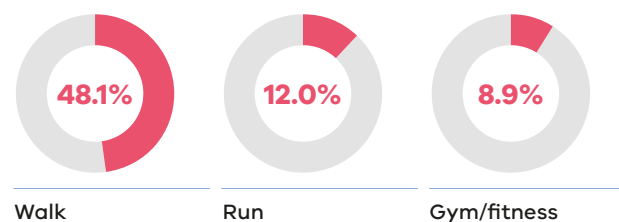
BRIMBANK COMMUNITY VISION 2040

Community health profile

The following physical, mental and social indicators for Brimbank City Council residents are considered relevant for Sunshine West:



The three most popular non-organised physical activities are walking, running and gym or fitness.



Sunshine West project

Sunshine West, image courtesy of Brimbank City Council

1 Community partnerships

A community partnership approach underpinned the project. This reflects the need to strengthen community participation in planning for our neighbourhood.

The project empowered a broad range of local people to take a partnering role to help shape the changes they want to see in their neighbourhood.

To build a community partnership, council engaged the following community members:

- Traders/local businesses
- Community walking groups
- Residents within 800m of Glengala Village.

Council undertook a range of different activities to test a community partnership approach.

Newsletters and surveys

In May 2018, a newsletter and surveys were mailed out to businesses and residents within 800m of Glengala Village. The survey was framed around what people love about the area and how it could be improved. More than 260 responses were received, which was a higher response rate than expected. This reflected the community's strong interest in the neighbourhood.



Meet local traders Guess Who Campaign

To support the retail community, Brimbank City Council delivered a Guess Who Campaign.

The campaign showed the friendly faces of Glengala Village and encouraged local residents to meet their local traders. The campaign broke down barriers and encourage interaction and connection between traders and the community.

The campaign was fun, flexible and was rolled out across a number of promotional platforms. It was intended to encourage locals to shop, connect with traders and promote Glengala Village as a destination.

Your local fruit shop



Your local social BBQ



Your local hardware



Your local cafe



Your local drycleaner



Your local butcher



Your local post office



Your local hairdresser



Destination Yellow Business Strategy

A local business strategy was developed to increase visitation and help establish an informal traders group.

To support the strategy, Brimbank City Council engaged local shop owners to better understand the challenges and opportunities for Glengala Village.

A local business strategy was developed to support a thriving local economy in Glengala Village. This strategy involved infrastructure and streetscape improvements as well as business development focusing on:

- Customer service
- Marketing — social media/online
- Visual merchandising
- Business planning/fundamentals
- Mentoring
- Supporting business listings on Google

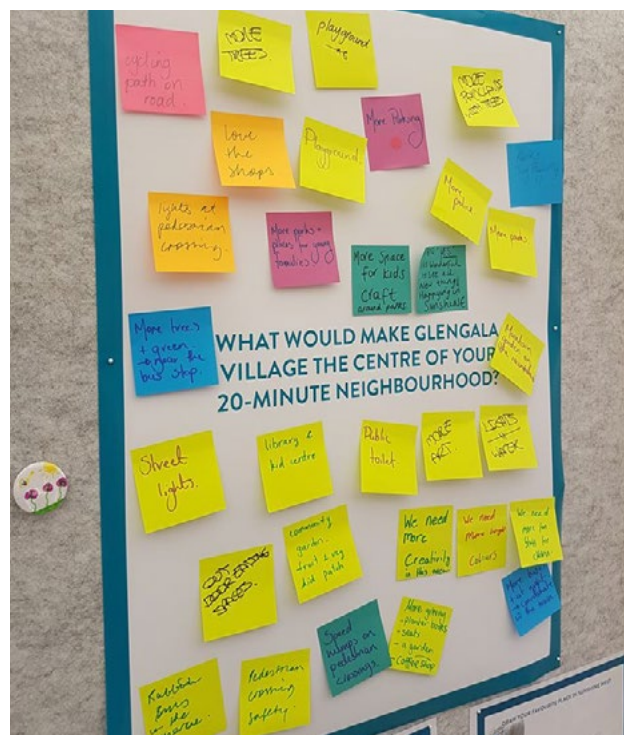
In addition to business needs, a number of other immediate local issues were identified including the need to:

- Clarify the name of Glengala Village — ensuring brand consistency across all platforms including Council, businesses, signage and online channels
- Develop an informal traders group — facilitated and supported by Council
- Develop an online presence
- Investigate opportunities to transition to EFTPOS card purchases (not just cash).

Feedback from the community throughout the project highlighted a sense of community pride in the village.

The Pop-Up Park was visited by 75 people. 45 of whom favour of there being a permanent public open space in the area. No-one voted against it.

RESIDENT



The traders responded positively to the campaign with more than 90% expressing interest in being part of an informal traders' group. The group is looking to implement initiatives from the campaign including increasing its social media and online presence.



**Smoothie Bikes
Special Trader
Offers**

**Glen
Gala
Day**

**Free Tote
Bags
Face Painting
& More**

**Saturday 1 September
Glengala Rd, Glengala Village
10am-2pm**

01 09 18

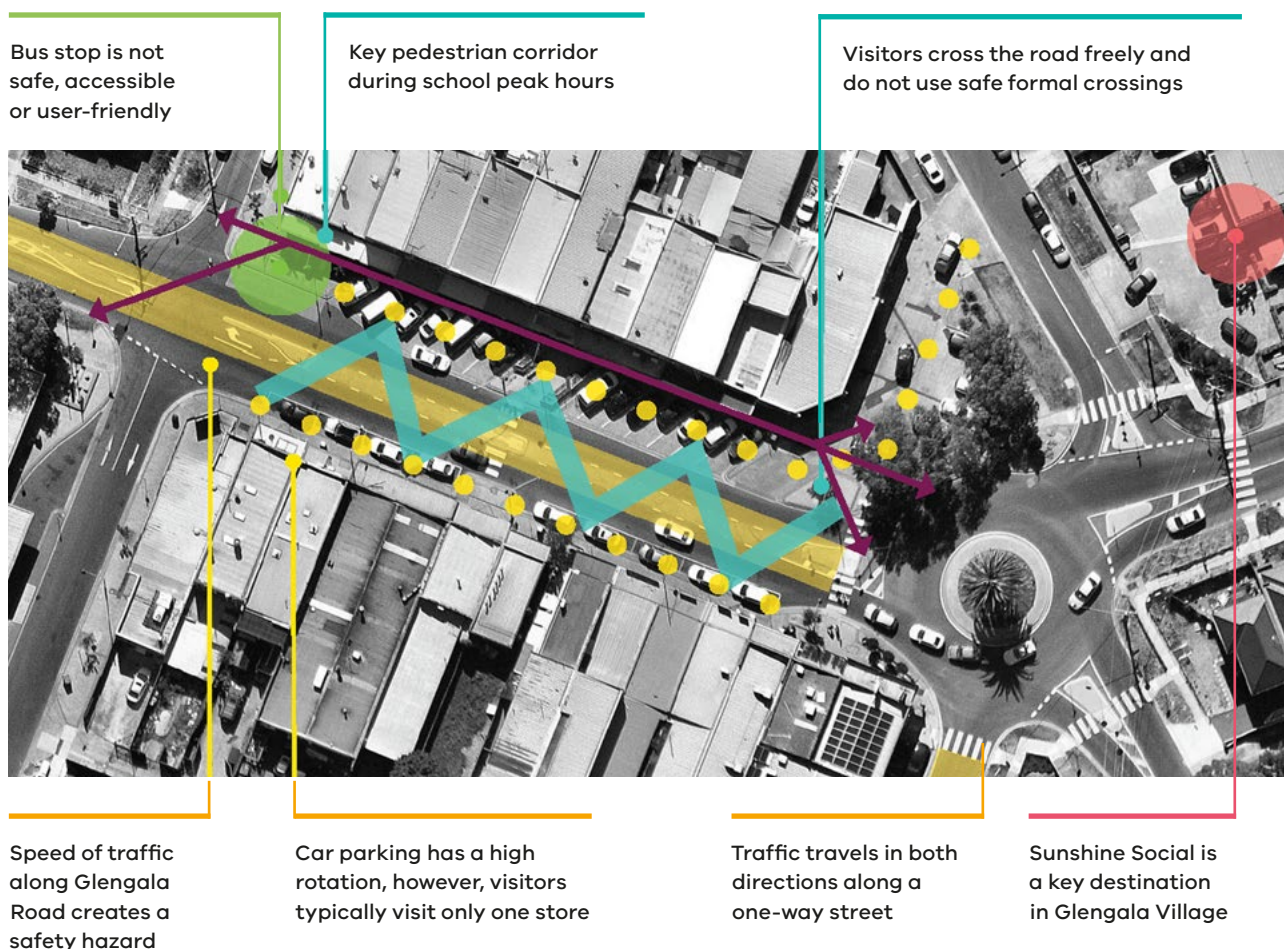
**Brimbank
City Council**

Glen Gala Day is an initiative of the 20-minute Neighbourhoods Pilot Project funded by the Victorian Government

GLENGALA
VILLAGE TRADER

Movement and Activity Glengala Village

Key movement and activity patterns were identified in Glengala Village at direct community engagement events. The findings were tested during independent site audits by Co-Design Studio.



Key issues and improvements raised by the community



Public open space

Deliver upgrades to local infrastructure including:

- Playgrounds
- Community gardens
- Dog-friendly parks
- Public toilets



Pedestrian safety

Improve safety by:

- Installing traffic-control measures
- Creating safe crossings near schools and intersections



Streetscape

Streetscape upgrades to create a 'destination' feeling, including:

- Upgrading lighting
- Installing public art
- Street greening
- More seats
- More bins and rubbish collections



Local transport

Support local transport options by:

- Upgrading bus services and stops
- Installing on-street bike lanes
- Designing accessible footpaths for prams and wheelchairs



Businesses

Support a thriving local economy by:

- Supporting a diversity of stores such as a bakery and cafe
- Encouraging street trading racks that create an attractive aesthetic

2 Technical assessments

To support a whole-of-government evidence-based approach to the Sunshine West project, DELWP facilitated the preparation of technical assessments. This included transport, housing, health and vegetation assessments.

Healthy Active by Design

The Heart Foundation was a project partner, they work to improve heart disease prevention and care. A key way to achieve this is through improved physical activity by promoting walking, cycling and other forms of physical activity.

Work undertaken by the Heart Foundation aligns closely with 20-minute neighbourhoods, in particular the Healthy Active by Design guidelines, which were developed as practical guide to create healthy neighbourhoods.

These guidelines were used to inform the delivery of the project and were adapted into a 20-Minute Neighbourhood Scorecard, which was used to identify opportunities in **Stage 3 Future opportunities**. This simplified scorecard will be adapted into a useful tool for other councils.

[For more information on the healthy active by design guidelines visit here](#)

Movement and Place assessment

Movement and Place is a new Department of Transport road-management framework for Victoria. It recognises the role streets play not only in moving people and goods, but also in contributing to the places where people live, work and play. It integrates planning and transport and it will be used as a framework to support transport decision-making.

An assessment was undertaken for Sunshine West, which was one of the first times the new framework was tested at a local level. Based on this assessment the following design objectives were identified for Sunshine West:

- Improve road safety around Glengala Village.
- Improve cycling infrastructure on Forrest Road.
- Support pedestrian and local cycling access to Glengala Village in Sunshine West.
- Improve place amenity and comfort in Glengala Village.

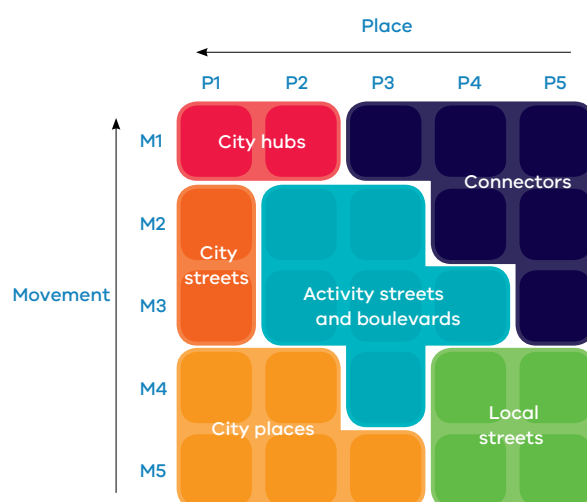
Walkability assessment

Victoria Walks was a project partner that is an independent health organisation. Victoria Walks advocates for safe, accessible and connected environments that encourages walking.

In June 2018, Victoria Walks conducted a neighbourhood walking assessment of Sunshine West to identify pedestrian infrastructure issues. The assessment provided preliminary recommendations for Sunshine West including to:

- Create a safe, high-quality pedestrian route on Glengala Road between Links Road and Mernda Street.
- Improve the streetscape around Glengala Village.
- Improve pedestrian infrastructure to support safe active travel to school and reduce congestion.
- Redesign intersections to reduce walking barriers on major roads including roundabouts.

[To see the full walkability assessment visit here](#)



[For information on the methodology, visit here](#)

Housing development assessment

Housing development data provided information on the number and location of existing dwellings, vacant residential land, and recent residential development across all land in Victoria.

Housing stock in Sunshine West is characterised by single detached dwellings. While there has recently been an increase in unit developments, the area remains low density with an average density of 16 dwellings per hectare.

Research shows that a minimum housing density of 25 dwellings per hectare is needed to deliver more walkable neighbourhoods.²

To provide greater choice and diversity of housing, increased density should be supported in and around Glengala Village. This will produce benefits by enabling residents to downsize without leaving the neighbourhood and making services and transport viable.

Facilitate an increased percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.

POLICY 2.1.2. PLAN MELBOURNE

Vegetation and heat vulnerability assessment

The urban heat-island effect is created by the built environment absorbing, trapping and, in some cases, directly emitting heat. This effect can cause cities to be up to four degrees Celsius hotter than surrounding non-urban areas.³

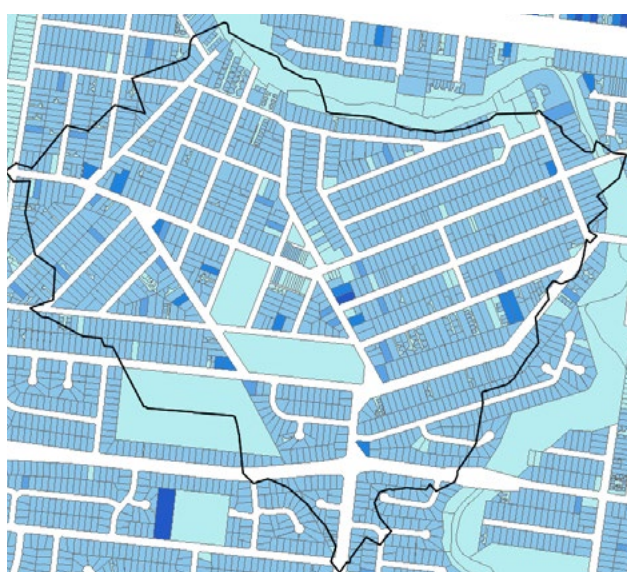
Increasing the vegetation cover and greening the city can provide cooling benefits and improve the community's resilience to extreme heatwaves. Urban greening and street trees remove pollution. An increase in tree cover by 10%, can reduce energy needed for heating and cooling by 5 to 10%.⁴ Greenery can improve shade for walking and generally improve the public realm of neighbourhoods.

While vegetation mapping shows low cover for most of Sunshine West (less than 30%), there are some areas with high cover (more than 50%) such as Kororoit Creek and Castley reserve.

To minimise heat vulnerability associated with low canopy cover, continued protection of existing vegetation is required. Future investment is also needed to connect patches of vegetation and support of an urban forest.

Support a cooler Melbourne by greening urban areas, buildings, transport corridors and open spaces to create an urban forest.

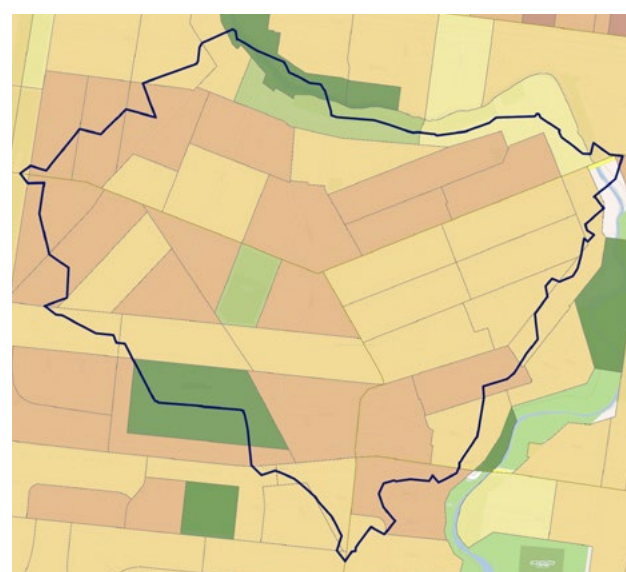
POLICY 6.4.1. PLAN MELBOURNE



Housing Development Data Stock 2016

0 1 2 10+ Dwellings per lot

0 200m N



Percentage Vegetation Cover 2018

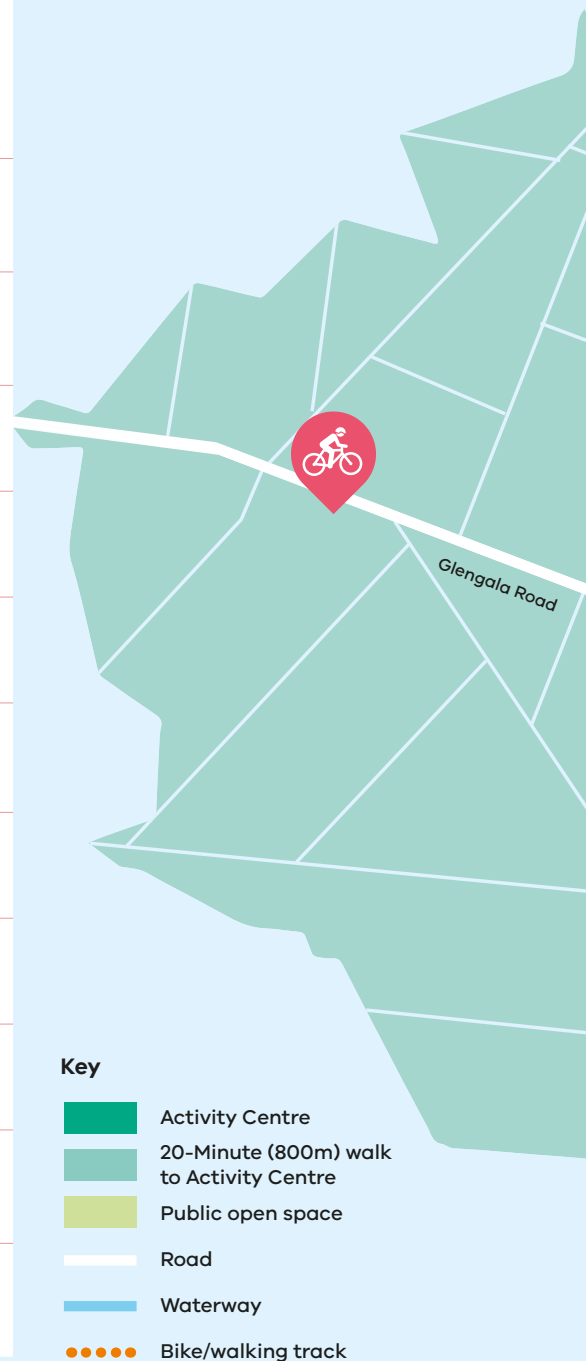
10-20 20-30 30-40 40-60 50-60 60+ % 0 200m N

3 Sunshine West future opportunities

This section brings all the work from the Sunshine West project together, it draws on the community feedback, workshops and technical assessments.

	Investigate opportunities to prioritise pedestrian movement and increase pedestrian safety including measures such as shared zones, speed restrictions, signal phasing and reviewing the function of existing roundabouts
	Consider innovative ways to improve pedestrian safety, such as road-safety art
	Upgrade street lighting to improve community safety, particularly in Glengala Village
	Improve local cycle links and facilities
	Investigate relocation of the bus stop on north-east corner of Glengala Road and Simmie Street and co-locate with public open space
	Support increased housing diversity in and around Glengala Village
	Encourage 'pop up' shops and use the street for trading, to support a thriving local economy
	Consider streetscape improvements such as drinking fountains and seating
	Plant trees to create green streets and better connect the neighbourhood to Kororoit Creek
	Support public art installations and 'creative spaces', particularly in Glengala Village
	Upgrade playground infrastructure
	Investigate improvements to the community centre to support more flexible use

Note: These icons indicate areas for investigation, not specific locations or project sites



The 20-minute neighbourhood features (see figure 1) have been used as the basis for a range of opportunities to improve liveability and support people to live locally in Sunshine West.

The following opportunities reflect community ideas that will be a starting point in a local approach to delivering a 20-minute neighbourhood in Sunshine West. These opportunities reflect community feedback and technical assessments. They are not formal funding commitments.



References

- 1 Badland H, Whitzman C, Lowe M, Davern M, Aye L, Butterworth I, Hes, D and Giles-Corti B 2014, Urban liveability: Emerging lessons from Australia for exploring the potential for indicators to measure the social determinants of health, Social Science and Medicine, 111: 64–73.
- 2 Badland H, Whitzman C, Lowe M, Davern M, Aye L, Butterworth I, Hes, D and Giles-Corti B 2014, Urban liveability: Emerging lessons from Australia for exploring the potential for indicators to measure the social determinants of health, Social Science and Medicine, 111: 64–73.
- 3 Voogt, JA 2002, 'Urban heat island', in I Douglas (ed.), Encyclopedia of global environmental change, John Wiley and Sons, New York.
- 4 Ewing, R et al. 2008, Growing cooler: The evidence on urban development and climate change. Washington, DC: Urban Land Institute.



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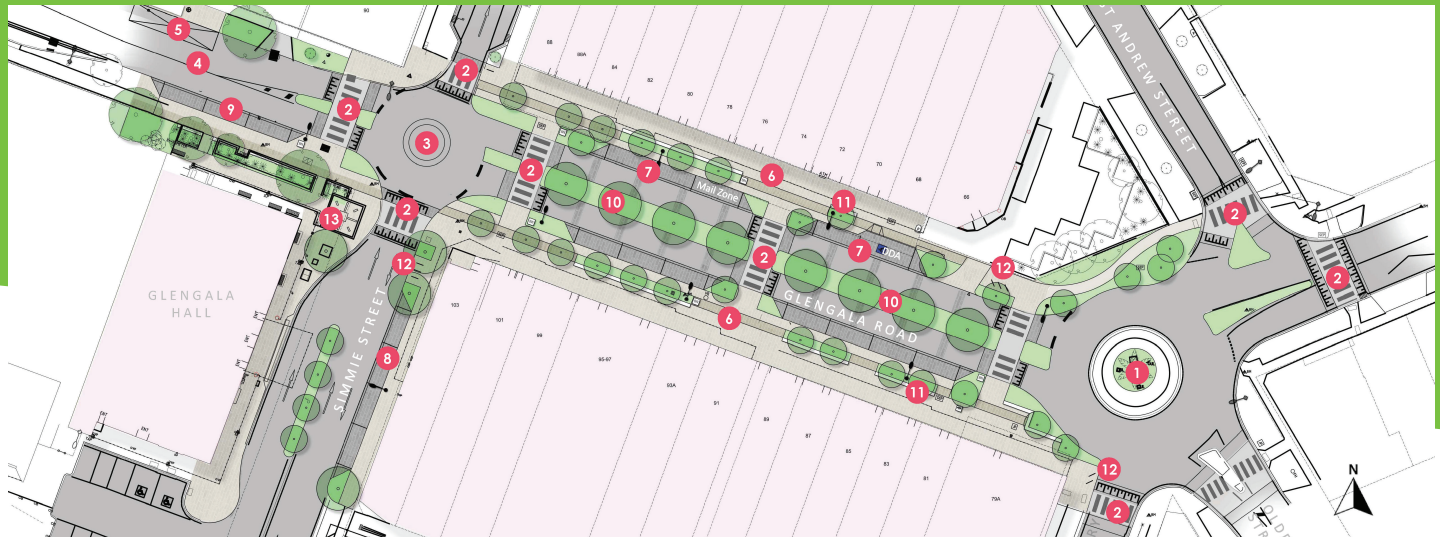


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Proposed Concept - Option 1



Building on the Plan Melbourne Pilot Project recommendations and further investigative works, a concept design for Glengala Village Streetscape has been developed.

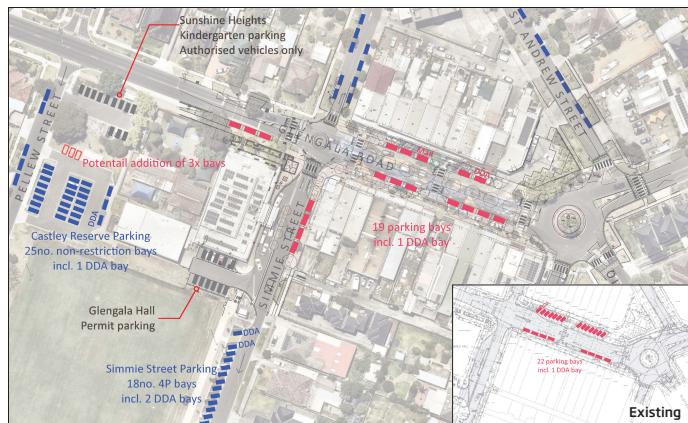
The design aims to support Glengala Village as a vibrant neighbourhood hub and an attractive local destination. It is a sustainable, cool and healthy centre for everyone.

- 1 Retention and rationalisation of eastern roundabout
- 2 Introduction of wombat crossings
- 3 Introduction of new roundabout at Simmie Street intersection
- 4 Removal of existing push button pedestrian crossing
- 5 Relocation of bus stop to west of Simmie Street and provide shelter (subject to stakeholder approvals)

- 6 Widened Village footpaths: approximately 6m to north (3m gain), 6.3m to south (2m gain) with added greenery and ample seating and gathering opportunities. Inclusion of public art will be considered.
- 7 Rearrangement of northern parking from angled to parallel
- 8 4x new indented parking bays on Simmie Street

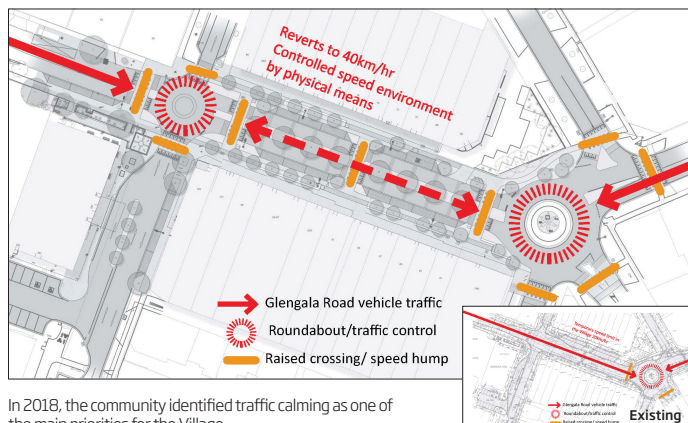
- 9 3x new indented parking bays on Glengala Road west of Simmie Street
- 10 3m wide planted central median and large canopy avenue tree planting
- 11 Update to street lighting (subject to lighting assessment)
- 12 Bicycle facilities including hoops. Consider a water station.
- 13 Consider opportunity to open up the corner for community meeting space

Public Parking



Option1 offers 19 on-street parking spaces to replace existing 22 spaces. Existing provision of 1x DDA bay and 1x mail zone will be retained in a different arrangement. There is a potential to rearrange Castley Reserve parking to add 3 more bays to make up for the loss.

Traffic Calming



In 2018, the community identified traffic calming as one of the main priorities for the Village.

Introduction of small roundabout at Simmie Street intersection, along with a series of new raised pedestrian crossings and introduction of central median will create a slow speed environment within the Village.

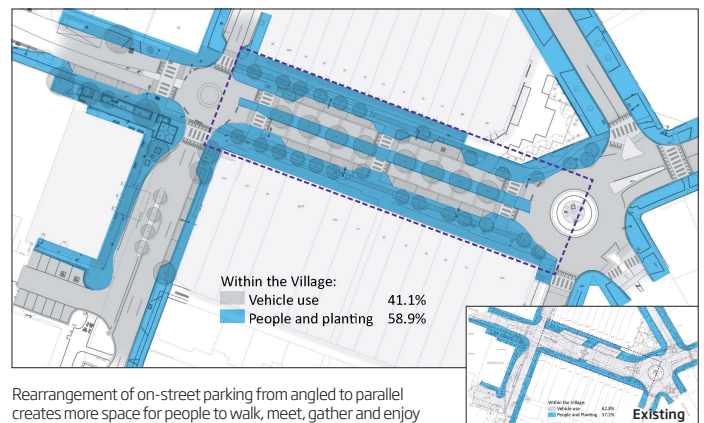
Attachment 12.10.5

Village in an Urban Forest



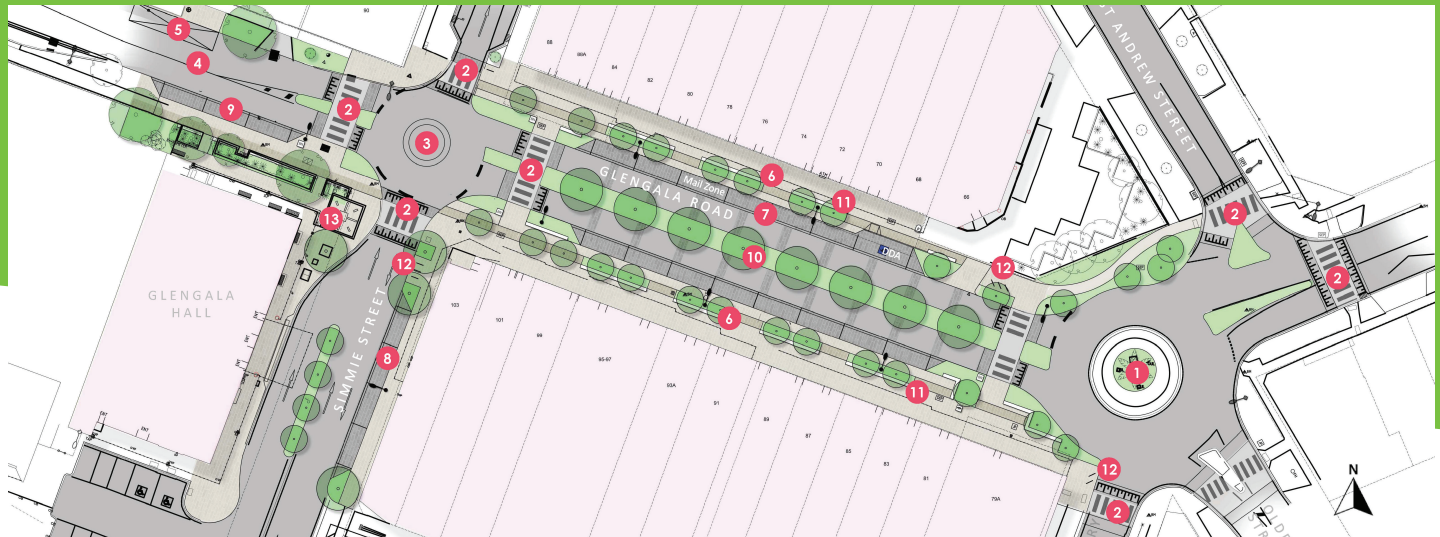
Generous garden and canopy tree plantings will create a leafy and cool Village with cleaner air and seasonal interest. Urban greenery is also known to support local bio-diversity and provide psychological benefit to the community.

More Space for People and Greenery



Rearrangement of on-street parking from angled to parallel creates more space for people to walk, meet, gather and enjoy the Village. Generous footpath space also supports footpath trading and generous planting.

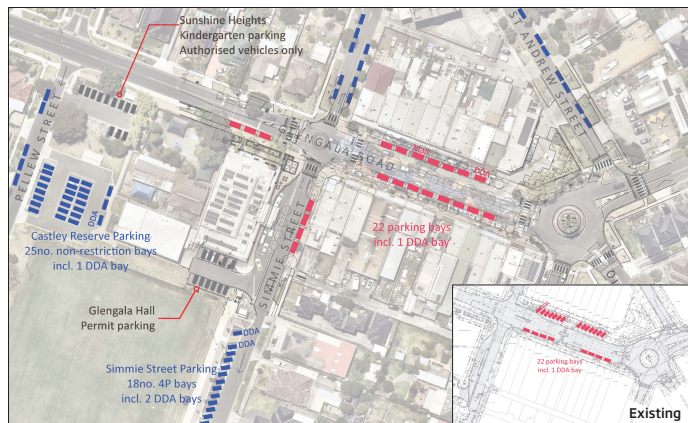
Proposed Concept - Option 2



Option2 removes a pedestrian crossing point in the middle of the Village in favour of maximised on-street parking provision.

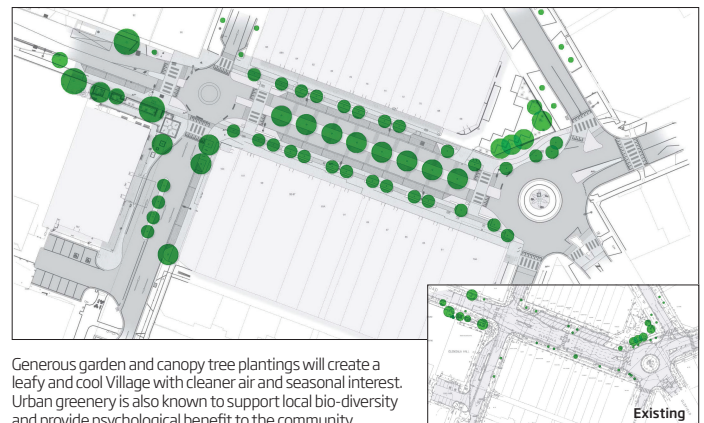
- 1 Retention and rationalisation of eastern roundabout
- 2 Introduction of wombat crossings
- 3 Introduction of new roundabout at Simmie Street intersection
- 4 Removal of existing push button pedestrian crossing
- 5 Relocation of bus stop to west of Simmie Street and provide shelter (subject to stakeholder approvals)
- 6 Widened Village footpaths: approximately 6m to north (3m gain), 6.3m to south (2m gain) with added greenery and ample seating and gathering opportunities. Inclusion of public art will be considered.
- 7 Rearrangement of northern parking from angled to parallel
- 8 4x new indented parking bays on Simmie Street
- 9 3x new indented parking bays on Glengala Road west of Simmie Street
- 10 3m wide planted central median and large canopy avenue tree planting
- 11 Update to street lighting (subject to lighting assessment)
- 12 Bicycle facilities including hoops. Consider a water station.
- 13 Consider opportunity to open up the corner for community meeting space

Public Parking



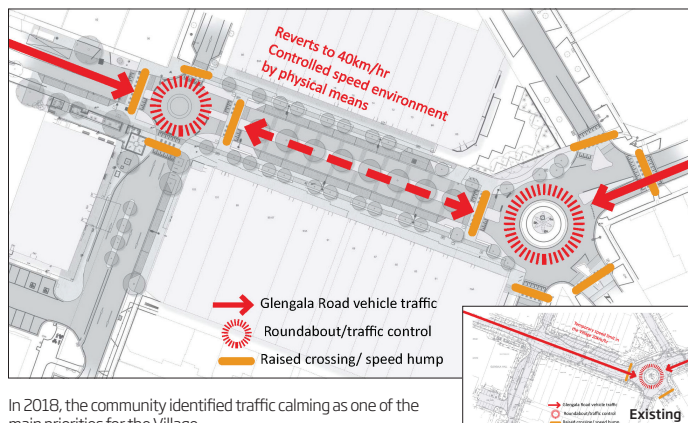
Option2 offers 22 on-street parking spaces, the same number as the existing. Existing provision of 1x DDA bay and 1x mail zone will be retained in a different arrangement.

Village in an Urban Forest



Generous garden and canopy tree plantings will create a leafy and cool Village with cleaner air and seasonal interest. Urban greenery is also known to support local bio-diversity and provide psychological benefit to the community.

Traffic Calming



In 2018, the community identified traffic calming as one of the main priorities for the Village.

Introduction of small roundabout at Simmie Street intersection, along with a series of new raised pedestrian crossings and introduction of central median will create a slow speed environment within the Village.

Attachment 12.10.5

Option 2 does not have a raised pedestrian crossing in the middle of the Village to allow for more parking spaces.

More Space for People and Greenery



Rearrangement of on-street parking from angled to parallel creates more space for people to walk, meet, gather and enjoy the Village. Generous footpath space also supports footpath trading and generous planting. Option2 removes the existing pedestrian priority crossing in the middle of the Village.