

Were Street Montmorency
Streetscape Plan-Vision and Key Directions
Stage 2 Consultation Findings Report

Final-February 2021





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1. Executive summary

ChatterBox Projects was engaged by Banyule City Council in late 2019, to plan and facilitate a range of community engagement activities to inform the draft Were Street Streetscape Plan and then seek feedback on the draft plan once developed. The Stage 1 community engagement was undertaken in February 2020 which resulted in extensive feedback being received from over 822 participants. The Stage 1 community engagement report can be viewed [HERE](#).

Council officers used the Stage 1 feedback to inform and prepare a draft Were Street Vision and Key Directions Plan for discussion and further feedback during the Stage 2 community engagement. The draft Vision and Plan aimed to retain appealing features, address concerns raised by the community, explore potential possibilities to improve accessibility and enhance opportunities for social connections, whilst maintaining the much loved village feel. A series of ideas were presented to further test and gauge the level of community support across different components. The findings from Stage 2 community engagement will inform the development of a draft concept plan.

Stage 2 community engagement was undertaken during August and September 2020 to gather feedback about the draft Were Street Vision and Key Directions Plan. Maintaining momentum with this project was important for Council to maximize the likelihood of successful grant applications for State and Federal Government funding and to provide timely input into the emerging LXP designs for Montmorency level crossing removal and revitalisation of the surrounding area. It is acknowledged that Covid-19 isolation restrictions created challenges for Were Street business owners and community members. A *Message for our Community* was included in the draft Vision and Key Directions Plan and attempts were made to acknowledge the uncertain Covid-19 context during the engagement program.

It was originally proposed that place-based pop-up engagements using the ChatterBox Pop-Up trailer would be undertaken in Were Street to gather feedback on the draft plan. This was to compliment the 'Shaping Banyule' online engagement platform where the community could view the details of the plan and provide their feedback via an online feedback survey. Unfortunately, due to Covid-19, no face-to-face engagement or on-site discussions could be undertaken during Stage 2 community engagement.

Therefore, the stage two engagement program was modified to include four online information webinars. These engagement activities were complimentary to Council's online engagement and aimed to broaden community awareness and input. Council's 'Shaping Banyule' online engagement platform was used to capture feedback and ideas via an online feedback survey and Q&A tool. The online feedback survey was open from 24 August to 22 September 2020.

In an attempt to inform the community about the draft Vision and encourage online participation during Covid-19 restrictions, Council officers took a number of specific actions:

- Letterbox dropped flyers to 3,532 households in Montmorency





- Three corflute signs were installed along Were Street and within the Were Street reserve
- Liaised with the Were Street Traders Association to distribute letters to all traders within the precinct
- Follow-up phone calls were made to 28 traders who had temporarily closed during Covid-19 restrictions
- Engaged directly with Councils advocacy groups for Positive Ageing and Accessibility as well as members of the Montmorency Community Group

During the consultation period, Council officers were alerted to a community-led campaign occurring outside of the formal consultation program. Campaigners raised concerns about elements of the Draft Plan, primarily the proposed car parking and one way traffic flow arrangements. It is understood:

- Flyers were distributed throughout Montmorency
- A private Facebook group permitted the sharing of personal opinions and generated discussion outside of the consultation program.

Council officers were not privy to the private online discussions and were not in a position to intervene or share fact-based information.

It appears these community-led activities raised awareness about the opportunity to provide feedback on the draft Vision. Some participants indicated they heard about the consultation via the community-led activities (see Section 4.6), however, it is not possible to determine the precise impact of the campaign activities on the Stage 2 community engagement findings. The views reported in the community-led campaign flyer were consistent with the sentiment reported in some survey responses with regard to concerns about the proposed car parking and one way traffic flow elements.

1.1 Overview of participation profile

The communications and engagement activities were effective in reaching over 2,800 visitors to Council's 'Shaping Banyule' Were Street Project page. Overall, there were 338 participants in Stage 2 community engagement comprising:

- 280 online feedback surveys completed
- 20 online information webinar participants
- 20 email submissions
- 18 online Q&A questions on the 'Shaping Banyule' Were Street Project page

Demographic details were not captured for all participants. The participation profile has been generated from the demographic and personal characteristics reported by the 280 feedback survey respondents. Of these:

- The majority of respondents were female: 157 or 61.57%





- Respondents were a variety of ages with the top three age groups being: 40-44 years (50 or 18.59%), 45-49 years (40 or 14.87%) and 35-39 years (36 or 13.38%)
- A large majority of respondents live in Montmorency: 262 or 96.32%
- Relationship to Banyule:
 - Live (262 or 96.32%)
 - Work (6 or 2.21%)
 - Study (0)

Overall, the 338 participants reflect a cross-section of the Montmorency community. Participation was apparent by all genders and most age groups. Despite Council's efforts, no participants were studying or aged under 20 years and there was limited participation by Were Street Traders. The inability to conduct face-to-face engagement and have on-site discussions due to Covid-19 may have limited the number and diversity of participants (compared to 328 participants at place-based engagement, and a total of 822 during Stage 1).

In both Stages 1 and 2, the purpose of the consultations was to engage with people who live, work, play and study in and around Were Street, Montmorency. In Stage 1, 822 participants were engaged using online and face-to-face engagement activities. Participants comprised a broad cross-section of the community in terms of age, gender, residential suburb and connection/s to Were Street.

Despite Council's efforts, there were a total of 280 participants in Stage 2 of which none were studying or aged under 20 years and there was limited participation by Were Street Traders. The inability to conduct face-to-face engagement and have on-site discussions due to Covid-19 appears to have limited the number and diversity of participants.

Community campaign and social media

During the consultation period, Council officers were alerted to a community-led campaign occurring outside of the formal consultation program. Campaigners raised concerns about elements of the Draft Plan, primarily the proposed car parking and one way traffic flow elements. It is understood:

- Flyers were distributed throughout Montmorency
- A private Facebook group permitted the sharing of personal opinions and generated unmoderated discussion outside of the consultation program

It appears these community-led activities raised awareness about the opportunity to provide feedback on the draft Vision.

1.2 Key findings from the analysis of the community feedback

For many of the key questions asked during the consultation, the responses were often mixed and opposing. While many elements received majority support, there were also many participants who indicated no support. Some participants provided personalised feedback which explained or





elaborated upon the rating selected. To progress the draft Plan with community support, it is important to acknowledge the suggestions, queries and concerns raised in the personalised feedback.

Vision

Mixed feedback was received, 42.9% of participants indicated Support, 41.4% indicated No support and 13.6% were Unsure.

Topics most frequently referenced by participants indicating Support were:

- General support for proposed Vision
- Support one-way traffic flow
- Support for more trees, greenery and gardens
- Support for wider footpaths
- Support the focus on village feel

Topics most frequently referenced by participants indicating No support and Unsure were:

- Do not support one-way traffic flow
- Only support new or upgraded toilets
- Do not support proposed Vision
- Only support more trees, greenery and gardens
- Were St should remain primarily a shopping strip
- Only support some aspects of the proposed vision
- Prefer angled parking rather than 90 degree

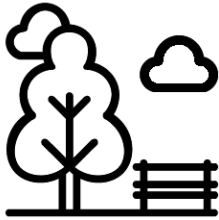
Participants were asked to rank the importance of seven prescribed features of the draft Were Street Vision that would encourage them to stay longer in Were Street, visit more often and support local businesses (1 = most important to 7 = least important). All features received rankings across the entire 1 to 7 spectrum, signalling participants hold mixed and opposing views. No features received an overall or consistent ranking of most or least important. Thus averaged importance rankings are presented for the seven features, shown in descending order:

1. More planting, greenery and shading (2.76)
2. A new park for all ages with new accessible toilets (3.39)
3. Opportunities for more outdoor dining (3.90)
4. Better seating (4.13)
5. Wider and more comfortable footpaths (4.32)
6. Car parking, increased parking bays including accessible parking bays (4.61)
7. Pedestrian priority street including new crossings, cycle lanes and slower traffic (4.89)





Public Space



Just over half of the participants (50.7%) indicated Support for the proposed redistribution of public space. 29.3% indicated No support and 12.1% were Unsure.

Topics most frequently referenced by participants indicating Support were:

- General support for proposed redistribution of public space
- Support public spaces with seating to meet and relax
- Support widening of footpaths

Topics most frequently referenced by participants No support and Unsure were:

- Not supported if parking is sacrificed or traffic is compromised
- Do not support the proposal, it's not necessary, like Were Street as is
- More public space is not needed

Traffic Flow



A small majority of participants (55.4%) indicated No support for the proposed traffic flow improvements. 31.8% indicated Support and 10.0% were Unsure.

Topics most frequently referenced by participants No support and Unsure were:

- Concerns about traffic increases in adjacent streets
- Do not support, or have concerns about, one way flow improvements
- Concerns about likely traffic congestion in and around Were Street

Topics most frequently referenced by participants indicating Support were:

- General support for the proposed traffic flow improvements
- Support with a preference for angled parking





Accessibility and Movement



Just over half of participants (50.7%) indicated Support for the accessibility and movement improvements. 29.6% indicated No support and 13.6% were unsure.

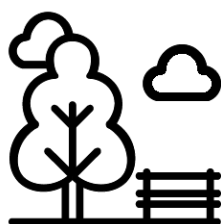
Topics most frequently referenced by participants indicating Support were:

- General support for the proposed accessibility and movement improvements
- Support improving bike access and encouraging cycling

Topics most frequently referenced by participants indicating No support and Unsure were:

- Do not support proposed accessibility and movement improvements
- Do not support bike access or bike lane
- Don't make changes or widen footpaths if we lose roadway or parking
- Only support improvements to trees and landscaping

A Greener Space



This feature attracted the greatest level of support. A large majority of participants (73.9%) indicated Support for the proposed improvements to the greenery. 14.3% indicated No support and 8.2% were unsure.

Topics most frequently referenced by participants indicating Support were:

- General support for proposed improvements to greenery
- Current gardens and plantings are lovely

Topics most frequently referenced by participants indicating No support and Unsure were:

- The gardens and trees are good as is, not necessary
- Greenery is okay provided there are no other changes, loss of parking or change to two way traffic flow

The Village Feel



Just over half (53.2%) of participants indicated Support for the proposed improvements to maintain and enhance the village feel. 26.8% indicated No support and 15.0% were unsure.

Topics most frequently referenced by participants indicating Support were:

- General support for proposed improvements to maintain and enhance the village feel
- Support for fixing or upgrading toilets

Topics most frequently referenced by participants indicating No support and Unsure were:

- Only support fixing or upgrading the toilets although mixed views on location of toilets (stay





- or relocate)
- Most proposed improvements are okay provided there is no loss of road space, parking or change to one way traffic flow
- The proposed changes are not agreed to and are unnecessary
- The proposed changes do not appear to support a functioning shopping strip for shoppers and local traders
- The footpaths do not need widening, fix or upgrade them

Other comments

Many participants provided other comments, thoughts and ideas. Topics most frequently referenced by participants were:

- Do not support one-way traffic flow
- Do not support the Vision and proposed improvements
- Overall a great Vision, some good ideas
- Support for upgrading or replacing the toilets
- Some or partial support for the Vision



Please see section 5 for more detailed information on feedback received.





2. Independent consultant observations

During both stages of community engagement, local community members showed they are connected to, and passionate about, Were Street.

In Stage 2 there was more than double the number of visits to the 'Shaping Banyule' Were Street Project page (1,063 in Stage 1 and 2,839 in Stage 2), yet fewer online feedback surveys submitted (280 surveys in Stage 2 compared to 494 in Stage 1). These figures will likely be impacted by the Covid-19 restrictions in Stage two permitting online only engagement, whereas Stage 1 allowed for face to face engagement with hard copy surveys as well as online.

In terms of the Stage 2 engagement, participants were asked to indicate their support for a range of key directions, with each key direction consisting of multiple elements. While mixed views were received for most key directions, many participants provided personalised feedback which explains or elaborates on their level of support. The findings indicate that having multiple elements under each key direction made it difficult for participants to fully support or not support it. It appears that some participants may have supported most elements but selected 'not support' or 'unsure' as they did not support one of the elements.

Consistent feedback was apparent for:

- A Greener Space: Improved or more planting, gardens, landscaping, greenery and shading
- Traffic Flow: Do not support, or have concerns about, one way flow
- Village Feel: Improvements to the toilets - replace, renew or upgrade the toilets
- Village Feel: Support a focus on village feel and general support for proposed improvements to maintain and enhance the village feel

The proposal to improve traffic movement through one-way traffic flow and 90-degree parking was intended to address the pedestrian and vehicle safety concerns and deliver potential improvements for Public Space, Accessibility and Movement and A Greener Space. Participants reported opposing views and the majority did not support the proposed changes. Many community members sought additional information about possible flow-on traffic flow effects to neighbouring streets should Were Street become one-way.

In addition, a community-led campaign to oppose the one-way street appeared to gain traction during the consultation period. Almost one quarter of participants indicated they heard about the consultation through this one community source (see Section 4.6 for more details). While it is not possible to determine the precise impact of these activities, the views reported in the community-led flyer are consistent with the sentiment and concerns regarding the car parking and one-way traffic flow elements. Further, several features of the Vision attracted conditional support on the proviso that there is no change to parking or one-way traffic flow. In some instances, these responses are contradictory and do not recognise that changes to traffic flow underpin the Council's ability to deliver





improvements proposed for Public Space, Accessibility and Movement and A Greener Space.

The findings signal clear support for greening Were Street and support for some elements in the Draft Vision such as Public Space and Village Feel. It is also important to acknowledge the mixed views reported, suggestions, queries and concerns raised in the personalised feedback. Further, given the sample size, possibility of misinformation impacting the sentiment in survey responses and divergent views regarding key directions, specifically the one way traffic flow element, it is recommended that Council prepares a revised Plan that best responds to community expectations and the consultation findings.





3. Project background and overview of consultation

3.1 Background and purpose

ChatterBox Projects was engaged by Banyule City Council to undertake community and key stakeholder consultations to help inform the development of the Were Street Streetscape plan in February 2020. Following this extensive consultation, the draft Were Street Vision and Key Directions Plan was developed. The community engagement report of the stage one engagement can be viewed [HERE](#).

A second round of consultation was undertaken in August and September 2020. The purpose of this community consultation was to gather community feedback about the draft Vision and Key Directions for the proposed upgrade of Were Street. People who live, work and visit Montmorency were identified as the target population to engage.

3.2 Overview of consultation program



ChatterBox Projects delivered four online workshops throughout August and September 2020. These activities complimented Council's online engagement and broadened the reach of community awareness and input. Council's 'Shaping Banyule' online engagement platform was used to engage the community, capturing feedback and ideas via an online survey. The online survey was open from 23 August to 22 September 2020.

The online platform tools used were specifically designed to:

- gather data that aligned with the online survey
- target specific stakeholders including traders, older people and families
- enable people to get involved in an interactive way
- enable the community to ask for clarifications and ask questions

Table 1: Schedule of online workshops

Online workshop	Date	Time
1. General community	Monday, 31 August	7pm to 8.30pm
2. Traders	Tuesday, 1 September	12noon to 1.30pm
3. General community	Wednesday, 9 September	7pm to 8.30pm
4. General Community (Aged Friendly City Program Advocacy Group)	Wednesday, 16 September	3:45pm to 5:15pm





3.3 Overview of outcomes from the consultation program

The communications and engagement activities were effective in engaging with just over 2,800 people through Council's 'Shaping Banyule' online platform and online webinars. This comprised of:

- 2,839 visitors to Council's 'Shaping Banyule' Were Street Project page with 3,9109 visits and 4,647 page views
- Of the 2,839 visitors, 2,522 (88.83%) were first time visitors and 317 (11.17%) were returning visitors to the Shaping Banyule website
- 1,294 copies of the project booklet were downloaded from the project page between 24 August and 30 September
- 280 online feedback surveys completed
- 20 online information webinar participants
- 20 email submissions
- 18 online Q&A questions on the 'Shaping Banyule project page:
- Questions attracted 116 up votes and six down votes
- Answers attracted 30 up votes and 83 down votes

Most people visited the 'Shaping Banyule' Were Street project page via social media (2,102 visits or 72.28%) with some coming directly to the page (412 visits or 14.17%), via a search engine (295 visits or 10.4%) and the Council website (99 visits or 3.4%).

3.4 Consultation questions, data analysis approach and generalisability of the findings

Survey respondents asked mostly open-ended questions, as shown in Table 2.

Table 2: Survey questions

Question
Do you support this Vision? (Yes, No, Unsure) Provide comments
Do you support the proposed redistribution of public space? (Yes, No, Unsure) Provide comments
Do you support the proposed traffic flow improvements in the Were Street Vision? (Yes, No, Unsure) Provide comments
Do you support the proposed accessibility and movement improvements within the Were Street Vision? (Yes, No, Unsure) Provide comments
Do you support the proposed improvements to the greenery within the Were Street Vision? (Yes, No, Unsure) Provide comments
Do you support the proposed improvements to maintain and enhance the village feel of Were Street? (Yes, No, Unsure) Provide comments





<p>Rank the features of the draft Were Street Vision that would encourage you to stay longer in Were Street, visit more often and support local businesses (1 = most important to 7 = least important)</p> <ul style="list-style-type: none">• More planting, greenery and shading• Wider and more comfortable footpaths• Better seating• Opportunities for more outdoor dining• A new park for all ages - with new accessible toilets• A pedestrian priority street – including new crossings, cycle lanes and slower traffic• Car parking - Increased parking bays including accessible parking bays
<p>Other comments, thoughts or ideas that have not been captured</p>

As the consultation generated large volumes of personalised feedback, the response content was analysed following a template approach using Microsoft Excel. This allows the data to be carefully sorted and categorised using prescribed and emerging themes.

The survey responses varied in detail and length, from single words to several sentences. Many responses contained comments which referred to multiple themes. Therefore, in order to extract the maximum value from the feedback, the unit of analysis was at the word, sentence or phrase, depending on what was appropriate to reflect the view in a meaningful way. In practice this meant shifting meaningful segments within each response to the most relevant theme.

The feedback was manually reviewed for recurring and common topics, which were then identified as themes. Following the identification of themes, each statement within each response was coded to generate frequency counts which reflect the relative centrality of the topic. Where a statement did not appear to neatly fit within a theme, it was classified as “Other”. The descriptive label developed for each theme was generated based on an interpretation of the community sentiment coded within each theme category





4. Description of participation profile



People who live, work and visit Montmorency were identified as the target population to engage.

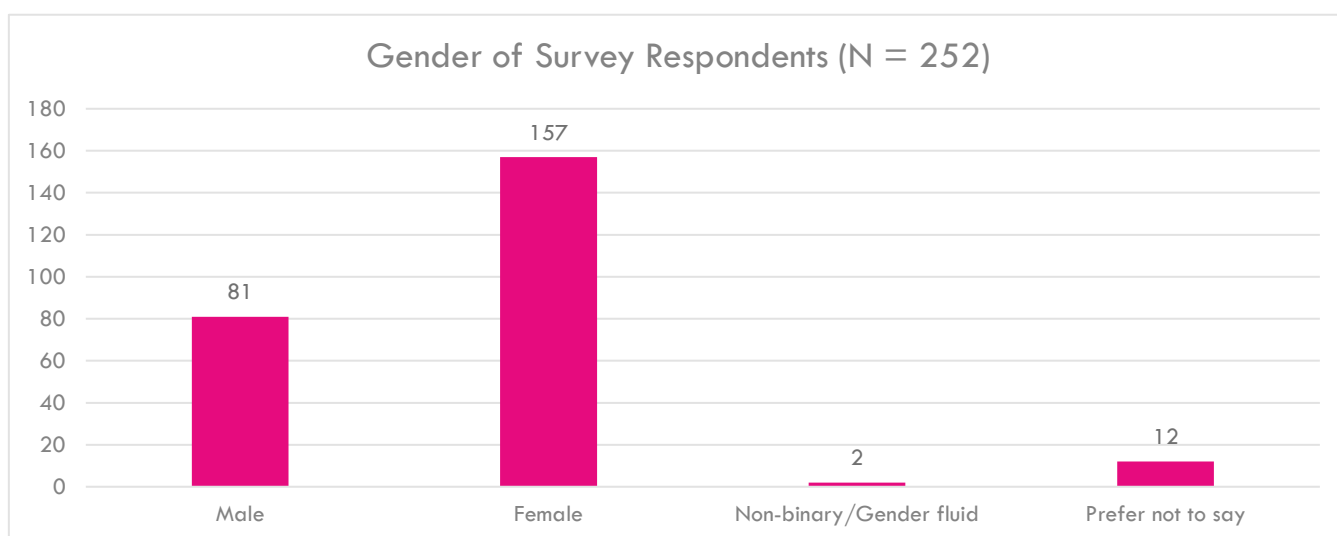
The communications and engagement were effective in reaching over 2,800 visitors to Council's 'Shaping Banyule' Were Street Project page. Overall, there were 338 participants in Stage 2 community engagement. While demographic details were not captured for all participants, overall, the 338 participants reflect a cross-section of the Montmorency community.

Despite Council's efforts, no participants were studying or aged under 20 years and there was limited participation by Were Street Traders. The inability to conduct face-to-face engagement and have on-site discussions due to Covid-19 may have limited the number and diversity of participants. The participation profile has been generated from the demographic and personal characteristics reported by the 280 online feedback survey respondents. Some survey respondents elected not to disclose gender, age or residential suburb. No demographic data are available or reported in relation to the four online workshops.

4.1 Gender of participants

As shown in Graph 1, of the 252 respondents who indicated their gender, the majority are female (157 or 62.3%), followed by male (81 or 32.14%), non-binary (2 or 0.79%) and 12 (4.76%) preferred not to say.

Graph 1: Gender of survey respondents

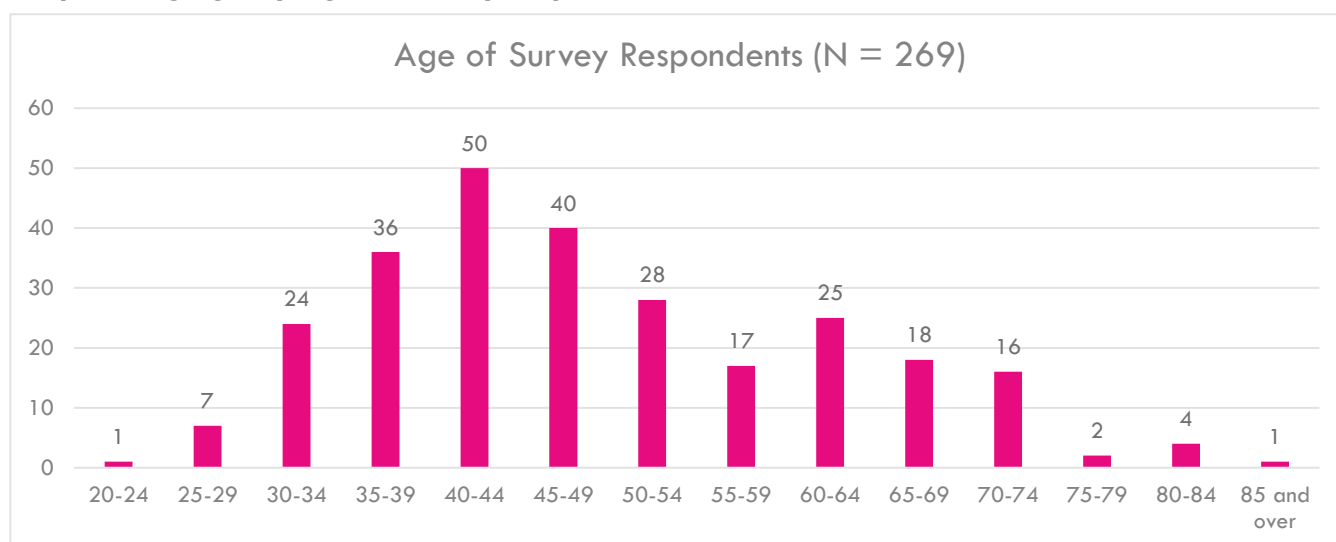




4.2 Age of participants

As shown in Graph 2, all age groupings were represented from 20 years to 85 years and over. No participants aged under 20 years were engaged. 18.59% (50) were between the ages of 40-44 years, 14.87% (40) were between 45-49 years and 13.38% (36) were between 35-39 years.

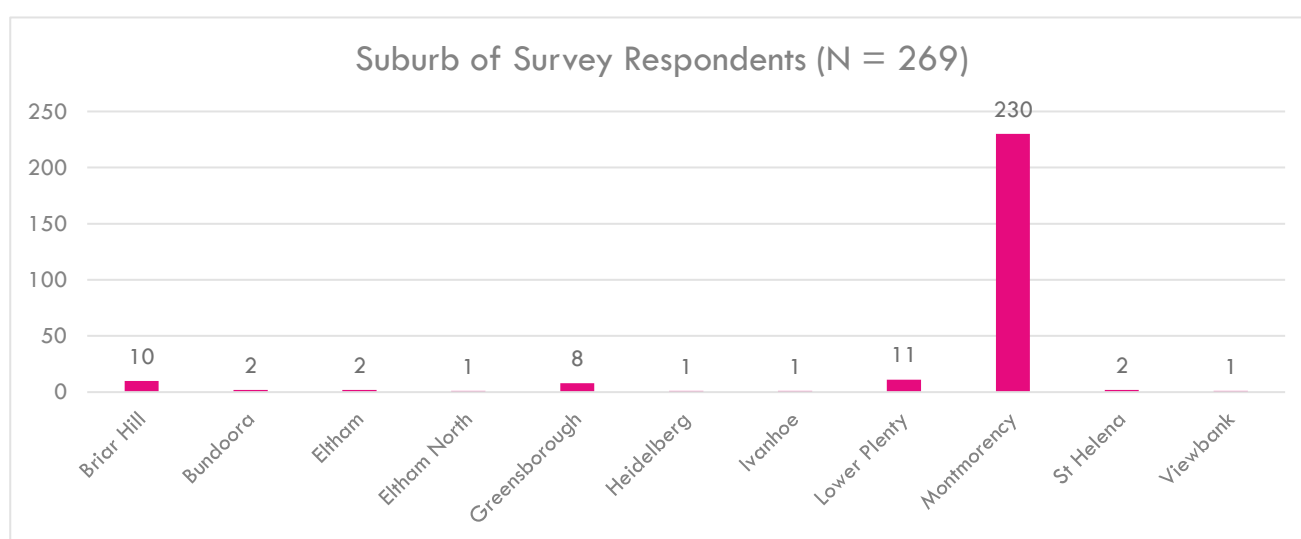
Graph 2: Age groupings of survey respondents



4.3 Participants' residential suburb

As shown in Graph 3, of the 269 respondents who indicated their residential suburb, a large majority reported living in Montmorency (230 or 85.5%). A further 39 (or 14.50%) of respondents reported living in suburbs within the Banyule municipality. No respondents reported living in a suburb outside of Banyule.

Graph 3: Residential suburbs of survey respondents



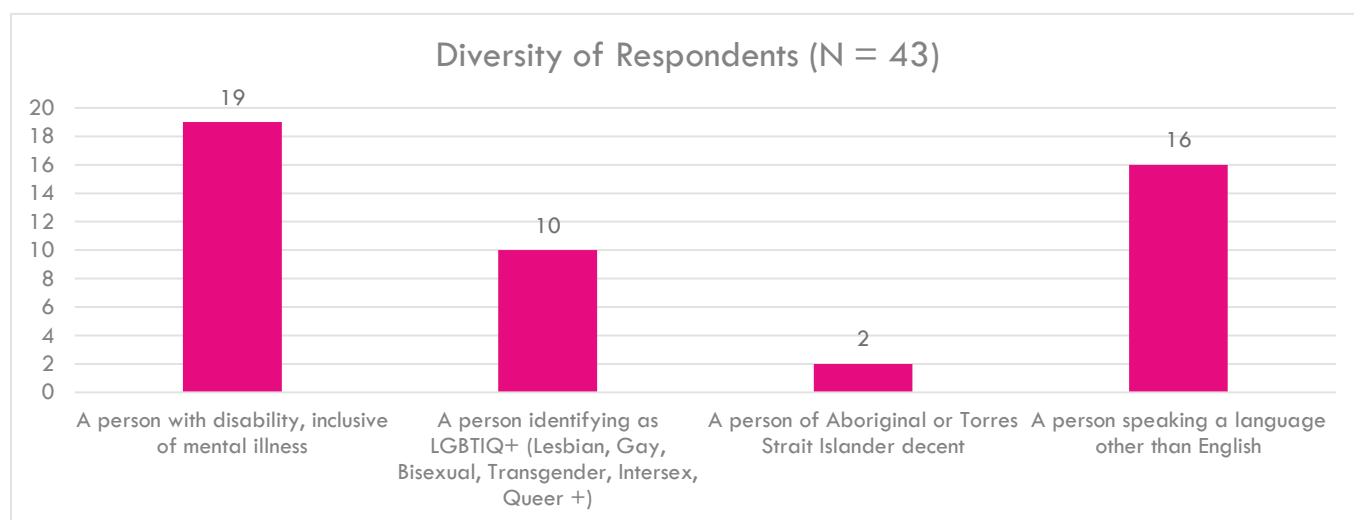


4.4 Participant diversity characteristics

As shown in Graph 4, of the 43 respondents who indicated a diversity characteristic, 19 (7.66%) indicated they identified as a person with a disability, inclusive of a mental illness, 10 (4.03%) a person identifying as LGBTIQ, 2 (.81%) a person of Aboriginal or Torres Strait Islander decent and 16 (6.45%) as a person speaking a language other than English.

Of the 26 respondents who indicated their language other than English, six spoke Italian, four spoke French, German and Greek, two spoke Spanish, one spoke Danish, Dutch, Estonian, Hindi, Guirathi and Irish.

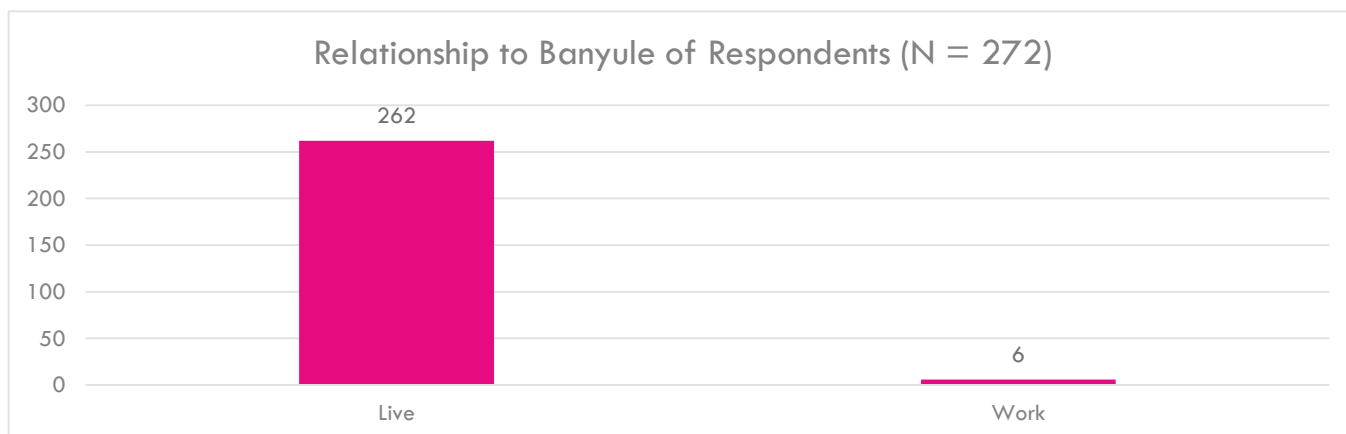
Graph 4: Survey respondents' diversity characteristics



4.5 Participant relationship to Banyule

As shown in Graph 5, of the 272 respondents who indicated their relationship to Banyule, a large majority reported living in Banyule (262 or 96.32%) and 6 (or 2.21%) indicated they worked in Banyule.

Graph 5: Survey respondents' relationship to Banyule





4.6 How participants heard about the consultation



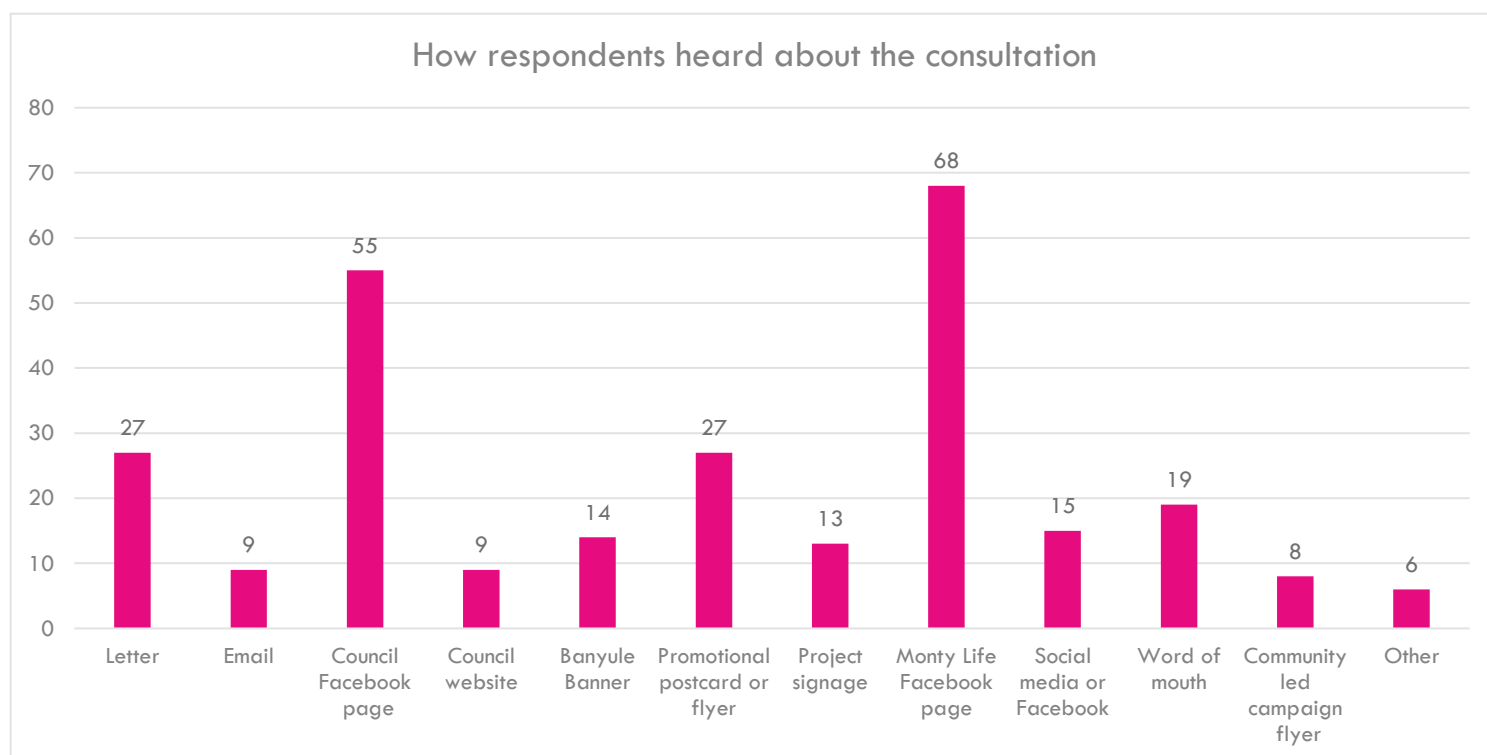
As shown in Graph 6, of 269 respondents who indicated how they heard about the consultation, 55 or 20.45% indicated Council's Facebook page followed by via a letter (27 or 10.04%), via a promotional postcard/flyer (27 or 10.04%), Banyule Banner (14 or 5.20%), project signage (13 or 4.83%), email (9 or 3.35%) or via the Council website (9 or 3.35%)

115 respondents indicated other. 68 or 25.28% of all respondents indicated they heard about the consultation via the Monty Life Facebook page, 19 (7.06%) via word of mouth, 15 (5.57%) via Facebook or social media and 8 (2.97%) via a community led campaign flyer. Six (2.23%) indicated other.

It has to be noted that it is not clear whether respondents, when indicating a letter or promotional postcard/flyer refers to the official letter sent by Council or a flyer letterbox dropped by a community led campaign.

It should also be noted that it is not clear what social media or Facebook group respondents are referring to when indicating this in 'other'.

Graph 6: How participants heard about the consultation





5. Findings from the analysis of the community feedback

This section reports the findings from the analysis of the community feedback gathered via the online survey, online Q&A, online information webinars and received via email.

This consultation involved the community indicating the extent to which they supported the proposed Vision and proposed improvements to Were Street. A number of open-ended questions were used to gather and understand the personalised views of community members. To generate these findings, the personalised feedback was sorted into themes and presented with tally counts where possible. However, a large volume of detailed comments is also presented, either verbatim or summarised for ease of readability.

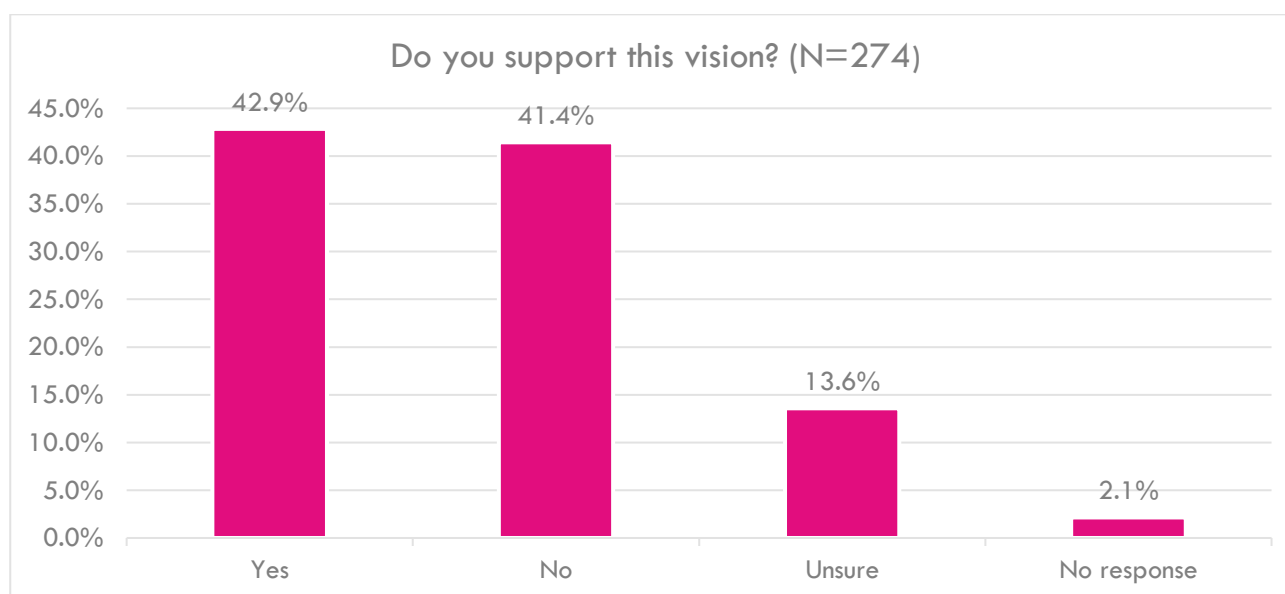
5.1 Feedback on the proposed Vision for Were Street

Based on feedback from the stage one community engagement, a Vision for the Were Street Streetscape Upgrade project has been created. The following Vision aims to capture community expectations:

*"Were Street will keep the unique village feel where people are given priority.
It will provide comfortable, safe, vibrant and engaging spaces and more places for
social engagement and connection for people of all ages and abilities"*

As shown in Graph 7, of the 274 survey respondents that answered, "Do you support this Vision?", there was a polarization in responses with 42.9% of respondents indicating Yes, 41.4% indicating No and a further 13.6% Unsure.

Graph 7: Level of support for proposed Vision





A total of 239 of the 274 respondents provided further comments. Of these, 93 respondents indicated support. As shown in Table 3, these respondents referred to:

- General support for proposed Vision
- Support one-way traffic flow
- Support for more trees, greenery and gardens
- Support for wider footpaths
- Support the focus on village feel

As also shown in Table 3, 108 respondents indicated no support and 36 respondents indicated Unsure and two respondents did not indicate a level of support rating. These respondents referred to:

- Do not support one-way traffic flow
- Support for new or upgraded toilets
- Do not support proposed Vision
- Support for more trees, greenery and gardens
- Were St should remain primarily a shopping strip
- Support for some aspects of the proposed vision
- Prefer angled parking rather than 90 degree

Table 3: Summary table of comments – feedback on proposed Vision with frequency counts (239 survey responses)

Themes	No of survey responses
Yes, support proposed Vision (93 respondents)	
General support for proposed Vision	39
Support for one-way traffic flow	31
Support for more trees, greenery and gardens, some prefer natives	26
Support for wider footpaths	18
Support the focus on village feel	15
Support for new or upgraded toilets	12
Support for outdoor dining	12
Support for many aspects of the proposed Vision	9
Supportive comments: <ul style="list-style-type: none">▪ Support for proposed pedestrian crossings (6)▪ Support for bike parking and access (3)	9
Suggested re-wording of Vision:	1





Themes	No of survey responses
<ul style="list-style-type: none"> ▪ Were Street is a unique local village where the community come together to meet and shop. Focusing on people, the creation of comfortable, safe, vibrant and engaging spaces has helped all locals and traders to connect (1) 	
<p>Suggestions:</p> <ul style="list-style-type: none"> ▪ Prefer angled parking rather than 90 degree (7) ▪ Do not support one-way traffic flow (6) ▪ Liaise with VicTrack/PTV/Victorian Government to integrate the station redevelopment and Were Street upgrade to achieve additional parking for commuters, the best outcomes and safe connections between Were St and the station precinct (6) ▪ Suggest parking time limits remain one hour to keep the cars moving on, especially on Saturday (2) ▪ Please consider reverse angle parking for safer loading of car and children (1) ▪ Retain the village feel and avoid contemporary architecture. The design for the toilets, for example, is a poor match (1) ▪ There is no real focus on children in the proposed vision. With so many young families, it would be great to include play facilities (1) ▪ Keep the look smart/natural with a little retro style. Don't like the tiles in the artist impression, they can end up looking cheap and age quickly (1) ▪ There needs to be parking in the street or I cannot go there (1) ▪ More grass area near toilets would invite young families and walking groups to grab lunch and sit (1) ▪ Support local business and continue to support healthy lifestyle of walking (1) ▪ Unless a bicycle lane is part of the main street masterplan, there is no need for this on a side street (1) ▪ Better use additional new public space (seating, shade, gardens) at the entry to Were St from Rattray road near windmill (1) ▪ Use new established trees to increase canopy cover, particularly on the south end of the street where there is little shade (1) ▪ Increase scope to include new footpaths/landscaping to the shops on Rattray Road just to the east of Were St so that are included (1) ▪ Better lighting installations in dining areas at night to create atmosphere (1) ▪ Keep the community made mosaic benches where possible (1) ▪ Keep and build upon the blue stone crazy paving which ties in nicely with the native vegetation rather than lazy bitumen paths (1) ▪ Simplify the amenities block, delete timber batten canopy add vines (1) ▪ For street furniture making and design, involve community artists/ makers or school like current benches along the street Village square (1) ▪ Provide night events or movie screenings in spring/summer (1) ▪ Turn the whole street into a plaza which people can walk on (1) 	





Themes	No of survey responses
<ul style="list-style-type: none">▪ There are enough cafes and outdoor dining areas for our small community to support (1)▪ Toilets to be primarily single entry unisex to improve safety (1)▪ Still too much emphasis on parking space instead of outdoor spaces for people. Suggest a kids playground where parents can go and then shop or get a coffee or a sandwich from the next shop (1)▪ Include more trees for shading into the concept, particularly at the lower end towards the station (1)▪ Move the toilet block further up the hill onto the existing three parking spaces to retain the lovely garden (1)▪ Retain the historic rock plaque and ensure there are cosy nooks for atmosphere (1)▪ Many residents have concerns about increased traffic issues in Wellington St and Wilson Av. Traffic modelling needs to be very thorough and robust to alleviate concerns about this (1)▪ Ensure that pedestrian traffic from the station to the shops is smooth and safe (1)▪ Retain large canopy trees and native trees, no more loss of signature trees which dominant the streetscape, add character and shade (1)▪ Sensitive but effective pathway lighting in Were Street Reserve, pathways and parking areas (1)▪ Install drinking water fountain(s) as an art installation (1)▪ Retain as much art work and feature tiling or paving as possible or record this art if its going to be lost (1)▪ Seating in Were Street Reserve and elsewhere as it is heavily used.▪ Detailed construction plan that is DDA compliant to minimise disruption to business, so customers have access (1)▪ Allow businesses to pivot and take advantage of footpath trading (1)▪ Consider storm water protection and management and retention/ refurbishment of rain garden (1)▪ Consider lowering traffic speed to 30kmh for improved safety (1)▪ Better waste management and recycling stations not just rubbish bins and a dog poo dispenser bin (1)▪ Slow all traffic so bikes can join cars in Were St (1)▪ Extra seating at top end of Were St unfairly advantages some retail (1)▪ Remove stone paving to the side of main paths as they are slippery when wet (1)▪ Consider ways to undulate footpath to permit single level entry to all shops (1)▪ Given high upkeep of gardens, consider seasonable edibles and herbs in planting boxes (1)	





Themes	No of survey responses
<ul style="list-style-type: none"> ▪ Extend existing rainwater garden at bottom of hill to allow for a safe landing for an annual billy cart downhill race (1) ▪ Incorporate refresh to murals and historical mosaics (1) ▪ Enforce the 'four hour' parking limit in Wilson Ave (1) 	
<p>Concerns:</p> <ul style="list-style-type: none"> ▪ 90 degree parking makes no sense. People have a silly habit of parking backwards into those, so traffic will be more congested. Parking at an angle forces people to park forwards (also no fumes blasted onto the footpaths) and reverse out of them (2) ▪ Would hate to see traders using the footpath to put out ugly items (1) ▪ There are 4 or 5 empty retail outlets in Were St which should ring alarm bells and Councillors should work hard to fill these voids (1) ▪ The concern that I and neighbours have relating to one way traffic flow is the potential for additional traffic in the streets adjacent to Wilson Ave as drivers go around the block looking for a car space (1) ▪ Concerned about the potential for increased traffic flow along Station Road (1) ▪ Concerned about one way traffic flow. With two entry points, cars will be backed up while waiting for a parking space to be vacated (1) ▪ Concerned about the likely increase in traffic and parking in Wilson Ave (1) ▪ Unsure about the traffic flowing downhill and 90 degree parking is a bad idea. You need to minimise the amount of manoeuvring and this will probably result in more accidents (1) 	
<p>Questions:</p> <ul style="list-style-type: none"> ▪ Would it be possible to trial what happens if Were St is made one way for a few months before commencing physical works to ensure no perverse outcomes occur? Perhaps with a temporary arrangement and bollards (2) ▪ What is happening to the unsealed carpark behind the post office? (1) ▪ Will parking be reverse only for safety and ease of exiting sake? (1) ▪ What type of pavement will the rest of the street have beyond the raised walkway? Will all the pathway mosaics be retained? (1) ▪ Can we please retain the current angle parking? (1) ▪ Will there be increased space for parking bicycles? (1) ▪ Why is the one way traffic not flowing from the station up the hill to Rattray Rd? (1) ▪ What will be done to widen the streets to the east and west of Were St to cater for the extra traffic flow? (1) ▪ Is it possible to extend the raised pedestrian crossing concept into Rattray Rd to connect Montmorency Primary School with the new village scape? (1) ▪ Why are angle parking bays being removed when the street will be one-way? (1) 	





Themes	No of survey responses
<ul style="list-style-type: none"> Is a bicycle lane on the side street necessary? (1) Will there be large paved sections of the pedestrian walking area? Please ensure it is non-slip (1) Why not rebuild the toilet on the site which it currently occupies? That way, we could retain the garden area (1) What plans does the Council have to try and repair the cutting down the eucalypt at the railway station? (1) Could the amenities block be open to a local design competition? (1) Are you resurfacing all the pedestrian areas? It's poor in places (1) Could 90 degree angle parking be introduced at Binns Street or could the parking be extended behind the shops on Were St? (1) Can parking space be used / created at Montmorency Primary School for additional parking, particularly off peak? (1) Has any consideration been given to the likely scenario of potential additional traffic in the streets adjacent to Wilson Ave as drivers go around the block looking for a car space (1) 	
No, do not support or Unsure (146 responses)	
Do not support one-way traffic flow	90
Only support new or upgraded toilets	44
Do not support proposed Vision	44
Support for more trees, greenery and gardens	23
Were St should remain primarily a shopping strip	18
Support for some aspects of the proposed vision	18
Prefer angled parking rather than 90 degree	17
Other supportive comments: <ul style="list-style-type: none"> Support for more seating (8) Support for wider footpaths (7) Support for outdoor dining & meeting spaces (4) Support for proposed pedestrian crossings (4) Support for one way traffic flow (2) 	
Suggested re-wording of Vision: <ul style="list-style-type: none"> Need to also include reference to maintaining and enhancing the tree character of Were Street (1) Modify first sentence to read "Were St will keep the unique village feel where access and convenience are given priority". Second sentence ok (1) 	
Suggestions: <ul style="list-style-type: none"> Moving the pedestrian crossings will not be an improvement (5) 	





Themes	No of survey responses
<ul style="list-style-type: none"> ▪ Fix or leave existing footpaths (5) ▪ No need for shared bike and pedestrians footpaths (1) ▪ Make both current crossings 'raised crossings' (1) ▪ There are no bike lanes included in your plan (1) ▪ Money would be better spent on invasive weed/plant control (1) ▪ Surely when upgrading you would also try to include a few more car parks too (1) ▪ I'd prefer Petri park to have the investment to better landscape (1) ▪ A dedicated bike lane through to Wilson ave makes no sense whatsoever (1) ▪ Spending public money on landscaping, footpaths or decking for particular shops is unconscionable in the current economic climate (1) ▪ Festivals happen once a blue moon, they don't need to be figured into this vision (1) ▪ Seating under trees is not a clever idea (1) ▪ One way is only of benefit if nearby streets are widened (1) ▪ Add some multilevel water fountains for use by humans, wild life and animals (1) ▪ People want the Community feel'. Wait until iso is over and ask them then (1) ▪ Suggest traffic analysts go back and take another look, interview local residents and spend some time in Were Street/Ratray Rd once lockdown ends and a new normal returns (1) ▪ Consider purchasing land behind the newsagency for car parking ▪ If the plan proceeds, ensure that there is no parking on the eastern side of Wilson Ave or make Wilson Ave one way and put traffic lights. Remove street parking in Ratray Rd between Wilson Ave and Hoban St at least on the north side. ▪ Consider spending money in Montmorency on bushfire preventive measures (1) ▪ Refit the toilets with better lighting and security cameras (1) ▪ Do not lay smooth paving on the inclines of Were St (1) ▪ Money for this project should be used on expanding parking facilities by purchasing land backing on to Were street or creating a parking garage (1) ▪ Now is not the time to be spending ratepayers money on a 'nice to have' such as this. Please replace the toilets and leave it at that (1) ▪ A more practical investment is better parking options in and around with better paths and linking walkways to and from the street (1) ▪ The time, disruption, costs and projected congestion won't provide the desired outcome. Use money and resources on the toilets (1) ▪ Do not use tiles, the walkway surface must be safe in all weather (1) ▪ Consider having a Pick Up Only space near the supermarket (1) 	





Themes	No of survey responses
<ul style="list-style-type: none">▪ Current plans are only looking at Were St. Consider surrounding streets where is traffic going to park, exit/enter Were St. Poor planning impacts local residents (1)▪ Include a water drinking fountain built into an artist design sculpture (1)▪ 90 minutes parking limits are preferable (1)▪ Reduce and police the long parking times as some people park in the 4 hour slots all day (1)▪ Fix the train station parking issues and more disabled parks (1)▪ Definitely think more parking is needed (1)▪ Add something fun for kids, a wall play thing, hopscotch or something entertaining while we're sitting in the paved area (1)▪ Need to balance needs of pedestrians with needs of motorists. (1)▪ Have PSOs police the crossing of double lines issue, they have extended powers for surrounding streets (1)▪ If proposal proceeds, further parking restrictions will be required in Station Road, so residents can safely enter/exist their properties (1)▪ Improve lighting from the Wellington St parking (1)	
<p>Concerns:</p> <ul style="list-style-type: none">▪ Adding more trees gives more places for the possums to live in and poop/wee on the street, some days it stinks (1)▪ Wellington Street and Wilson Street are already effectively one way due to on-street car parking (1)▪ Montmorency has residents of all ages who cannot manage the walk to Were St. These people need more parking and walking space on footpaths, not less parking with more tables, chairs and trees to manoeuvre around (1)▪ Not enough parking spots now. Many elderly people can't walk to the shops with the steep hills (1)▪ Concerned the project will impact the wildlife. Do not lop any of the mature trees (1)▪ We are a car-based society and it is already difficult to drive along Were St during peak times. The current plan will see it become a severe bottle neck and moving the pedestrian crossing to the top of Were St will compound this problem (1)▪ Concerned about the loss of the big old tree at the train station. The second rail and car park upgrades will mean more vegetation loss (1)▪ Concerned about the increased amount of traffic on Station Road, Binns Street and neighbouring streets (1)▪ It looks slippery (1)▪ People get run over walking across one way streets more easily (1)	





Themes	No of survey responses
<ul style="list-style-type: none"> Concerned your modelling is simplistic and does not take into account the traffic flow trying to access parking spaces (1) 	
<p>Questions:</p> <ul style="list-style-type: none"> Will one way make it much harder to turn right into Were St from Rattray and what if you're coming from the Mountain View Rd side of Monty? (1) Why does the local shopping strip need a "gathering place?" (1) Where is the money to pay for all this coming from? (1) Will the proposed seating be made of recycled products? (1) Can different recycling bins be placed in public places? (1) How long will the upheaval be to Were St while this "vision" is being created? (1) If the one way system for cars is not a success, can it be withdrawn and another strategy is tried out? (1) The plan says 76 parking spaces will be available compared with the existing 72, where will these be? The plan doesn't indicate (1) Have the traffic conditions in Rattray Rd especially at school drop-off and pick-up been considered? (1) Why are these changes focused on entertainment and creating a park like precinct? (1) Provide a traffic flow report, my concerns are the impact on local area traffic flow by changing Were St into a one way road (1) Is revenue raising a part of the thought process? Where else in the Banyule council has this type of change been made and what are the results of such changes (please provide examples)? (1) Have you consulted the shop owners? What are their concerns? (1) Why not purchase the vacant land behind the News Agency for parkland or car parking? (1) How will the one way system impact traffic flow on neighbouring sts? (1) Will there be indented bus stops on Rattray rd so traffic can flow? (1) All it needs is a toilet upgrade. Why is so much ratepayer money being spent on so-called upgrading? (1) Do you know the arguments that are occurring about this on social media? There are many unhappy people (1) 	

No workshop participants asked questions specifically relating to the overall proposed Vision.

None of the 18 online Q&A question submissions referred specifically to the overall proposed Vision.

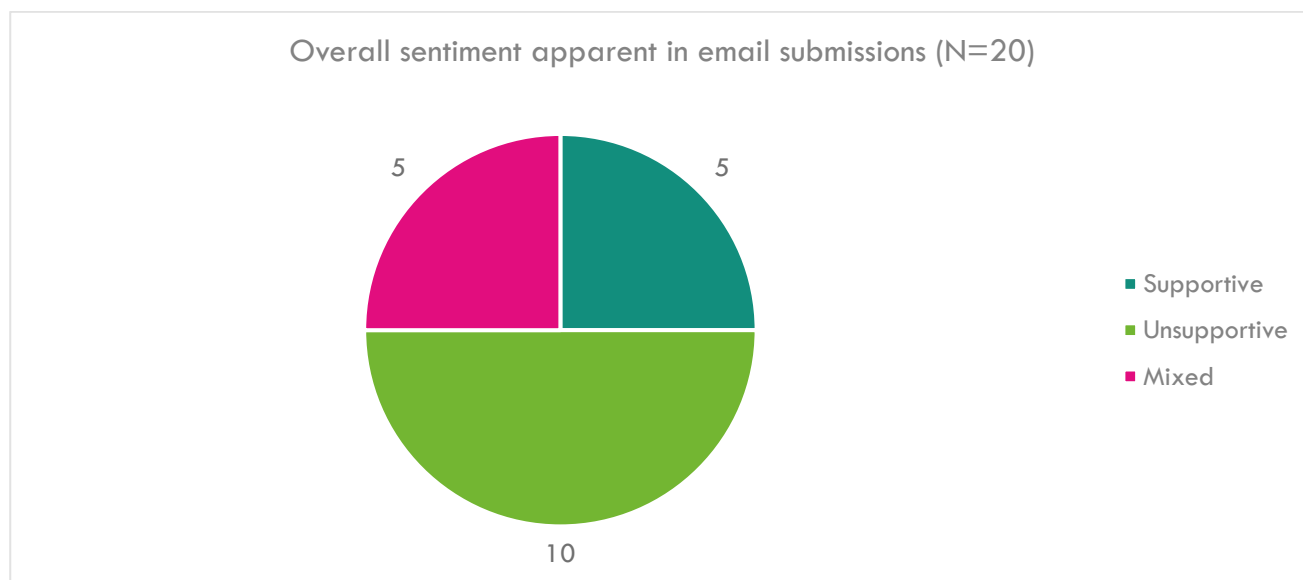
There were 20 email submissions received which outlined a range of personalised views. The overall





sentiment apparent in the email submissions is presented in Graph 8. The majority indicated unsupportive views towards the proposed Vision or specific element of the proposed Vision, which are outlined in applicable subsequent sections of this report.

Graph 8: Overall sentiment apparent in email submissions



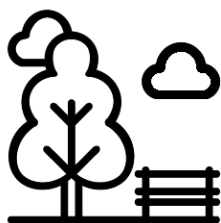
Four of the 20 email submissions received presented views regarding the overall proposed Vision and verbatim quotes are presented below:

- I am writing to give my view that the current proposal for Were Street has my support. Arguments citing increased traffic at either the Rattray or Station Street ends are factually incorrect as all current traffic has to use both entries/exits. Looking forward to some great improvements.
- I'd like to share my thoughts with you on the proposed Were street upgrade. I like the upgrade very much. I can see clearly how the proposed upgrade reflects the feedback from the community regarding Were Street.
- We are writing to give some feedback on the Were Street streetscape upgrade. We love the vision to keep the village feel, reduce traffic and increase the landscaping/ seating, our survey response during the first community consultation is very in line with this vision.
- I'm vehemently opposed to the new plans the council has planned for Were Street.





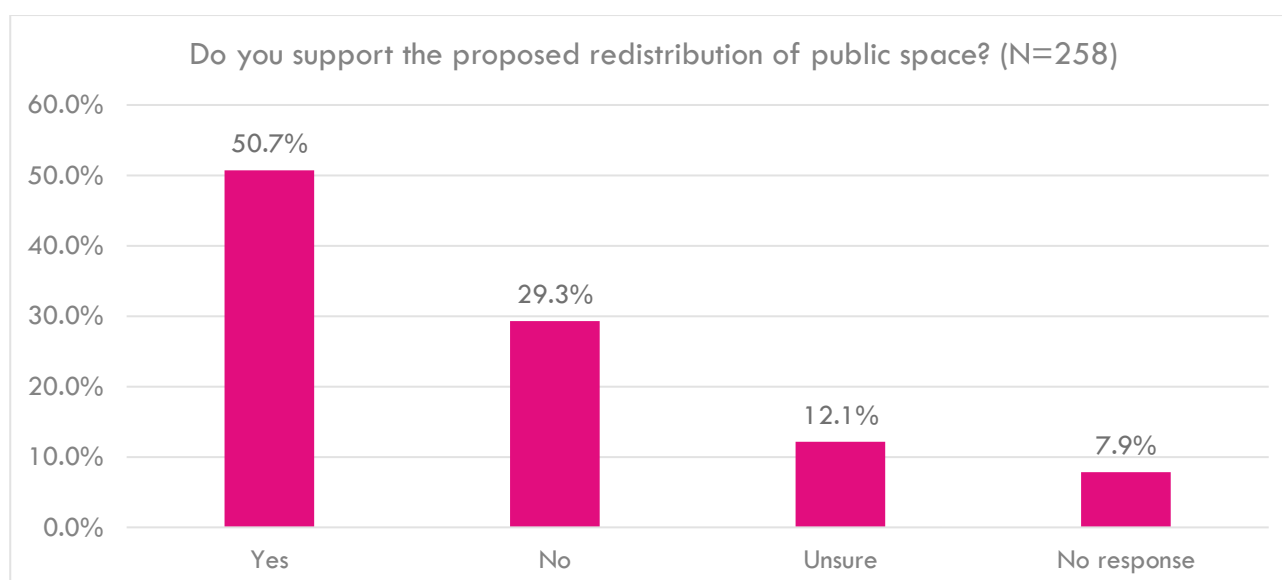
5.2 Feedback on the proposed redistribution of public space



The vision for Were Street prioritises people and social connection. It achieves this by redistributing the amount of public space for pedestrians from 46% to 56% - creating opportunities for wider footpaths, more seating, planting, greenery, shade, outdoor dining and a new village square for events and festivals. This increase in public space still manages to accommodate an increase in parking bays, including accessible parking bays on Were Street.

As shown in Graph 9, of the 258 survey respondents that answered “Do you support the proposed redistribution of public space?” just over half (50.7%) indicated Yes, 29.3% indicated No and 12.1% were Unsure.

Graph 9: Level of support for proposed redistribution of public space



A total of 159 of the 280 respondents provided a personalised response. Of these, 73 respondents indicated support. As shown in Table 4, these respondents referred to:

- General support for proposed redistribution of public space
- Support public spaces with seating to meet and relax
- Support widening of footpaths
-

Personalised responses were also received from 62 respondents indicating no support, 23 respondents indicating unsure and one respondent who did not indicate a support rating. As shown in Table 4, these respondents referred to:

- Not supported if parking is sacrificed or traffic is compromised
- Do not support the proposal, it's not necessary, like Were Street as is
- More public space is not needed





Table 4: Summary table of comments – feedback on proposed redistribution of public space with frequency counts (159 survey responses)

Themes	No of survey responses
Yes, support redistribution of public space (73 responses)	
General support for proposed redistribution of public space	37
Support public spaces with seating to meet and relax	22
Support widening of footpaths	12
Parking or traffic-related comment	11
Suggestions: <ul style="list-style-type: none"> ▪ Install lighting for safety and night-time atmosphere (2) ▪ Add an animal sculpture (1) ▪ Add facilities for dog owners (tying posts, poo bag dispensers) (1) ▪ Further connection with Montmorency PS (1) ▪ Add a kids playground (1) ▪ Re-purpose the unsealed car park (1) ▪ Improve cycling facilities along Rattray Road (1) 	
Other supportive comments: <ul style="list-style-type: none"> ▪ Support for greenery and shade(5) ▪ Support for improving and relocating toilet (3) ▪ Support for encouraging bikes (1) 	
No, do not support or Unsure (86 responses)	
Not supported due to impact on parking and traffic (includes prefer angled parking and two-way flow)	42
Do not support the proposal, it's not necessary, like Were Street as is	26
More public space is not needed	18
Footpaths need some improvements but not widening	15
Were St is a shopping strip, we go to Monty mostly for shopping	13
Supportive comments: <ul style="list-style-type: none"> ▪ Improve the toilet block (17) ▪ More seating (3) ▪ More greenery, new landscaping (3) ▪ Widening of footpaths (2) ▪ Raised crossings (2) ▪ Develop the village square only (1) 	
Suggestions: <ul style="list-style-type: none"> ▪ Retain the garden space (2) ▪ Reconsider the location and number of pedestrian crossings (2) 	





Themes	No of survey responses
<ul style="list-style-type: none"> Add a small pavilion to provide shelter 	
Concerns: <ul style="list-style-type: none"> Unhappy about loss of big old tree at the train station (2) People sitting at tables is already difficult to negotiate (2) Would prefer no cars at all (1) Don't let the stage dominate the whole area (1) Object to Council providing more outdoor dining (1) 	

Workshop participants asked a number of questions relating to the redistribution of public space which are presented in Table 5.

Table 5: Workshop questions relating to redistribution of public space

Questions referring to the redistribution of public space
<ul style="list-style-type: none"> Does the plan include or remove the crazy paving? Will it go all the way to the windmill?
<ul style="list-style-type: none"> Can the Flagstone be retained for non-walking areas so it can be kept and used safely?
<ul style="list-style-type: none"> Is it possible to alleviate the step up into shops through the new paving?
<ul style="list-style-type: none"> If parking is on both sides of the street and two cars pull out and run into each other, who has right of way? This is not a car park but a street behaving like a car park and there could be accidents on daily basis
<ul style="list-style-type: none"> The school is at the top and has staff parking only, no school parking. Elbin St is already taken up with parent vehicles, could Council liaise with the school to address parking and traffic issues around the school and in Were Street at school drop off and pick up times?
<ul style="list-style-type: none"> How many parking spaces do we have currently and how many are proposed?
<ul style="list-style-type: none"> Concerned about the in/out aspect challenge and further congestion of one way traffic flow with two cars moving out of parking at the same time. Does the parking have to be 90 degrees?
<ul style="list-style-type: none"> Will the 90 degree parking result in more vehicles waiting while cars are entering and exiting?

Five of the 20 email submissions received referred to elements relevant to the proposed redistribution of public space. A verbatim quote is presented below:

- I have looked through the documents published in relation to this upgrade project and welcome, particularly, improvements to the Village Square.
- Ideally we would love to see traffic removed from Were St entirely to create a plaza for pedestrians and cyclists (similar idea to Eltham town square or smaller scale Lane Cove plaza).
- An upgrade to the toilet facility is very much needed along with upgraded footpaths and new landscaping.





- I like that there is ... and a new toilet block.
- Unnecessary spend to relocate and expand the current number of toilets versus the customer capacity in Monty
-

None of the 18 online Q&A question submissions referred specifically to the proposed redistribution of public space.

5.3 Feedback on the proposed traffic flow improvements



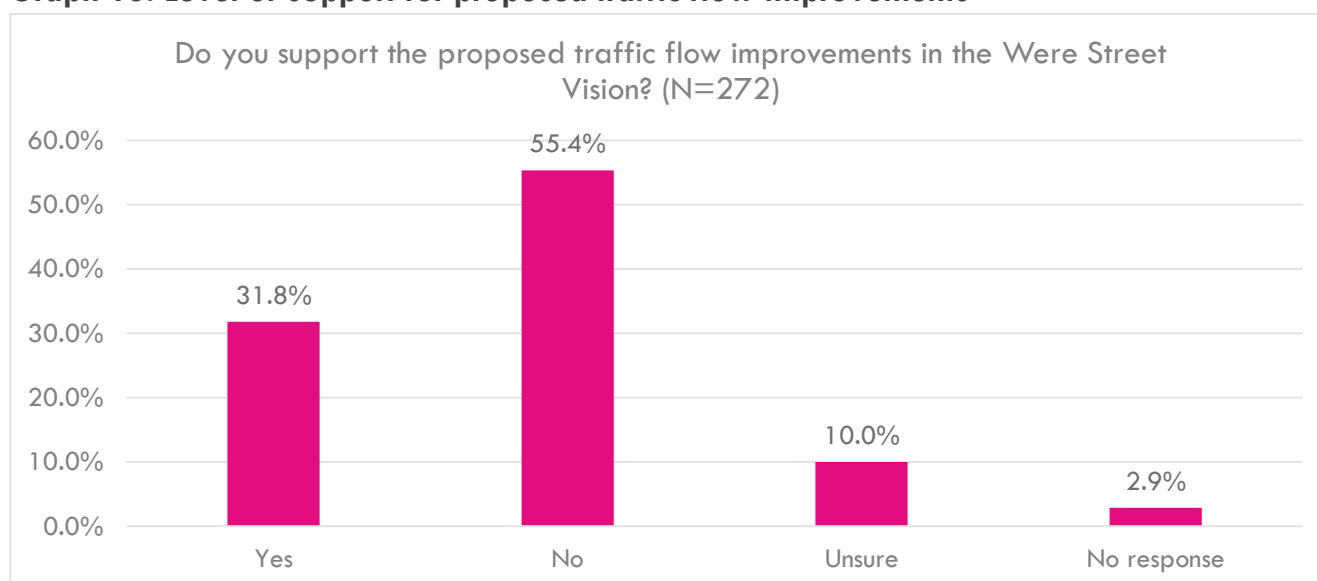
The draft Were Street Vision proposes a range of traffic flow improvements designed to create more space for pedestrians, making it easier, safer and more predictable for all modes of transport when moving about the street slowing traffic, and simplify access and parking for vehicles.

The Vision proposes to:

- Introduce one-way traffic flow (north-bound from Rattray Road)
- Create raised pedestrian crossings at key locations (train station, school and Were Street Reserve)
- Remove the double white lines
- Slow traffic entering Were Street
- Realign parking to 90° (nose to kerb parking)

As shown in Graph 10, of the 272 survey respondents that answered “Do you support the proposed traffic flow improvements?” the majority (55.4%) indicated No, 31.8% indicated Yes and 10% were Unsure.

Graph 10: Level of support for proposed traffic flow improvements





A total of 221 of the 280 respondents provided a personalised response. Of these, 59 respondents indicated support. As shown in Table 6, these respondents referred to:

- General support for the proposed traffic flow improvements
- Support with a preference for angled parking

Personalised responses were also received from 135 respondents indicating no support, 24 respondents indicating unsure and three respondents who did not indicate a support rating. As shown in Table 6, these respondents referred to:

- Concerns about traffic increases in adjacent streets
- Do not support, or have concerns about, one way flow
- Concerns about likely traffic congestion in and around Were Street

Table 6: Summary table of comments – feedback on proposed traffic flow improvements with frequency counts (221 survey responses)

Themes	No of survey responses
Yes, support traffic flow improvements (59 responses)	
General support for proposed traffic flow improvements	39
Support with a preference for angled parking	12
One way flow is safer, addresses U-turns and crossing of double lines	8
Suggestions: <ul style="list-style-type: none">▪ Review and enforce parking time limits (3)▪ Consider traffic management in adjacent streets (2)▪ Parking plans must work with station/commuter parking needs (2)▪ Incorporate some wider and disabled parking spaces (2)▪ Produce and release traffic modelling/assessment on adjacent streets (2)▪ Next step is to introduce a "shared zone" with 20km p/h (1)▪ Have parking on only one side of the street alternating down Were Street and consider a multi-level car park at rear of newsagent (1)▪ Fix the street parking on Station Street or do not permit parking (1)	
Other supportive comments: <ul style="list-style-type: none">▪ Like the proposed and raised crossings (3)▪ Like wider footpaths (2)▪ Like additional room for seating and outdoor dining (1)	
Concerns: <ul style="list-style-type: none">▪ Unsure raised crossings are needed, might dominate streetscape (1)▪ Oppose one-way traffic (1)▪ Concerned about possible increased traffic (1)	





Themes	No of survey responses
No, do not support or Unsure (162 responses)	
Concerns about traffic increases in adjacent streets	78
Do not support, or have concerns about, one way flow	66
Concerns about likely traffic congestion in and around Were Street	49
Do not support proposed traffic flow improvements	39
Do not support 90 degree parking, prefer angled parking	38
Concerns about safety and risk of accidents	22
Will create inconvenience, may discourage shoppers	17
Improve or increase car parking spaces or create more parking areas for Were Street users and commuters	14
Likely to cause driver frustration	9
Supportive comments: <ul style="list-style-type: none"> ▪ Support removing double lines (7) ▪ Support raised pedestrian crossings (6) ▪ Support one way traffic flow (4) ▪ Support all elements except the parking angle (2) ▪ Support all elements except for the one way traffic flow (2) ▪ Support upgrade of toilets (2) ▪ Support retaining two existing crossings (1) ▪ Support concept of one way traffic, prefer cars driving up the hill (1) ▪ Support extra trees (1) ▪ Support safer pedestrian crossings (1) ▪ Support 90 degree parking (1) ▪ Support the vision (1) ▪ Support creating more/safer pedestrian and community space (1) ▪ Support a few more trees, seats and better toilet facilities (1) ▪ Town square concept looks good (1) 	
Suggestions: <ul style="list-style-type: none"> ▪ Proposed locations for pedestrian crossings are dangerous (top of Rattray Road and turning into Were Street) (3) ▪ No bicycle lane (2) ▪ Will need further parking restrictions implemented in Station Road to address parking and safely entry/exit of properties (2) ▪ Acknowledge the impact of the Montmorency Train Station redevelopment on traffic flow (2) 	





Themes	No of survey responses
<ul style="list-style-type: none"> ▪ Traffic flow and congestion will be dangerous for cyclists (1) ▪ Retain double lines (1) ▪ Proposed pedestrian crossings are not in key locations for those who want to shop only (1) ▪ Station Road is already very busy and requires speed humps (1) ▪ Cannot recall the last time I saw a bicycle being ridden in Were St (1) ▪ Suggest Wellington Street also be one way traffic and the back car park have one exit and one entrance (1) ▪ Install a roundabout at Rattray Road end (1) ▪ Crossing at the station seems fine already (1) ▪ Raised pedestrian crossing is difficult for elderly (1) ▪ Support lowering speed limit (1) ▪ Enable more parking options (15 mins, 30 mins, 1 hour) in the surrounds with linking pathways back onto Were St (1) ▪ Ensure drivers can turn both ways at the bottom of Were St (1) ▪ Pedestrian access is sufficient, review pedestrian movement, volumes and peak use times (1) ▪ Most people live within 2kms, walking would be a better option than encouraging more bike riders and bike parking (1) ▪ Break the double line to permit a right turn from Were St into car park behind newsagents (1) ▪ Work with the school to ensure parents are not parking in the precinct at pick-up time (1) ▪ Parking times of 90 minutes would be preferable (1) ▪ Need seniors car-parks and disabled parking close to main food supply shops (1) ▪ Suggest a traffic study be undertaken (1) ▪ Reduce time limits on existing parking and nearby streets (1) 	
<p>Questions:</p> <ul style="list-style-type: none"> ▪ Why move the locations of the pedestrian crossings? ▪ Why have raised pedestrian crossing? ▪ What is this plan going to do about changed traffic around Were St? ▪ Where/what is the masterplan alignment with Train Station upgrade and car parking? ▪ A proposed one way Were St. Have any traffic flow studies been done? ▪ Could Were Street become a mall for pedestrians? ▪ Will you be able to turn into and out of Were St from both directions? This is not clear from the sketches. ▪ Does the new traffic flow mean there will be no right hand turn into Binns Street? 	





Workshop participants asked a number of questions relating to traffic flow improvements which are presented in Table 7.

Table 7: Workshop questions relating to traffic flow improvements

Questions referring to traffic flow improvements
<ul style="list-style-type: none">▪ With the main car park off Well St and one behind newsagent on Wilson St, does it make sense to consider looping traffic back the other way?
<ul style="list-style-type: none">▪ People do laps around there all the time trying to find a parking spot - how will this address this?
<ul style="list-style-type: none">▪ Will the proposed changes to traffic flow affect turning into Wilson St?
<ul style="list-style-type: none">▪ Will details of the traffic analysis inform the design in relation to Wellington St and Wilson St? Will this be made available to the public?
<ul style="list-style-type: none">▪ Concerned about one way traffic flow, particularly when there are three pedestrian crossings. During school drop-off and pick-up times drivers are trying to park and some can't get out as they are dealing with two pedestrian crossings and there is not a lot of spaces, especially with the larger sized family vehicles. People are waiting a long time for parking spaces and cannot move forward or head down aside street. Drivers may have already gone around the block a couple of times and there is nowhere to wait for a minute. Do you have an example of a car park and one way traffic flow situation where it has worked in Banyule?
<ul style="list-style-type: none">▪ How will one way traffic make it easier to get in and out of parking spaces and improve flow?
<ul style="list-style-type: none">▪ Will traffic access to laneways still be available?
<ul style="list-style-type: none">▪ What will be the width of the roadway if one way? Will it be possible to pass a stopped car?
<ul style="list-style-type: none">▪ Is there any consideration of the one way traffic flowing in the other direction?
<ul style="list-style-type: none">▪ What is proposed to manage the relationship between traffic and walking around the school?

Sixteen of the 20 email submissions received referred to aspects of the proposed traffic flow improvements. Selected verbatim quotes are presented below:

- The Banyule Council plan to change the two-way traffic to a one way traffic flow in Were St shopping strip is atrociously bad planning and is not what Monty people want at all. The whole of Monty is talking about this ridiculously bad idea. Just today there were people talking about how this would impact access with only one entry point in the proposal, how the traffic would build up and block Rattray Rd, the school crossing, the bus stop, peoples driveways and intersecting side streets.
- Being residents on adjacent Wilson Avenue we are concerned that by moving to one way traffic down Were Street that most of the traffic that used to travel up Were street may start traveling up Wilson Avenue instead, increasing traffic flow and noise on Wilson significantly. Most homes on Wilson Ave contain young children or elderly residents and this could make it more dangerous for pedestrians.





- I'd like to register my strong support for the change, as I believe it will simplify traffic movement in the area. It would be good to see some Council communication that explains the positive outcomes to residents (especially those living in the streets around Were Street) and debunks the claims of this over-the-top and emotional communication.
- To have cars parked both sides of the road on the crest is dangerous.
- We support the proposal for one way traffic in Were Street. The traffic flow would be assisted if Wellington Street and Wilson Avenue were also made one way for return traffic.....north to south flow. This would also alleviate an existing problem turning from Rattray Road into Wellington Street.
- More parking around the school itself will help with parking issues as Were St is often used by parents at these times. Parking in parallel streets or upgrading parking in parallel streets needs to be improved.
- I had a question regarding the proposed changes to Were Street. If the plan is to go with single lane direction of travel down Were Street...why then have the planners opted for 90 degree car parking? It seems that this would make entering and exiting the parking space into a single lane of traffic (with visibility obstructed) more challenging? Is there a reason that we would move away from angled parking down Were St? Is it just to squeeze in a few extra car spaces or is there more to it? Overall the proposed changes look good. Though I was expecting more changes with relation to carparking (ie a Multi-storey carpark behind the fuel station) to aid an increase in the overall amount of parking available.

▪

Fourteen of the 18 online Q&A question submissions referred to aspects of the proposed traffic flow improvements. All verbatim submissions are presented below in "up vote" descending order:

- Parking angle: Why have you opted for 90deg parking as opposed to angle parking? Angled parking is far more efficient on entry and exit time and are much safer in that you do not need to "swing into" the parking bay. I do not see how 90 deg parking in this environment will work as you will have cars favouring one side or the other looking for a parking place. It just seem dangerous to me. It is also very inefficient in terms of entry and exiting the bay (18 up votes, 0 down votes).
- Two-way road: Are you saying that there is NO option for were st to remain a two-way road? This is a major change, and I would be interested in the % of people for and against this part of the proposal. At no point in the questionnaire is it possible to disagree with your plans, later questions require you to agree with items you disagreed with earlier in the way they are worded. Community involvement in decision making? I think not. (13 up votes, 3 down votes).
- Traffic flow from Rattray build up for through traffic: How to manage a backlog of traffic waiting to get into Were Street from Rattray Rd with cars parking nearly opposite Were St and making it dangerous for through traffic for locals and busses going to Eltham or Looker Rd (12 up votes, 0 down votes)
- One-way traffic Station Rd: Station Rd, pre covid and will be again post covid, is used by train travellers to park in. this causes HUGE congestion in this street already. It leaves one car width for traffic to dodge each other already. Now there's a plan to exit 50% of Were St into this same street!!!! this will cause a BOTTLENECK. Your answers to one way on this site are





plain misleading and uninformed. Where are the traffic flow data results? Have they been made public? Community feedback through a pandemic isn't right! (10 up votes, 1 down votes).

- Given the removal of the Station St & Binns entries how many more cars do you expect to be entering from Rattray rd at peak times? (9 up votes, 0 down votes).
- Reversing out of car parks: Does this not create confusion and potential for accidents, with both sides backing out, not only going against the adjacent parking bays but also the constant stream of traffic that will be coming down the hill? (9 up votes, 0 down votes).
- Traffic and parking in surrounding streets: The Were St one way proposal will cause traffic bedlam in Station Rd. Pre Covid conditions in Station Rd was bumper to bumper parked cars, often on both sides of the streets, leaving one car width space for traffic moving both ways through. The one way proposal will cause havoc funnelling more traffic into this locally used street lined with parked cars. Station Rd has dips and rises in it leaving motorists blind to when it is safe to pull out and squeeze between parked cars, dodging in and out (7 up votes, 0 down votes)
- What is the anticipated increase in car movements in adjacent streets? (6 up votes, 0 down votes).
- Can you please clarify the exit pathways from Were St. Will you be able to turn EITHER left into Station St or RIGHT INTO Binns St? (3 up votes, 0 down votes)
- What is the expected impact on traffic during peak times like Saturday mornings & evenings? (3 up votes, 0 down votes).
- How will station upgrade and commuter parking be taken into account?: I support most of the design and vision, including the one-way idea. I want to know how the upcoming station upgrade, train tracks duplication and commuter parking issues have been addressed in this design? A lot of parking problems in Monty are caused by commuters who come from surrounding suburbs instead of going to premium stations. Could shorter time limits be applied to residential streets to help alleviate the pressure and restrict all-day parking? What else will be done to address this? (3 up votes, 1 down votes).
- Will there be additional parking restrictions in Wellington St if a one way system is introduced in Were St: If I leave Were St via Bins St I always use Wellington St, in preference to Mountain View Rd, as it is easier to access Rattray Rd to travel towards Looker Rd (2 up votes, 0 down votes).
- Do you think calrossie and rattray intersection will now have more traffic due to one way on were?: During any sort of peak time calrossie becomes very difficult to get out of and making were one way has to increase this congestion. It is already a pretty bad intersection at the best of times. My personal opinion in a small round about at the top of were to slow traffic on rattray and allow cars to easily turn around looking for parking without congestion on quite local streets (1 up votes, 0 down votes).
- What consideration has been given to the large vehicles delivering to IGA and other businesses (0 up votes, 0 down votes).





5.4 Feedback on the proposed accessibility and movement improvements



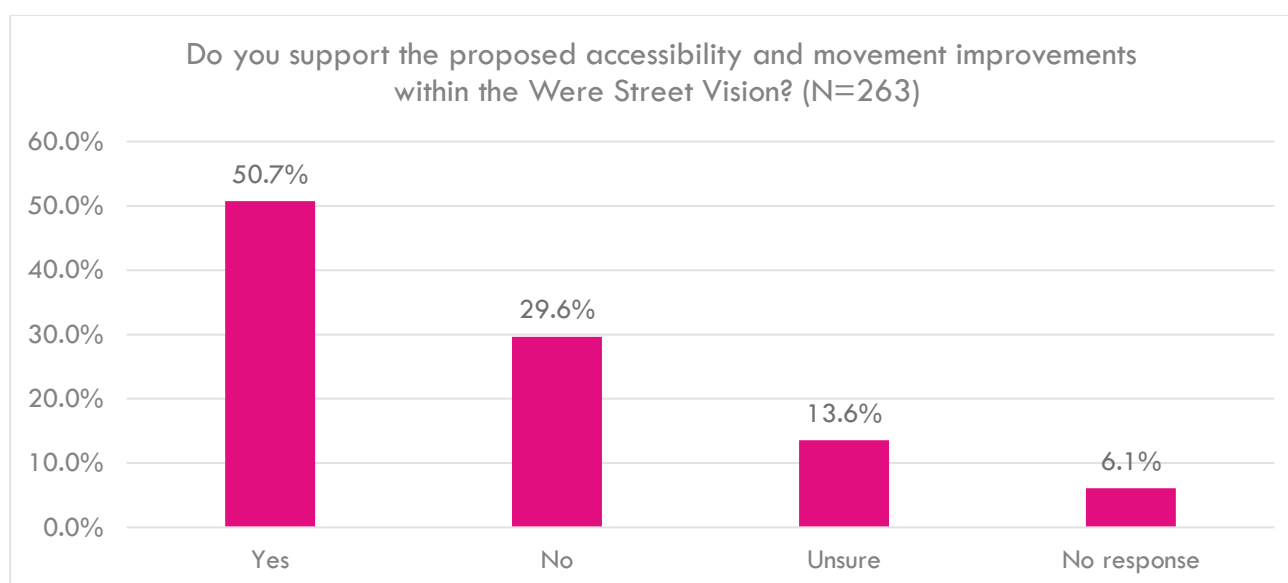
The draft Were Street Vision proposes a range of changes and improvements to accessibility and movement in and around Were Street including:

- Increasing space for footpaths, landscaping, trees, public seating and outdoor dining
- Raising pedestrian crossings at key locations
- Increasing the number of accessible parking bays
- Creating bike and pedestrian access from Wilson Avenue into Were Street,

known as a Contra-flow.

As shown in Graph 11, of the 263 survey respondents that answered, “Do you support the proposed accessibility and movement improvements”, just over half (50.7%) indicated Yes, 29.6% answered No and 13.6% were Unsure.

Graph 11: Level of support for proposed accessibility and movement improvements



A total of 143 of the 280 respondents provided a personalised response. Of these, 64 respondents indicated support. As shown in Table 8, these respondents referred to:

- General support for the proposed accessibility and movement improvements
- Support improving bike access and encouraging cycling

Personalised responses were also received from 53 respondents indicating no support, 22 respondents indicating unsure and four respondents who did not indicate a support rating. As shown in Table 8, these respondents referred to:

- Do not support proposed accessibility and movement improvements
- Do not support bike access or bike lane





- Don't make changes or widen footpaths if we lose roadway or parking
- Support improvements to trees and landscaping

Table 8: Summary table of comments – feedback on proposed accessibility and movement improvements with frequency counts (143 survey responses)

Themes	No of survey responses
Yes, support accessibility and movement improvements (64 responses)	
General support for proposed accessibility and movement improvements	29
Support improving bike access and encouraging cycling	8
Support having more, raised pedestrian crossings	5
Support widening of footpaths	5
Prefer one way traffic flow	5
Suggestions: <ul style="list-style-type: none"> • Would like more even footpaths, repairs and improvements to surfaces (4) • Provide plenty of secure parking for bikes (2) • Ensure outdoor dining areas do not impede pedestrian access (2) • Improve cycle infrastructure (1) • Give more thought to broader accessibility issues for people getting to/from Were Street, make the surrounding and nearby streets more pedestrian and cycle friendly (1) • No bike paths. This is an oversight (1) • Support the resurfacing footpaths, not widening (1) • Like a parent/child parking space (1) • Think about ways to make Were Street an inviting place for night-time socialising (1) • If Wilson Avenue is one way, there will be space for right angled parking on the east side using the proposed pathway in the laneway to Were Street (1) • Do not make platform or kerb areas too high, people might trip (1) • Extra seating isn't required (1) • Toilet amenities need to be fixed (1) • Beautify the space without losing too much car parking (1) 	
Other supportive comments: <ul style="list-style-type: none"> • Like more disabled car parking spaces (3) • Support more greenery and shade (2) • Like the extra seating (1) • Hopefully stop the double parking and illegal crossing of double white lines (1) • More gathering space in Were Street will improve sense of security (1) 	
Concerns: <ul style="list-style-type: none"> • Crossings do not need to be raised (2) • Pedestrian crossing at Rattray entrance might be too close to intersection and cause traffic issues (1) 	





Themes	No of survey responses
<ul style="list-style-type: none"> The two pedestrian crossings are obscured when cars are parked in the adjacent spots (1) Speed restrictions for cyclists (1) Currently Were St is mostly all road, need to address how this helps Wilson Rd traffic though (1) Don't lose the organic village feel of the street with overdesigned seating and paving (1) Concerned about potential for additional traffic to spill into Wilson Ave (1) Concerned about Wilson Ave becoming busier with cars parked beyond the four hour limit. Additional cars will make it harder to exit driveways (1) 	
No, do not support or Unsure (79 responses)	
Do not support proposed accessibility and movement improvements	19
Do not support bike access or bike lane	17
Don't make changes or widen footpaths if we lose roadway or parking	15
Support improvements to trees and landscaping	15
Do not support one way traffic flow	10
<p>Suggestions:</p> <ul style="list-style-type: none"> Don't change or raise the pedestrian crossings (6) Prefer angled parking (3) Fix the parking issues at the train station. The hundreds of commuter cars parking in Station Street, Wilson Avenue and surrounding streets creates safety issues and is often unsafe for two cars driving along (3) Do not support outdoor dining (2) I don't think the street needs more landscaping- just replace the shade trees that have been lost (1) There are several other options to increase parking directly off Were Street, while retaining the dual carriageway. This way, parking on Were street can be converted to public space (1) Parking in parallel streets or upgrading parking in parallel streets needs to be improved (1) As 80% of people live within 2kms, walking would be a better option than encouraging more bike riders and bike parking (1) Parking could be moved adjacent to Were St to make even safer (1) More large trees on street edges over parking bays may not be a friendly solution at all, especially as tree roots cause footpath and drainage problems. Smaller bushes may be more appropriate (1) Quite like the existing visibility up and down the street - not keen on lots of (often non indigenous) greenery obscuring the view (1) Negotiate weekend bike parking for the station redevelopment (1) Definitely no tiles as in the artist's impression pic! (1) 	
<p>Other supportive comments:</p> <ul style="list-style-type: none"> Support public seating (7) Support raised or more prominent pedestrian crossings (7) Support increase in parking bays including accessible, disabled parking (6) 	





Themes	No of survey responses
<ul style="list-style-type: none"> • Support improving or replacing the toilets (6) • Support widening of footpaths (4) • Support bike access (3) • Support for outdoor dining (3) • Vision looks okay (2) • Support increasing public space (1) 	
<p>Concerns:</p> <ul style="list-style-type: none"> • When we are shopping, we need to drive to Were Street (8) • More bikes from Wilson Avenue may cause a problem for pedestrians. Without the current pedestrian crossing outside the supermarket, more pedestrians will cross the intersection with Wilson Street (1) • Encouraging bike traffic will be a hindrance to main users. Mothers with prams are not going to want bikes flying by (1) • People don't abide by the double line rule now so can't see making changes is going to help people do the right thing (1) • The steepness of the site/suburb means most people require car access to Were St shops. There is a very low number of cyclists in Montmorency as it is not practical for the average rider (1) • These are proposed 'changes' only, detrimental to traders and shoppers alike, far from improvements (1) • Pedestrian crossing at the top of Were St and the only entry into the street is a dangerous plan and an accident waiting to happen (1) • The key locations for pedestrian crossings are not situated close enough to the shopping precinct (1) • If those proposing this "vision" think cyclists will respect their space and not invade other spaces, all I can say is "you must be cyclists yourself." Drivers will see cyclists bending the rules to get where they want to go (1) • Increased public and dining seating on footpaths, even with wider footpaths, will not resolve hazards when negotiating the street while carrying shopping bags or with small children (1) • Safety is a great concern with traffic flow through the area. Diners, children, dogs, elderly just doesn't mix (1) • We do not need more parking in the street. That just means more cars and a higher chance of an accident(1) 	
<p>Questions:</p> <ul style="list-style-type: none"> • Do we need more accessible parking bays? • Not sure what is meant by accessible parking bays? • I would love an explanation as to how "contra-flow" would help anyone except those living in Wilson Ave (who won't be riding bikes) • Pedestrian crossings are not close enough to the shopping precinct • I do not understand the "contra flow"? The alley down to Wilson St is a hill. Older people won't use it, could bikes pick up speed and be at risk at the exit onto Wilson? • Fail to see purpose of "contra flow". Bike lane is token gesture, where are bike lanes in surrounding streets? • Have the residents of Wilson Ave been asked? • How will that be done - remove a shop & house? The Wilson Ave laneway is used for parking now 	





Themes	No of survey responses
<ul style="list-style-type: none"> Where are the increased parking bays? I only see less parking bays No doubt the landscaped areas would be planted with more exotics- why not more natives? There are many local species to choose from Why create more traffic in Wilson Avenue? Why do people on pushbikes need more access? Who wants bikes on paths and how can you shop on a bike? If drivers cannot already see pedestrian crossings how will raising help? Were St is not a park, it is a shopping area. Increasing the bays might look good on paper but how many are accessible to larger vehicles? How many of these parking bays are accessible to larger vehicles? Why do we need so much outdoor dining? This is a mixed business street. 	

Workshop participants asked a number of questions relating to the accessibility and movement improvements which are presented in Table 9.

Table 9: Workshop questions relating to accessibility and movement improvements

Questions referring to accessibility and movement improvements
<i>Could a pedestrian crossing be put on Sylvan for access to the school back entry?</i>
<i>Regarding public transport, some people travel to Monty via trains and buses and there is a pedestrian crossing for the train. What is planned to assist pedestrians with bus access?</i>
<i>Is there space to have more seating so people can rest when they are doing their shopping?</i>
<i>Will there be bike parking and defined lanes on the roadway?</i>

Five of the 20 email submissions received referred to aspects of the proposed accessibility and movement improvements. Selected verbatim quotes are presented below:

- I like that there is more access to those with limited mobility, better crossings and a new toilet block
- Definitely “yes” to the reallocation of the pedestrian crossings - excellent idea
- The asphalt paving on footpaths has been damaged and poorly patched on all the footpaths. This has downgraded the centre. It would add to the unique qualities of Were Street if the existing sections of excellent bluestone crazy pavements that were laid many years ago were extended throughout. The street is becoming pedestrianized and the artistic quality of the pavement therefore has high significance.
- While it would be nice to see more people walk or ride their bike to Were St, the reality which is shared by many businesses I have spoken to, is that 'lack of parking spaces' is still a large issue.
- The intersection of the one way alley between Wilson Ave and Were Street and Were Street (after left turn near the newsagent) feels quite dangerous for cars and pedestrians trying to



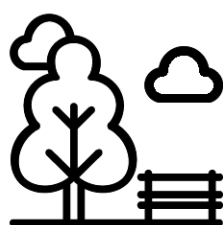


cross/merge as the parking bays are usually full and often obscure the view, suggest to remove these parking bays/add footpaths to make it safer if traffic flow is predicted to increase. Speed bumps / speed signs on Wilson Ave to increase pedestrian safety if traffic flow predicted to increase.

One of the 18 online Q&A question submissions referred an aspect of accessibility and movement improvements. The verbatim submission is presented below:

- How will you ensure pedestrian safety at the top crossing with drivers potentially anxious to get into Were St? (6 up votes, 0 down votes).

5.5 Feedback on the proposed improvements to greenery

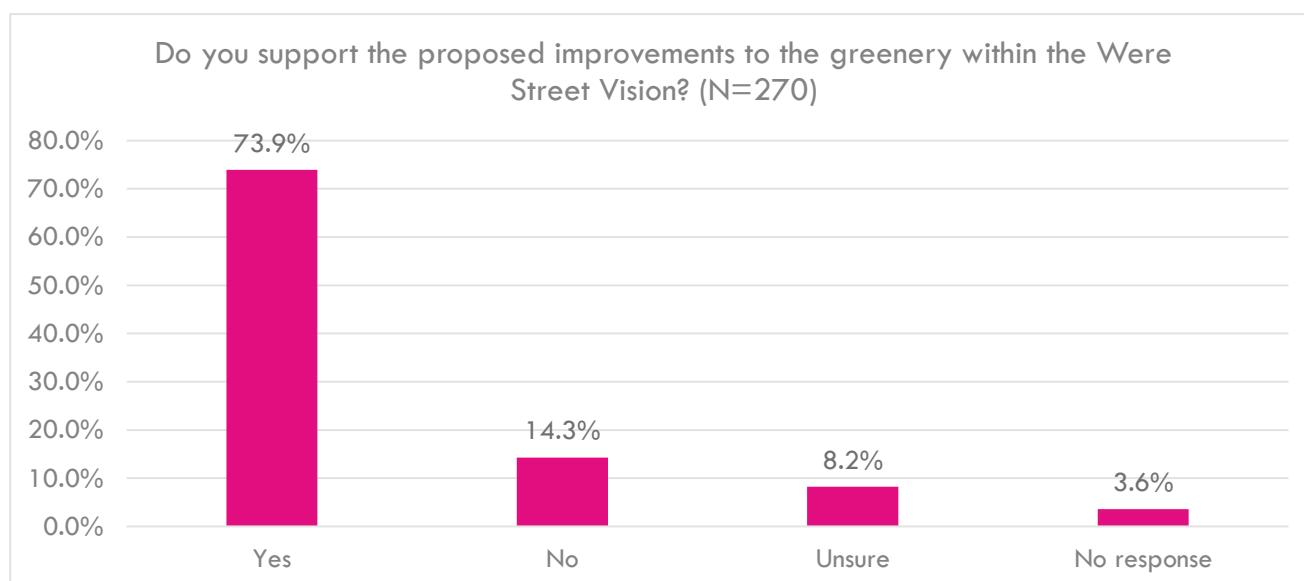


The draft Were Street Vision proposes a range of improvements to maintain and enhance the greenery in Were Street including:

- Planting more street trees and shade for seating along Were Street and in the Were Street Reserve
- Creating new garden beds
- Additional landscaping

As shown in Graph 12, of the 270 survey respondents that answered “Do you support the proposed improvements to the greenery within the Were Street Vision?”, the large majority 73.9% indicated Yes, 14.3% said No and 8.2% were Unsure.

Graph 12: Level of support for proposed improvements to greenery



A total of 157 of the 280 respondents provided a personalised response. Of these, 110 respondents indicated support. As shown in Table 10, these respondents referred to:





- General support for proposed improvements to greenery
- Current gardens and plantings are lovely

Personalised responses were also received from 26 respondents indicating no support, 20 respondents indicating unsure and one respondent who did not indicate a support rating. As shown in Table 10, these respondents referred to:

- The gardens and trees are good as is, not necessary
- Greenery is okay provided there are no other changes, loss of parking or change to two way traffic flow

Table 10: Summary table of comments – feedback on proposed improvements to greenery with frequency counts (157 survey responses)

Themes	No of survey responses
Yes, support proposed improvements to greenery (110 responses)	
General support for proposed improvements to greenery	73
Current gardens and plantings are lovely	11
Suggestions: <ul style="list-style-type: none">• Prefer native trees (5)• Support greenery improvements without the other changes (3)• Prefer indigenous plantings (2)• Any trees removed to be replaced and all trees to be maintained (2)• We need a display board for notices, information for the community (1)• Drinking /water refill hubs is a necessity (1)• More garden beds needed as long as footpaths are widened (1)• Please avoid decorative and tree motifs... (1)• You can do these without the other plans (1)• There are almost no marked locations of where trees would be planted or garden beds put. There should be a net win in unsealed surface (1)• Funded planter boxes for the outside of each shop and kitchen garden somewhere (1)• Some sort of water feature in the village square and maybe a mural with the history of Monty/were St (1)• Please, no gum trees! (1)• Don't plant trees that will grow up to power lines and need to be dissected in the middle (1)• Especially needed on the west side (1)• Small garden to have minimal changes and disruption whilst enhancing the green space, add hanging greenery (1)• Needs to be little more of a public space rather than shopping precinct (1)• Not sure about more trees but the planting really lifts the streetscape (1)• Edible garden beds (1)	





Themes	No of survey responses
<ul style="list-style-type: none"> As long as it is kept cut back and doesn't impair vision (1) More shade near common area (1) Be mindful of the types of trees and where so they are not a hindrance (1) If current gardens are kept as well (1) 	
Other supportive comments: <ul style="list-style-type: none"> Support fixing or upgrading the toilets (4) Extra seating would be great (1) 	
Concerns: <ul style="list-style-type: none"> Do not support one way traffic flow (4) Sad to see significant trees cut down this year and at the station (1) Worried about losing our existing gardens and hoping this type of flowering garden will be a feature, natives too (1) No to the trees, it will take away from what is now, a good line of vision of the shops (1) 	
Questions: <ul style="list-style-type: none"> Could I ask that the grass be retained? I am concerned with the additional canopy trees - will these trees block shop fronts? 	
No, do not support or Unsure (47 responses)	
The gardens and trees are good as is, not necessary	22
Greenery is okay provided there are no other changes, loss of parking or change to one way traffic flow	9
Suggestions: <ul style="list-style-type: none"> Add water fountains for animals and birds and don't lop any mature trees (1) Support more canopy trees, please have deciduous trees (1) Maybe a few extra planter boxes (1) It is a shopping street, for shopping. Make the park more people friendly, more seating, shade etc. Make it a communal meeting place not a shopping street (1) Maintain the some of the grassed area (1) Look after trees we have is best thing (1) 	
Other supportive comments: <ul style="list-style-type: none"> General support for proposed improvements to greenery (4) Support to replace trees and for more trees (2) Support for more garden beds (2) Some additional seating would be nice (2) Support for fixing or upgrading the toilets (2) 	
Concerns: <ul style="list-style-type: none"> Do not support one way traffic flow (1) No more garden beds (1) 	
Questions <ul style="list-style-type: none"> There are already lots of exotic garden beds, so why waste money? Is there guaranteed ongoing funding for continued maintenance? 	





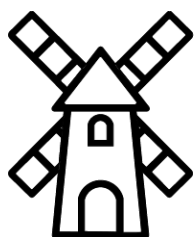
None of the Workshop participants asked questions relating specifically to the proposed improvements to greenery.

Two of the 20 email submissions received referred to aspects of the proposed improvements to greenery. Selected verbatim quotes are presented below:

- An upgrade ... and new landscaping.
- We love the vision to ... and increase the landscaping/seating.

None of the 18 online Q&A question submissions referred specifically to the proposed improvements to greenery.

5.6 Feedback on the proposed improvements to maintain/enhance village feel



The draft Were Street Vision proposes a range of improvements to maintain and enhance the village feel including:

- Creating a Village Square
- Building a new toilet and relocating it within the Reserve to create more public space
- Providing accessible toilets and baby change facilities
- Wider footpaths for outdoor dining and retail displays
- Use of materials that complement the existing character including asphalt pavement, corten (rusted) steel, timber, rocks and stone
- Creating a more intimate street for people by reducing the road space given to cars.

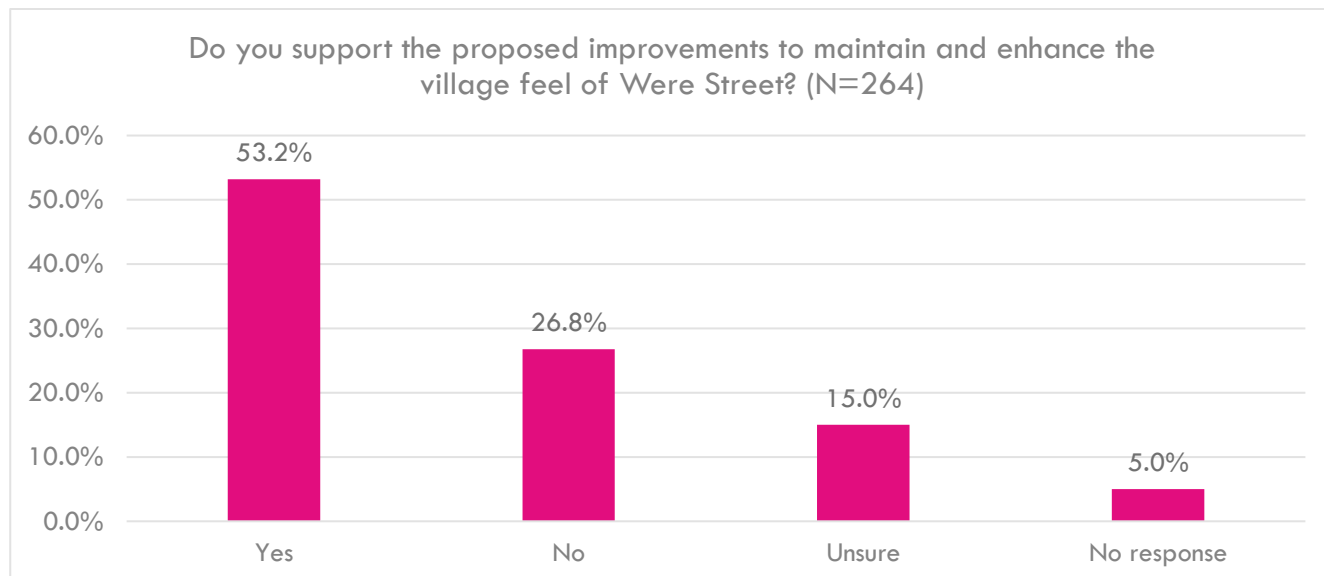
Survey respondents were asked and presented with three prescribed response options: Yes, No and Unsure. Of the 280 survey respondents, 264 answered this question.

As shown in Graph 13, of the 264 survey participants that answered “Do you support the proposed improvements to maintain and enhance the village feel of Were Street?” over half of respondents (53.2%) indicated Yes, 26.8% said No and 15% were Unsure.





Graph 13: Level of support for proposed improvements to maintain and enhance the village feel



A total of 170 of the 280 respondents provided a personalised response. Of these, 76 respondents indicated support. As shown in Table 11, these respondents referred to:

- General support for proposed improvements to maintain and enhance the village feel
- Support for fixing or upgrading toilets

Personalised responses were also received from 57 respondents indicating no support, 32 respondents indicating unsure and five respondents who did not indicate a support rating. As shown in Table 11, these respondents referred to:

- Support fixing or upgrading the toilets, mixed views on relocating toilets
- Most proposed improvements are okay provided there is no loss of road space, parking or change to one way traffic flow
- The proposed changes are not agreed to and are unnecessary
- The proposed changes do not appear to support a functioning shopping strip for shoppers and local traders
- The footpaths do not need widening, fix or upgrade them





Table 11: Summary table of comments – feedback on proposed improvements to maintain and enhance the village feel with frequency counts (170 survey responses)

Themes in the feedback received for proposed improvements to maintain and enhance the village feel responses	No of survey responses
Yes, support proposed improvements to maintain and enhance the village feel (76 responses)	
General support for proposed improvements to maintain and enhance the village feel	36
Support for fixing or upgrading toilets	16
<p>Suggestions:</p> <ul style="list-style-type: none"> ▪ Footpaths are wide enough (1) ▪ Need to carefully retain the charm and feel of the current streetscape and not over modernise it and consider the external aesthetics of shops and businesses (1) ▪ Work closely with State Government to ensure the new train station is designed in keeping with the village character of Were Street (1) ▪ More outdoor dining is needed to support hospitality businesses (1) ▪ Creating play spaces with rocks and stepping stones in gardens would be good and interesting for kids (1) ▪ Please incorporate mosaic tile into the space to ensure it is consistent with existing look and feel (1) ▪ Express walkway for commuters (1) ▪ Please engage local artists (1) ▪ Areas with street artists painting large native murals and living walls on buildings as seen overseas (Singapore) (1) ▪ Consideration of adequate parking for the people to use Were St (1) ▪ No tiling for paths (1) ▪ Include a water fountain in the village square and mood lighting at night will be key to creating an inviting space after dark (1) ▪ Do not over-design these spaces with fake rusted metal and stuff. ▪ More shade and a drink tap or 2 please (1). ▪ Some grassed area for Children - similar to current grasses area (1) ▪ Hold off on the over spending right now! (1) ▪ Keep the 45 degree car parking (1) ▪ Ensure the design and fitout pallet of all spaces and pathways aligns with the rustic and artistic charm of Were St (1) ▪ The asphalt paving has been badly patched. As Were Street becomes more pedestrianised, improve its character by continuing the artistic crazy blue stone paving throughout the centre (1) Potential to do more. Asphalt pavement - don't see it aligned with existing character or village feel atmosphere. Toilets and seating - design to reflect Monty, its residents and our Village character (1) ▪ The location of the village square near the toilets is not good. The village square should encompass part of a revamp of the train station and actually become 	





Themes in the feedback received for proposed improvements to maintain and enhance the village feel responses	No of survey responses
<p>something useful and a place for events like food truck festivals or cultural festivals (1)</p> <ul style="list-style-type: none"> Move the toilet block further up the hill onto the existing three parking spaces and leave the garden untouched (1) Design a large path for pedestrians accessing the Village from the Wellington St carpark (1) 	
<p>Other supportive comments:</p> <ul style="list-style-type: none"> Partial support, retain two way traffic flow (7) More on street dining would enhance the atmosphere especially if there is more pedestrian space (1) 	
<p>Concerns:</p> <ul style="list-style-type: none"> Village feel is not met by encouraging more traffic and parking options, unless that parking is away from the street, encouraging people to walk a short distance to the village centre (1) Converting the road into more seating space (1) Concerned about traffic and parking increasing in Wilson Ave due to one way traffic flow idea (1) Too many tables on street cramp the space (1) Car spaces need to provide for access for disabled (1) It all makes sense re the ambience, however cars are a reality (1) 	
<p>Questions:</p> <ul style="list-style-type: none"> Can we look at using sustainable material? Don't make it become an ugly rusted metallic space. 	
No, do not support or Unsure (94 responses)	
Support fixing or upgrading the toilets, mixed views on relocating toilets	37
Most proposed improvements are okay provided there is no loss of road space, parking or change to one way traffic flow	28
The proposed changes are not agreed to and are unnecessary	22
The proposed changes do not appear to support a functioning shopping strip for shoppers and local traders	16
The footpaths do not need widening, fix or upgrade them	15
<p>Suggestions:</p> <ul style="list-style-type: none"> Outdoor dining and retail displays impede pedestrian movement (8) The toilet block area improvements cover other areas of the plan so purchasing more land in that area would be good (1) Some suggested materials will look dated very fast, ensure classic design (1) Having large bolder rocks in the village square design would be good for children and visually (1) 	





Themes in the feedback received for proposed improvements to maintain and enhance the village feel responses	No of survey responses
<ul style="list-style-type: none"> ▪ All pedestrian access is sufficient, just requires some thought and consideration to current pedestrian movement, volumes and peak use times to achieve the desired outcomes (1) ▪ It sounds wonderful but why not do it properly and alleviate all the cars altogether (1) ▪ Use of the footpath space is challenged by the steepness of the hill, so retaining walls become necessary (1) ▪ Asphalt pavement is a cheap cop out, suggest revising. The crazy pave is stunning at the moment, please retain (1) ▪ More dog tie up areas with refill taps above dog water bowls (1) ▪ Outdoor dining will be done adjacent to the car parking and whether the road is 1 or 2 lanes won't make it 'feel' more intimate (1) ▪ Matching the garden to the station end would look good (1) ▪ Don't install electric hand dryers - they always seem to be broken, and also aerosolise bugs. Please install toilets with seats, not those horrible metal things that kids absolutely hate (or won't) sit on! (1) ▪ Retain the bench seat at Were St Foodstore if possible (1) ▪ Please don't make a large expanse of concrete or bricks in the square (1) ▪ Consider the space behind echo balloons if you want to remove car parking for public space this would be an ideal spot (1) ▪ Not sure regarding one way for cars, needs a non-permanent trial (1) ▪ We already have the village feel - don't mess with it! The brief was always TOILETS, TOILETS and TOILETS and spend ratepayers money wisely (1) 	
<p>Other supportive comments:</p> <ul style="list-style-type: none"> ▪ Support more greenery (1) ▪ More bike parking (1) 	
<p>Concerns:</p> <ul style="list-style-type: none"> ▪ I would be sad to see the removal of the gardens in the reserve around the toilet. I hope that a) those people responsible for creating them are consulted, and b) that what replaces them has the same character (1) ▪ While I understand that community spaces are encouraged by the architecture around them I don't know if the village feel is salvageable for myself and other people who grew up here (1) ▪ It sounds like those footpaths are going to be hard for shoppers to navigate with all those chairs, tables and plants (1) ▪ Paving upgrades can be tricky, don't want a shopping centre feel (1) ▪ One concern is traders have taken a huge financial loss due to COVID restrictions on trade and as they recover Council is suggesting major capital works (1) ▪ To agree to a new toilet block you also have to agree to a one way street. That is just not being honest and is a political trick (1) 	





Themes in the feedback received for proposed improvements to maintain and enhance the village feel responses	No of survey responses
<p>Questions:</p> <ul style="list-style-type: none">▪ It looks awful. All the Monty charm will be lost. Why do this after all these years?▪ It depends where the cars will go instead, could you provide this information? I am all for less cars, but not by just forcing them to disturb someone else in the neighbourhood. So it should be more attractive to come by foot, bus, or train. I don't see how you are providing these incentives.▪ Is Banyule trying to turn back time instead of living in the future?▪ Has a traffic flow study been done?▪ Reducing the road space for cars in a shopping area primarily accessed by car seems counterintuitive. Where will the traffic go? Have you surveyed the surrounding streets to ask their opinion on the huge increase to their traffic flow?▪ Will the amount of existing garden and lawn area be reduced rather than increased with the new position of the toilet facilities?▪ I have no idea what you mean by a more intimate street.▪ I am not sure what you would do with a Village square? What do you mean by an intimate street?	

Workshop participants asked a number of questions relating to the proposed improvements to maintain and enhance the village feel which are presented in Table 12.

Table 12: Workshop questions relating to improvements to maintain and enhance the village feel

Questions referring to enhancing the village feel
Is the windmill staying?
What about street lighting for streets and lighting to improve visibility and safety at night?
Could we have a water fountain?
Will there be sustainable lighting and solar lighting for the toilets?

One of the 20 email submissions received referred to aspects of the proposed improvements to maintain and enhance the village feel. A selected verbatim quote is presented below:

- We love the vision to keep the village feel.

None of the 18 online Q&A question submissions referred specifically to the proposed improvements to maintain and enhance the village feel.





5.7 Feedback on the features of the draft Were Street Vision that are most appealing

Survey respondents were asked to: Rank the features of the draft Were Street Vision that would encourage you to stay longer in Were Street, visit more often and support local businesses (1 = most important to 7 = least important):

- More planting, greenery and shading
- Wider and more comfortable footpaths
- Better seating
- Opportunities for more outdoor dining
- A new park for all ages - with new accessible toilets
- A pedestrian priority street – including new crossings, cycle lanes and slower traffic
- Car parking - Increased parking bays including accessible parking bays

A total of 212 survey respondent answered this question. As shown in Graph 14, based on the averaged importance rankings calculated out of seven, “More planting, greenery and shading” is the most important feature (2.76) followed by “A new park for all ages – with new accessible toilets” (3.39) and “Opportunities for more outdoor dining” (3.90). See Table 13 for a listing of features and ranking counts.

Graph 14: Averaged importance rankings of prescribed features of the draft Were Street Vision

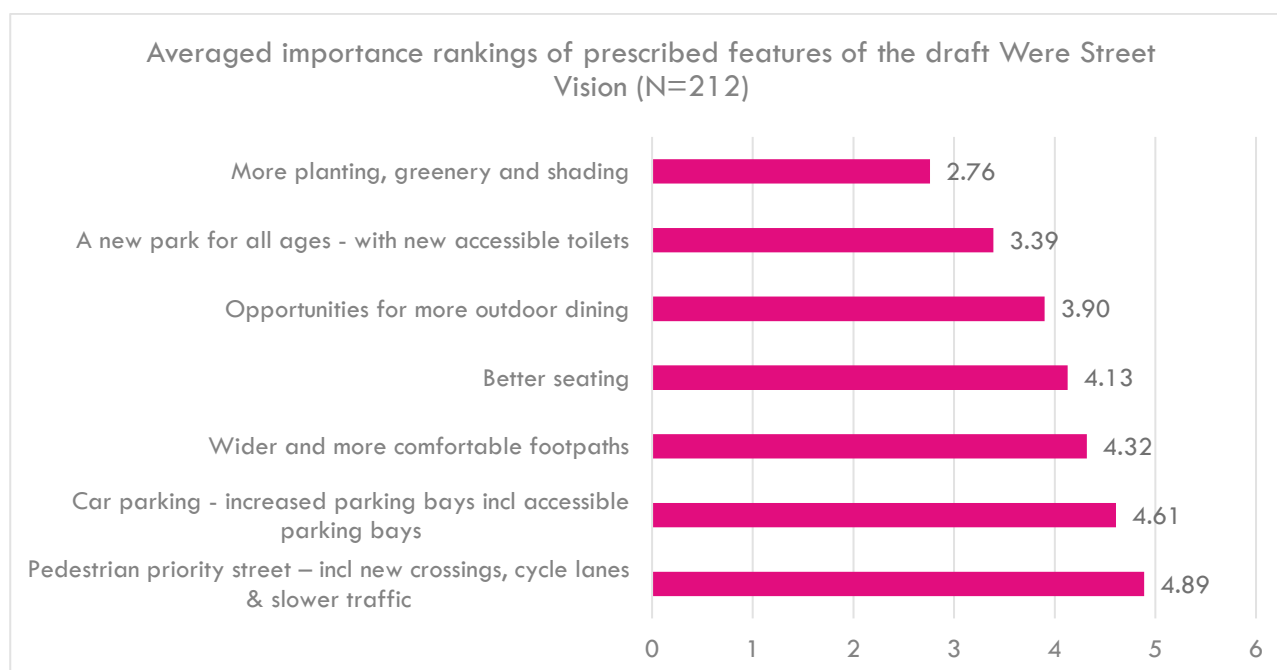


Table 13: Importance ranking counts for prescribed features of the draft Were Street Vision





	1	2	3	4	5	6	7	Count	Score?	Avg Rank?
More planting, greenery and shading	29.86% 63	21.33% 45	18.01% 38	14.22% 30	10.43% 22	3.79% 8	2.37% 5	211	5.25	2.75
Wider and more comfortable footpaths	5.69% 12	12.32% 26	12.80% 27	19.43% 41	18.96% 40	24.64% 52	6.16% 13	211	3.68	4.32
Better seating	3.79% 8	12.32% 26	22.27% 47	18.48% 39	21.33% 45	16.59% 35	5.21% 11	211	3.88	4.12
Opportunities for more outdoor dining	12.32% 26	16.11% 34	14.69% 31	15.64% 33	15.64% 33	18.48% 39	7.11% 15	211	4.10	3.90
A new park for all ages - with new accessible toilets	18.01% 38	19.43% 41	19.43% 41	13.74% 29	13.27% 28	11.37% 24	4.74% 10	211	4.62	3.38
A pedestrian priority street – including new crossings, cycle lanes and slower traffic	12.80% 27	9.48% 20	2.84% 6	11.37% 24	11.85% 25	15.64% 33	36.02% 76	211	3.09	4.91
Car parking - Increased parking bays including accessible parking bays	17.54% 37	9.00% 19	9.95% 21	7.11% 15	8.53% 18	9.48% 20	38.39% 81	211	3.38	4.62

5.8 Other comments, thoughts and ideas relating to the draft plan

Survey respondents were asked if they had any other comments, thoughts and ideas relating to the draft Were Street Vision that had not already been captured. 168 answered this question.

As shown in Table 14, these respondents referred to:

- Do not support one-way traffic flow
- Do not support the Vision and proposed improvements
- Overall a great Vision, some good ideas
- Support for upgrading or replacing the toilets
- Some or partial support for the Vision

Table 14: Summary table of comments – other thoughts relating to the Vision with frequency counts (168 survey responses)

Themes	No of survey responses
Do not support one way traffic flow	30
Do not support the Vision and proposed improvements	27
Overall a great Vision, some good ideas	20
Support for upgrading or replacing the toilets	16
Some or partial support for the Vision	14
Suggestions:	





Themes	No of survey responses
<ul style="list-style-type: none"> ▪ Liaise with the State Government and Metro/VicTrack to integrate this project with the railway station development and address commuter parking (11) ▪ Improve street lighting and night-time mood lighting (4) ▪ Please provide rubbish bins and recycling facilities (4) ▪ Ensure all paved areas and footpaths are non-slip in accordance with the Australian Standards (4) ▪ Consider extending parking time limits if you want people to stay longer, say 90 minutes (2) ▪ Fix the carpark out the back of newsagents (2) ▪ Keep the windmill near Max's. It fits the character of the street (2) ▪ Dislike the nose to curb parking idea (1) ▪ More kerb extension to keep the visual width of the road narrow - ideally the traffic should be a different "look and feel" to the parking areas (1) ▪ It's nice to say let's get everyone to ride and walk but it's not practical. We use the street to SHOP thus purchase items that have to be carried home. So car traffic HAS and always will be important to the Monty Village traders and residents (1) ▪ Prefer the ease of angled parking (1) ▪ Maybe add a community contact board? A place to register local activities? (1) ▪ Drinking fountains or water taps for refilling bottles (2) ▪ Flag poles for promotion of community/cultural events (1) ▪ Dedicated street art space, quality commissions (1) ▪ Please make sure that no mature trees get cut. Hopefully special parking is available for our local ambulance and fire station people on non-emergency business to enjoy a quick break (1) ▪ Avoid hazards on footpath – planters, seating and poles may cause vision impaired people to bump into or trip (1) ▪ This is a shopping street, focus on the needs of shoppers and traders (1) ▪ Include mosaic tiles to look and feel consistent and include aboriginal artwork or signage to acknowledge traditional owners (1) ▪ Something should be done with 46-52 Were St (1) ▪ Play equipment for children would be appreciated (1) ▪ Improve the alleyway near car park (1) ▪ No more cheap looking shops like \$2 junk stores (1) ▪ Do not reduce parking behind post office and echo balloons (1) ▪ We currently have almost everything the plan claims to be 'giving' us. It would be appreciated if you would stop messing with our lovely little village (1) ▪ Consider regulating parking differently in some streets giving priority to residents (1) 	





Themes	No of survey responses
<ul style="list-style-type: none"> ▪ Consider expanding commercial venues beyond Were St such as Food Trucks or Coffee vans in the Railway car parks (1) ▪ Implement a public wifi solution (1) ▪ Keep the mosaic seating, part of the charm (1) ▪ The street isn't designed for it but a round a bout at the station end could reduce people crossing double lines (1) ▪ No smoking zone (1) ▪ Keep Were St accessible for all, not just walkers and cyclists! (1) ▪ We should upgrade this with future forward thinking as the suburbs grow and develop (1) ▪ Boost bus service across Montmorency so less people have to drive for short trips (1) ▪ Were Street is for shopping, around noon for lunches and at night dining, though there are not many restaurants in Monty to eat at night. Keep Were Street Open free flowing (1) ▪ Maintain and freshen the historic mosaics on the footpaths and signage (1) ▪ Ensure the street library remains (1) ▪ Traders have been financially damaged by the restrictions so any plans to "redevelop" are quite ill timed and would place additional burdens upon the traders. If the council really wants to help the traders then relax some business restrictions to create vibrancy and give businesses a chance to try to recover (1) ▪ Consider the timing of major improvements that cause street closure in the context of small businesses impacted by restrictions. Consider a two part improvement project (toilets and village square then other essential works (1) ▪ Include electric car share spot(s) with charging station (1) ▪ Include a larger communal table in addition to public seating (1) ▪ Do a refresh but retain the feel of a community shopping strip. Many existing strips have become too commercial and lost their way (1) 	
<p>Other supportive comments:</p> <ul style="list-style-type: none"> ▪ Support for more planter boxes, gardens, greenery and trees (6) ▪ Support Post COVID outdoor dining and licensing (2) ▪ Support the idea of one way traffic, giving access to parking on both sides of the road (1) ▪ Support raised pedestrian crossings that are well-lit in current locations (1) ▪ The one way street and increased pedestrian paths and access will only benefit the precinct (1) ▪ Approve of all if Were Street parking spaces remain the same or increase (1) ▪ Support for increased parking bays including accessible bays (1) 	





Themes	No of survey responses
<ul style="list-style-type: none"> ▪ Were Street needs to be freshened, parking is key to get visitors from outside postcodes and more outdoor dining areas will allow visitors to stay for longer periods of the day (1) 	
<p>Concerns:</p> <ul style="list-style-type: none"> ▪ The proposed paving is out of character, consider using something more natural (1). ▪ Concerned how Station Road will cater for increased traffic flow (1) ▪ Concerned about shops having goods on the 'footpath area', taking up foot path and some cafes encroach more than others. You need to look at all these things and we would get back some of our walkway areas, also when they tie their sunshades down to the footpath it reduces the area we can walk on (1) ▪ The proposed location for a pedestrian crossing is at the entrance to Were Street where all traffic enters. This would cause major traffic congestion in Rattray Road and potentially onto the School Crossing (1) ▪ Once the changes are made, I will still have the problem of lugging heavy shopping bags up the hill (1). ▪ Want people to stop cutting down trees. Sad about the loss of the big old tree at the train station and the second rail and car park upgrades will see vegetation loss. No amount of street-scaping is going to undo the damage that is doing, and you risk turning Were St into something dull and sterile (1) ▪ The surrounding streets (and Were Street) are frequented or inhabited by elderly people and young families. These demographics would be most negatively impacted by increased traffic (1). ▪ There currently appears to be safety issues with this plan. Traffic considerations around the area with a school, shops, delivery vehicles and public transport users. The dining area is near the exiting points and it seems dangerous to have vehicles exiting there (1) ▪ This is a shopping strip, not a park and garden. Poor design which will encourage people to shop and spend elsewhere. The only people to benefit will be cafes and patrons. Not good for the supermarket, fruit shop, butcher, bakeries and those who wish to shop there (1) ▪ No idea why right angled parking is proposed. In a slopped environment as in Were St, angle parking is a more efficient and safer option. Running traffic uphill will make it easier to move into and out of bays (1). ▪ Adding a cycling lane only makes it less safe for families - now we have to stop and look out for cyclists zooming past! (1) ▪ I have serious reservations about traffic flow onto Wilson Ave (1) ▪ Shorter timed parking spaces must be better policed. People coming for hours to sit, must not stop people coming to shop. Making the area a "park" will kill the shops (1) 	





Themes	No of survey responses
<ul style="list-style-type: none"> My main concern is the proposal to amend the traffic flow to one way from Rattray Road which will cause congestion especially during peak morning and evening periods and school drop off/pick up times (1) 	
<p>Questions:</p> <ul style="list-style-type: none"> With one way traffic, will there will be two lanes for traffic though? (2) Can we have some analysis of where the motor vehicle traffic will end up from the use of a one way Were St (1) Will there be road traffic systems to discourage traffic onto Were St and promote use of main traffic routes (1) What about connections to other places (Petrie Park) and making it easier to walk/cycle between these places and cross busy roads like Mountain View Rd? (1) The Rattray Rd end of Were Street is much flatter than the rest. Would this be a better place for a town square and community events? (1) Because of local terrain almost no one rides a bike to Were street. Maybe kids. Why do you need a bike path? Detailed traffic analysis would need to be done and published before any changes made (1). Will this plan also include an upgrade to the carpark down the side street onto Wilson Ave? (1) Why would it be relevant for people of other areas to input, should be ratepayers living in Montmorency only? (1) 94 % of us attend Were Street to shop so why are these changes focused on entertainment and creating a park like precinct? One thing I find with Were street is a lot of the shops look drab and run down. Could incentives possibly be given to shop owners to encourage them to update and improve their shop fronts?" (1) 	
<p>Feedback on consultation process:</p> <ul style="list-style-type: none"> Offering this as an online activity with "webinars" excludes many locals who do not have access to the internet Many questions have the agenda of making a one-way street hidden in the bullet points. That is just dishonest. If someone does not agree to a one way street then they should not be continually asked do you want more space for something else. By putting this Feedback online you have successfully excluded a great portion of the residents who use Were Street. A letterbox drop or post out needs to be done. Read the local posts on this subject Monty 3094 Facebook Page and see the local outrage on this topic. Maybe you need to visit Were Street during the week, after ISO and ask the people then 	





Themes	No of survey responses
<ul style="list-style-type: none"> ▪ This you for taking on the community's feedback ▪ The ranking, previous question, is a little slanted in the options towards the vision. There are two parts put as one comment and people may see one part as important but not the other. ▪ It would be disappointing to see substantial funds spent on something that planners think looks good and in theory may work and find it results in more congestion, frustration and problems. ▪ Any changes and additions need to be done very, very well - ie put the \$\$\$ into an excellent toilet facilities and visibility of crossings ▪ The before and after photo looks the same except different tiles on the ground. Doesn't really give you much of an idea. ▪ Hope you can gain public support of the one way traffic proposal, as that seems to be concerning a lot of residents ▪ This is causing a great deal of hostility on social media. What that means is this plan is quite polarising in its current form meaning that it does not have broad support. ▪ The plan states an extra 8 carpark, yet in the Q&A section shows an additional 11 spaces. So which is it? I don't think you can be trusted to give open and transparent answers, which is why I strongly believe your ascertainment regarding traffic flow, accessibility and functionality are misleading and false. ▪ Priorities in previous question gave little scope for rejecting or adding ideas. The fixed agenda choice is not appreciated. It is suggested that council needs to consult widely to obtain rational and logical plans for Were Street, engage with locals who use the area in normal times, and don't implement major changes without addressing the major problem of train commuter car parking. ▪ Use videos to demonstrate traffic movement and typical street usage to convince community stakeholders of the one way flow. ▪ Thanks for giving the opportunity to comment. I'm sure not all will agree. But beautification of the space will make it a nicer place to visit ▪ This survey is poorly designed and the distribution to your catchment sample is poor. ▪ Thank you for this concept and for the community engagement ▪ A three week community feedback period is too narrow for major change proposals, particularly the one way traffic option. During this COVID period, no one is fully focused on these issues. Months have been spent preparing the plan, so why a short feedback period? The whole proposal needs to be put on hold until proper community consultation can be undertaken post COVID. ▪ I do not like this survey as it tries to trick you into agreeing that Were St should be one way. ▪ Please listen to the residents' feedback and take it into account. 	





Themes	No of survey responses
<ul style="list-style-type: none">▪ Don't listen to the noisy minority! Come down and let locals walking the street tell you what they think!▪ Thank you for the opportunity to have my say and express my views. I have appreciated the opportunity to speak with council officers about the project. Please put the traders' needs at the forefront of this project and consult with them every step of the way. Keep up the good work and the ongoing dialog / conversation with residents this too is essential.▪ Thank you for extending the community consultation. We need more ways to offer people to feedback though. This site is not clear. Needs simplicity on as well as other ways to feedback, even during COVID. Perhaps another round of comments after draft 2 is drawn up▪ Not the time to be spending this amount of money on a nice but unnecessary project	





Workshop participants asked a number of other questions relating to the general project which are presented in Table 15.

Table 15: Workshop questions relating to the general project

Questions referring to the general project
What are the timeframes for implementing the upgrade?
During implementation, will the businesses be disrupted and have to close?
How are you going to consult in COVID restrictions?
Will there be a count of participation numbers in report?
How much is the budget for this project and how is it being funded?
Has there been an opportunity to consult with traders or their representative?
Is the plumbing or pumps being re-done? There is a regular smell of urine near Brumby's down the street not outside public toilet which seems to run under footpath and come out at kerb, below the public toilets
How will it work with Hurstbridge line and station redevelopment? What is the timing for this project?

Five of the 20 email submissions received referred to other aspects regarding the Vision and consultation. Selected verbatim quotes are presented below:

- Would be interested to know if any studies have been done on predicted traffic flow to surrounding streets as result of making Were st one way?
- What consultation with residents has occurred? All we have received is a card stating this is happening. It will make traffic in Montmorency worse and less parking available. I live in Montmorency and will be less likely to shop in Montmorency if these plans go ahead. We have lived here for 45 years and feel we have every right to have a say in our local precinct rather than the council bureaucrats.
- With the Were Street vision proposing a 'One Way' traffic flow, people that cannot find parking the first time entering Were St, are likely to go around the block a few times until a car space is found. Has any consideration been given to this likely scenario? Additionally, the 'four hour' parking limit on Wilson Ave has been loosely observed by some drivers, due to lack of regular parking inspections. I have had to constantly call the council to have an inspector come out due to cars blocking the driveway, or people parking 'all day' while they catch the train or bus to go elsewhere! I would appreciate your thoughts and feedback.
- The four hour limit is rarely patrolled by the council. The major problem in Were Street is finding a parking space - the traffic flows through the street quite well. What difference is making Were Street one way going to make to traffic flow. Motorists will still have the problem of finding a parking space.
- Your timeline for community feedback needs an extension. Due to covid19 and lack of community opportunity to meet, discuss and debate these ideas.





Four of the 18 online Q&A question submissions referred to other aspects regarding the Vision and consultation. All verbatim submissions are presented below in “up vote” descending order:

- Vacant shops: Why does the council/ vendors committee allow shops to remain vacant? (7 up votes, 0 down votes)
- How will station upgrade and commuter parking be taken into account?: I support most of the design and vision, including the one-way idea. I want to know how the upcoming station upgrade, train tracks duplication and commuter parking issues have been addressed in this design? A lot of parking problems in Monty are caused by commuters who come from surrounding suburbs instead of going to premium stations. Could shorter time limits be applied to residential streets to help alleviate the pressure and restrict all-day parking? What else will be done to address this? (3 up votes, 1 down votes).
- Is recording of information session available?: I missed the information session last night. Will the recording be made available to replay soon? (2 up votes, 1 down votes).
- Integration with Rail upgrade and new carpark in Binns St (0 up votes, 0 down votes).

* * * * *





6. Appendix

6.1 Online feedback survey

Still to be inserted





6.2 Project vision and key directions booklet



Message for our community

We know our residents, workers and visitors are focused on social distancing and health and well-being, and many are experiencing economic stress.

During this time our parks and streetscapes continue to play an important role in supporting social connection and engagement. As the community begins to recover from COVID-19, revitalising our community spaces and places will be an important part of our social and economic response.

We have had to change our community engagement plans – but we will still aim to reach as many of you as possible in different ways. There are several platforms from traditional mail to online webinars that will connect us to you. If nothing else, the recent experience has shown how adaptable we all are.

We hope this project will provide something positive for the community to look forward to.

We also want to give this project every opportunity to pursue available Victorian and Federal stimulus funding – which would deliver even more value for our community. Securing funding will be dependent upon us being able to deliver the project by mid-2022, which is why progress continues to be even more important.

We look forward to hearing from you in response to this Vision.

Please reach out to us if you need more information or assistance. We recognise these are different times.





BACKGROUND

This section introduces the key elements of what makes a good place and the findings of the community engagement undertaken in February 2020. It reveals that your ideas are very aligned to good placemaking principles.

PROJECT SNAPSHOT

What are we doing?

We are preparing a vision to deliver a revitalised streetscape for Were Street. The purpose for doing this is to:

- prioritise people by creating a streetscape that is attractive, comfortable, safe, greener and encourages social connection.
- encourage walking and cycling
- encourage people to visit more often, stay longer and support our local businesses

This document now sets out a vision for Were Street based on what you have told us you would like to see.

What we have done so far?

To kick start this project in February 2020, we asked you for your views, thoughts and ideas for Were Street and you gave us four clear directions for the project. These were:



Keep the village feel



Safer access for walking and cycling



More greenery and better public spaces



Better traffic flow

"We would love more pedestrian-friendly features"

Community feedback

"Keep the village feel"

What does this look like for Were Street?

Using the four directions that you identified, the key opportunities identified in the vision for Were Street to unlock its potential include:

Move to a one-way street

Giving more space to people rather than cars and making it a more simple and safer place to access for everyone. It unlocks so much potential.



New village square

Flowing from the Were Street Reserve, the creation of a new raised crossing that will become a village square during festivals and events. It will be framed by planting and seating. Together with the reserve - it is the heart of Monty.



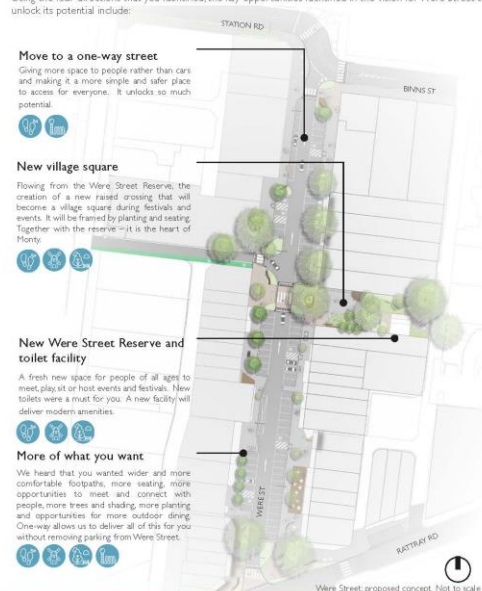
New Were Street Reserve and toilet facility

A fresh new space for people of all ages to meet, play at or host events and festivals. New toilets were a must for you. A new facility will deliver modern amenities.



More of what you want

We heard that you wanted wider and more comfortable footpaths, more seating, more opportunities to meet and connect with people, more trees and shading, more planting and opportunities for more outdoor dining. One-way allows us to deliver all of this for you without removing parking from Were Street.



Were Street proposed concept. Not to scale

Please read on. We will take you through the background and the vision in more detail on the following pages.





WHAT MAKES A GREAT PLACE?

At the beginning, we took a step back to consider what makes a great place. The Project for Public Spaces has captured this well and suggests that great places...

*“...generally share the following four qualities: they are **accessible**; people are **engaged** in activities there; the space is **comfortable** and has a good image; and finally, it is a **sociable** place: one where people meet each other and take people when they come to visit.”*

www.pps.org

For all of us, our experience of a great place is based upon how we interact with it from a human perspective. Good places are about us, the people that visit and use it, and how the place makes us feel when we stand in it. A great experience keeps us coming back.

So, we asked you what you thought about Were Street as the first thing we did in February of this year. You told us that you love the village character of Monty.

What was telling is that the opportunities you identified to improve Were Street are well aligned to the four attributes of what makes a great place.

You had a real focus on people and improving amenity, comfort and social interaction to make Monty an even better place. This is summarised in the following pages.



Page 5

UNDERSTANDING WERE STREET

What you told us

During February, we asked you to share your thoughts and ideas about Were Street. 494 people participated and provided valued input to help inform the development of a vision for Were Street. We got a great picture of how cherished Were Street is to the local community. We learned why you visit, how often, where you travel from and how you get there. We also asked what things you would like to see change along with the things you would like to keep. The next two pages provide a quick summary of the community engagement findings that we shared with you earlier this year and the opportunities you identified for Were Street.

If you would like to review the findings of community engagement this can be found under the document library on shaping.banyule.vic.gov.au/Were-Street.

Were Street is a place to



CONNECT WITH OTHERS



SHOP LOCAL



MEET WITH FRIENDS

Why you visit

SHOPPING

94%



DINING

89%



EVENTS

53%

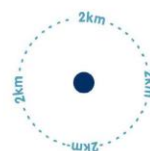


SERVICES

49%



How far you travel



More than 80% of you travel 2km or less to Were St

What you love

VILLAGE CHARACTER & COMMUNITY FEEL

INVITING AND FRIENDLY

OUTDOOR DINING

TRAINS AND BUSES NEARBY

SOCIAL EVENTS

Page 6





UNDERSTANDING WERE STREET

Your ideas for improving Were Street

The community engagement findings gave us a great picture of the opportunities to make Were Street even better. We were able to group these into four areas – which we have used to inform the development of this vision and **key directions**. Your ideas align very closely to the four qualities that make great places and provided a strong basis to develop a vision that would help to improve upon what you already love about Monty.



Keep the Village Feel

- retain the small town feel, uniqueness and charm
- use materials and finishes that add to the village feel and atmosphere
- increase garden bed areas
- public art opportunities
- improve the cafe culture and interactive outdoor dining
- retain space for events
- keep the spaces relaxed and informal



Safer access for walking & cycling

- safer pedestrian streetscape
- improve access and linkages across the precinct
- wider footpaths, more pedestrian space and gathering areas
- reduce traffic and vehicle movement
- safer cyclist movement (introduce contra-flow lane)
- more bike parking
- better lighting
- increase accessible parking bays



More Greenery & Better Public Spaces

- plant more canopy trees and shade for a green streetscape
- new public toilet facilities
- create open grass areas
- increase gardens and natural elements
- create a functional public space / village square
- improve outdoor dining opportunities
- increase public seating, bins, bike parking and dog posts
- introduce more water sensitive urban design (WSUD)



Better Traffic Flow

- make changes to traffic movement to benefit users
- remove double white lines
- improve car parking
- increase accessible parking spaces
- introduce key pedestrian crossings and shared zones
- increase walkability of the streetscape



WERE STREET VISION





THE VISION FOR WERE STREET

The following vision statement has been developed to best capture the intent of the project based on your feedback.

"Were Street will offer a unique village feel where people are given priority. It will provide comfortable, safe, vibrant and engaging spaces and more places for social engagement and connection for people of all ages and abilities"

We have developed the landscape concept, shown on the right, to capture the things that you most wanted to see in a new Were Street. It is built on the four key directions – which were summarised in the previous section.

Please take the time to consider the detail on the concept. The following pages then explore the key details more closely.



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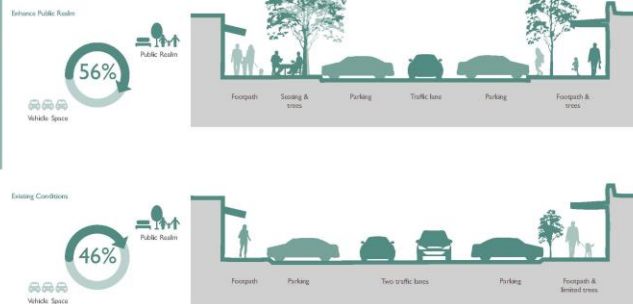
PLACES FOR PEOPLE

Creating more public realm

The first step we propose is to reclaim the available public space in favour of pedestrians rather than the car – yet still maintain good access and parking. This is achieved by moving to a one-way system along Were Street.

Simpler, safer and more predictable for everyone – this unlocks the potential for Were Street to become a more intimate, accessible and engaging space for people to move around in.

Cars will be slowed and drivers will have less distractions and soon become familiar with the new conditions.

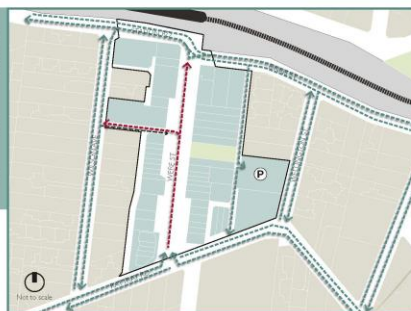


Getting around

Our traffic analysis has shown that our road network can adjust quite easily to a one-way system on Were Street. We have taken time to understand how people visit and move about the area, including surrounding schools, parks, community facilities, the station and Were Street.

Familiarity with the new conditions will be a matter of adjusting our habits but should result in a more simplified and predictable experience for visitors to Were Street.

Beyond this project, we will continue to work with the community to consider important pedestrian and cycling connections and safer crossings to help us move between the places we use and visit.



Parking

We want more people to walk and cycle to Monty and feel comfortable in the space. Parking and access is important and we are able to achieve good outcomes here to:

EXISTING CONDITIONS		
72	2	1
Standard Parking Bays	Accessible Parking Bays	Mud Zone
ENHANCE PUBLIC REALM		
76	6	1
Standard Parking Bays	Accessible Parking Bays	Mud Zone

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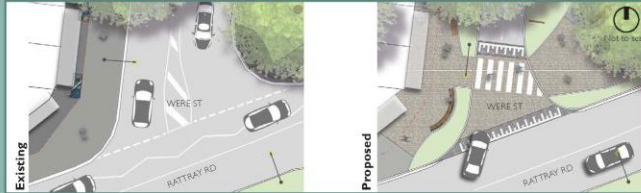
Taking a closer look at key locations

The new vision proposes

Top of Were St & Rattray Rd

- one way traffic into were street from Rattray road
- pedestrian crossing creating an easy connection for pedestrians
- more garden beds and softscaping
- new seating
- entry features such as signage and art

A New Entry and Safe Crossing



Were Street - Near Florist

- one way traffic in were street
- new disabled parking spaces
- kerbs moved to create more pedestrian space
- more trees planted into the streetscape
- retention of mosaic seat and footpath mosaics
- new seating

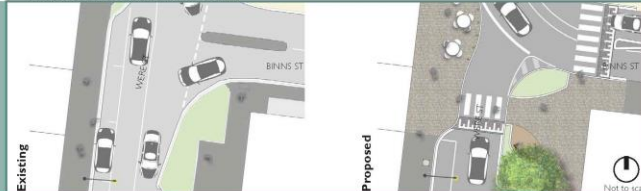
Opportunity for More Trees



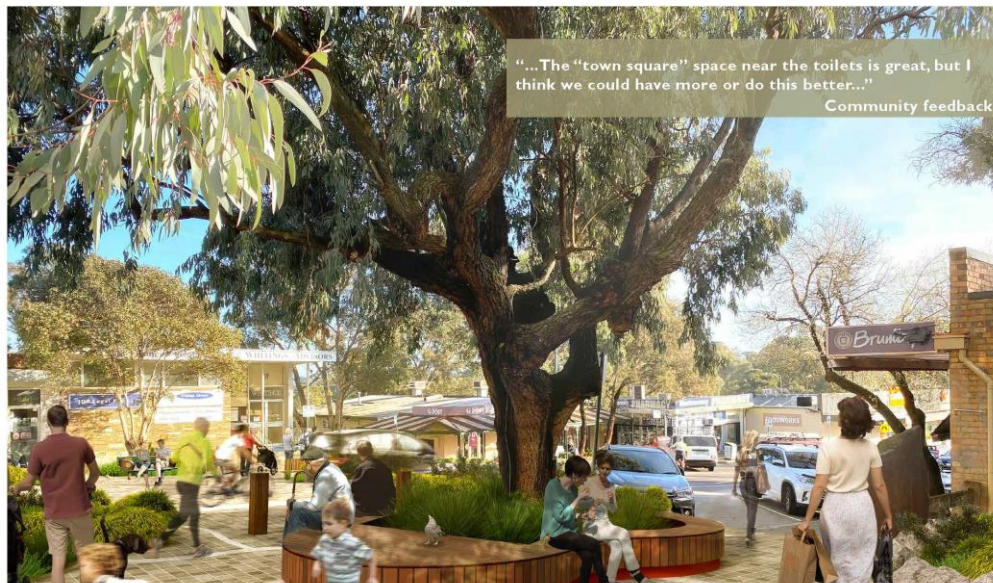
Bottom of Were Street

- one way traffic out of Were Street onto Station Street
- new pedestrian crossings connecting Were Street to the station
- more pedestrian space and gathering areas
- more space for outdoor dining
- sections of new water sensitive design (WSUD)

Increased Public Space and Dining



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WERE STREET RESERVE





WERE ST RESERVE LANDSCAPE CONCEPT

Were Street Reserve is an opportunity to create a vibrant centrepiece at the heart of the new streetscape. It is a highly valued space and thoroughfare – if a little under-used currently. It can become a meeting place, a play space for all ages, a place to sit and watch the world go by and a space for events and festivals. Delivering a new toilet facility creates the opportunity to improve the overall functionality of the space.



- | | | | | | |
|--|--|----------------------|---|-----------------------|--|
| 1 Landscaped garden beds and seating | 3 New seating | 5 Village Square | 7 Open area with seating and nature play looking out across the Village Square and new performance area | 9 New toilet facility | 11 Improved connection between Reserve and Wellington St carpark |
| 2 Raised pedestrian crossing connecting Were Street with the Reserve | 4 Feature paving to visually connect east and west Were St | 6 New tree plantings | 8 Existing garden bed | 10 Accessible parking | |
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WERE STREET RESERVE

There is a real opportunity to create a more open and useable area opening out onto Were Street. In conjunction with a new plaza area, it will deliver a village square and more opportunities for social connection, gathering and activity. The following images are a sample look and feel of proposed new elements within the Reserve.

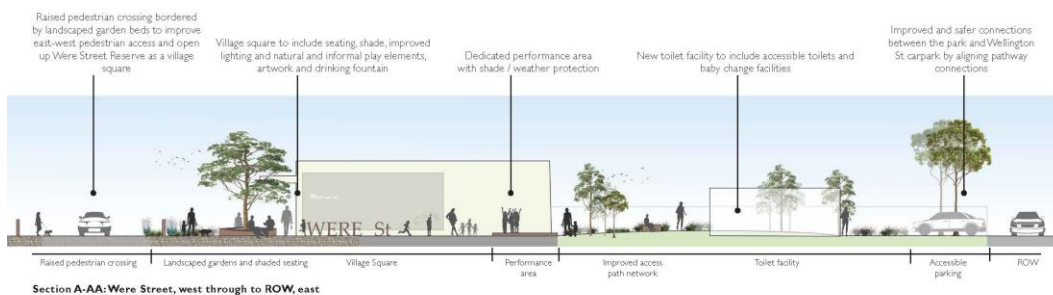


Artists impression of the new village square

Play elements

Performance area

Artist impression of new toilet facility





NEXT STEPS

We would appreciate your time to share your views about the vision. Please visit Shaping Banyule and complete the feedback form.

The findings of this phase of community engagement will, once again, be made public.

Your feedback and ideas will then be used to inform the draft concept plan that Council will look to endorse toward the end of this year.

Victorian Government stimulus funding, if we are successful, is also likely to influence some of the finishes and features we can incorporate into the design.

We will continue to provide you with project updates over the next few months.

